

TIDEWATER CROSSING

FINDINGS, OVERRIDING CONSIDERATIONS, MITIGATION MONITORING
AND REPORTING PROGRAM

EIR FILE #2-05

SCH# 2005122101

LSA

September 2008

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Submitted to:

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EXHIBIT A
**FINDINGS OF SIGNIFICANT OR POTENTIALLY SIGNIFICANT IMPACTS REDUCED
TO LESS THAN SIGNIFICANT LEVELS**

(CEQA Guidelines Section 15091(a)(1))

GEOPHYSICAL RESOURCES

Impact: ***GEO-2: Development of the project site would include substantial grading activities that could result in soil erosion.***

Implementation of the proposed project would require grading for proposed roadways, infrastructure (including the proposed detention basin), superpads and lot pads. Exposed soils are considered erodible when subjected to concentrated surface flow. Within the site, increased erosion may occur on unprotected rough graded surfaces if they are exposed to rainfall and surface runoff. Sedimentation generated from erosion could ultimately be washed into the local drainages, including French Camp Slough. Levees extending along the banks of French Camp Slough will assist in preventing significant deposition of sediments into this resource.

Findings:

1. Changes 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.

Mitigation Measures:

GEO-1a: The proposed project would involve extensive disturbance of the project site during its development. The project will be required to comply with the City's Grading and Erosion Control Ordinance that would mitigate potential erosion impacts to less than significant.

GEO-1b: Prior to construction, the applicant shall provide evidence to the Director of MUD that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board (RWCQB) regarding compliance with National Pollutant Discharge Elimination System (NPDES) General Construction permit requirements.

Level of Significance Conclusion: Implementation of the above listed mitigation measures would reduce impacts affecting soil erosion to less than significant levels.

Impact: ***GEO-3: Implementation of the proposed project could expose people and structures to soil stability constraints.***

The geotechnical study prepared for the project concludes that the site is suitable for development provided recommendations are incorporated into the project design. The primary consideration in designing the proposed project is the shrink-swell (expansion) characteristics of the near-surface clay and the potential for post-constructions heave or uplift of concrete slabs, foundations and pavements.

Findings:

1. Changes 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.

Mitigation Measure:

GEO 2: The June 2006 soils report prepared by Kleinfelder, inc. for the proposed project identifies engineering limitations of the site soils and recommends measures to ensure the planned improvements will not be damaged by these limitations. These limitations and recommendations must be followed during site development.

Level of Significance Conclusion: Implementation of the above listed mitigation measure would reduce impacts regarding soil stability constraints to a less than significant level.

WATER RESOURCES

Impact: ***FC-1: The proposed project will increase the amount of impermeable surfaces which will increase site runoff quantities.***

With the increase in site runoff due to the proposed project, a detention basin will be constructed to maintain existing flows and base flood elevations through and at the end of the project. Hydrology modeling and stream profiling were used to determine the flood control improvements needed for the proposed project.

Findings:

1. Changes 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.

Mitigation Measures:

FC-1a: Implementation of the stormwater and flood control plans will prevent flooding from occurring on-site. Additionally, the surrounding area north of French Camp Road will not be impacted as the proposed improvements will reinstate the previous flow conditions and will result in no net change.

FC-1b: A request to revise the flood maps through FEMA's Conditional Letter of Map Revision (CLOMR) will be required to certify the areas to be developed will no longer be within the 100-year floodplain.

FC-1c: A FEMA Letter of Map Revision (LOMR) will be required prior to issuance of building permits.

FC-1d: Preparation of a Storm Water Management Plan shall be prepared and submitted to the City of Stockton Municipal Utilities Department Director for review and approval.

FC-1e: A Reclamation Board Encroachment Permit will be required under Title 23 of the California Code of Regulations prior to modification of the levees and channels.

Level of Significance Conclusion: Implementation of the above mitigation measures will reduce potential flooding impacts to a less than significant level.

Impact: *WQ-1: Project implementation could result in the potential degradation of water quality during project construction and operation.*

During construction, disturbance of soil and operation of construction equipment can lead to increased sediments and vehicle fluids in stormwater or surface runoff. Following development of the project site, pollutants from parking lot and roadway runoff could contain heavy metals and hydrocarbons from vehicle fluid. Chemicals used in landscaping maintenance would also impact water quality through stormwater runoff.

Findings:

1. Changes 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.

Mitigation Measures:

WQ 1a: Prior to issuance of grading permits for the project site, the applicant shall submit evidence to the Director of the MUD indicating that a NOI and a copy of the developer's or contractor's SWPPP have been filed with the RWQCB.

WQ 1b: The project applicant will comply with the applicable water quality and storm drainage discharge requirements consistent with any waste discharge or water quality certification requirements authorized by the SWQCCP. A Water Quality Certification may also be required.

Level of significance Conclusion: Implementation of the above mitigation measures will reduce potential water degradation impacts to a less than significant level.

BIOLOGICAL RESOURCES

Impact: *BR-2: The project may result in impacts to valley oak woodland and valley oak riparian habitat, and may remove many native trees, including trees classified as heritage trees under the City of Stockton Heritage Tree Ordinance.*

The proposed project will involve extensive grading and disturbance of the project site as construction proceeds, and the development of proposed land uses may impact existing vegetation, including 290 native trees located throughout the project site.

Findings:

1. Changes 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.

Mitigation Measures:

BR-1a: Since impacts to native trees are included within plant community impact acreage, loss of trees will be mitigated through the SJMSCP as part of mitigation for open space conversion. The SJMSCP includes minimum criteria (i.e., preserve size, canopy cover, adjacent habitat, etc.) for establishing preserves based on the type of habitat preserved. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP.

1. Pay the appropriate fee as indicated in the SJMSCP; or
2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or
3. Purchase approved mitigation bank credits; or
4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.

BR-1b: Impacts to heritage oak trees shall be mitigated in accordance with the City of Stockton Heritage Tree Ordinance. Compliance with the Heritage Tree Ordinance requires the following:

1. The applicant shall apply to the City Parks and Recreation Department for a permit and pay a fee to cover the cost of processing the application, including the cost of publication of the notice.
2. The City Landscape Architect, or designee as determined by the Director of Parks and Recreation, shall review each application and any written or oral testimony and decide if a permit should be granted based on the following:
 - a. The condition of the tree or trees with respect to disease, danger of falling, proximity to existing or proposed structures and interference with utility services.
 - b. The necessity to remove the tree or trees in order to construct any proposed improvements, and the possibility of revising proposed tentative subdivision maps and improvement plans in order to save the trees.
 - c. The topography of the land and the effect of the removal of the tree on erosion, soil retention and diversion or increased flow of surface waters.
 - d. The number of similar trees existing in the vicinity.
3. The applicant shall replace all trees removed on a one for one basis at the discretion of the City Landscape Architect. The size of the replacement tree shall be determined by the City Landscape Architect based on the size of the tree that is removed. If possible, the replacement tree or trees shall be planted on the same parcel as the trees that were removed. If that is not possible, the replacement tree or trees shall be planted in a City park or some other suitable location as determined by the City Landscape Architect.

Level of Significance Conclusion: Implementation of Mitigation Measures BR-1a and BR-1b reduces this impact to less than significant.

Impact: *BR-3: Implementation of the project will result in the development of upland habitat areas suitable for use by several special status bird species, including tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, loggerhead shrike, and Nuttall's woodpecker.*

The proposed project would convert agricultural land, orchard, valley oak woodland, valley oak riparian, and ruderal habitat on the project site to residential and industrial uses. Several special status species, including the tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, loggerhead shrike, and Nuttall's woodpecker, may nest and/or forage on the project site. Development of the project site may remove foraging and nesting habitat for these species.

Findings:

1. Changes 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.

Mitigation Measures:

BR-2a: The tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, and loggerhead shrike are covered under the SJMSCP. Impacts to habitat for these species will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP.

1. Pay the appropriate fee as indicated in the SJMSCP; or
2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or
3. Purchase approved mitigation bank credits; or
4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.

BR-2b: All suitable nesting habitat for tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, and loggerhead shrike on the project site shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If an active nest is discovered, the project applicant shall be responsible for implementing the applicable Incidental Take Minimization Measures outlined in the SJMSCP (see Appendix F). These Incidental Take Minimization Measures are consistent with the provisions of the Migratory Bird Treaty Act.

BR-2c: The Nuttall's woodpecker is not covered under the SJMSCP. All suitable nesting habitat for this species shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If this species is observed nesting in the project area prior to the start of project construction, the following mitigation measures shall be implemented to minimize potential impacts to this species:

- A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building, and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing.

Level of Significance Conclusion: Implementation of the above Mitigation Measures reduces this impact to less than significant.

Impact: *BR-4: Project implementation could affect several special status bat species that could occur on the project site.*

Focused surveys for bat species were not conducted. Many species of bats are known to occur in San Joaquin County, and potential roost sites (i.e., buildings, trees, etc.) exist on the project site. Project construction could result in direct impacts to bats, bat roosting habitat, and foraging habitat. Bat species are covered in the SJMSCP, and Incidental Take Minimization Measures consistent with the SJMSCP are outlined in Appendix F.

Findings:

1. Changes 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.

Mitigation Measures:

BR-3a: Bat species are covered under the SJMSCP. Impacts to foraging habitat for bats will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP:

1. Pay the appropriate fee as indicated in the SJMSCP; or
2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or
3. Purchase approved mitigation bank credits; or
4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.

BR-3b: All suitable habitat shall be surveyed by a qualified bat biologist prior to initiating construction-related activities. The surveys should determine if nursery or roost sites are present. If bats are roosting on the project site, the Incidental Take Minimization Measures consistent with the SJMSCP (see Appendix F) shall be implemented.

Level of Significance Conclusion: Implementation of the above Mitigation Measures reduces this impact to less than significant.

Impact: *BR-5: Implementation of the proposed project has the potential to impact habitat that is suitable for the impact western pond turtle.*

The reach of French Camp Slough on the project site may be used by pond turtles. Impacts to pond turtles may occur through alteration of adjacent upland areas where pond turtles nest. This species is covered under the SJMSCP, and Incidental Take Minimization Measures outlined in Appendix F may be required.

Findings:

1. Changes 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.

Mitigation Measures:

BR-4a: Impacts to habitat for western pond turtle shall be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP.

1. Pay the appropriate fee as indicated in the SJMSCP; or
2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or
3. Purchase approved mitigation bank credits; or
4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.

BR-4b: All suitable habitat shall be surveyed by a qualified biologist prior to initiating project construction activities. If nesting areas for pond turtles are identified on the project site, implementation of the SJMSCP Incidental Take and Minimization Measures outlined in Appendix F shall be required.

Level of Significance Conclusion: Implementation of the above Mitigation Measures reduces this impact to less than significant.

Impact: ***BR-6: The proposed project has the potential to impact habitat that is suitable for the giant garter snake.***

The banks of French Camp Slough on the project site are steep, the water levels fluctuate daily, and there is very little emergent vegetation in the slough. These factors limit the suitability of the project site for giant garter snakes and reduce the likelihood of their presence. The upland areas adjacent to French Camp Slough provide only marginal habitat for this species due to the high level of cultivation on the project site. Although the habitat on the project site is marginal for giant garter snake, impacts to this species could occur.

Findings:

1. Changes 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.

Mitigation Measures:

BR-5a: The giant garter snake is covered under the SJMSCP. Impacts to habitat for this species will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP:

- Pay the appropriate fee as indicated in the SJMSCP; or
- Dedicate, as conservation easements or fee title, or in-lieu dedications; or
- Purchase approved mitigation bank credits; or
- Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.

BR-5b: The Incidental Take Minimization Measures consistent with the SJMSCP shall be implemented to minimize impacts to this species (see Appendix F).

BR-5c: Per the SJMSCP, provisions of the USFWS Standard Avoidance and Minimization Measures during Construction Activities in Giant Garter Snake Habitat shall be implemented (excluding programmatic mitigation ratios which are superseded by the SJMSCP's mitigation ratios). These provisions are outlined below:

1. Survey of the project area shall be repeated if a lapse in grading or earthmoving activity of two weeks or greater has occurred. If a snake is encountered during construction, activities in the vicinity shall cease until appropriate corrective measures have been completed or it has been determined that the snake shall not be harmed. Report any sightings and any incidental take to the Service immediately by telephone at (916) 414-6600.
2. Following project completion, all areas temporarily disturbed during construction shall be restored following the "Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat" outlined below.
 - a. The disturbed area shall be re-graded to its preexisting contour and ripped, if necessary, to decompact the soil.
 - b. The area shall be hydroseeded. Hydroseed mix shall contain at least 20-40 percent native grass seeds. Some acceptable native grasses include annual fescue (*Vulpia* spp.), California brome (*Bromus carinatus*), blue wildrye (*Elymus glaucus*), and needle grass (*Nassella* spp.). The seed mix shall also contain 2-10 percent native forb seeds, five percent rose clover (*Trifolium hirtum*), and five percent alfalfa (*Medicago sativa*). Approximately 40-68 percent of the mixture may be non-aggressive European annual grasses, such as wild oats (*Avena sativa*), wheat (*Triticum* sp.), and barley (*Hordeum vulgare*). Aggressive non-native grasses shall not be included in the seed mix. These grasses include perennial ryegrass (*Lolium perenne*), cheatgrass (*Bromus tectorum*), fescue (*Festuca* sp.), giant reed (*Arundo donax*), medusa-head (*Taeniatherum caput-medusae*), or Pampas grass (*Cortaderia selloana*). Endophyte-infected grasses shall not be included in the seed mix.

In addition to the above measures, the following avoidance and minimization measures shall also be implemented.

3. All grading and earthmoving activities shall be conducted during daylight hours.

Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPM_303_Final.pdf]¹) shall be implemented to minimize effects to giant garter snake (e.g., siltation, etc.) during construction.

Level of Significance Conclusion: Implementation of the above Mitigation Measures reduces this impact to less than significant.

Impact: *BR-7: Implementation of the proposed project has the potential to impact habitat that is suitable for special status fish species including Delta smelt, river lamprey, Kern Brook lamprey, Pacific lamprey, Central Valley steelhead, fall run/late-fall run chinook salmon, and Sacramento splittail.*

The project will likely impact riparian vegetation along French Camp Slough, which may adversely affect habitat for Delta smelt, river lamprey, Kern Brook lamprey, Pacific lamprey, Central Valley steelhead, fall run/late-fall run chinook salmon, and Sacramento splittail through water quality impacts (i.e., erosion, siltation, etc.).

Findings:

1. Changes 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.

Mitigation Measures:

BR-6a: Delta smelt and Sacramento splittail are covered under the SJMSCP. Impacts to habitat for these species will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP:

1. Pay the appropriate fee as indicated in the SJMSCP; or
2. Dedicate, as conservation easements or fee title, or in lieu dedications; or
3. Purchase approved mitigation bank credits; or
4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.

BR-6b: The Incidental Take Minimization Measures consistent with the SJMSCP shall be implemented to minimize impacts to covered fish species. Incidental Take Minimization Measures for Delta smelt and Sacramento splittail consistent with the SJMSCP are outlined in Appendix F.

BR-6c: The following mitigation measures shall be implemented for Central Valley steelhead, Chinook salmon, Sacramento splittail, and lamprey species.

¹The Caltrans Construction BMPs Manual is considered the industry standard for protection of water quality during construction activities and, as such, is also applicable to non-roadway projects.

1. A Water Pollution Control Plan (WPCP) shall be prepared by the contractor in accordance with typical provisions associated with a Regional General Permit for Construction Activities. The WPCP will contain a Spill Response Plan with instructions and procedures for reporting spills, the use and location of spill containment equipment, and the use and location of spill collection materials.
2. Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPM_303_Final.pdf]) shall be implemented to minimize effects to giant garter snake (e.g., siltation, etc.) during construction.
3. All grading and earthmoving activities shall be conducted during daylight hours.

Level of Significance Conclusion: Implementation of the above Mitigation Measures reduces this impact to less than significant.

NOISE

Impact: *NOI-1: Construction related activities may negatively impact surrounding receptors.*

Short-term noise impacts would be associated with excavation, grading, and erecting of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels currently in the project area but would no longer occur once construction of the project is completed.

Findings:

1. Changes 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.

Mitigation Measure:

NOI-1: Construction will be limited to the hours of 7:00 a.m. to 10:00 p.m. on weekdays and weekends in accordance with the City's Municipal Code.

The following measures can be implemented to reduce potential construction noise impacts on nearby sensitive receptors:

- During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest to the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest practical distance between construction-related noise sources and noise-sensitive receptors nearest to the project site during all project construction.

- Construction contractors shall provide the Building Division a name and phone number of a contact person in the event that noise levels become disruptive. The name and phone number shall also be posted on site, informing the public who to contact. Adjacent residents within 100 feet of the property shall also be notified prior to construction activities and given the contact information. The Building Division shall monitor compliance.

Level of Significance Conclusion: Implementation of Mitigation Measures NOI-1 will reduce short-term construction related impacts to a less than significant level.

Impact: *NOI-2 Implementation of the proposed project will increase noise levels on the project site and in populated off-site areas.*

The projected future traffic volumes (Fehr & Peers, August 2006) for roadway segments in the project vicinity were used in the traffic noise impact analysis. The FHWA Highway Traffic Noise Prediction Model (FHWA RD-77-108) was used to evaluate future traffic-related noise conditions in the vicinity of the project site.

Findings:

1. Changes 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.

Mitigation Measures:

NOI-2a: the following mitigation measures shall be required to reduce the on-site traffic noise impacts.

- A form of mechanical ventilation such as air conditioning systems shall be required for all residences in the following areas within the project site to ensure that windows can remain closed for a prolonged period of time:
 - all residences located within approximately 500 feet of French Camp Road; and
 - all residences located within approximately 400 feet of Airport Way.
- All second floor residential exterior facades that are within 150 feet of and directly exposed to French Camp Road or that are within 100 feet of and directly exposed to Airport Way shall be constructed to guarantee a minimum STC-30 rating (including windows, doors, and walls). Quality control must be exercised in construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed.
- A sound barrier with a minimum height of 10 feet is required along the project property line bordering Airport Way to provide noise attenuation for noise sensitive land uses within the proposed project site.
- A sound barrier with a minimum height of 12 feet is required along the project property line bordering French Camp Road to provide noise attenuation for noise sensitive land uses within the proposed project site.
- A sound barrier of a minimum 6 feet in height shall be constructed on all second floor balconies or decks for residential buildings within the project that are directly exposed to and within 150 feet of French Camp Road or that are directly exposed to and within 100 feet of Airport Way. The

sound barrier can be of wood, brick, concrete, Plexiglass, or a combination of these and must be constructed without gaps (including at the bottom); it must be of at least 1 inch thickness and have equivalent mass to that of solid wood fencing boards.

NOI-2b: The following mitigation measures shall be required to reduce the on-site train noise impacts:

- A six-foot-high sound wall or sound wall/berm combination shall be constructed to protect sensitive exterior land uses (residential and commercial) located within 316 feet of the railroad right-of-way.
- Mechanical ventilation shall be required for all residences located within 631 feet of the railroad right-of-way.

NOI-2c: If there are sensitive land uses within 200 feet of a proposed loading/unloading area one of the following measures shall be implemented:

- A sound barrier shall be constructed adjacent to the loading/unloading area. Wall height shall be determined based on specific sensitive land use and an acoustical analysis for the new development must be submitted to identify the wall height prior to the submittal of any building permit, or
- Loading/unloading activities shall be restricted to the hours of 7:00 a.m. and 10:00 p.m. daily.

Level of Significance Conclusion: Implementation of Mitigation Measures NOI-1a, NOI-1b, and NOI-1c will ensure that the above noise impacts will not be significant.

Impact: *NOI-3: Implementation of the proposed project will subject the residential uses to unacceptable vibration levels due to the proximity of the railroad.*

Based on FTA's Transit Noise Impact Assessment (April 1995) homes within 200 feet of railroad tracks would potentially be exposed to vibration impacts.

Findings:

1. Changes 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.

Mitigation Measure:

NOI-3: A site specific vibration impact analysis shall be required prior to the construction of any sensitive structures within 200 feet of a railroad right-of-way.

Level of Significance Conclusion: Implementation of Mitigation Measure NOI-3 will reduce the above impact to a less than significant level.

LAND USE

Impact: *LU-2: Implementation of the proposed project could potentially result in incompatibility with surrounding land uses.*

There are three land uses surrounding the project site: rural/ low density residential (west/southwest), agriculture (south and east), and Industrial (north). The rural/agrarian density residential and productive agricultural land uses to the south and east are partially separated from the project uses by French Camp Road and the Union Pacific Railroad. As a result of this blended agricultural/rural residential interface and the physical barrier afforded by French Camp Road and the rail line, conflict between the proposed project uses and agricultural uses is not expected.

Findings:

1. Changes 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.

Mitigation Measure:

LU-1: To reduce agricultural/residential land use incompatibilities, the following shall be required:

- The Applicant/Developer(s) shall inform and notify prospective buyers in writing, prior to purchase, about existing and on-going agricultural activities in the immediate area in the form of a disclosure statement. The notifications shall disclose that the Stockton area is an agricultural area subject to ground and aerial applications of chemical and early morning or nighttime farm operations which may create noise, dust, et cetera. Each disclosure statement shall be acknowledged with the signature of each prospective owner.
- As a condition of tentative map approval, the perimeter of the project site affected by the potential conflicts in land use noted above shall be appropriately buffered by fences and/or walls to minimize conflicts between project residents, non-residential uses, and adjacent agricultural uses.

Level of Significance Conclusion: Implementation of Mitigation Measures LU-1 will reduce the above impact to a less than significant level.

Impact: *LU-3: Elements of the proposed project may present incompatibilities with the Stockton Metropolitan Airport uses and operations.*

Based upon information obtained from Caltrans California Airport Land Use Planning Handbook (2002), discussion with Airport personnel, FAA and reviewing Airport Plans, the industrial and residential portion of the proposed Tidewater Crossing complies with allowable land uses as indicated in the San Joaquin Airport Land Use Plan.

Findings:

1. Changes 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.

Mitigation Measures:

LU-2a:

- Non-reflective building materials must be used in the construction of all buildings in the project area.
- Transmission towers within the Conical and Horizontal zones that interfere with aircraft communications or navigation are strictly prohibited.
- All project development shall abide by land use guidelines in the adopted Airport Land Use Plan.
- Proposed schools that are to be located within a two mile radius of an airport must undergo a review by Caltrans Division of Aeronautics and the Department of Education.

LU-2b: Additional measures that apply to all zones and areas within an airport area of influence include the following:

- The ODS shall record a Deed of Avigation and Hazard Easement. This easement shall grant San Joaquin County a perpetual, assignable easement permitted overflight of the property by aircraft, together with any inherent noise or other emissions, which are inherent in the operation of aircraft. This easement shall be recorded as a deed restriction flowing in perpetuity to all successor property owners.

Level of Significance Conclusion: Implementation of Mitigation Measures LU-2a and 2b will reduce the above impact to a less than significant level.

TRAFFIC AND CIRCULATION

Impact: ***4.7.1. The addition of project traffic would result in deficient service levels at the McKinley Avenue/Sperry Road intersection (Intersection 8) in the EPAP With Project condition. This impact is considered significant.***

The addition of project traffic would result in overall LOS F conditions during the AM and PM peak hours. Peak hour traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.1. The owners, developers and/or successors-in-interest (ODS) shall contribute their fair share to the Sperry Road extension project. The City of Stockton plans to extend Sperry Road from McKinley Avenue to from E. French Camp Road. The intersection of Sperry Road/McKinley Avenue intersection would be eliminated as Sperry Road and McKinley Avenue would be grade separated.

Should construction of the planned Sperry Road extension be scheduled for completion subsequent to project completion, the ODS shall install a traffic signal; modify the northbound approach to provide a 250-foot northbound right-turn pocket, and modify the southbound approach to provide a southbound left-turn pocket with approximately 250 feet of vehicle storage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level

Impact: *4.7.2. The addition of project traffic would result in deficient service levels at the Arch-Airport Road/S. Airport Way intersection (Intersection 10) in the EPAP With Project condition.*

The addition of project traffic would result in LOS E conditions during both the AM and PM peak hour. Additionally, excessive vehicle queues (50th percentile queue of more than 500 feet) are anticipated for the westbound left-turn movement during the PM peak hour.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.2. The ODS shall modify the intersection to provide a northbound right-turn only lane and a second westbound left-turn lane with at least 300 feet of vehicle storage in each lane.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: *4.7.3. The addition of project traffic would result in deficient service levels at the Arch-Airport Road/Pock Lane intersection (Intersection in the EPAP With Project condition.*

The addition of project traffic would result in overall LOS F conditions during the PM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.3. The ODS shall install a traffic signal at the Arch-Airport Road/ Pock Lane intersection.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: *4.7.7. The addition of project traffic would worsen overall deficient conditions at the I-5 Southbound Ramps/E. French Camp Road interchange (Intersection 21) in the EPAP With Project condition.*

The addition of project traffic would worsen overall deficient operations during the PM peak hour and result in overall LOS F conditions during the AM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.7. Caltrans has recently installed traffic signals at this location. With signalization, this intersection is projected to operate acceptably through the near-term with project scenario, as shown in Table 4.7.23. Therefore, no additional mitigation is necessary. It should be noted that the ODS shall pay their fair share towards the ultimate interchange improvement project through the payment of traffic impact fees.

Level of Significance Conclusion: With the recent signalization of the intersection, this impact has been reduced to a less than significant level.

Impact: *4.7.8. The addition of project traffic would worsen deficient service levels at the I-5 Northbound Ramps/E. French Camp Road interchange (Intersection 22) in the EPAP With Project condition.*

The addition of project traffic would worsen overall deficient operations during the PM peak hour and result in overall LOS F conditions during the AM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.8. Caltrans has recently installed traffic signals at this location. With signalization, this intersection is projected to operate acceptably through the near-term with project scenario, as shown in Table 4.7.23. Therefore, no additional mitigation is necessary. It should be noted that the ODS shall pay their fair share towards the ultimate interchange improvement project through the payment of traffic impact fees.

Level of Significance Conclusion: With the recent signalization of the intersection, this impact has been reduced to a less than significant level.

Impact: *4.7.14. The addition of project traffic would result in deficient service levels at the Stimson Street/S. Airport Way intersection (Intersection 29) in the EPAP With Project condition.*

The addition of project traffic would result in LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied with the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.14. The ODS shall implement improvements at the Stimson Street/S. Airport Way intersection that will result in acceptable service levels. Improvements include: traffic signal installation; modify the westbound approach to provide two exclusive left-turn lanes, and a through-right shared lane; modify the southbound approach to provide two left-turn lanes; (250 feet of storage each), modify the east leg of the intersection to provide two receiving lanes for at least 500 feet with the appropriate taper; and modify the eastbound approach to provide a left-turn lane and a through-right shared lane.

It should be noted that this intersection is in close proximity to an at-grade railroad crossing. While this crossing is infrequently used, increased train activity could affect intersection operations. When S. Airport Way is widened to its ultimate width, a grade separated crossing is proposed which may require closure of the Stimson Street intersection.

Additionally, should the proposed extension of R.A. Bridgeford Street require the closure of Stimson Street east of the National Guard entry, additional improvements would be required at the *S. Airport Way/C.E. Dixon-Performance Drive* intersection, including:

- Northbound: left-turn lane (300 feet of storage), two through lanes, right-turn only lane (400 feet)
- Southbound: dual left-turn lanes (400 feet of storage), two through lanes, right-turn only lane
- Eastbound: dual left-turn lanes, one through lane, right-turn only lane
- Westbound: dual left-turn lanes (400 feet of storage), one through lane, free right-turn or two right-turn only lanes (400 feet of storage)

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: *4.7.18. With construction of the proposed project as currently planned, the intersection of Collector E with E. French Camp Road (Intersection 38) is projected to operate at an overall unacceptable service level as a side-street stop controlled intersection.*

This intersection would operate at an overall LOS F with the development of the project and full access, side street stop control. Peak hour volume traffic signal warrants would be satisfied with the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.18. Several measures were considered to mitigate this impact. The first measure considered was to signalize the intersection. However, signalization could create operational difficulties with the intersection's close spacing to an at-grade railroad crossing, as eastbound vehicle queues could potentially spillback through the railroad crossing. Should a grade separate crossing be provided, insufficient sight distance from the crossing to the intersection may be provided. Therefore, it is recommended that this intersection be restricted to right-in/right-out, with two through lanes constructed in each direction on E. French Camp Road along the project frontage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: ***4.7.20. The addition of project traffic would increase traffic by more than 5 percent on two freeway segments projected to operate at unacceptable levels prior to the addition of project traffic in the EPAP condition.***

North of Arch-Airport Road is projected to operate at an unacceptable LOS E during the PM peak hour and southbound SR-99, south of E. French Camp Road is projected to operate at an unacceptable LOS F prior to the addition of project traffic. Project traffic would increase traffic volumes on these two segments by more than 5 percent, which is considered significant.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.20. The ODS shall contribute its fair share towards planned freeway widening to provide three travel lanes per direction on SR-99 in the study area through payment of the public facilities fee.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: ***4.7.23. The addition of project traffic would result in LOS E conditions during the PM peak hour at the Sperry Road/Performance Drive intersection (Intersection 9) in the Future (Year 2025) With Project condition.***

The addition of project traffic would result in LOS E conditions during the PM peak hour.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.23. Improvements that would result in acceptable operations at this intersection include modifying the northbound approach to provide two left-turn lanes, a left-through shared lane and a right-turn only lane. However, provision of additional capacity on parallel routes, such as construction of a new interchange at C.E. Dixon Street would also mitigate this impact, as the intersection is projected to operate at acceptable service levels in the 2035 condition with the addition of project traffic. In lieu of constructing an additional left-turn lane, the ODS shall make a fair share contribution to the new C.E. Dixon Street interchange.

Level of Significance Conclusion: The impact would remain significant until a new interchange is constructed at C.E. Dixon Street. With cooperation of San Joaquin County and Caltrans to allow the C.E. Dixon Street interchange to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.26. The addition of project traffic would worsen LOS F conditions during the PM peak hour, increasing average delay by more than 20 seconds, and result in LOS E operations during the AM peak hour at the Arch-Airport Road/Pock Road intersection (Intersection 12) in the Future (Year 2025) With Project condition.*

The addition of project traffic would worsen LOS F conditions during the PM peak hour and result in LOS E conditions during the AM peak hour.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.26. The ODS shall contribute its fair share towards the provision of a westbound right-turn only lane, and northbound and southbound free right-turn lanes. In addition, the ODS shall contribute towards the provision of additional capacity on parallel routes, such as construction of a new interchange at C.E. Dixon Street.

Level of Significance Conclusion: With cooperation of San Joaquin County and Caltrans to allow the C.E. Dixon Street interchange to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.29. The addition of project traffic would result in deficient service levels at the S. Airport Way/C.E. Dixon-Performance Drive intersection (Intersection 17) in the Future (Year 2025) With Project condition during the AM and PM peak hours.*

The addition of project traffic would result in LOS F conditions in the AM and PM peak hours.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.29. The ODS shall contribute their fair share to the construction of the following intersection configuration:

- Northbound: dual left-turn lanes (500 feet of storage each), three through lanes, right-turn only lane (800 feet of storage)
- Southbound: dual left-turn lanes (300 feet of storage each), two through lanes, and a through-right shared lane
- Eastbound: dual left-turn lanes, one through lane, through-right shared lane
- Westbound: dual left-turn lanes, one through lane, free right turn lane (or dual right-turn lanes)

Level of Significance Conclusion: Implementation of this measure would reduce the project's impact to a less-than-significant level.

Impact: ***4.7.39. With construction of the proposed project as currently planned, the intersection of Collector E with E. French Camp Road (Intersection 38) is projected to operate at an overall unacceptable service level as a side-street stop controlled intersection.***

This intersection would operate at an overall LOS F with the development of the project and full access, side street stop control. Peak hour volume traffic signal warrants would be satisfied with the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.39. Implement Mitigation Measure 4.7-18.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: *4.7.40. With construction of the proposed project as currently planned, the intersection of Local A with E. French Camp Road (Intersection 39) is projected to operate at an overall unacceptable service level during the AM peak hour.*

This intersection would operate at an overall LOS E with the development of the project, with only one travel lane in each direction on E. French Camp Road and signalization. Peak hour volume traffic signal warrants would be satisfied with the addition of project traffic.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.40. The ODS shall pay their fair share to provide two travel lanes in each direction on E. French Camp Road from 500 feet east of the project entry to 500 west of Collector E. An eastbound left-turn pocket with 300 feet of vehicle storage and a westbound right-turn pocket with 200 feet of vehicle storage should be provided on E. French Camp Road at Entry A.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

Impact: *4.7.46. The addition of project traffic would result in LOS E conditions during the PM peak hour at the Arch-Airport Road/Qantas Lane intersection (Intersection 14) in the Future (Year 2035) With Project condition.*

The addition of project traffic would worsen LOS D conditions to LOS E during the PM peak hour.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.46. The ODS shall contribute its fair share to the construction of a second eastbound left-turn lane. Fair share contributions to these improvements were made for the 2025 condition for Mitigation Measure 4.7.27. Therefore, no additional contribution beyond that identified for Mitigation Measure 4.7.27 is required.

Level of Significance Conclusion: Implementation of this measure would reduce the project's impact to a less-than significant level.

Impact: *4.7.47. The addition of project traffic would result in deficient service levels at the S. Airport Way/C.E. Dixon-Performance Drive intersection (Intersection 17) in the Future (Year 2035) With Project condition during the AM peak hour and worsen LOS F conditions during the PM peak hour.*

The addition of project traffic would result in LOS F conditions in the AM peak hour and worsen LOS F conditions during the PM peak hour.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.47. Implement Mitigation Measure 4.7.29. No additional mitigation is required.

Level of Significance Conclusion: Implementation of this measure would reduce the project's impact to a less-than significant level.

Impact: ***4.7.50. With construction of the proposed project as currently planned, the side-street movement at the Collector E/E. French Camp Road intersection (intersection 38) is projected to operate at an unacceptable service level.***

Although this intersection would operate at an overall acceptable service level, the side-street movement would experience excessive delay. Additionally, an at-grade railroad crossing is located in close proximity to this roadway which could impede the operations of this access roadway.

Findings:

1. Changes 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.

Mitigation Measure:

4.7.50. Several measures were considered to mitigate this impact. The first measure considered was to signalize the intersection. However, signalization could create operational difficulties with the intersections close spacing to an at-grade railroad crossing, as eastbound vehicle queues could potentially spillback through the railroad crossing. Should a grade separate crossing be provided, insufficient sight distance from the crossing to the intersection may be provided, which could be problematic if vehicles are queued at the intersection. Therefore, it is recommended that this intersection be restricted to right-in/right-out, with four through lanes in each direction on E. French Camp Road along the project frontage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level.

PUBLIC SERVICES

Impact: ***PR-4: Development of the project site is expected to meet the park facilities requirements for new residents.***

The City of Stockton Municipal Code contains provisions regulating the dedication of parks and the provision of financing for the maintenance of dedicated parkland. The policy specifies that the City will not develop a park unless a maintenance funding mechanism is in place. The primary mechanism is the City Consolidated Landscape Management District. Parks will be developed only when property owners approve an assessment for park maintenance fees and sufficient funds have been accumulated within an area's development fee zone for such improvements.

Findings:

1. Changes 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.

Mitigation Measures:

PR-1a: Prior to recordation of a Final Map, except where a Final Map is recorded for purposes of resale and not intended for development, the owner, developer and/or successor-in-interest (ODS) shall form a new zone of the Stockton Consolidated Landscape Maintenance District 96-2, and approve an assessment providing for the subdivision's proportionate share of the costs to maintain public parks within the service area for this subdivision or serving this subdivision.

PR-1b: Prior to the recordation of a Final Map, except where a Final Map is recorded for purposes of resale and not intended for development, the ODS shall establish a maintenance entity acceptable to the City of Stockton Community Development Director, the Parks and Recreation Director and the Public Works Director to provide funding for the maintenance of improvements including, but not limited to, common areas landscaping, landscaping in the right-of-way, sound walls and/or back-up walls constructed for the special benefit of this subdivision.

Level of Significance Conclusion: Payment of in-lieu fees or Public Facility Fees together with providing 34.3 acres of park and open space will accommodate the park dedication requirements of the Tidewater Crossing project. Implementation of the above measures should reduce the local park-related impacts to less-than-significant.

Impact: ***FP-1: Project implementation will increase the demand for fire protection services which could affect the level of service protection and response times.***

The proposed project would add approximately 7,750 persons to the South Stockton area. This would require a subsequent increase in fire fighting personnel to provide adequate fire protection services. New developments tend to generate fewer fire-related calls due to the use of new materials and construction techniques in accordance with current codes.

Findings:

1. Changes 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.

Mitigation Measures:

FP-1a: Prior to issuance of building permits, the project applicant shall pay the applicable fees as indicated by the City of Stockton's Public Facilities Fee Program.

FP-1b: The owner, developer or success-in-interest will submit subdivision improvement plans to the City and the City shall consult with the Fire Department regarding adequacy of project plans relating to the safety of structure, safety devices, and emergency vehicle access.

Level of Significance Conclusion: Implementation of the above mitigation measures will reduce fire protection impacts to less than significant levels.

Impact: ***PP-1: The proposed Tidewater Crossing project will increase the demand for law enforcement services.***

The proposed project would add 7,750 persons to the South Stockton area. This would require a subsequent increase in law enforcement officers to provide adequate police protection services.

Findings:

1. Changes 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.

Mitigation Measures:

PP-1a: Prior to issuance of building permits, the project applicant shall pay the applicable fees as indicated by the City of Stockton's Public Facilities Fee Program.

PP-1b: The owner, developer or success-in-interest will submit subdivision improvement plans to the City and the City shall consult with the Police Department regarding adequacy of project plans relating to the safety of structure, safety devices, and emergency vehicle access.

PP-1c: A licensed, uniformed security guard must be present in construction areas during the evening hours on weekdays (Monday through Friday), and 24 hours per day on weekends and holidays, when the developer is not on site. Construction areas must be well lighted throughout the night, every night, so as to clearly illuminate the majority of the lots and the entire street within project areas.

PP-1d: During construction of residential sites the areas must be fenced and inaccessible to the public after hours, and on weekends and holidays until residents begin occupying the new homes. The fences should be well maintained as needed during the project. Appliances, such as stoves, microwaves, refrigerators, etc., should not be installed until the day a new owner completes the final walkthrough of the residence. If installed earlier, the residence must remain securely locked after hours and on weekends/holidays. Cabinetry and other valuable items should be kept offsite prior to installation. Once installed, the residence must be securely locked.

PP-1e: Parking lots should be well lighted to promote visitor safety once construction is complete. Low growth vegetation should be employed around building exteriors and parking areas to facilitate maximum visibility.

PP-1f: The Tidewater Crossing development shall require sufficient lighting and strategically placed security cameras to promote security for residents.

Level of Significance Conclusion: Implementation of the above mitigation measures will reduce police-related/security impacts to less than significant levels.

Impact: *SCH-1: Project implementation will generate additional students and could affect the capacity of existing schools. An elementary school site (19.4 acres) is proposed on the site plan to serve the additional student demand.*

A new elementary school facility will be constructed as part of the project to serve the majority of new elementary aged children within the project site and surrounding neighborhoods. The Manteca Unified School District has given preliminary approval for the proposed school site. Students generated by the proposed project at middle and high school levels will be accommodated by the French Camp Elementary School (K-8) and East Union High School, as they currently have existing capacity. The proposed project may include the relocation of French Camp Elementary School within project boundaries

Findings:

1. Changes 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.

Mitigation Measure:

SCH-1: Prior to issuance of building permits, the project applicant shall pay fees (as applicable) to comply with State-mandated impact fees.

Level of Significance Conclusion: Implementation of the above mitigation measure will reduce school-related impacts to less than significant levels.

Impact: *LIB-1: Implementation of the proposed project will increase the demand for library services.*

The proposed project would result in a higher demand for library services. Currently, the City is planning to construct a branch library to service the northeastern portion of the City, as well as a branch in Weston Ranch, 2 miles north of the project site.

Findings:

1. Changes 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.

Mitigation Measure:

LIB-1: Prior to issuance of building permits, the project applicant shall pay the applicable fees provided in the City of Stockton's Public Facilities Fee Program.

Level of Significance Conclusion: Implementation of the previous mitigation measure will create a less than significant impact on library services.

PUBLIC WATER SUPPLY ASSESSMENT

Impact: ***WSA-2: Project implementation could require extensive modifications to the existing water system to meet the proposed project demand.***

Development of the proposed project would necessitate water system modifications in order to provide adequate distribution. Most of the water system modifications that would be necessary to support development of the proposed project can be extended from the airport area. The remaining infrastructure needed includes numerous smaller pipes to distribute water at appropriate pressures to all points within the system. An existing 24-inch water main enters the planning area via Airport Way and crosses the project exiting along Dudley Road. Connections to the existing City of Stockton water distribution system will be at French Camp Road, Dudley Road, and Airport Way, as shown on the Tidewater Crossing Conceptual Master Water Plan.

Findings:

1. Changes 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.

Mitigation Measures:

WSA-1a: Prior to issuance of building permits, the applicant shall pay all applicable connection fees and/or capital improvement fees required by City ordinance to fund the necessary improvements to the domestic water supply.

WSA-1b: Prior to issuance of building permits, the applicant shall provide evidence to the Director of Municipal Utilities at the City of Stockton of compliance with plumbing, metering, and other water conservation measures in effect, including any provisions outlined included in the City's Urban Water Management Plan, 2005 Update.

WSA-1c: Prior to approval of improvement plans for each development unit, the applicant will perform a water system analysis, acceptable to the Director of Municipal Utilities, demonstrating that the water system improvements are sufficient to meet the City of Stockton service standards.

Level of Significance Conclusion: The available sources for water supply, together with existing and planned water infrastructure, are expected to provide long-term water availability to the project. The above measures will ensure that these programs will be implemented.

UTILITIES AND SERVICE SYSTEMS

Impact: ***WW-1: Sewage demand generated by the proposed project has the potential to exceed the capacity of the wastewater treatment plant.***

The wastewater facilities for the Tidewater Crossing project will be developed in accordance with the City of Stockton Wastewater Collection System Master Plans and the City of Stockton Standard Specifications. The current RWCF has been expanded and adapted to provide for all of the wastewater treatment and disposal needs of the current service area.

Findings:

1. Changes 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.

Mitigation Measure:

WW-1: The owners, developers and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable sewer connection fees required for improvements to the Stockton Regional Wastewater Control facilities.

The Building Division will ensure the sewer connection fees are paid in conjunction with building permit issuance. The Municipal Utilities Department shall monitor and direct the implementation of the RWCF Staged Expansion Project.

In addition, the Department of Community Development will ensure that connection fees are paid in conjunction with building permit issuance. The Departments of Community Development and MUD shall verify that all conditions of approval appear on the actual building plans and that compliance with the conditions is checked in the field during construction and operation, as appropriate.

Level of Significance Conclusion: Payment of sewer connection fees and fair share upgrades to the wastewater collection system as required by the above mitigation measures would reduce the impacts to wastewater conveyance facilities to a less than significant level.

Impact: ***WW-2: Existing and proposed wastewater conveyance facilities may not have adequate capacity to meet proposed project demand.***

The planned truck facilities have been designed to accommodate potential sewage generation from urban development of the site and for external urban development associated with the City's proposed 2035 General Plan.

Findings:

1. Changes 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.

Mitigation Measures:

WW-2a: The owners, developers and/or successors-in-interest shall design and construct off-site elements of master planned sewage collection system improvements needed to serve the proposed project. This shall include engineering, design and construction of necessary sewer improvements, and for the preparation and submittal of project improvement plans and final maps.

WW-2b: The owners, developers and/or successors-in-interest shall demonstrate to the satisfaction of the Director of Municipal Utilities that sewerage generation by the proposed project can be

accommodated within the planned collection system improvements, or shall design and construct necessary improvements to the system to accommodate anticipated sewage generation.

WW-2c: The owners, developers and/or successors-in-interest shall obtain all required permits for appropriate state, federal and local agencies.

WW-2d: Prior to issuance of building permits, the applicant shall pay the applicable sewer connection fees required for Improvements to the City's Wastewater Collection Systems.

Level of Significance Conclusion: Implementation of the above mitigation measures will reduce the impact on wastewater treatment facilities to a less than significant impact.

Impact: *EG-2: The proposed project will use large amounts of energy.*

The proposed project will need approximately 3,834,720 therms of natural gas and 10.12 megawatts of electricity yearly for residential uses. Approximately 15,321,240 therms of natural gas and 11.74 megawatts of electricity will be needed for commercial and industrial uses yearly. While this will significantly increase consumption of electricity and natural gas, utility providers have indicated that the existing system has the capacity to accommodate the increase in electrical service

Findings:

1. Changes 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.

Mitigation Measure:

EG-1: As feasible, the applicant should install energy reducing fixtures and implement energy reducing measures to decrease the amount of energy used.

Level of Significance Conclusion: Implementation of the proposed mitigation measures outlined above would reduce the impact on electric service facilities to a less than significant level.

AESTHETICS/LIGHT AND GLARE

Impact: *VIS-5: Implementation of the proposed project could result in potentially significant nighttime light, both during and after construction.*

After project buildout, there will be several new sources of light during nighttime hours. Glare from residential structures is not expected to be significant due to the traditional use of non-glare materials in construction. In addition, reflective materials will be prohibited in construction materials due to the proximity to the Stockton Airport and the potential to distract pilots.

Findings:

1. Changes 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.

CULTURAL RESOURCES

Impact: ***CR-2: Project site development could result in damage to potentially important cultural resources.***

Several possibly important cultural resources were found within the project site boundaries. Site resources T-C 1, T-C 2, T-C 3, and P-39-000015 are listed in detail in the EIR.

Findings:

1. Changes 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.

Mitigation Measures:

CR-1a: The project area exhibits a high sensitivity for prehistoric archaeological resources. During construction-related activities, a qualified archaeologist shall be present to monitor initial grading activities. Additionally, ground-disturbing activity within 25 feet of TC-2 should be monitored by a qualified archaeologist.

The archaeologist should then determine if further monitoring, periodic site review, or no further monitoring is applicable. Archaeological monitors must be empowered to halt construction activities at the location of the discovery to review possible archaeological material and to protect the resource while it is being evaluated. Monitoring should continue until, in the archaeologist's judgment, cultural resources are not likely to be encountered.

If deposits of prehistoric or historical archaeological materials are discovered during monitoring, all work within 25 feet of the discovery should be redirected until the archaeological monitor assesses the materials and provides recommendations. It is recommended that adverse effects to such deposits be avoided by project activities. If avoidance is not feasible, they should be evaluated for their eligibility for listing in the California Register of Historical Resources. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they will need to be avoided by adverse effects if feasible or such effects must be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report should be submitted to the project proponent, appropriate City of Stockton agencies, and the Central California Information Center.

CR-1b: If implementation of the proposed project impacts the unrecorded segment of the former Tidewater Southern Railroad in the southern portion of the project area, the segment should be recorded on DPR 523 forms and evaluated for its California Register eligibility. If it is not eligible for listing, then no further cultural resources studies are necessary. If it is eligible, a plan to mitigate adverse effects to the railroad should be developed.

Level of Significance Conclusion: Implementation of the above listed mitigation measures would reduce impacts affecting cultural resources to less than significant levels.

Impact: *CR-3: Project site development could result in damage to previously undiscovered cultural or paleontological resources.*

The Late Pleistocene sediments of the Modesto Formation that underlie the project area are highly sensitive for fossil resources. While no paleontological resources (fossils) were identified within or adjacent to the project area by this study, there is a possibility that significant paleontological resources can be discovered during project ground-disturbing construction below the approximately six-foot-deep soil layer

Findings:

1. Changes 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.

Mitigation Measures:

CR-2a: To avoid adverse effects to paleontological resources, it is recommended that a qualified paleontologist monitor ground-disturbing activities. Prior to ground disturbance, pre-field preparation by the paleontologist should take into account specific details of project construction plans, and information from available paleontological, geological, and geotechnical studies. Limited subsurface investigations may be appropriate for defining areas of paleontological sensitivity prior to ground disturbance. The paleontologist should be present to monitor initial project ground disturbing activities at or below six feet from the original ground surface. The paleontologist can then determine if further monitoring, periodic site reviews, or no further monitoring is appropriate.

CR-2b: If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the finds and provide recommendations. Project personnel should not collect or move any archaeological discovered during the course of the project. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their eligibility for listing in the California Register. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they will need to be avoided by adverse effects or such effects must be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report should be submitted to the project proponent, appropriate City of Stockton agencies, and the Central California Information Center.

CR-2c: If human remains are encountered, work within 25 feet of the discovery should be redirected and the County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation. Project personnel should not collect or move any human remains and associated materials that may be encountered. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the project proponent, appropriate City of Stockton agencies and the Central California Information Center.

CR-2d: If paleontological resources are identified within the project area, all work within 25 feet of the discovery should be redirected and a qualified paleontologist should be contacted to evaluate the finds and make recommendations. If the paleontological resources are found to be significant, they should be avoided by project activities. If avoidance is not feasible, adverse effects to such resources should be mitigated. Upon completion of the paleontological evaluation, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the UCMP and appropriate City agencies.

Level of Significance Conclusion. Implementation of the above listed mitigation measures would reduce impacts affecting undiscovered cultural and paleontological resources to less than significant levels.

EXHIBIT B
**FINDINGS OF SIGNIFICANT OR POTENTIALLY SIGNIFICANT
AND UNAVOIDABLE IMPACTS**

Despite substantial mitigation, economic, social, or other considerations make mitigation to less than significance infeasible (CEQA Guidelines, Section 15091 (a)(3)): These impacts will require Statements of Overriding Considerations as described by Section 15093 of the CEQA Guidelines.

AIR QUALITY

Impact: ***AIR-6: The project could create short-term fugitive dust and emissions-related impacts.***

Air pollutant emissions associated with the project would occur over the short-term from construction activities, such as fugitive dust from site preparation and grading and emissions from equipment exhaust. The SJVAPCD's approach to CEQA analyses of PM₁₀ impacts is to require implementation of effective and comprehensive control measures rather than detailed quantification of emissions. Because construction activities will incorporate all feasible mitigation measures, project-related construction emissions will be less than significant.

Findings:

3. Specific 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.

Mitigation Measures:

AIR-1a: The SJVAPCD Regulation VIII, Control Measures for Construction Emissions of PM₁₀ (as shown in Tables 4.2.F, 4.2.G and 4.2.H), are required to be implemented at all construction sites. Compliance with the above Regulation VIII requirements would lessen the fugitive dust impact during construction to a level considered less than significant.

AIR-1b: Architectural coatings and asphalt paving conducted on site shall adhere to rules and regulations stated in the SJVAPCD Rulebook. Compliance with Rule 4601, Architectural Coatings, and Rule 4641, Asphalt Paving, would lessen impacts from architectural coatings and asphalt paving to a level considered less than significant.

Level of Significance Conclusion: The above mitigation measures will reduce construction impacts to the extent feasible and comply with SJVAPCD requirements for reducing construction equipment exhaust. However, the mitigation measures do not completely mitigate for the project's air quality impacts.

Impact: ***AIR-7: The project would create long-term exhaust related impacts.***

Long-term air emissions impacts are those associated with project-related stationary and mobile sources. The proposed project, consisting of mixed-use (residential, commercial, and industrial) uses,

is only a newly added part of a larger overall area development. Because the larger overall development was approved, this analysis only shows the incremental increase. The stationary source emissions from this land use would come from its consumption of natural gas and electricity. The project's emissions would exceed the SJVAPCD annual emissions thresholds.

Findings:

3. Specific 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.

Level of Significance Conclusion: Implementation of Mitigation Measures AIR-1a and AIR1b, as well as GCC-1 through GCC-9 will help to reduce the project's air quality impacts. Even with the implementation of these mitigation measures, this impact will remain significant and unavoidable.

LAND USE

Impact: ***LU-4: Implementation of the proposed project will lead to the conversion of agricultural lands.***

In 2002, San Joaquin County reported a total of 775,114 acres of agricultural land, 626,404 acres of which was categorized as important farmland such as Prime Farmland and Farmland of Local importance. Conversion of the project's approximately 909.1 acres of important farmland represents a small loss for the County.

Findings:

1. Changes 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.

Mitigation Measure:

LU-3: The applicant, owners, developers, or successors in interest shall comply with the City of Stockton's Agricultural Land Mitigation Program. The applicable mitigation fee is \$9,600 per acre of land within the project site designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland (approximately 871 acres).

Level of Significance Conclusion: The proposed project will result in the conversion of agricultural lands. This represents an adverse effect on land use. The mitigation measure above does not completely offset this impact

Impact: ***LU-5: Implementation of the proposed project will substantially alter the character of the previous land use.***

The applicant is proposing a change in existing land use from predominantly agricultural uses to predominantly residential and industrial uses for the project area. Implementation of the proposed project actions and adherence to the concepts outlined in the Master Development Plan will cause a substantial change from the current land uses that have not been contemplated in the County's General Plan, or the City's current plan.

Findings:

3. Specific 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.

Level of Significance Conclusion: Project implementation will result in a substantial change to the current land use and would be considered a significant and unavoidable impact.

TRAFFIC AND CIRCULATION

Impact: ***4.7.4. The addition of project traffic would result in deficient operations at the I-5 Southbound Ramps/Mathews Road interchange (Intersection 18) in the EPAP With Project condition. This impact is considered significant.***

The addition of project traffic would result in overall LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.4. The ODS shall install a traffic signal at the I-5 Southbound Ramps/Mathews Road intersection. The traffic signal shall be interconnected and coordinated with the required traffic signal for the northbound ramp intersection (see Mitigation Measure 4.7.5) to minimize vehicle queue spillback in the interchange area.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as this intersection is under the jurisdiction of Caltrans, implementation of the above mitigation measure cannot be assured by the City of Stockton and the impact could remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.5. The addition of project traffic would worsen deficient service levels at the I-5 Northbound Ramps/Mathews Road interchange (Intersection 19) in the EPAP With Project condition***

The addition of project traffic would worsen overall LOS F conditions during the PM peak hour and result in LOS F conditions during the AM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.5. The ODS shall contribute its fair share towards the construction of a westbound right-turn only lane and the signalization of the I-5 Northbound Ramps/ Mathews Road intersection. The traffic signal shall be interconnected and coordinated with the required traffic signal for the southbound ramp intersection (see Mitigation Measure 4.7.4) to minimize vehicle queue spillback in the interchange area

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of these improvements cannot be assured even with a fair-share contribution, as this intersection is under the jurisdiction of Caltrans, not the City of Stockton and the impact could remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.6. The addition of project traffic would worsen deficient service levels at the Mathews Road-Ash Street/El Dorado Street intersection (Intersection 20) in the EPAP With Project condition.***

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.6. The ODS shall contribute its fair share towards improvements at the Mathews Road-Ash Street/El Dorado Street intersection that would result in acceptable service levels which include: traffic signal installation and modifications to the westbound and eastbound approaches to provide exclusive left-turn lanes, and shared through-right-turn lanes. The eastbound left-turn pocket should provide 300 feet of vehicle storage, while the westbound left-turn pocket should provide at least 200 feet of vehicle storage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of these improvements cannot be assured even with a fair-share contribution, as the intersection is under the jurisdiction of San Joaquin County not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.9. The addition of project traffic would worsen deficient service levels at the McKinley Avenue/E. French Camp Road intersection (Intersection 24) in the EPAP With Project condition. This impact is considered significant.*

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.9. The ODS shall contribute its fair share towards improvements at the McKinley Avenue/E. French Camp Road intersection that would result in acceptable service levels. Improvements include traffic signal installation; providing exclusive left-turn lanes on all approaches in addition to a westbound right-turn only lane. The eastbound and southbound left-turn lanes should provide approximately 300 feet of vehicle storage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with a fair-share contribution, as the intersection is under the jurisdiction of San Joaquin County, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.10. The addition of project traffic would worsen deficient service levels at the Ash Street/E. French Camp Road intersection (Intersection 25) in the EPAP With Project condition. This impact is considered significant.*

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.10. The ODS shall contribute its fair share towards improvements at the Ash Street/E. French Camp Road intersection that would result in acceptable service levels. These improvements include:

- Install a traffic signal

- Modify the westbound approach to provide dual 315 foot left-turn lanes, and a through-right shared lane and lane and widen Ash Street to provide two receiving lanes
- Modify the eastbound approach to provide a 50 foot left-turn lane, a through lane, and a 150 foot right-turn only lane
- Modify the northbound approach to provide a 330-foot left turn pocket, a through lane and a 330-foot right-turn only lane
- Modify the southbound approach to provide a 50 foot left-turn lane and a through-right shared lane

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of these improvements cannot be assured even with a fair-share contribution, as the intersection is under the jurisdiction of San Joaquin County, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.11. The addition of project traffic would worsen deficient operations at the E. French Camp Road/S. Airport Way intersection (Intersection 26) in the EPAP With Project condition. This impact is considered significant.*

The addition of project traffic would worsen deficient operations during the PM peak hour and result in LOS F conditions during the AM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.11. The ODS shall contribute its fair share to improvements at the E. French Camp Road/S. Airport Way intersection including:

Northbound: left-turn lane, two through lanes, and a right-turn only lane

Southbound: dual left-turn lanes, two through lanes, and a right-turn only lane

Eastbound: dual left-turn lanes, a through lane, and a through-right shared lane

Westbound: dual left-turn lanes, two through lanes, and a right-turn only lane

Each left-turn lane should be designed to provide at least 300 feet of vehicle storage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. Full implementation of these improvements cannot be assured even with a fair-share contribution, as the intersection is under the jurisdiction of San Joaquin County, not the City of Stockton. Therefore, this impact would remain significant and

unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.12. The addition of project traffic would worsen deficient overall service levels at the E. French Camp Road/SR-99 Southbound Ramps interchange (Intersection 27) in the EPAP With Project condition.*

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.12. The ODS shall contribute its fair share towards interchange improvements at the E. French Camp Road/SR-99 Southbound Ramps intersection. These improvements include traffic signal installation, provision of a second eastbound left-turn lane and the associated receiving lanes, and provision of a second westbound through lane. The traffic signal shall be interconnected and coordinated with the required traffic signal for the northbound ramp intersection (see Mitigation Measure 4.7.13) to minimize vehicle queue spillback in the interchange area.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with a fair-share contribution, as the intersection is in San Joaquin County and under the jurisdiction of Caltrans, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County and Caltrans cooperate in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.13. The addition of project traffic would result in deficient service levels at the E. French Camp Road/SR-99 Northbound Ramps interchange (Intersection 28) in the EPAP With Project condition.*

The addition of project traffic would result in overall LOS F conditions during the AM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.13. The ODS shall install a traffic signal at this intersection. The traffic signal shall be interconnected and coordinated with the required traffic signal for the southbound ramp intersection (see Mitigation Measure 4.7.12) to minimize vehicle queue spillback in the interchange area.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of these improvements cannot be assured, as the intersection is in San Joaquin County and under the jurisdiction of Caltrans, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County and Caltrans cooperate in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.15. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Southbound Ramp intersection (Intersection 33) in the EPAP With Project condition.***

The addition of project traffic would worsen overall deficient conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.15. The ODS shall contribute its fair share towards improvements at the Roth Road/I-5 Southbound Ramp intersection that would result in acceptable service levels. Potential improvements include the construction of a second westbound left-turn lane with the appropriate receiving lanes and traffic signal installation. The traffic signals shall be interconnected and coordinated with the required traffic signal for the northbound ramp intersection (see Mitigation Measure 4.7.16) to minimize vehicle queue spillback in the interchange area.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with a fair-share contribution, as the intersection is in San Joaquin County and under the jurisdiction of Caltrans, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County and Caltrans cooperate in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.16. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Northbound Ramp intersection (Intersection 34) in the EPAP With Project condition. This impact is considered significant.***

The addition of project traffic would worsen overall deficient conditions during the PM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.16. The ODS shall contribute its fair share towards traffic signal installation at the Roth Road/I-5 Northbound Ramp. The traffic signal shall be interconnected and coordinated with the required traffic signal for the southbound ramp intersection (see Mitigation Measure 4.7.15) to minimize vehicle queue spillback in the interchange area.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with a fair-share contribution, as the intersection is in San Joaquin County and under the jurisdiction of Caltrans, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County and Caltrans cooperate in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.17. The addition of project traffic would worsen deficient service levels at the Roth Road/S. Airport Way intersection (Intersection 35) in the EPAP With Project condition. This impact is considered significant.***

The addition of project traffic would worsen overall deficient conditions during the PM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.17. The ODS shall contribute its fair share towards traffic signal installation at the Roth Road/S. Airport Way intersection.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of these improvements cannot be assured even with a fair-share contribution, as the intersection is under the jurisdiction of San Joaquin County, not the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.19. With development of the proposed project, additional traffic will be added to 2 at-grade railroad crossings in the immediate study area: S. Airport Way, south of Stimson Street and E. French Camp Road, east of Priest Road.*

Increased traffic across at-grade crossings increases the opportunities for vehicle/train conflicts, and addition traffic increases potential vehicle queues at the crossings, especially when long freight trains (some over 100 cars) are traveling through the area.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.19. The ODS shall contribute its fair share to planned grade separated railroad crossings on S. Airport Way, south of Stimson Street and E. French Camp Road, east of Priest Road. Additionally, the design of the two project accesses located in close proximity (Collector E and Collector C) shall be designed such that the provision of a grade separated crossing at some time in the future is not precluded.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less-than-significant level. However, full implementation of these grade separated crossings cannot be assured by the City of Stockton as these improvements are not fully funded. Therefore, this impact would remain significant and unavoidable.

Impact: *4.7.21. The addition of project traffic would worsen deficient LOS E conditions during the PM peak hour at the McKinley Avenue/El Dorado Street-Clayton intersection (Intersection 3) in the Future (Year 2025) With Project condition. As the average delay is expected to increase by more than 5 seconds, this is considered significant.*

The addition of project traffic would increase average delay by 12 seconds. As this intersection is projected to operate at LOS E prior to the addition of project traffic, this is considered significant. Additionally, the southbound left-turn queue is expected to exceed 500 feet during the PM peak hour the addition of project traffic would increase the vehicle queue by approximately 2 vehicles (50 feet).

Findings:

3. Specific 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.

Mitigation Measure:

4.7.21. The ODS shall contribute its fair share to improvements at the intersection that would result in acceptable operations, including modifications to the westbound and eastbound approaches to provide a left-turn lane and a shared through-right turn lane in both directions. The eastbound left-turn pocket should provide 50 feet of storage and the westbound left-turn pocket should provide 150 feet of storage. Implementation of this measure would also decrease the southbound left-turn queue by approximately 3 vehicles (75 feet), a 25 foot decrease over without project condition, as the side-street improvements would allow for more green-time to be allocated to the southbound left-turn movement.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.22. The addition of project traffic would worsen overall deficient service levels during the AM and PM peak hours at the McKinley Drive/Industrial Drive intersection (Intersection 6) in the Future (Year 2025) With Project condition.***

The addition of project traffic would worsen overall deficient operations during both the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.22. The ODS shall contribute its fair share for the installation of a traffic signal at the McKinley Drive/Industrial Drive intersection.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.24. The addition of project traffic would worsen deficient service levels at the Arch-Airport Road/S. Airport Way intersection (Intersection 10) the Future (Year 2025) With Project condition***

The addition of project traffic would worsen overall LOS E conditions to LOS F conditions during the AM and PM peak hours.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.24. The ODS shall contribute their fair share to improvements that would result in acceptable service levels. The following lane configuration would provide acceptable LOS operations for vehicles:

Northbound: dual 350-foot left-turn lanes, four through lanes, free right-turn lane

Southbound: triple 300-foot left-turn lanes, four through lanes, free right-turn lane

Eastbound: dual 250-foot left-turn lanes, five through lanes, 250-foot right-turn only lane

Westbound: dual 250 foot-left-turn lanes, five through lanes, 250-foot right-turn only lane

It should be noted five through lanes in the both the eastbound and westbound directions would not be needed to ensure acceptable operations with the project in 2035 due to the construction of alternative travel routes. In lieu of constructing the fifth through lanes in the eastbound and westbound directions, the ODS can make a fair share contribution to the new C.E. Dixon Street interchange. As both Arch-Airport Road and S. Airport Way are planned to be eight lane arterials, provision of a triple left-turn at this location would not violate the City's policy against triple left-turn lanes.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Additionally, this lane configuration would require more right-of-way than is currently planned for and construction may not be feasible. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.25. The addition of project traffic would worsen LOS F conditions during the PM peak hour, increasing average delay by more than 20 seconds, and result in LOS E operations during the AM peak hour at the Arch-Airport Road/B Street intersection (Intersection 11) in the Future (Year 2025) With Project condition.***

The addition of project traffic would worsen LOS F conditions during the PM peak hour and result in LOS E conditions during the AM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.25. The ODS shall contribute its fair share towards the provision of dual eastbound 300-foot left-turn lanes, a fifth westbound through lane, and a 200-foot westbound right-turn only lane. The fifth westbound through lane would not be required in 2035 to mitigate the Cumulative project impact.

In lieu of constructing the fifth through lanes in the westbound direction, the ODS shall make a fair share contribution to the new C.E. Dixon Street interchange.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Additionally, this lane configuration would require more right-of-way than is currently planned for and construction may not be feasible. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.27. The addition of project traffic would worsen deficient conditions in the PM peak hour and result in LOS F conditions during the AM peak hour at the Arch-Airport Road/Qantas Lane intersection (Intersection 14) in the Future (Year 2025) With Project condition.***

The addition of project traffic would worsen LOS D conditions to LOS F during the AM peak hour and worsen LOS E to LOS F conditions during the PM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.27. The ODS shall contribute its fair share towards improvements at the intersection, including modifications to the eastbound approach to provide a dual left-turn lanes, five through lanes, and a free right turn lane; modifications to the northbound approach to provide triple left-turn lanes, one through lane, and a free right-turn only lane; and modify to the westbound approach to provide triple left-turn lanes, five through lanes, and a right-turn only lane.

Other measures such as providing alternative routes to the uses served by southbound Qantas Lane would reduce demand at this intersection thus reducing the ultimate lane configuration. Alternative routes include construction of a new interchange on SR-99, connecting to S. Airport Way via a new roadway. In lieu of constructing the fifth through lanes in the eastbound and westbound directions, the third westbound left-turn lane, and converting the northbound through lane to a left-turn lane, the

ODS can make a fair share contribution to the new C.E. Dixon Street interchange. The remaining improvement (second eastbound left-turn) would still be needed to ensure acceptable operations in 2035 (see Mitigation Measure 4.7.46).

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.28. The addition of project traffic would worsen deficient service levels at the Arch-Airport Road/SR-99 interchange (Intersection 15) in the Future (Year 2025) With Project condition.*

The addition of project traffic would worsen projected LOS E conditions during the PM peak hour to LOS F.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.28. The ODS shall contribute its fair share towards the following interchange improvements: modify the northbound approach to provide a free right-turn lane and provide a third westbound through lane.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as this intersection is under the jurisdiction of Caltrans and the improvement may not be feasible, given that it may require widening under the freeway overcrossing, implementation of the above mitigation measure cannot be assured and the impact would remain significant and unavoidable.

Impact: *4.7.30. The addition of project traffic would result in deficient service levels at the I-5 Southbound Ramps/Mathews Road interchange (Intersection 18) in the Future (Year 2025) With Project condition.*

The addition of project traffic would result in LOS F conditions during the AM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.30. Implement Mitigation Measure 4.7.4.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured because this intersection is under the jurisdiction of Caltrans. Therefore, the impact would remain significant and unavoidable. . If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.31. The addition of project traffic would result in an overall deficient LOS E during the AM peak hour and worsen LOS F operations during the PM peak hour at the I-5 Northbound Ramps/Mathews Road interchange (Intersection 19) in the Future (Year 2025) With Project condition.***

The addition of project traffic would worsen overall LOS F conditions during the PM peak hour and result in overall LOS E conditions during the AM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.31. Implement Mitigation Measure 4.7.5. In addition, the ODS shall contribute its fair share towards additional improvements: convert the second eastbound through lane to an eastbound left-turn lane and modify the on-ramp to provide two receiving lanes. These improvements can be implemented within the existing freeway under-crossing.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees because this intersection is under the jurisdiction of Caltrans, not the City of Stockton. Therefore, the impact would remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.32. The addition of project traffic would worsen deficient service levels during the AM and PM peak hours at the E. French Camp Road/S. Airport Way intersection (Intersection 26) in the Future (Year 2025) With Project condition.***

The addition of project traffic would worsen deficient operations at the intersection during both peak hours.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.32. Implement Mitigation Measure 4.7.11. The ODS shall contribute its fair share to additional modifications at the intersection that would result in acceptable service levels: dual left-turn lanes on the northbound approach and a right-turn only lane on the eastbound approach. All left-turn lanes should provide 300 feet of vehicle storage.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, this intersection is currently in San Joaquin County and implementation of this mitigation cannot be assured by the City of Stockton. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.33. The addition of project traffic would worsen deficient service levels at the SR-99 Southbound Ramps/E. French Camp Road intersection (Intersection 27) in the Future (Year 2025) With Project condition.***

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.33. Implement Mitigation Measure 4.7.12. The ODS shall contribute its fair share towards additional interchange improvements that would result in acceptable service levels: modify the southbound approach to provide a left-turn lane and a shared left-through-right lane.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as this intersection is under the jurisdiction of Caltrans, not the City of Stockton. Therefore, the may remain significant and

unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.34. The addition of project traffic would worsen deficient service levels at the SR-99 Northbound Ramps/E. French Camp Road intersection (Intersection 28) in the Future (Year 2025) With Project condition.*

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.34. Implement Mitigation Measure 4.7.13. The ODS shall also contribute its fair share to additional improvements at this intersection that would result in acceptable service levels: construct a second westbound through lane.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as this intersection is under the jurisdiction of Caltrans, not the City of Stockton. Therefore, the may remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.35. The addition of project traffic would result in deficient service levels at the Sperry Road/E. French Camp Road intersection (Intersection 32) in the Future (Year 2025) With Project condition.*

The addition of project traffic would worsen projected LOS E conditions to LOS F during the PM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.35. No scenario specific mitigation measure has been identified for this intersection. Since the 2035 analysis indicates that this intersection will operate at an acceptable level, acceleration of 2035

network improvements in the E. French Camp Road and Sperry Road corridors appears to be a feasible mitigation strategy.

Level of Significance Conclusion: Even with implementation of this mitigation measure, this impact would remain significant and unavoidable.

Impact: *4.7.36. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Southbound Ramp intersection (Intersection 33) in the Future (Year 2025) With Project condition.*

The addition of project traffic would worsen overall deficient conditions during the AM and PM peak hours. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.36. Implement Mitigation Measure 4.7.15.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as this intersection is under the jurisdiction of Caltrans, not the City of Stockton. Therefore, the may remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.37. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Northbound Ramp intersection (Intersection 34) in the Future (Year 2025) With Project condition.*

The addition of project traffic would worsen overall deficient conditions during the PM peak hour. Peak hour volume traffic signal warrants would be satisfied prior to the addition of project traffic.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.37. Implement Mitigation Measure 4.7.16. Additionally, the ODS shall contribute its fair share towards additional improvements that would result in acceptable operations in the 2025 scenario: modify the northbound approach to provide a left-through-right shared lane and a right-turn only lane.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as this intersection is under the jurisdiction of Caltrans, not the City of Stockton. Therefore, the may remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.38. The addition of project traffic would worsen deficient service levels at the Roth Road/S. Airport Way intersection (Intersection 35) in the 2025 With Project condition.*

The addition of project traffic would worsen overall deficient conditions during the AM and PM peak hours.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.38. Implement Mitigation Measure 4.7.17. Additionally, the ODS shall contribute its fair share towards construction of two northbound and southbound through lanes, dual northbound left-turn lanes (300-feet of vehicle storage), dual eastbound left-turn lane (375-feet of storage), and eastbound (375-feet of vehicle storage) and southbound (250-feet of storage) right-turn only lanes.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, full implementation of this improvement cannot be assured by the City of Stockton as this intersection is currently in San Joaquin County. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.41. The addition of project traffic would worsen deficient conditions during the AM and PM peak hours at the E. Charter Way/S. Airport Way intersection (Intersection 1) in the Future (Year 2035) With Project condition. As the average delay is expected to increase by more than 5 seconds during both peak hours, this is considered significant.*

The addition of project traffic would increase average delay by more than 5 seconds during the AM and PM peak hours. As this intersection is projected to operate unacceptable service levels prior to the addition of project traffic, this is considered significant.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.41. The ODS shall contribute its fair share to improvements at the intersection that would result in acceptable operations: modify the westbound approach to provide a right-turn only lane, modify the northbound approach to provide a third through lane, and modify the southbound approach to provide a second left-turn lane and a fourth through lane.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.42. The addition of project traffic would worsen deficient service levels during the PM peak hour at the S. Airport Way/Ralph Avenue intersection in the Future (Year 2035) With Project condition.***

The addition of project traffic would worsen overall deficient operations during the PM peak hour by increasing delay by more than 5 seconds.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.42. The ODS shall contribute its fair share towards the construction of a second southbound left-turn lane and the associated receiving lanes. Both left-turn lanes should provide at least 250 feet of vehicle storage to minimize the potential for vehicle queue spillback.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: **4.7.43. The addition of project traffic would worsen deficient service levels at the Arch-Airport Road/S. Airport Way intersection (Intersection 10) the Future (Year 2035) With Project condition.**

The addition of project traffic would worsen overall LOS E conditions to LOS F conditions during the AM peak hour and worsen LOS D to LOS E conditions during the PM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.43. The ODS shall contribute their fair share towards intersection improvements that would result in acceptable service levels for vehicles:

Northbound: dual 450 foot left-turn lanes, four through lanes, free right-turn lane

Southbound: triple 370 foot left-turn lanes, four through lanes, free right-turn lane

Eastbound: dual 250 foot left-turn lanes, four through lanes, right-turn only lane

Westbound: triple 250 foot left-turn lanes, four through lanes, free right-turn lane

As this is an intersection of two eight lane arterials, provision of triple left-turn lanes would not violate the City's policy against left-turn lanes.

As the intersection is projected to operate deficiently in the AM peak hour prior to the addition of project traffic, a reduced project alternative would not mitigate the projects AM peak hour impacts at this location. A volume reduction of approximately 40 percent for the southbound and westbound left-turn movements would eliminate the need for the triple southbound and westbound left-turn pockets with implementation of the other intersection improvements.

It should also be noted that the PM peak hour intersection analysis was conducted assuming a peak hour factor of 0.92 for the PM peak hour. Using a peak hour factor of 1.00 would result in LOS D conditions for the 2035 With Project Condition for the PM peak hour and no intersection improvements above those assumed for the base 2035 analysis would be needed.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Additionally, this lane configuration would require more right-of-way than is currently planned for and construction may not be feasible. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.44. The addition of project traffic would worsen LOS E conditions during the AM and PM peak hours, increasing average delay by more than 5 seconds at the Arch-Airport Road/B Street intersection (Intersection 11) in the Future (Year 2035) With Project condition.*

The addition of project traffic would worsen LOS E conditions during the AM and PM peak hours, increasing delay by more than 5 seconds.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.44. The ODS shall contribute its fair share towards construction of a second eastbound left-turn lane and westbound right-turn only lane. A fair-share contribution to these improvements was provided under Mitigation Measure 4.7.25. Therefore, no additional contribution beyond that identified for Mitigation Measure 4.7.25 is required.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.45. The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours, increasing average delay by more than 5 seconds at the Arch-Airport Road/Pock Road intersection (Intersection 12) in the Future (Year 2035) With Project condition.*

The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.45. Implement Mitigation Measure 4.7.26. No additional mitigation is required.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as full implementation of this improvement cannot be assured even with the payment of the Public Facilities Fees as the fee program is not yet fully funded, this impact would remain significant and unavoidable. Should these improvements be added to the fee program and constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.48. The addition of project traffic would worsen overall deficient LOS E operations during the AM peak hour at the I-5 Northbound Ramps/Mathews Road interchange (Intersection 19) in the Future (Year 2035) With Project condition.*

The addition of project traffic would worsen in overall LOS E conditions during the PM peak hour, increasing average delay by more than 5-seconds.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.48. The ODS shall contribute its fair share to the ultimate interchange improvements that would result in acceptable service levels at this interchange:

Northbound: Dual left-turn lanes, free right-turn lane

Eastbound: Dual left-turn lanes, two through lanes

Westbound: Three through lanes, right-turn only lane

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as this intersection is under the jurisdiction of Caltrans, implementation of the above mitigation measure cannot be assured by the City of Stockton and the impact would remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to be constructed, the impact would be reduced to a less-than-significant level.

Impact: *4.7.49. The addition of project traffic would result in deficient service levels during the PM peak hour at the E. French Camp Road/S. Airport Way intersection (Intersection 26) in the Future (Year 2035) With Project condition.*

The addition of project traffic would result in deficient operations at the intersection during the PM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.49. The ODS shall contribute their fair share to the construction of a third westbound left-turn lane.

It should be noted that the westbound left-turn pocket is projected to operate unacceptably prior to the addition of project traffic, and the project is projected increase the volume by approximately 10 percent. Additionally, the intersection analysis was conducted assuming a peak hour factor of 0.92 for the PM peak hour. Using a peak hour factor of 1.00 would result in LOS D conditions for the 2035 With Project Condition and no intersection improvements above those assumed for the base 2035 analysis would be needed.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, this intersection is currently in San Joaquin County and implementation of this mitigation cannot be assured by the City of Stockton. Additionally, sufficient right-of-way may not be available. Therefore, this impact would remain significant and unavoidable. If San Joaquin County cooperates in allowing the improvements to be constructed or accepts LOS E operations for the peak 15-minutes in 2035, the impact would be reduced to a less-than-significant level.

Impact: ***4.7.51. The addition of project traffic would result in deficient operations on one freeway segment.***

South of Roth Road is projected to operate at LOS D in 2035 prior to the addition of project traffic. The addition of project traffic would result in LOS E conditions. As the project would result in deficient operations, this is considered significant.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.51. This segment of I-5 was assumed to be widened to 5 lanes in 2035. Additional widening may not be feasible at this location.

Level of Significance Conclusion: As no improvements have been identified that would result in acceptable service levels, this impact would remain significant and unavoidable.

Impact: **4.7.52. The addition of project traffic would result in overall deficient LOS E during the AM peak hour at the I-5 Northbound Ramps/Mathews Road interchange in the Future (Year 2035) With Project condition.**

The addition of project traffic would result in overall LOS E conditions during the PM peak hour.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.52. Implement Mitigation Measure 4.7.48.

Level of Significance Conclusion: With implementation of this mitigation measure, this impact would be reduced to a less than significant level. However, as this intersection is under the jurisdiction of Caltrans, implementation of the above mitigation measure cannot be assured and the impact would remain significant and unavoidable. If Caltrans cooperates in allowing the improvements to move forward, the impact would be reduced to a less-than-significant level.

Impact: **4.7.53. The addition of project traffic would result in deficient operations on one freeway segment.**

Southbound I-5, south of Roth Road is projected to operate at LOS D in 2035 prior to the addition of project traffic. The addition of project traffic would result in LOS E conditions. As the project would result in deficient operations, this is considered significant.

Findings:

3. Specific 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.

Mitigation Measure:

4.7.53. This segment of I-5 was assumed to be widened to 5 lanes in 2035. Additional widening may not be feasible at this location.

Level of Significance Conclusion: As no improvements have been identified that would result in acceptable service levels, this impact would remain significant and unavoidable.

GLOBAL CLIMATE CHANGE

Impact: ***GCC-1: GHG emissions associated with the implementation of the project could result in direct, indirect, and other project-related GHG emission that could substantially increase the total contribution of GHG emissions above current levels.***

Implementation of the proposed Tidewater Crossing Master Development Plan would generate greenhouse gases through the construction and operation of new residential, commercial, and recreational uses. GHG emissions from the project would specifically arise from project construction and from sources associated with project operation, including direct sources such as motor vehicles, natural gas consumption, solid waste handling/treatment, and indirect sources such as electricity generation.

Findings:

3. Specific 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.

Mitigation Measures:

Build It Green Program

Mitigation Measure GCC-1. The owners, developers and/or successors-in-interest (ODS) shall be subject to and comply with the City's adopted "Build It Green" Program, green point rated guidelines in effect at the time of construction. In the absence of a City adopted program, the ODS shall adhere to the guidelines of the California Green Builder Program, which is recognized by the California Energy Commission. Accordingly, the ODS shall adhere to the following standards:

- a. Utilize building insulation that exceeds Title 24 energy standards. Utilize high-performance windows that employ advanced technologies, such as protective coatings and improved frames, to retain heat during winter and prevent heat during summer.
- b. Incorporate building techniques that ensure tight building construction and efficient duct systems. Require the use of efficient heating and cooling equipment for all residential, commercial and industrial buildings.
- c. Utilize efficient building products with standards the meet *EnergyStar*TM criteria. *EnergyStar*TM qualified homes may also be equipped with *EnergyStar*TM qualified products- lighting fixtures, compact fluorescent bulbs, ventilation fans, and appliances, such as refrigerators, dishwashers, and washing machines.
- d. Require the use of reflective, *EnergyStar*TM cool roofs on all building structures in the project.
- e. All new non-residential buildings that exceed 5000 square feet and all new municipal buildings that exceed 5000 square feet to be certified to LEED Silver standards at a minimum, based on then-current LEED standards, or to comply with a green building program that the City, after consultation with the Attorney General, determines is of comparable effectiveness.

Emission Reduction/Air Quality

Mitigation Measure GCC-2. The owner, developer, and/or successor-in-interest (ODS) shall address the impacts from project-related emissions through the implementation of the following measures:

- a. File an application for each proposed tentative subdivision map or other final entitlements to the San Joaquin Valley Air Pollution Control District (APCD) for a permit pursuant to Rule 9510 indirect Source Rule (ISR), if applicable. The ODS shall incorporate emission reduction measures into the project and pay ISR fees as required by the APCD.
- b. Prohibit wood-burning fireplaces and wood stoves within the project.
- c. Impose restrictions in commercial and industrial parking areas and loading/access zones that limit idling time for commercial vehicles, including delivery and construction vehicles.

Land Use

Mitigation Measure GCC-3. The owner, developer and/or successors-in-interest are required to implement the following measures regarding land use to reduce greenhouse gas emission impacts for the proposed project.

- a. Locate truck-oriented delivery/service facilities (e.g., loading docks, trash enclosures), where the potential exists for vehicles to emit Toxic Air Emissions, as far away as feasibly possible from sensitive receptors by placing buildings or other obstructions between the source of the emission and normally downwind receptors.
- b. Provide sidewalks and pedestrian paths throughout as much of the project as possible and connect to open space areas, parks, schools, and commercial areas to encourage walking and bicycling.
- c. Mid-block paths shall be installed to facilitate pedestrian movement through long blocks and cul-de-sacs.
- d. To the extent practicable, the comprehensive the bicycle circulation system shall provide access to all neighborhoods and amenities within the proposed project and enhances comfort and safety for pedestrians by offering ample lighting, planted medians, tree lined streets, crosswalks and wide sidewalks.

Public Infrastructure/Services

Mitigation Measure GCC-4. The owner, developer and/or successors-in-interest are required to implement the following measures regarding public services to reduce greenhouse gas emission impacts for the proposed project.

- a. Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (electric vehicle charging facilities and conveniently located alternative fueling stations) in the industrial uses.
- b. A non-potable source of water (e.g., reclaimed) shall be utilized for landscape irrigation in public spaces.

Building Construction & Energy Conservation

Mitigation Measure GCC-5. The following measures shall be used to accomplish an overall reduction in residential energy consumption relative to the requirements of State of California Title 24:

- a. Energy-efficient design shall be provided for homes and buildings, including automated control systems for heating and air conditioning, lighting controls and energy-efficient lighting in buildings, increased insulation, and light-colored roof materials to reflect heat.
- b. Residences shall be constructed with energy efficient appliances and home systems such as Energy Star appliances, energy efficient (i.e., Low E2) windows, tightly sealed ducts, florescent or energy efficient light bulbs with motion sensors where practicable, backyard outlets for electrical mower and other yard equipment operations, R-6 duct insulation, radiant roof barrier sheathing, 14 Seasonal Energy Efficiency Ratio air conditioning and ventilation systems, air conditioning with Thermostatic Expansion Valve metering devices that help regulate flow of liquid refrigerant, 0.95 Annual Fuel Utilization Efficiency furnaces, and gas dryer stubs.
- c. Buildings and outdoor structures shall include green-building materials, such as low-emission concrete, or recycled aggregate to be used in foundations; recycled plastics to be used in community structures such as fencing or playground equipment; wood flooring materials treated with low emission varnishes and floor board substrates to be made from low emission particleboard; compact florescent light bulbs in all buildings; and use of recycled building materials such as recycled aluminum for window frames or post-consumer plastic for piping.
- d. Contractors shall minimize the production of waste and shall recycle construction-related waste where possible.
- e. Locally made building materials shall be used for construction of the project and associated infrastructure to reduce truck trips.
- f. Large canopy trees shall be carefully selected and located to protect buildings from energy-consuming environmental conditions and shade-paved areas. Trees shall be selected to shade 50% of paved areas within 15 years.
- g. Optimize building's thermal distribution by separating ventilation and thermal conditioning systems.
- h. For pool and spa heating and maintenance, use solar heating and automatic covers.
- i. Design buildings to accommodate solar power systems; solar panels on homes, carports over parking areas; solar and tankless hot water heaters; and energy-efficient heating ventilation and air conditioning.
- j. Incorporate the principles of passive solar design into building structures, including basic design principles are large south-facing windows with proper overhangs, as well as tile, brick, or other thermal mass material used in flooring or walls to store the sun's heat during the day and release it back into the building at night or when the temperature drops.
- k. Include energy-conserving features as options for the home buyer/commercial or industrial tenant. These include:
 - o increased wall and ceiling insulation (beyond title 24 building code requirements);
 - o high-albedo (reflecting) roofing materials;
 - o cool paving (i.e., use of lighter colors);

- radiant heat barriers;
- installation of solar water-heating systems;
- low NOx-emitting or high-efficiency, energy-efficient water heaters;
- installation of clean-energy features that promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems);
- installation of programmable thermostats for all heating and cooling systems;
- awnings or other shading mechanisms for windows;
- porch, patio, and walkway overhangs;
- ceiling fans or whole-house fans;
- passive solar cooling and heating designs (e.g., natural convection, thermal flywheels);
- daylighting (natural lighting) systems such as skylights, light shelves, and interior transom windows;
- electrical outlets around the exterior of units to encourage the use of electric landscape maintenance equipment;
- use of low and no-VOC coatings and paints;
- pre-wired units with high-speed modem connections/DSL and extra phone lines; and
- use of low or nonpolluting landscape maintenance equipment (e.g., electric lawn mowers, reel mowers, leaf vacuums, electric trimmers and edgers).

Water Conservation

Mitigation Measure GCC-6: The owner, developer and/or successors-in-interest are required to prepare a water conservation plan for the proposed project to the satisfaction of the Director of Municipal Utilities. The plan shall address of the following, as appropriate:

- a. Water-efficient landscapes shall be provided for all publicly landscaped areas, including parks, roadway medians and roadside landscaping.
- b. Water-efficient irrigation systems and devices shall be required in all landscaped areas.
- c. All building shall include water-efficient fixtures and appliances.

Solid Waste

Mitigation Measure GCC-7: The owner, developer and/or successors-in-interest are required to implement the following to reduce the solid waste impacts from the proposed project.

- a. Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- b. Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.

Transportation System Management

Mitigation Measure GCC-8: The owner, developer and/or successors-in-interest of the commercial and industrial land uses are required to form a Transportation Management Association or join and existing association to address the following:

- a. Implement carpool/vanpool program such as carpool ride matching for employees, assistance with vanpool formation and provision of vanpool vehicles.
- b. Provide transit incentives (e.g., transit use incentives for employees, transit route maps and schedules posted at work site, and design and locate buildings to facilitate transit access.
- c. Provide bicycle enhancing infrastructure that includes bikeways/paths connecting to a bikeway system, secure bicycle parking, and/or employee lockers and showers.
- d. Establish midday shuttle service from worksite to food service establishments/commercial uses and provide shuttle to transit stations/multimodal centers.
- e. Promote ride sharing programs by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web sit or message board for coordinating rides.

Trip Reduction

Mitigation Measure GCC-9. The owner, developer, and/or successor-in-interest (ODS) shall address the following measures during the preparation of improvement plans to address an overall reduction in project-related vehicle miles traveled (VMT), including:

Traffic Calming

- a. Traffic calming measures shall be included as part of the proposed project design with the objective of improving the overall quality of life for neighborhood residents by reducing safety hazards and nuisance impacts resulting from speeding vehicles, careless drivers and cut-through traffic.
- b. Vehicle speeds within the project should be maintained at a level that provides maximum safety for residents. Consistent with the City's adopted Traffic Calming Guidelines, the project shall incorporate roundabouts, short block lengths, traffic circles, and high visibility crosswalks to reduce traffic speeds and enhance pedestrian safety.

Services Operational

- a. Ensure the provision of convenience-serving commercial uses (e.g., bank ATM, dry cleaners, hardware, dry goods) for project area residents.
- b. Provide on-site childcare or contribute to off-site childcare services within walking distance.

Pedestrian Sidewalks & Pathways

- a. Connections to nearby public uses and commercial areas shall be made as direct as possible to promote walking.
- b. Sidewalks and bikeways shall be designed to separate pedestrian and bicycle pathways from vehicle paths.
- c. Sidewalks and pedestrian pathways shall be easy to navigate and designed to facilitate pedestrian movement through the project and create a safe environment for all potential users from obstacles and automobiles.
- d. Convenient pathways should be provided in large parking lots to address safe pedestrian movement.
- e. Sidewalks shall be designed for high visibility (e.g., brightly painted, different color of concrete, etc.) when crossing parking lots, streets, and similar vehicle paths.

Bicycle

- a. The bicycle circulation system should be planned to act as a regional circulation system connecting the proposed project to Stockton's roadway/bikeway system.
- b. Bicycle parking shall be provided at the commercial sites. Additional, secure bicycle parking is incorporated at the multi-family home development.
- c. Incorporate bicycle lanes and routes into the street system.
- d. Incorporate bicycle-friendly intersections into street design.
- e. For commercial building, require adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For larger commercial building, provide facilities that encourage bicycle commuting, including locked bicycle storage or covered or indoor bicycle parking, locker rooms with showers.
- f. Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.

Transit

- a. A through roadway should connect adjacent developments so as to permit transit circulation between developments.
- b. In major employment/commercial areas, parking should be prohibited on collector and arterial streets to provide access to bus stops in these areas.
- c. Shielded openings in subdivisions sound walls should be provided to facilitate more direct pedestrian access to transit stops.
- d. In major employment/commercial areas, the Transit District should be encouraged to post route and schedule information.
- e. Commercial and industrial developments should have easy access to major arterials and transit stops.

- f. The project would encourage public transportation by incorporating bus turnouts, shelters, and walkways into the design. As detailed in the City of Stockton's Traffic Calming Guidelines, the San Joaquin Regional Transit District (SJRTD) will review project site plans and identify potential bus stop locations.
- g. Locate the highest density land use at or within ¼ mile of a transit stop.
- h. Provide transit-enhancing infrastructure that includes bus shelters, benches, street lighting, route signs and displays and bus turn-outs.
- i. Prior to approval of the Tentative Map, contact San Joaquin Regional Transit District (SJRTD) to identify appropriate location(s) for bus stops within the community.

Mitigation Measure GCC-10: The owners, developers, and/or successors-in-interest (ODS) shall obtain Build It Green certification, based on then-current Build It Green standards, or comply with a green building program that the City, after consultation with the Attorney General, determines is of comparable effectiveness for all new housing units.

Mitigation Measure GCC-11: If housing units or non-residential buildings certify to standards other than, but of comparable effectiveness too, Build It Green or LEED Silver, respectively, such housing units or buildings shall demonstrate using an outside inspector or verifier certified under the California Energy Commission Home Energy Rating System (HERS), or comparably certified verifier that comply with the applicable standards.

Level of Significance Conclusion: It is concluded that the project will have a significant and adverse effect absent conclusive findings and measurable thresholds. For this reason, even with the implementation of mitigation measures, including state-of-the-art programs such as Build It Green, the project will have a significant and unavoidable impact on global climate change.

EXHIBIT C **ALTERNATIVES TO THE PROPOSED PROJECT**

Pursuant to Section 15091 (a)(3), the EIR examined potential alternatives to the anticipated use of the Project site. These Alternatives included:

- Alternative 1 - No Project Alternative
- Alternative 2 - All Light Industrial
- Alternative 3 - Mixed Use/Agriculture
- Alternative 4 - Alternative Design

These Alternatives are summarized below:

Alternative 1: No Project Alternative

The CEQA-required No Project Alternative would retain the site in its current condition, namely agricultural and fallow lands. With this alternative, no further site improvement activity would occur. No development would occur on site and current County General Plan land use and zoning designations would remain in place. The proposed project has significant impacts with respect to air quality, land use, and traffic. These impacts are avoided with the No Project Alternative due to the absence of development. With the proposed project, impacts for most other environmental issue areas are either less than significant or can be adequately mitigated. For these areas, the No Project alternative often presents reduced levels of impact. The No Project alternative is considered an environmentally superior alternative.

Alternative 2: All Light Industrial

This alternative would consist of the entire project area, 909.1 acres, being devoted to industrial uses. With an industrial floor area ratio of 0.45, approximately 17.8 million square feet (90% warehouse and 10% light-industrial) would be developed for industrial uses. Like the proposed project, this alternative would include annexation into the City of Stockton, pre-zoning to a Limited Industrial designation, and a General Plan amendment. This alternative would provide for a range of industrial activities including production, assembly, warehousing and distribution. Typical uses are light impact manufacturing, warehousing, wholesaling, corporation yards, and distribution. The Light Industrial alternative is the same or similar to the proposed project in the areas of Geology and Soils, Water Resources, Biological Resources, Land Use, Population, Water Supply, Cultural Resources, and Hazardous Wastes and Materials. The proposed project is superior to the Light Industrial alternative in the areas of Traffic, Air Resources, Noise, Utilities and Service Systems, Population, Housing, and Socioeconomics, and Aesthetics.

Alternative 3: Mixed Use / Agriculture

This alternative would consist of partially developing the project site with industrial, commercial, and residential uses, while leaving approximately 650 acres for agricultural uses. This alternative would include industrial, low density and medium density residential and commercial. The Mixed Use/Agriculture alternative is superior to the proposed project in the areas of: Water Resources, Air Resources, Noise, Traffic, Biological Resources, Land Use, Water Supply, Utilities and Service Systems, Aesthetics, and Cultural Resources. The Mixed Use/Agriculture alternative is the same or similar to the proposed project in the areas of: Geology and Soils, Population, Housing, and Socioeconomics, Public Services, and Hazardous Materials and Wastes. The proposed project is not considered environmentally superior to the Mixed Use/Agriculture alternative in any of these areas.

Alternative 4: Alternative Design

The Alternative Design is similar to the proposed project, but addresses design issues raised during the planning process. Five separate issues are addressed, as follows:

1. **Annexation Boundaries:** All non-applicant parcels adjacent to the proposed project area will be included in the annexation request in order for the area to be incorporated into the jurisdiction of the City of Stockton for land use and services control. Figure 6.3.2 presents Alternative 4 and shows the locations of the non-applicant controlled parcels.
2. **Grade Separations at Railroad Crossings:** East French Camp Road and South Airport Way will eventually be developed to arterial status to service the project. East French Camp Road crosses the UPRR line along the western boundary of the project site. South Airport Way crosses the UPRR Tidewater line at the northern edge of the project. Because road improvements will require six lanes or more to meet the increased traffic demands of the project, grade separated crossings at both locations may be necessary.

The East French Camp Road crossing is planned as an overcrossing, extending approximately 1,000 feet on each side of the rail line. The most feasible routing of the road will be south of the existing alignment possibly linking the road to the Mathews Interchange at Interstate 5, serving the long term, cumulative traffic forecasts.

The South Airport Way crossing is planned as grade separation with UPRR Tidewater line with a 55 mph speed limit. New access routes will need to be planned to access Stimson Road and the proposed businesses located on the west side of Airport Road. This grade separation may not be required, according to UPRR representatives, because of the low frequency of rail line usage.

3. **Elementary School Location:** An elementary school is proposed in the southern portion of the project area. State law requires all schools proposed within 2 miles of an airport must receive State Department of Education and Caltrans Department of Aeronautics approval prior to location acceptance. The Department of Education has received approved for the proposed location and thus, the elementary school is included in the Alternative Design. An alternative school site may be the reconstruction of the aging French Camp Elementary School west of the UPRR line.

4. **C.E. Dixon Street:** An Alternative Design to the proposed C.E. Dixon Street extension, through the airport and National Guard property into the proposed industrial park, offers two viable options to minimize impact to the National Guard operations on that portion of the airport. Because feasible options exist, the C.E. Dixon Street extension across the airport will remain in the proposed project, but will be shown as a "future" connection and will be reviewed in the cumulative scenario of the project traffic analysis. The proposed project plans a roadway connecting the industrial area to Stimson Street, crossing the National Guard property west of their helicopter repair depot building. This new roadway is included as a component of the proposed project.

5. **Land Use:** As a result of the proximity of the Stockton Metropolitan Airport flight operations to the project area, the Alternative Design proposes land use changes to provide additional buffer for noise and crash hazard/safety concerns. For the Alternative Design, all parcels north of French Camp Slough would be developed as business park/industrial uses.

The Alternative Design is similar to the proposed project in most of the environmental areas of concern. However, the proposed project is superior to the Alternative Design in the areas of Traffic and Air Resources. However, the Alternative Design addresses specific issues raised during planning of the proposed project, and may be cumulatively superior.

EXHIBIT D **STATEMENT OF OVERRIDING CONSIDERATIONS**

Pursuant to section 15093 of the CEQA guidelines, the City Council makes the following Statement of Overriding Considerations: The City Council has balanced the benefits of the Tidewater Crossing project as a whole against the risks of environmental damage disclosed in the Final EIR. To the extent that significant impacts, despite substantial mitigation, may not have been mitigated to a less significant level, the City Council finds the following specific economic, social, and other consideration support approval of the Tidewater Crossing project.

Strengthening the City's Economy. The City Council finds that the benefits of approving this project include generating employment opportunities, on a short-term basis during construction, and a long-term basis in the project's commercial and industrial sectors. In addition, persons residing in the Tidewater Crossing development will stimulate the local economy by using local commercial services and purchasing goods from local retail establishments and industries. Sales taxes generated by project residents and employees in the project will strengthen the local economy and government, and assist in offsetting the cost of governmental services. Implementation of the proposed project will also significantly increase the appraised value of the land with new residential structures and project improvements and amenities. After annexation, the increase in property taxes will assist in funding the City's provision of general services, including the increase in services necessary to serve the project.

Broadening of Housing Choices. The proposed project offers a range of housing for project consumers. This range of housing includes low, medium, and high density residential products that will serve various economic segments of the community.

Recreational Opportunities. The proposed project includes a total of 35.3 acres of Park/Open Space and 62 acres of Slough/Easements. The proposed community will provide numerous park and open space resources for the recreational enjoyment of the project's residents.

Implements Mixed Use Concept. Mixed use developments reduce many of the potential environmental impacts associated with non-mixed use developments. The mixed use concept would encourage innovativeness in project design offering a type of living environment that enhances the quality of choices for Stockton. Additionally, mixed use developments encourage residents to walk or bicycle to nearby employment and commercial uses, reducing vehicle trips. The reduction of traffic minimizes congestion and potentially improves traffic safety. In addition, fewer vehicle miles are expected from traffic reduction which reduces the amount of greenhouse gas emissions generated by the project.

Increased Flood Protection. Implementation of the proposed project's large detention basin as well as the construction of levees adjacent to French Camp Slough will enhance flood protection within the project site as well as for adjacent properties downstream from the project.

Stockton Metropolitan Airport. The proposed project, located near the Stockton Metropolitan Airport, will potentially stimulate commerce for the airport due to the project's intensive industrial sector. Increased business is expected and encouraged according to the Airport Special Purpose Plan.

EXHIBIT E
MITIGATION MONITORING AND REPORTING PROGRAM

TIDEWATER CROSSING

Mitigation Monitoring and Reporting Program

Stockton, California

City of Stockton EIR File No.: 2-05

SCH 2005122101

■ ■ ■

Prepared for:

LEAD AGENCY
CITY OF STOCKTON
Community Development Department
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Stockton, CA 95202

Prepared by:

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LSA Project No. HDA530

September 2008

**CITY OF STOCKTON CEQA FINDINGS AND MITIGATION MONITORING/REPORTING PROGRAM
 FOR TIDEWATER CROSSING PROJECT
 (PURSUANT TO CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 21081 AND 21081.6)**

PROJECT DATA

EIR FILE NO.: 2-05
 FINAL ENVIRONMENTAL IMPACT REPORT
 State Clearinghouse No. 2005122101

Lead Agency: City of Stockton
 Community Development Department
 345 North El Dorado Street
 Stockton, CA 95202
 (209) 937-8266

Project Title: Tidewater Crossing

Project Description/Location: The project proposes a General Plan Amendment, Rezoning, Master Development Plan, review by the Airport Land Use Commission (ALUC) for consistency with the Stockton Metropolitan Airport's (SMA) Airport Land Use Plan (ALUP), rezoning, Tentative Subdivision Map, annexation into the City of Stockton, Sphere of Influence Amendment, and development agreement for approximately 909.1 acres predominately in farmland and rural residential uses. The Master Development Plan includes 224.3 acres of Industrial, 94.1 acres of Medium Density Residential, 10.4 acres of High Density Residential, 265.3 acres of Low Density Residential, 16.6 acres of Retail/Commercial, 35.3 acres of Park/Open Space, 62 acres of Slough/Easements, 19.4 acres of Elementary School and 8.0 acres of railroad corridor.

The project is located within the San Joaquin County near the southeast portion of the City of Stockton, California. The project site is generally bounded by the Stockton Metropolitan Airport to the north, Highway 99 to the east, Union Paci Railroad to the west and East French Camp Road to the south.

KEY

Abbreviations: SCDD
 (Stockton Community
 Development Department),
 SJVAPCD (San Joaquin
 Valley Unified Air Pollution
 Control District), SPWD
 (Stockton Public Works
 Dept), MUD (Stockton
 Municipal Utilities Dept);
 SPRD (Stockton Parks and
 Recreation Department);

FINDINGS AND LEVEL OF SIGNIFICANCE AFTER MITIGATION

On the basis of the whole record, prior to approving a project, the decision making body of the lead agency shall consider the proposed Environmental Impact Report together with any comments received during the public review process.

The level of significance of each impact after mitigation is listed as: SU = Significant and Unavoidable, PS = Potentially Significant, LS = Less than Significant, or NS = Not Significant.

Tidewater Crossing – Mitigation Monitoring and Reporting Program

The following discussion is intended to present information on the project that is relevant to impact significance and mitigation measures required to reduce project impacts. Several environmental issue areas have been included that have potentially significant impacts as a result of project implementation, and include mitigation measures accordingly. All other environmental issue areas are either not impacted by the project, or have less than significant impacts and do not require mitigation.

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
GEOPHYSICAL RESOURCES						
<i>GEO-2: Result in substantial soil erosion or loss of topsoil.</i>						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to approval of building plans	GEO-1a: The proposed project would involve extensive disturbance of the project site during its development. The project will be required to comply with the City's Grading and Erosion Control Ordinance that would mitigate potential erosion impacts to less than significant.	Seismicity Report	LS	Pg. 4-8
SCDD	Director	Prior to approval of building plans	GEO-1b: Prior to construction, the applicant shall provide evidence to the Director of MUD that a Notice of Intent (NOI) has been filed with the Regional Water Quality Control Board (RWQCB) regarding compliance with National Pollutant Discharge Elimination System (NPDES) General Construction permit requirements.	Seismicity Report	LS	Pg. 4-8
GEO-3: Be located on a geologic unit or soil that is unstable.						
MUD	Director	Prior to approval of building plans	GEO-2: The June 2006 soils report prepared by Kleinfelder, inc. for the proposed project identifies engineering limitations of the site soils and recommends measures to ensure the planned improvements will not be damaged by these limitations. These limitations and recommendations must be followed during site development.	Erosion Control Plan	LS	Pg. 4-8

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
AIR QUALITY						
AIR-6: The project could create short-term fugitive dust and exhaust-related impacts.						
SJVAPCD	Director	During construction	AIR-1a: The SJVAPCD Regulation VIII, Control Measures for Construction Emissions of PM10 (as shown in Tables 4.2.F, 4.2.G and 4.2.H), are required to be implemented at all construction sites. Compliance with the above Regulation VIII requirements would lessen the fugitive dust impact during construction to a level considered less than significant.	Improve air quality	SU	Pg. 4-34
SJVAPCD	Director	During construction	AIR-1b: Architectural coatings and asphalt paving conducted on site shall adhere to rules and regulations stated in the SJVAPCD Rulebook. Compliance with Rule 4601, Architectural Coatings, and Rule 4641, Asphalt Paving, would lessen impacts from architectural coatings and asphalt paving to a level considered less than significant.	Improve air quality	SU	Pg. 4-34
FLOOD CONTROL						
FC-1: The proposed project will increase the amount of impermeable surfaces which will increase site runoff quantities.						
MUD	Director	Prior to approval of building plans	FC-1a: Implementation of the stormwater and flood control plans will prevent flooding from occurring on-site. Additionally, the surrounding area north of French Camp Road will not be impacted as the proposed improvements will reinstate the previous flow conditions and will result in no net change.	Limit the amount of runoff quantities	LS	Pg. 4-44
MUD	Director	Prior to approval of building plans	FC-1b: A request to revise the flood maps through FEMA's Conditional Letter of Map Revision (CLOMR) will be required to certify the areas to be developed will no longer be within the 100-year floodplain.	Limit the amount of runoff quantities	LS	Pg. 4-44
MUD	Director	Prior to approval of building plans	FC-1c: A FEMA Letter of Map Revision (LOMR) will be required prior to issuance of building permits.	Limit the amount of runoff quantities	LS	Pg. 4-44
MUD	Director	Prior to	FC-1d: Preparation of a Storm Water Management Plan shall be prepared	Limit the	LS	Pg. 4-44

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		approval of building plans	and submitted to the City of Stockton Municipal Utilities Department Director for review and approval.	amount of runoff quantities		
MUD	Director	Prior to approval of building plans	FC-1e: A Reclamation Board Encroachment Permit will be required under Title 23 of the California Code of Regulations prior to modification of the levees and channels.	Limit the amount of runoff quantities	LS	Pg. 4-44
WATER QUALITY						
WQ-1: Project implementation could result in the potential degradation of water quality during project construction and operation.						
MUD	Director	Prior to approval of building plans	WQ-1a: Prior to issuance of grading permits for the project site, the applicant shall submit evidence to the Director of the MUD indicating that a NOI and a copy of the developer's or contractor's SWPPP have been filed with the RWQCB.	Ensure SWPPP has been filed with RWQCB	LS	Pg. 4-48
MUD	Director	Prior to approval of building plans	WQ-1b: The project applicant will comply with the applicable water quality and storm drainage discharge requirements consistent with any waste discharge or water quality certification requirements authorized by the SWQCCP. A Water Quality Certification may also be required.	Ensure any waste discharge or water quality certification is authorized	LS	Pg. 4-48
BIOLOGICAL RESOURCES						
BR-2: The project may result in impacts to valley oak woodland and valley oak riparian habitat, and may remove many native trees, including trees classified as heritage trees under the City of Stockton Heritage Tree Ordinance.						
SCDD	Director	Prior to construction	BR-1a: Since impacts to native trees are included within plant community impact acreage, loss of trees will be mitigated through the SJMSCP as part of mitigation for open space conversion. The SJMSCP includes minimum criteria (i.e., preserve size, canopy cover, adjacent habitat, etc.) for establishing preserves based on the type of habitat preserved. The project shall implement the SJMSCP conservation strategy, which includes one or	Implementation of the SJMSCP conservation strategy	LS	Pg. 4-61

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p>more of the following options to provide compensation pursuant to the SJMSCP.</p> <ol style="list-style-type: none"> 1. Pay the appropriate fee as indicated in the SJMSCP; or 2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or 3. During the breeding season (February 1 through August 31) occupied burrows shall not be disturbed and shall be provided with a 75 meter protective buffer until and unless the TAC, with the concurrence of the Permitting Agencies' representatives on the TAC; or unless a qualified biologist approved by the Permitting Purchase approved mitigation bank credits; or 4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC. 	Implementation of the SJMSCP conservation strategy	LS	Pg. 4-54

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<p>b) The necessity to remove the tree or trees in order to construct any proposed improvements, and the possibility of revising proposed tentative subdivision maps and improvement plans in order to save the trees.</p> <p>c) The topography of the land and the effect of the removal of the tree on erosion, soil retention and diversion or increased flow of surface waters.</p> <p>d) The number of similar trees existing in the vicinity.</p> <p>3. The applicant shall replace all trees removed on a one for one basis at the discretion of the City Landscape Architect. The size of the replacement tree shall be determined by the City Landscape Architect based on the size of the tree that is removed. If possible, the replacement tree or trees shall be planted on the same parcel as the trees that were removed. If that is not possible, the replacement tree or trees shall be planted in a City park or some other suitable location as determined by the City Landscape Architect.</p>			
<p>BR-3: Implementation of the project will result in the development of upland habitat areas suitable for use by several special status bird species, including tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, loggerhead shrike, and Nuttall's woodpecker.</p>						
SCDD	Director	Prior to construction	<p>BR-2a: The tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, and loggerhead shrike are covered under the SJMSCP. Impacts to habitat for these species will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP.</p> <ol style="list-style-type: none"> 1. Pay the appropriate fee as indicated in the SJMSCP; or 2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or 3. Purchase approved mitigation bank credits; or 4. Propose an alternative mitigation plan, consistent with the goals of 	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg. 4-64

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p>the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.</p> <p>BR-2b: All suitable nesting habitat for tricolored blackbird, short-eared owl, western burrowing owl, Swainson's hawk, white-tailed kite, northern harrier, and loggerhead shrike on the project site shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If an active nest is discovered, the project applicant shall be responsible for implementing the applicable Incidental Take Minimization Measures outlined in the SJMSCP (see Appendix F in the EIR). These Incidental Take Minimization Measures are consistent with the provisions of the Migratory Bird Treaty Act.</p> <p>BR-2c: The Nuttall's woodpecker is not covered under the SJMSCP. All suitable nesting habitat for this species shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If this species is observed nesting in the project area prior to the start of project construction, the following mitigation measures shall be implemented to minimize potential impacts to this species:</p> <ul style="list-style-type: none"> A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building, and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing. 	<p>Implementation of the SJMSCP conservation strategy; pre-construction surveys</p>	LS	Pg. 4-55
SCDD	Director	Prior to construction	<p>BR-2c: The Nuttall's woodpecker is not covered under the SJMSCP. All suitable nesting habitat for this species shall be surveyed by a qualified biologist prior to initiating construction-related activities. Surveys will be conducted no more than 14 days prior to the start of work. If this species is observed nesting in the project area prior to the start of project construction, the following mitigation measures shall be implemented to minimize potential impacts to this species:</p> <ul style="list-style-type: none"> A setback of 100 feet from nesting areas shall be established and maintained during the nesting season for the period encompassing nest building, and continuing until fledglings leave nests. This setback applies whenever construction or other ground-disturbing activities must begin during the nesting season in the presence of nests which are known to be occupied. Setbacks shall be marked by brightly colored temporary fencing. 	<p>Implementation of the SJMSCP conservation strategy; pre-construction surveys</p>	LS	Pg. 4-55
<p>Impact BR-4: Project implementation could affect several special status bat species that could occur on the project site.</p>						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p>BR-3a: Bat species are covered under the SJMSCP. Impacts to foraging habitat for bats will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP:</p> <ol style="list-style-type: none"> 1. Pay the appropriate fee as indicated in the SJMSCP; or 2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or 3. Purchase approved mitigation bank credits; or 4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC. 	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg. 4-56
SCDD	Director	Prior to construction	<p>BR-3b: All suitable habitat shall be surveyed by a qualified bat biologist prior to initiating construction-related activities. The surveys should determine if nursery or roost sites are present. If bats are roosting on the project site, the Incidental Take Minimization Measures consistent with the SJMSCP (see Appendix F in the EIR) shall be implemented.</p>	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg. 4-65
BR-5: Implementation of the proposed project has the potential to impact habitat that is suitable for the impact western pond turtle.						
SCDD	Director	Prior to construction	<p>BR-4a: Impacts to habitat for western pond turtle shall be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP.</p> <ol style="list-style-type: none"> 1. Pay the appropriate fee as indicated in the SJMSCP; or 2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or 3. Purchase approved mitigation bank credits; or 4. Propose an alternative mitigation plan, consistent with the goals of 	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-65

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p>the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.</p> <p>Mitigation Measure BR-4b: All suitable habitat shall be surveyed by a qualified biologist prior to initiating project construction activities. If nesting areas for pond turtles are identified on the project site, implementation of the SJMSCP Incidental Take and Minimization Measures outlined in Appendix F in the EIR shall be required.</p>	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-66
BR-6: The proposed project has the potential to impact habitat that is suitable for the giant garter snake.						
SCDD	Director	Prior to issuance of building permits	<p>BR-5a: The giant garter snake is covered under the SJMSCP. Impacts to habitat for this species will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP:</p> <ul style="list-style-type: none"> • Pay the appropriate fee as indicated in the SJMSCP; or • Dedicate, as conservation easements or fee title, or in-lieu dedications; or • Purchase approved mitigation bank credits; or • Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC. 	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-66
SCDD	Director	Prior to issuance of building permits	BR-5b: The Incidental Take Minimization Measures consistent with the SJMSCP shall be implemented to minimize impacts to this species (see Appendix F in the EIR).	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-66

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to issuance of building permits	<p>BR-5c: Per the SJMSCP, provisions of the USFWS Standard Avoidance and Minimization Measures during Construction Activities in Giant Garter Snake Habitat shall be implemented (excluding programmatic mitigation ratios which are superseded by the SJMSCP's mitigation ratios). These provisions are outlined below:</p> <ol style="list-style-type: none"> 1. Survey of the project area shall be repeated if a lapse in grading or earthmoving activity of two weeks or greater has occurred. If a snake is encountered during construction, activities in the vicinity shall cease until appropriate corrective measures have been completed or it has been determined that the snake shall not be harmed. Report any sightings and any incidental take to the Service immediately by telephone at (916) 414-6600. 2. Following project completion, all areas temporarily disturbed during construction shall be restored following the "Guidelines for Restoration and/or Replacement of Giant Garter Snake Habitat" outlined below. <ol style="list-style-type: none"> a. The disturbed area shall be re-graded to its preexisting contour and ripped, if necessary, to decompact the soil. b. The area shall be hydroseeded. Hydroseed mix shall contain at least 20-40 percent native grass seeds. Some acceptable native grasses include annual fescue (<i>Vulpia</i> spp.), California brome (<i>Bromus carinatus</i>), blue wildrye (<i>Elymus glaucus</i>), and needle grass (<i>Nassella</i> spp.). The seed mix shall also contain 2-10 percent native forb seeds, five percent rose clover (<i>Trifolium hirtum</i>), and five percent alfalfa (<i>Medicago</i> 	<p>construction surveys</p> <p>Implementation of the SJMSCP conservation strategy; pre-construction surveys</p>	LS	Pg.4-66

¹The Caltrans Construction BMPs Manual is considered the industry standard for protection of water quality during construction activities and, as such, is also applicable to non-roadway projects.

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<p>sativa). Approximately 40-68 percent of the mixture may be non-aggressive European annual grasses, such as wild oats (<i>Avena sativa</i>), wheat (<i>Triticum</i> sp.), and barley (<i>Hordeum vulgare</i>). Aggressive non-native grasses shall not be included in the seed mix. These grasses include perennial ryegrass (<i>Lolium perenne</i>), cheatgrass (<i>Bromus tectorum</i>), fescue (<i>Festuca</i> sp.), giant reed (<i>Arundo donax</i>), medusa-head (<i>Taeniatherum caput-medusae</i>), or Pampas grass (<i>Cortaderia selloana</i>). Endophyte-infected grasses shall not be included in the seed mix.</p> <p>In addition to the above measures, the following avoidance and minimization measures shall also be implemented.</p> <ol style="list-style-type: none"> 3. All grading and earthmoving activities shall be conducted during daylight hours. 4. Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPM_303_Final.pdf]) shall be implemented to minimize effects to giant garter snake (e.g., siltation, etc.) during construction. 			
<p>BR-7: Implementation of the proposed project has the potential to impact habitat that is suitable for special status fish species including Delta smelt, river lamprey, Kern Brook lamprey, Pacific lamprey, Central Valley steelhead, fall run/late-fall run chinook salmon, and Sacramento splittail.</p>						
SCDD	Director	Prior to issuance of building permits	<p>BR-6a: Delta smelt and Sacramento splittail are covered under the SJMSCP. Impacts to habitat for these species will be mitigated through adherence to the plan options. The project shall implement the SJMSCP conservation strategy, which includes one or more of the following options to provide compensation pursuant to the SJMSCP:</p> <ol style="list-style-type: none"> 1. Pay the appropriate fee as indicated in the SJMSCP; or 	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-68

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to issuance of building permits	<p>2. Dedicate, as conservation easements or fee title, or in-lieu dedications; or</p> <p>3. Purchase approved mitigation bank credits; or</p> <p>4. Propose an alternative mitigation plan, consistent with the goals of the SJMSCP and equivalent in biological value to options A, B, and C, above, subject to approval by the JPA with the concurrence of the Permitting Agencies' representatives on the TAC.</p> <p>BR-6b: The Incidental Take Minimization Measures consistent with the SJMSCP shall be implemented to minimize impacts to covered fish species. Incidental Take Minimization Measures for Delta smelt and Sacramento splittail consistent with the SJMSCP are outlined in Appendix F in the EIR.</p>	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-68
SCDD	Director	Prior to issuance of building permits	<p>BR-6c: The following mitigation measures shall be implemented for Central Valley steelhead, Chinook salmon, Sacramento splittail, and lamprey species.</p> <ol style="list-style-type: none"> 1. A Water Pollution Control Plan (WPCP) shall be prepared by the contractor in accordance with typical provisions associated with a Regional General Permit for Construction Activities. The WPCP will contain a Spill Response Plan with instructions and procedures for reporting spills, the use and location of spill containment equipment, and the use and location of spill collection materials. 2. Measures consistent with the current Caltrans' Construction Site Best Management Practices (BMPs) Manual (including the Storm Water Pollution Prevention Plan [SWPPP] and Water Pollution Control Program [WPCP] Manuals [http://www.dot.ca.gov/hq/construc/stormwater/CSBMPM_303_Final.pdf]) shall be implemented to minimize effects to giant garter snake (e.g., siltation, etc.) during construction. 3. All grading and earthmoving activities shall be conducted during daylight hours. 	Implementation of the SJMSCP conservation strategy; pre-construction surveys	LS	Pg.4-68

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
NOISE						
Impact NOI-1: Construction related activities may negatively impact surrounding receptors.						
SCDD	Director	During Construction	<p>NOI-1: Construction will be limited to the hours of 7:00 a.m. to 10:00 p.m. on weekdays and weekends in accordance with the City's Municipal Code.</p> <p>The following measures can be implemented to reduce potential construction noise impacts on nearby sensitive receptors:</p> <ul style="list-style-type: none"> • During all site excavation and grading, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards. • The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest to the project site. • The construction contractor shall locate equipment staging in areas that will create the greatest practical distance between construction-related noise sources and noise-sensitive receptors nearest to the project site during all project construction. • Construction contractors shall provide the Building Division a name and phone number of a contact person in the event that noise levels become disruptive. The name and phone number shall also be posted on site, informing the public who to contact. Adjacent residents within 100 feet of the property shall also be notified prior to construction activities and given the contact information. The Building Division shall monitor compliance. 	Limit construction	LS	Pg.4-83

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p><i>NOI-2 Implementation of the proposed project will increase noise levels on the project site and in populated off-site areas.</i></p> <p>NOI-2a: the following mitigation measures shall be required to reduce the on-site traffic noise impacts.</p> <ul style="list-style-type: none"> • A form of mechanical ventilation such as air conditioning systems shall be required for all residences in the following areas within the project site to ensure that windows can remain closed for a prolonged period of time: <ul style="list-style-type: none"> ○ all residences located within approximately 500 feet of French Camp Road; and ○ all residences located within approximately 400 feet of Airport Way. • All second floor residential exterior facades that are within 150 feet of and directly exposed to French Camp Road or that are within 100 feet of and directly exposed to Airport Way shall be constructed to guarantee a minimum STC-30 rating (including windows, doors, and walls). Quality control must be exercised in construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed. • A sound barrier with a minimum height of 10 feet is required along the project property line bordering Airport Way to provide noise attenuation for noise sensitive land uses within the proposed project site. • A sound barrier with a minimum height of 12 feet is required along the project property line bordering French Camp Road to provide noise attenuation for noise sensitive land uses within the proposed project site. • A sound barrier of a minimum 6 feet in height shall be constructed on all second floor balconies or decks for residential buildings within the project that are directly exposed to and within 150 feet of French Camp Road or that are directly exposed to and within 100 feet of Airport Way. 	Reduce noise affects on surrounding communities	LS	Pg.4-86

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p>The sound barrier can be of wood, brick, concrete, Plexiglass, or a combination of these and must be constructed without gaps (including at the bottom); it must be of at least 1 inch thickness and have equivalent mass to that of solid wood fencing boards.</p> <p>NOI-2b: The following mitigation measures shall be required to reduce the on-site train noise impacts:</p> <ul style="list-style-type: none"> A six-foot-high sound wall or sound wall/berm combination shall be constructed to protect sensitive exterior land uses (residential and commercial) located within 316 feet of the railroad right-of-way. Mechanical ventilation shall be required for all residences located within 631 feet of the railroad right-of-way. 	Reduce noise affects on surrounding communities	LS	Pg.4-93
SCDD	Director	Prior to construction	<p>NOI-2c: If there are sensitive land uses within 200 feet of a proposed loading/unloading area one of the following measures shall be implemented:</p> <ul style="list-style-type: none"> A sound barrier shall be constructed adjacent to the loading/unloading area. Wall height shall be determined based on specific sensitive land use and an acoustical analysis for the new development must be submitted to identify the wall height prior to the submittal of any building permit, or Loading/unloading activities shall be restricted to the hours of 7:00 a.m. and 10:00 p.m. daily. 	Reduce noise affects on surrounding communities	LS	Pg.4-115
NOI-3: Implementation of the proposed project will subject the residential uses to unacceptable vibration levels due to the proximity of the railroad.						
Implementation of the above mitigation measures will reduce potential railroad vibration impacts to a less than significant level (Impact Significance Criteria NOI-b).						
LAND USE						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
<i>LU-2: Implementation of the proposed project could potentially result in incompatibility with surrounding land uses.</i>						
SCDD	Director	Prior to construction	<p>LU-1: To reduce agricultural/residential land use incompatibilities, the following shall be required:</p> <ul style="list-style-type: none"> The Applicant/Developer(s) shall inform and notify prospective buyers in writing, prior to purchase, about existing and on-going agricultural activities in the immediate area in the form of a disclosure statement. The notifications shall disclose that the Stockton area is an agricultural area subject to ground and aerial applications of chemical and early morning or nighttime farm operations which may create noise, dust, et cetera. Each disclosure statement shall be acknowledged with the signature of each prospective owner. As a condition of tentative map approval, the perimeter of the project site affected by the potential conflicts in land use noted above shall be appropriately buffered by fences and/or walls to minimize conflicts between project residents, non-residential uses, and adjacent agricultural uses. 	Public information for surrounding communities	LS	Pg.4-178
<i>LU-3: Elements of the proposed project may present incompatibilities with the Stockton Metropolitan Airport uses and operations.</i>						
SCDD	Director	Prior to construction	<p>LU-2a:</p> <ul style="list-style-type: none"> Non-reflective building materials must be used in the construction of all buildings in the project area. Transmission towers within the Conical and Horizontal zones that interfere with aircraft communications or navigation are strictly prohibited. All project development shall abide by land use guidelines in the adopted Airport Land Use Plan. Proposed schools that are to be located within a two mile radius of an 	Public aviation safety	LS	Pg.4-197

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	Prior to construction	<p>airport must undergo a review by Caltrans Division of Aeronautics and the Department of Education.</p> <p>LU-2b: Additional measures that apply to all zones and areas within an airport area of influence include the following:</p> <ul style="list-style-type: none"> The ODS shall record a Deed of Avigation and Hazard Easement. This easement shall grant San Joaquin County a perpetual, assignable easement permitted overflight of the property by aircraft, together with any inherent noise or other emissions, which are inherent in the operation of aircraft. This easement shall be recorded as a deed restriction flowing in perpetuity to all successor property owners. 	Public and aviation safety	LS	Pg.4-197
LU-4: Implementation of the proposed project will lead to the conversion of agricultural lands.						
SCDD	Director	Prior to construction	<p>LU-3: The applicant, owners, developers, or successors in interest shall comply with the City of Stockton's Agricultural Land Mitigation Program. The applicable mitigation fee is \$9,600 per acre of land within the project site designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland (approximately 871 acres).</p>	Pay for loss of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland	LS	Pg.4-198
TRANSPORTATION AND CIRCULATION						
Impact 4.7.1. The addition of project traffic would result in deficient service levels at the McKinley Avenue/Sperry Road intersection (Intersection 8) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.1. The owners, developers and/or successors-in-interest (ODS) shall contribute their fair share to the Sperry Road extension project. The City of Stockton plans to extend Sperry Road from McKinley Avenue to from E. French Camp Road. The intersection of Sperry Road/McKinley Avenue intersection would be eliminated as Sperry Road and McKinley Avenue would be grade separated.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-299

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
<p>Impact 4.7.2. The addition of project traffic would result in deficient service levels at the Arch-Airport Road/S. Airport Way intersection (Intersection 10) in the EPAP With Project condition. This impact is considered significant.</p>						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.2. The ODS shall modify the intersection to provide a northbound right-turn only lane and a second westbound left-turn lane with at least 300 feet of vehicle storage in each lane.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-300
<p>Impact 4.7.3. The addition of project traffic would result in deficient service levels at the Arch-Airport Road/Pock Lane intersection (Intersection in the EPAP With Project condition. This impact is considered significant.</p>						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.3. The ODS shall install a traffic signal at the Arch-Airport Road/ Pock Lane intersection.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-300
<p>Impact 4.7.4. The addition of project traffic would result in deficient operations at the I-5 Southbound Ramps/Mathews Road interchange (Intersection 18) in the EPAP With Project condition. This impact is considered significant.</p>						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.4. The ODS shall install a traffic signal at the I-5 Southbound Ramps/Mathews Road intersection. The traffic signal shall be interconnected and coordinated with the required traffic signal for the northbound ramp intersection (see Mitigation Measure 4.7.5) to minimize vehicle queue spillback in the interchange area.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-301
<p>Impact 4.7.5. The addition of project traffic would worsen deficient service levels at the I-5 Northbound Ramps/Mathews Road interchange</p>						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
(Intersection 19) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.5. The ODS shall contribute its fair share towards the construction of a westbound right-turn only lane and the signalization of the I-5 Northbound Ramps/ Mathews Road intersection. The traffic signal shall be interconnected and coordinated with the required traffic signal for the southbound ramp intersection (see Mitigation Measure 4.7.4) to minimize vehicle queue spillback in the interchange area.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-301
Impact 4.7.6. The addition of project traffic would worsen deficient service levels at the Mathews Road-Ash Street/El Dorado Street intersection (Intersection 20) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.6. The ODS shall contribute its fair share towards improvements at the Mathews Road-Ash Street/El Dorado Street intersection that would result in acceptable service levels which include: traffic signal installation and modifications to the westbound and eastbound approaches to provide exclusive left-turn lanes, and shared through-right-turn lanes. The eastbound left-turn pocket should provide 300 feet of vehicle storage, while the westbound left-turn pocket should provide at least 200 feet of vehicle storage.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-301
Impact 4.7.7. The addition of project traffic would worsen overall deficient conditions at the I-5 Southbound Ramps/E. French Camp Road interchange (Intersection 21) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.7. Caltrans has recently installed traffic signals at this location. With signalization, this intersection is projected to operate acceptably through the near-term with project scenario, as shown in Table 4.7.23. Therefore, no additional mitigation is necessary. It should be noted that the ODS shall pay their fair share towards the ultimate interchange improvement project thorough the payment of traffic impact fees.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-302
Impact 4.7.8. The addition of project traffic would worsen deficient service levels at the I-5 Northbound Ramps/E. French Camp Road interchange (Intersection 22) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of	Mitigation Measure 4.7.8. Caltrans has recently installed traffic signals at this location. With signalization, this intersection is projected to operate	Pay fair share fees;	LS	Pg. 4-302

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
Impact 4.7.9. The addition of project traffic would worsen deficient service levels at the McKinley Avenue/E. French Camp Road intersection (Intersection 24) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.9. The ODS shall contribute its fair share towards improvements at the McKinley Avenue/E. French Camp Road intersection that would result in acceptable service levels. Improvements include traffic signal installation; providing exclusive left-turn lanes on all approaches in addition to a westbound right-turn only lane. The eastbound and southbound left-turn lanes should provide approximately 300 feet of vehicle storage.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-303
Impact 4.7.10. The addition of project traffic would worsen deficient service levels at the Ash Street/E. French Camp Road intersection (Intersection 25) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.10. The ODS shall contribute its fair share towards improvements at the Ash Street/E. French Camp Road intersection that would result in acceptable service levels. These improvements include: <ul style="list-style-type: none"> • Install a traffic signal • Modify the westbound approach to provide dual 315 foot left-turn lanes, and a through-right shared lane and widen Ash Street to provide two receiving lanes • Modify the eastbound approach to provide a 50 foot left-turn lane, a through lane, and a 150 foot right-turn only lane • Modify the northbound approach to provide a 330-foot left turn pocket, a through lane and a 330-foot right-turn only lane • Modify the southbound approach to provide a 50 foot left-turn lane and a through-right shared lane 	Pay fair share fees; engineering improvement plans	SU	Pg. 4-303
Impact 4.7.11. The addition of project traffic would worsen deficient operations at the E. French Camp Road/S. Airport Way intersection (Intersection						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
26) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	<p>Mitigation Measure 4.7.11. The ODS shall contribute its fair share to improvements at the E. French Camp Road/S. Airport Way intersection including:</p> <ul style="list-style-type: none"> o Northbound: left-turn lane, two through lanes, and a right-turn only lane o Southbound: dual left-turn lanes, two through lanes, and a right-turn only lane o Eastbound: dual left-turn lanes, a through lane, and a through-right shared lane o Westbound: dual left-turn lanes, two through lanes, and a right-turn only lane <p>Each left-turn lane should be designed to provide at least 300 feet of vehicle storage.</p>	Pay fair share fees; engineering improvement plans	SU	Pg. 4-304
Impact 4.7.12. The addition of project traffic would worsen deficient overall service levels at the E. French Camp Road/SR-99 Southbound Ramps interchange (Intersection 27) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	<p>Mitigation Measure 4.7.12. The ODS shall contribute its fair share towards interchange improvements at the E. French Camp Road/SR-99 Southbound Ramps intersection. These improvements include traffic signal installation, provision of a second eastbound left-turn lane and the associated receiving lanes, and provision of a second westbound through lane. The traffic signal shall in interconnected and coordinated with the required traffic signal for the northbound ramp intersection (see Mitigation Measure 4.7.13) to minimize vehicle queue spillback in the interchange area.</p>	Pay fair share fees; engineering improvement plans	SU	Pg. 4-305
Impact 4.7.13. The addition of project traffic would result in deficient service levels at the E. French Camp Road/SR-99 Northbound Ramps interchange (Intersection 28) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of	<p>Mitigation Measure 4.7.13. The ODS shall install a traffic signal at this intersection. The traffic signal shall be interconnected and coordinated with</p>	Pay fair share fees;	SU	Pg. 4-305

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		engineering improvement plans	the required traffic signal for the southbound ramp intersection (see Mitigation Measure 4.7.12) to minimize vehicle queue spillback in the interchange area.	engineering improvement plans		
Impact 4.7.14. The addition of project traffic would result in deficient service levels at the Stimson Street/S. Airport Way intersection (Intersection 29) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	<p>Mitigation Measure 4.7.14. The ODS shall implement improvements at the Stimson Street/S. Airport Way intersection that will result in acceptable service levels. Improvements include: traffic signal installation; modify the westbound approach to provide two exclusive left-turn lanes, and a through-right shared lane; modify the southbound approach to provide two left-turn lanes; (250 feet of storage each), modify the east leg of the intersection to provide two receiving lanes for at least 500 feet with the appropriate taper; and modify the eastbound approach to provide a left-turn lane and a through-right shared lane.</p> <p>It should be noted that this intersection is in close proximity to an at-grade railroad crossing. While this crossing is infrequently used, increased train activity could affect intersection operations. When S. Airport Way is widened to its ultimate width, a grade separated crossing is proposed which may require closure of the Stimson Street intersection.</p> <p>Additionally, should the proposed extension of R.A. Bridgeford Street require the closure of Stimson Street east of the National Guard entry, additional improvements would be required at the S. Airport Way/C.E. Dixon-Performance Drive intersection, including:</p> <ul style="list-style-type: none"> • Northbound: left-turn lane (300 feet of storage), two through lanes, right-turn only lane (400 feet) • Southbound: dual left-turn lanes (400 feet of storage), two through lanes, right-turn only lane • Eastbound: dual left-turn lanes, one through lane, right-turn only lane 	Pay fair share fees; engineering improvement plans	LS	Pg. 4-306

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<ul style="list-style-type: none"> Westbound: dual left-turn lanes (400 feet of storage), one through lane, free right-turn or two right-turn only lanes (400 feet of storage) 			
Impact 4.7.15. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Southbound Ramp intersection (Intersection 33) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.15. The ODS shall contribute its fair share towards improvements at the Roth Road/I-5 Southbound Ramp intersection that would result in acceptable service levels. Potential improvements include the construction of a second westbound left-turn lane with the appropriate receiving lanes and traffic signal installation. The traffic signals shall be interconnected and coordinated with the required traffic signal for the northbound ramp intersection (see Mitigation Measure 4.7.16) to minimize vehicle queue spillback in the interchange area.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-307
Impact 4.7.16. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Northbound Ramp intersection (Intersection 34) in the EPAP With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.16. The ODS shall contribute its fair share towards traffic signal installation at the Roth Road/I-5 Northbound Ramp. The traffic signal shall be interconnected and coordinated with the required traffic signal for the southbound ramp intersection (see Mitigation Measure 4.7.15) to minimize vehicle queue spillback in the interchange area.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-307
Mitigation Measure 4.7.17. The ODS shall contribute its fair share towards traffic signal installation at the Roth Road/S. Airport Way intersection.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.17. The ODS shall contribute its fair share towards traffic signal installation at the Roth Road/S. Airport Way intersection.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-308
Impact 4.7.18. With construction of the proposed project as currently planned, the intersection of Collector E with E. French Camp Road (Intersection 38) is projected to operate at an overall unacceptable service level as a side-street stop controlled intersection.						
SPWD	Director	Prior to the approval of	Mitigation Measure 4.7.18. Several measures were considered to mitigate this impact. The first measure considered was to signalize the intersection.	Pay fair share fees;	LS	Pg. 4-308

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		engineering improvement plans	However, signalization could create operational difficulties with the intersection's close spacing to an at-grade railroad crossing, as eastbound vehicle queues could potentially spillback through the railroad crossing. Should a grade separate crossing be provided, insufficient sight distance from the crossing to the intersection may be provided. Therefore, it is recommended that this intersection be restricted to right-in/right-out, with two through lanes constructed in each direction on E. French Camp Road along the project frontage.	engineering improvement plans		
Impact 4.7.19. With development of the proposed project, additional traffic will be added to 2 at-grade railroad crossings in the immediate study area: S. Airport Way, south of Stimson Street and E. French Camp Road, east of Priest Road. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.19. The ODS shall contribute its fair share to planned grade separated railroad crossings on S. Airport Way, south of Stimson Street and E. French Camp Road, east of Priest Road. Additionally, the design of the two project accesses located in close proximity (Collector E and Collector C) shall be designed such that the provision of a grade separated crossing at some time in the future is not precluded.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-09
Impact 4.7.20. The addition of project traffic would increase traffic by more than 5 percent on two freeway segments projected to operate at unacceptable levels prior to the addition of project traffic in the EPAP condition.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.20. The ODS shall contribute its fair share towards planned freeway widening to provide three travel lanes per direction on SR-99 in the study area through payment of the public facilities fee.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-312
Impact 4.7.21. The addition of project traffic would worsen deficient LOS E conditions during the PM peak hour at the McKinley Avenue/El Dorado Street-Clayton intersection (Intersection 3) in the Future (Year 2025) With Project condition. As the average delay is expected to increase by more than 5 seconds, this is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement	Mitigation Measure 4.7.21. The ODS shall contribute its fair share to improvements at the intersection that would result in acceptable operations, including modifications to the westbound and eastbound approaches to provide a left-turn lane and a shared through-right turn lane in both	Pay fair share fees; engineering improvement	SU	Pg. 4-313

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		plans	directions. The eastbound left-turn pocket should provide 50 feet of storage and the westbound left-turn pocket should provide 150 feet of storage. Implementation of this measure would also decrease the southbound left-turn queue by approximately 3 vehicles (75 feet), a 25 foot decrease over without project condition, as the side-street improvements would allow for more green-time to be allocated to the southbound left-turn movement.	plans		
Impact 4.7.22. The addition of project traffic would worsen overall deficient service levels during the AM and PM peak hours at the McKinley Drive/Industrial Drive intersection (Intersection 6) in the Future (Year 2025) With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.22. The ODS shall contribute its fair share for the installation of a traffic signal at the McKinley Drive/Industrial Drive intersection.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-314
Impact 4.7.23. The addition of project traffic would result in LOS E conditions during the PM peak hour at the Sperry Road/Performance Drive intersection (Intersection 9) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.23. Improvements that would result in acceptable operations at this intersection include modifying the northbound approach to provide two left-turn lanes, a left-through shared lane and a right-turn only lane. However, provision of additional capacity on parallel routes, such as construction of a new interchange at C.E. Dixon Street would also mitigate this impact, as the intersection is projected to operate at acceptable service levels in the 2035 condition with the addition of project traffic. In lieu of constructing an additional left-turn lane, the ODS shall make a fair share contribution to the new C.E. Dixon Street interchange.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-314
Impact 4.7.24. The addition of project traffic would worsen deficient service levels at the Arch-Airport Road/S. Airport Way intersection (Intersection 10) the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering	Mitigation Measure 4.7.24. The ODS shall contribute their fair share to improvements that would result in acceptable service levels. The following lane configuration would provide acceptable LOS operations for vehicles:	Pay fair share fees; engineering	SU	Pg. 4-315

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		improvement plans	<ul style="list-style-type: none"> o Northbound: dual 350-foot left-turn lanes, four through lanes, free right-turn lane o Southbound: triple 300-foot left-turn lanes, four through lanes, free right-turn lane o Eastbound: dual 250-foot left-turn lanes, five through lanes, 250-foot right-turn only lane o Westbound: dual 250 foot-left-turn lanes, five through lanes, 250-foot right-turn only lane <p>It should be noted five through lanes in the both the eastbound and westbound directions would not be needed to ensure acceptable operations with the project in 2035 due to the construction of alternative travel routes. In lieu of constructing the fifth through lanes in the eastbound and westbound directions, the ODS can make a fair share contribution to the new C.E. Dixon Street interchange. As both Arch-Airport Road and S. Airport Way are planned to be eight lane arterials, provision of a triple left-turn at this location would not violate the City's policy against triple left-turn lanes.</p>	improvement plans		
<p>Impact 4.7.25. The addition of project traffic would worsen LOS F conditions during the PM peak hour, increasing average delay by more than 20 seconds, and result in LOS E operations during the AM peak hour at the Arch-Airport Road/B Street intersection (Intersection 11) in the Future (Year 2025) With Project condition. This is considered significant.</p>						
SPWD	Director	Prior to the approval of engineering improvement plans	<p>Mitigation Measure 4.7.25. The ODS shall contribute its fair share towards the provision of dual eastbound 300-foot left-turn lanes, a fifth westbound through lane, and a 200-foot westbound right-turn only lane. The fifth westbound through lane would not be required in 2035 to mitigate the Cumulative project impact.</p> <p>In lieu of constructing the fifth through lanes in the westbound direction, the ODS shall make a fair share contribution to the new C.E. Dixon Street interchange.</p>	Pay fair share fees; engineering improvement plans	SU	Pg. 4-315

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
Impact 4.7.26. The addition of project traffic would worsen LOS F conditions during the PM peak hour, increasing average delay by more than 20 seconds, and result in LOS E operations during the AM peak hour at the Arch-Airport Road/Pock Road intersection (Intersection 12) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.26. The ODS shall contribute its fair share towards the provision of a westbound right-turn only lane, and northbound and southbound free right-turn lanes. In addition, the ODS shall contribute towards the provision of additional capacity on parallel routes, such as construction of a new interchange at C.E. Dixon Street.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-316
Impact 4.7.27. The addition of project traffic would worsen deficient conditions in the PM peak hour and result in LOS F conditions during the AM peak hour at the Arch-Airport Road/Qantas Lane intersection (Intersection 14) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.27. The ODS shall contribute its fair share towards improvements at the intersection, including modifications to the eastbound approach to provide a dual left-turn lanes, five through lanes, and a free right turn lane; modifications to the northbound approach to provide triple left-turn lanes, one through lane, and a free right-turn only lane; and modify to the westbound approach to provide triple left-turn lanes, five through lanes, and a right-turn only lane.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-317
Impact 4.7.28. The addition of project traffic would worsen deficient service levels at the Arch-Airport Road/SR-99 interchange (Intersection 15) in the Future (Year 2025) With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.28. The ODS shall contribute its fair share towards the following interchange improvements: modify the northbound approach to provide a free right-turn lane and provide a third westbound through lane.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-317
Impact 4.7.29. The addition of project traffic would result in deficient service levels at the S. Airport Way/C.E. Dixon-Performance Drive intersection (Intersection 17) in the Future (Year 2025) With Project condition during the AM and PM peak hours. This impact is considered significant.						
SPWD	Director	Prior to the approval of	Mitigation Measure 4.7.29. The ODS shall contribute their fair share to the construction of the following intersection configuration:	Pay fair share fees;	LS	Pg. 4-318

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		engineering improvement plans	<ul style="list-style-type: none"> Northbound: dual left-turn lanes (500 feet of storage each), three through lanes, right-turn only lane (800 feet of storage) Southbound: dual left-turn lanes (300 feet of storage each), two through lanes, and a through-right shared lane Eastbound: dual left-turn lanes, one through lane, through-right shared lane Westbound: dual left-turn lanes, one through lane, free right turn lane (or dual right-turn lanes) 	engineering improvement plans		
Impact 4.7.30. The addition of project traffic would result in deficient service levels at the I-5 Southbound Ramps/Mathews Road interchange (Intersection 18) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.30. Implement Mitigation Measure 4.7.4.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-318
Impact 4.7.31. The addition of project traffic would result in an overall deficient LOS E during the AM peak hour and worsen LOS F operations during the PM peak hour at the I-5 Northbound Ramps/Mathews Road interchange (Intersection 19) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.31. Implement Mitigation Measure 4.7.5. In addition, the ODS shall contribute its fair share towards additional improvements: convert the second eastbound through lane to an eastbound left-turn lane and modify the on-ramp to provide two receiving lanes. These improvements can be implemented within the existing freeway under-crossing.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-319
Impact 4.7.32. The addition of project traffic would worsen deficient service levels during the AM and PM peak hours at the E. French Camp Road/S. Airport Way intersection (Intersection 26) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the	Mitigation Measure 4.7.32. Implement Mitigation Measure 4.7.11.	Pay fair share	SU	Pg. 4-319

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		approval of engineering improvement plans	The ODS shall contribute its fair share to additional modifications at the intersection that would result in acceptable service levels: dual left-turn lanes on the northbound approach and a right-turn only lane on the eastbound approach. All left-turn lanes should provide 300 feet of vehicle storage.	fees; engineering improvement plans		
Impact 4.7.33. The addition of project traffic would worsen deficient service levels at the SR-99 Southbound Ramps/E. French Camp Road intersection (Intersection 27) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.33. Implement Mitigation Measure 4.7.12. The ODS shall contribute its fair share towards additional interchange improvements that would result in acceptable service levels: modify the southbound approach to provide a left-turn lane and a shared left-through-right lane.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-320
Impact 4.7.34. The addition of project traffic would worsen deficient service levels at the SR-99 Northbound Ramps/E. French Camp Road intersection (Intersection 28) in the Future (Year 2025) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.34. Implement Mitigation Measure 4.7.13. The ODS shall also contribute its fair share to additional interchange improvements at this intersection that would result in acceptable service levels: construct a second westbound through lane.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-320
Impact 4.7.35. The addition of project traffic would result in deficient service levels at the Sperry Road/E. French Camp Road intersection (Intersection 32) in the Future (Year 2025) With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.35. No scenario specific mitigation measure has been identified for this intersection. Since the 2035 analysis indicates that this intersection will operate at an acceptable level, acceleration of 2035 network improvements in the E. French Camp Road and Sperry Road corridors appears to be a feasible mitigation strategy.	No specific action can be taken	SU	Pg. 4-321
Impact 4.7.36. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Southbound Ramp intersection (Intersection						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
33) in the Future (Year 2025) With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.36. Implement Mitigation Measure 4.7.15.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-321
Impact 4.7.37. The addition of project traffic would worsen deficient service levels at the Roth Road/I-5 Northbound Ramp intersection (Intersection 34) in the Future (Year 2025) With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.37. Implement Mitigation Measure 4.7.16. Additionally, the ODS shall contribute its fair share towards additional improvements that would result in acceptable operations in the 2025 scenario: modify the northbound approach to provide a left-through-right shared lane and a right-turn only lane.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-321
Impact 4.7.38. The addition of project traffic would worsen deficient service levels at the Roth Road/S. Airport Way intersection (Intersection 35) in the 2025 With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.38. Implement Mitigation Measure 4.7.17. Additionally, the ODS shall contribute its fair share towards construction of two northbound and southbound through lanes, dual northbound left-turn lanes (300-feet of vehicle storage), dual eastbound left-turn lane (375-feet of storage), and eastbound (375-foot of vehicle storage) and southbound (250-foot of storage) right-turn only lanes.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-322
Impact 4.7.39. With construction of the proposed project as currently planned, the intersection of Collector E with E. French Camp Road (Intersection 38) is projected to operate at an overall unacceptable service level as a side-street stop controlled intersection.						
SPWD	Director	Prior to the approval of engineering improvement	Mitigation Measure 4.7.39. Implement Mitigation Measure 4.7-18.	Pay fair share fees; engineering improvement	LS	Pg. 4-322

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		plans		plans		
Impact 4.7.40. With construction of the proposed project as currently planned, the intersection of Local A with E. French Camp Road (Intersection 39) is projected to operate at an overall unacceptable service level during the AM peak hour.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.40. The ODS shall pay their fair share to provide two travel lanes in each direction on E. French Camp Road from 500 feet east of the project entry to 500 west of Collector E. An eastbound left-turn pocket with 300 feet of vehicle storage and a westbound right-turn pocket with 200 feet of vehicle storage should be provided on E. French Camp Road at Entry A.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-323
Impact 4.7.41. The addition of project traffic would worsen deficient conditions during the AM and PM peak hours at the E. Charter Way/S. Airport Way intersection (Intersection 1) in the Future (Year 2035) With Project condition. As the average delay is expected to increase by more than 5 seconds during both peak hours, this is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.41. The ODS shall contribute its fair share to improvements at the intersection that would result in acceptable operations: modify the westbound approach to provide a right-turn only lane, modify the northbound approach to provide a third through lane, and modify the southbound approach to provide a second left-turn lane and a fourth through lane.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-326
Impact 4.7.42. The addition of project traffic would worsen deficient service levels during the PM peak hour at the S. Airport Way/Ralph Avenue intersection in the Future (Year 2035) With Project condition. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.42. The ODS shall contribute its fair share towards the construction of a second southbound left-turn lane and the associated receiving lanes. Both left-turn lanes should provide at least 250 feet of vehicle storage to minimize the potential for vehicle queue spillback.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-327
Impact 4.7.43. The addition of project traffic would worsen deficient service levels at the Arch-Airport Road/S. Airport Way intersection (Intersection						

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
10) the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	<p>Mitigation Measure 4.7.43. The ODS shall contribute their fair share towards intersection improvements that would result in acceptable service levels for vehicles:</p> <ul style="list-style-type: none"> • Northbound: dual 450 foot left-turn lanes, four through lanes, free right-turn lane • Southbound: triple 370 foot left-turn lanes, four through lanes, free right-turn lane • Eastbound: dual 250 foot left-turn lanes, four through lanes, right-turn only lane • Westbound: triple 250 foot left-turn lanes, four through lanes, free right-turn lane <p>As this is an intersection of two eight lane arterials, provision of triple left-turn lanes would not violate the City's policy against left-turn lanes.</p> <p>As the intersection is projected to operate deficiently in the AM peak hour prior to the addition of project traffic, a reduced project alternative would not mitigate the projects AM peak hour impacts at this location. A volume reduction of approximately 40 percent for the southbound and westbound left-turn movements would eliminate the need for the triple southbound and westbound left-turn pockets with implementation of the other intersection improvements.</p> <p>It should also be noted that the PM peak hour intersection analysis was conducted assuming a peak hour factor of 0.92 for the PM peak hour. Using a peak hour factor of 1.00 would result in LOS D conditions for the 2035 With Project Condition for the PM peak hour</p>	Pay fair share fees; engineering improvement plans	SU	Pg. 4-327

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			and no intersection improvements above those assumed for the base 2035 analysis would be needed.			
Impact 4.7.44. The addition of project traffic would worsen LOS E conditions during the AM and PM peak hours, increasing average delay by more than 5 seconds at the Arch-Airport Road/B Street intersection (Intersection 11) in the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.44. The ODS shall contribute its fair share towards construction of a second eastbound left-turn lane and westbound right-turn only lane. A fair-share contribution to these improvements was provided under Mitigation Measure 4.7.25. Therefore, no additional contribution beyond that identified for Mitigation Measure 4.7.25 is required.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-328
Impact 4.7.45. The addition of project traffic would worsen LOS F conditions during the AM and PM peak hours, increasing average delay by more than 5 seconds at the Arch-Airport Road/Pock Road intersection (Intersection 12) in the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.45. Implement Mitigation Measure 4.7.26. No additional mitigation is required.	Pay fair share fees; engineering improvement plans	SU	Pg. 4-329
Impact 4.7.46. The addition of project traffic would result in LOS E conditions during the PM peak hour at the Arch-Airport Road/Qantas Lane intersection (Intersection 14) in the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.46. The ODS shall contribute its fair share to the construction of a second eastbound left-turn lane. Fair share contributions to these improvements were made for the 2025 condition for Mitigation Measure 4.7.27. Therefore, no additional contribution beyond that identified for Mitigation Measure 4.7.27 is required.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-329

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
Impact 4.7.47. The addition of project traffic would result in deficient service levels at the S. Airport Way/C.E. Dixon-Performance Drive intersection (Intersection 17) in the Future (Year 2035) With Project condition during the AM peak hour and worsen LOS F conditions during the PM peak hour. This impact is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.47. Implement Mitigation Measure 4.7.29. No additional mitigation is required.	Pay fair share fees; engineering improvement plans	LS	Pg. 4-329
Impact 4.7.48. The addition of project traffic would worsen overall deficient LOS E operations during the AM peak hour at the I-5 Northbound Ramps/Mathews Road interchange (Intersection 19) in the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.48. The ODS shall contribute its fair share to the ultimate interchange improvements that would result in acceptable service levels at this interchange: <ul style="list-style-type: none"> • Northbound: Dual left-turn lanes, free right-turn lane • Eastbound: Dual left-turn lanes, two through lanes • Westbound: Three through lanes, right-turn only lane 	Pay fair share fees; engineering improvement plans	SU	Pg. 4-330
Impact 4.7.49. The addition of project traffic would result in deficient service levels during the PM peak hour at the E. French Camp Road/S. Airport Way intersection (Intersection 26) in the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.49. The ODS shall contribute their fair share to the construction of a third westbound left-turn lane. It should be noted that the westbound left-turn pocket is projected to operate unacceptably prior to the addition of project traffic, and the project is projected increase the volume by approximately 10 percent. Additionally, the intersection analysis was conducted assuming a	Pay fair share fees; engineering improvement plans	SU	Pg. 4-330

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			peak hour factor of 0.92 for the PM peak hour. Using a peak hour factor of 1.00 would result in LOS D conditions for the 2035 With Project Condition and no intersection improvements above those assumed for the base 2035 analysis would be needed.			
Impact 4.7.50. With construction of the proposed project as currently planned, the side-street movement at the Collector E/E. French Camp Road intersection (intersection 38) is projected to operate at an unacceptable service level.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.50. Several measures were considered to mitigate this impact. The first measure considered was to signalize the intersection. However, signalization could create operational difficulties with the intersections close spacing to an at-grade railroad crossing, as eastbound vehicle queues could potentially spillback through the railroad crossing. Should a grade separate crossing be provided, insufficient sight distance from the crossing to the intersection may be provided, which could be problematic if vehicles are queued at the intersection. Therefore, it is recommended that this intersection be restricted to right-in/right-out, with four through lanes in each direction on E. French Camp Road along the project frontage.	Engineering improvement plans	LS	Pg. 4-331
Impact 4.7.51. The addition of project traffic would result in deficient operations on one freeway segment.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.51. This segment of I-5 was assumed to be widened to 5 lanes in 2035. Additional widening may not be feasible at this location.	No specific action can be taken	SU	Pg. 4-333
Impact 4.7.52. The addition of project traffic would result in overall deficient LOS E during the AM peak hour at the I-5 Northbound Ramps/Mathews Road interchange in the Future (Year 2035) With Project condition. This is considered significant.						
SPWD	Director	Prior to the approval of engineering	Mitigation Measure 4.7.52. Implement Mitigation Measure 4.7.48	Pay fair share fees; engineering	SU	Pg. 4-334

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
Impact 4.7.53. The addition of project traffic would result in deficient operations on one freeway segment.						
SPWD	Director	Prior to the approval of engineering improvement plans	Mitigation Measure 4.7.53. This segment of I-5 was assumed to be widened to 5 lanes in 2035. Additional widening may not be feasible at this location.	No specific action can be taken	SU	Pg. 4-334
PUBLIC SERVICES						
PR-4: Development of the project site is expected to meet the park facilities requirements for new residents.						
SPWD	Director	Prior to the approval of engineering improvement plans	PR-1a: Prior to recordation of a Final Map, except where a Final Map is recorded for purposes of resale and not intended for development, the owner, developer and/or successor-in-interest (ODS) shall form a new zone of the Stockton Consolidated Landscape Maintenance District 96-2, and approve an assessment providing for the subdivision's proportionate share of the costs to maintain public parks within the service area for this subdivision or serving this subdivision.	Create and fund new Landscape Maintenance District.	LS	Pg. 4-364
SPWD	Director	Prior to the approval of engineering improvement plans	Measure PR-1b: Prior to the recordation of a Final Map, except where a Final Map is recorded for purposes of resale and not intended for development, the ODS shall establish a maintenance entity acceptable to the City of Stockton Community Development Director, the Parks and Recreation Director and the Public Works Director to provide funding for the maintenance of improvements including, but not limited to, common areas landscaping, landscaping in the right-of-way, sound walls and/or back-up walls constructed for the special benefit of this subdivision.	Provide funding for maintenance of common landscape area, right-of-ways, and soundwalls	LS	Pg. 4-364
FP-1: Project implementation will increase the demand for fire protection services which could affect the level of service protection and response times.						
SCDD	Director	Prior to the	FP-1a: prior to issuance of building permits, the project applicant shall pay	Pay fees	LS	Pg. 4-365

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		issuance of building permits	development impact fees (as applicable) to reduce the burden on fire protection services. Evidence indicating payment of fees shall be provided to the Director of Community Development Department.			
Stockton Fire Department	Director	Prior to the approval of final map	FP-1b: The applicant will consult with the City's Fire Department regarding adequacy of project plans relating to the safety of structure, safety devices, and emergency vehicle access.	Consult with fire department	LS	Pg. 4-365
PP-1: The proposed Tidewater Crossing project will increase the demand for law enforcement services.						
SCDD	Director	Prior to the issuance of building permits	PP-1a: Prior to issuance of building permits, the project applicant shall pay the applicable fees as indicated by the City of Stockton's Public Facilities Fee Program.	Pay fees	LS	Pg. 4-365
Stockton Police Department	Director	Prior to the approval of Final Map	PP-1b: The owner, developer or success-in-interest will submit subdivision improvement plans to the City and the City shall consult with the Police Department regarding adequacy of project plans relating to the safety of structure, safety devices, and emergency vehicle access.	Consult with Police Department	LS	Pg. 4-365
SCDD	Director	During construction	PP-1c: A licensed, uniformed security guard must be present in construction areas during the evening hours on weekdays (Monday through Friday), and 24 hours per day on weekends and holidays, when the developer is not on site. Construction areas must be well lighted throughout the night, every night, so as to clearly illuminate the majority of the lots and the entire street within project areas.	Provide licensed uniformed security guards and lighting throughout the project site	LS	Pg. 4-365
SCDD	Director	During construction	PP-1d: During construction of residential sites the areas must be fenced and inaccessible to the public after hours, and on weekends and holidays until residents begin occupying the new homes. The fences should be well maintained as needed during the project. Appliances, such as stoves, microwaves, refrigerators, etc., should not be installed until the day a new owner completes the final walkthrough of the residence. If installed earlier, the residence must remain securely locked after hours and on weekends/holidays. Cabinetry and other valuable items should be kept offsite prior to installation. Once installed, the residence must be securely locked.	Perimeter fencing	LS	Pg. 4-366

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	During/after construction	PP-1e: Parking lots should be well lighted to promote visitor safety once construction is complete. Low growth vegetation should be employed around building exteriors and parking areas to facilitate maximum visibility.	Provide lighting	LS	Pg. 4-366
SCDD	Director	During/after construction	PP-1f: The Tidewater Crossing development shall require sufficient lighting and strategically placed security cameras to promote security for residents.	Provide security cameras	LS	Pg. 4-366
SCH-1: Project implementation will generate additional students and could affect the capacity of existing schools. An elementary school site (19.4 acres) is proposed on the site plan to serve the additional student demand.						
SCDD	Director	Prior to the issuance of building permits	SCH-1a: Prior to issuance of building permits, the project applicant shall pay fees (as applicable) to comply with State-mandated impact fees.	Pay fees	LS	Pg. 4-367
LIB-1: Implementation of the proposed project will increase the demand for library services.						
SCDD	Director	Prior to issuance of building permits	LIB-1: Prior to issuance of building permits, the project applicant shall pay the applicable fees provided in the City of Stockton's Public Facilities Fee Program.	Pay fees	LS	Pg. 4-367
PUBLIC WATER SUPPLY ASSESSMENT						
WSA-2: Project implementation could require extensive modifications to the existing water system to meet the proposed project demand.						
SCDD; MUD	Directors	Prior to issuance of building permits	WSA-1a: Prior to issuance of building permits, the applicant shall pay all applicable connection fees and/or capital improvement fees required by City ordinance to fund the necessary improvements to the domestic water supply.	Pay fees	LS	Pg. 4-383
SCDD; MUD	Directors	Prior to issuance of building permits	WSA-1b: Prior to issuance of building permits, the applicant shall provide evidence to the Director of Municipal Utilities at the City of Stockton of compliance with plumbing, metering, and other water conservation measures in effect, including any provisions outlined included in the City's Urban Water Management Plan, 2005 Update.	Submit evidence of compliance	LS	Pg. 4-383
SCDD; MUD	Directors	Prior to approval of improvement plans	WSA-1c: Prior to approval of improvement plans for each development unit, the applicant will perform a water system analysis, acceptable to the Director of Municipal Utilities, demonstrating that the water system improvements are sufficient to meet the City of Stockton service standards.	Perform a water system analysis	LS	Pg. 4-383

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
UTILITIES AND SERVICE SYSTEMS						
WW-2: Existing and proposed wastewater conveyance facilities may not have adequate capacity to meet proposed project demand.						
SCDD	Director	Prior to issuance of building permits	WW-2a: The owners, developers and/or successors-in-interest shall design and construct off-site elements of master planned sewage collection system improvements needed to serve the proposed project. This shall include engineering, design and construction of necessary sewer improvements, and for the preparation and submittal or project improvement plans and final maps.	Design and Construct the master planned sewage collection system	LS	Pg. 4-392
SCDD; MUD	Directors	Prior to approval of improvement plans	WW-2b: The owners, developers and/or successors-in-interest shall demonstrate to the satisfaction of the Director of Municipal Utilities that the planned collection system improvements, or shall design and construct necessary improvements to the system to accommodate anticipated sewage generation.	Possible amendment to the City Sanitary Sewer Master Plan	LS	Pg. 4-392
SCDD; MUD	Directors	Prior to approval of improvement plans	WW-2c: The owners, developers and/or successors-in-interest shall obtain all required permits for appropriate state, federal and local agencies.	Obtain required permits	LS	Pg. 4-392
SCDD; MUD	Directors	Prior to approval of improvement plans	WW-2d: Prior to issuance of building permits, the applicant shall pay the applicable sewer connection fees required for Improvements to the City's Wastewater Collection Systems.	Pay fees	LS	Pg. 4-392
EG-2: The proposed project will use large amounts of energy.						
SCDD	Director	Prior to issuance of building permits	EG-1: As feasible, the applicant should install energy reducing fixtures and implement energy reducing measures to decrease the amount of energy used.	Install energy reducing fixtures	LS	Pg. 4-393
AESTHETICS/LIGHT AND GLARE						
VIS-5: Implementation of the proposed project could result in potentially significant nighttime light, both during and after construction.						
SCDD	Director	During construction	VIS-1: All outdoor lighting for the illumination of landscaped areas, buildings, parking areas and pathways shall comply with the Master	Comply with Master	LS	Pg. 4-396

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			Development Plan Design Guidelines.	Development Plan Design Guidelines		
VIS-6: Implementation of the proposed project will impact views from State Route 99, French Camp Road, and Airport Way as well as from adjacent residential uses. This would be a potentially significant impact under Significance Criterion VIS-b.						
SCDD	Director	During construction	VIS-2a: Landscape buffers are required along the both sides of the arterial and collector streets in Tidewater Crossing. No buildings or parking areas are allowed within these buffer areas. Monument signs, entry treatments, pathways, lighting, and street furniture are allowed in the buffer area.	Create landscape buffers	LS	Pg. 4-397
SCDD	Directors	Prior to approval of improvement plans	VIS-2b: All projects that require approval by the City shall provide and maintain landscaping in compliance with the provisions of the Stockton Municipal Code. Landscaping shall be provided prior to the final Certificate of Occupancy or Final Building Permit, except for extensions granted by the Director of Community Development for such issues as seasonal conditions, or contained in the exemptions indicated in Chapter 16, Section 16-335.020 of the Stockton Municipal Code.	Create landscape plan	LS	Pg. 4-397
SCDD; MUD	Directors	Prior to approval of improvement plans	VIS-2c: All landscaped areas, view corridor areas, parks and open space areas within Tidewater Crossing shall be maintained by a Commercial Tenant Owner's Association, or, in the absence of a Commercial Tenant Owner's Association, by the City of Stockton through the formation of one or more Landscaping and Maintenance Districts or similar improvement districts, or by any combination of the above.	Create Landscaping and Maintenance Districts	LS	Pg. 4-398
CULTURAL RESOURCES						
CR-2: Project site development could result in damage to potentially important cultural resources.						
SCDD	Director	During construction	CR-1a: The project area exhibits a high sensitivity for prehistoric archaeological resources. During construction-related activities, a qualified archaeologist shall be present to monitor initial grading activities. Additionally, ground-disturbing activity within 25 feet of TC-2 should be monitored by a qualified archaeologist. The archaeologist should then determine if further monitoring, periodic site	Archaeologist present to monitor initial grading	LS	Pg. 4-407

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	During construction	<p>review, or no further monitoring is applicable. Archaeological monitors must be empowered to halt construction activities at the location of the discovery to review possible archaeological material and to protect the resource while it is being evaluated. Monitoring should continue until, in the archaeologist's judgment, cultural resources are not likely to be encountered.</p> <p>If deposits of prehistoric or historical archaeological materials are discovered during monitoring, all work within 25 feet of the discovery should be redirected until the archaeological monitor assesses the materials and provides recommendations. It is recommended that adverse effects to such deposits be avoided by project activities. If avoidance is not feasible, they should be evaluated for their eligibility for listing in the California Register of Historical Resources. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they will need to be avoided by adverse effects if feasible or such effects must be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report should be submitted to the project proponent, appropriate City of Stockton agencies, and the Central California Information Center.</p>	Record segment of the former Tidewater Southern Railroad if discovered	LS	Pg. 4-407
CR-3: Project site development could result in damage to previously undiscovered cultural or paleontological resources.						
SCDD	Director	During construction	<p>CR-2a: To avoid adverse effects to paleontological resources, it is recommended that a qualified paleontologist monitor ground-disturbing activities. Prior to ground disturbance, pre-field preparation by the paleontologist should take into account specific details of project construction plans, and information from available paleontological,</p>	Archaeologist present to monitor initial grading	LS	Pg. 4-408

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Director	During construction	<p>geological, and geotechnical studies. Limited subsurface investigations may be appropriate for defining areas of paleontological sensitivity prior to ground disturbance. The paleontologist should be present to monitor initial project ground disturbing activities at or below six feet from the original ground surface. The paleontologist can then determine if further monitoring, periodic site reviews, or no further monitoring is appropriate.</p> <p>CR-2b: If deposits of prehistoric or historical archaeological materials are discovered during project activities, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the finds and provide recommendations. Project personnel should not collect or move any archaeological discovered during the course of the project. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their eligibility for listing in the California Register. If the resources are not eligible, avoidance is not necessary. If the resources are eligible, they will need to be avoided by adverse effects or such effects must be mitigated. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the archaeological materials discovered. The report should be submitted to the project proponent, appropriate City of Stockton agencies, and the Central California Information Center.</p>	Report any discoveries to a qualified archaeologist	LS	Pg. 4-408
SCDD	Director	During construction	<p>CR-2c: If human remains are encountered, work within 25 feet of the discovery should be redirected and the County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation. Project personnel should not collect or move any human remains and associated materials that may be encountered. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.</p> <p>CR-2d: If paleontological resources are identified within the project area, all</p>	Report any human remains to the County Coroner	LS	Pg. 4-408
SCDD	Director	During		Report any	LS	Pg. 4-409

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
GLOBAL CLIMATE CHANGE						
<i>GCC-1: GHG emissions associated with the implementation of the project could result in direct, indirect, and other project-related GHG emission that could substantially increase the total contribution of GHG emissions above current levels.</i>						
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans	work within 25 feet of the discovery should be redirected and a qualified paleontologist should be contacted to evaluate the finds and make recommendations. If the paleontological resources are found to be significant, they should be avoided by project activities. If avoidance is not feasible, adverse effects to such resources should be mitigated. Upon completion of the paleontological evaluation, a report should be prepared documenting the methods, results, and recommendations. The report should be submitted to the UCMMP and appropriate City agencies.	discoveries to a qualified archaeologist		
			<p>GCC-1. The owners, developers and/or successors-in-interest ODS shall be subject to and comply with the City's adopted Green Building Program. In the absence of a City adopted program, the ODS shall adhere to the guidelines of the California Green Builder Program, which is recognized by the California Energy Commission. Accordingly, the ODS shall adhere to the following standards:</p> <p>a) Utilize building insulation that exceeds Title 24 energy standards. Utilize high-performance windows that employ advanced technologies, such as protective coatings and improved frames, to retain heat during winter and prevent heat during summer.</p> <p>b) Incorporate building techniques that ensure tight building construction and efficient duct systems. Require the use of efficient heating and cooling equipment for all residential. Commercial and industrial buildings.</p> <p>c) Utilize efficient building products with standards the meet EnergyStar™ criteria. EnergyStar™ qualified homes may also be equipped with EnergyStar™ qualified products- lighting fixtures, compact fluorescent bulbs, ventilation fans, and appliances, such as refrigerators, dishwashers, and washing machines.</p>	Comply with program	SU	Pg. 41

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>d) Require the use of reflective, EnergyStar™ cool roofs on all building structures in the project.</p> <p>e) All new non-residential buildings that exceed 5000 square feet and all new municipal buildings that exceed 5000 square feet to be certified to LEED Silver standards at a minimum, based on then-current LEED standards, or to comply with a green building program that the City, after consultation with the Attorney General, determines is of comparable effectiveness.</p>	Address impacts throughout the planning/construction process	SU	Pg. 41
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>GCC-2. The owner, developer, and/or successor-in-interest (ODS) shall address the impacts from project-relate emissions through the implementation of the following measures:</p> <p>a) File an application for each proposed tentative subdivision map or other final entitlements to the San Joaquin Valley Air Pollution Control District (APCD) for a permit pursuant to Rule 9510 indirect Source Rule (ISR), if applicable. The ODS shall incorporate emission reduction measures into the project and pay ISR fees as required by the APCD.</p> <p>b) Prohibit wood-burning fireplaces and wood stoves within the project.</p> <p>c) Impose restrictions in commercial and industrial parking areas and loading/access zones that limit idling time for commercial vehicles, including delivery and construction vehicles.</p> <p>d) Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (electric vehicle charging facilities and conveniently located alternative fueling stations) in the industrial uses.</p>	Address impacts throughout the planning/construction process	SU	Pg. 43

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>b. Provide sidewalks and pedestrian paths throughout as much of the project as possible and connect to open space areas, parks, schools, and commercial areas to encourage walking and bicycling.</p> <p>c. Mid-block paths shall be installed to facilitate pedestrian movement through long blocks and cul-de-sacs.</p> <p>d. To the extent practicable, the comprehensive the bicycle circulation system shall provide access to all neighborhoods and amenities within the proposed project and enhances comfort and safety for pedestrians by offering ample lighting, planted medians, tree lined streets, crosswalks and wide sidewalks.</p>	Address impacts throughout the planning/construction process	SU	Pg. 43
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>GCC-4. The owner, developer and/or successors-in-interest are required to implement the following measures regarding public services to reduce greenhouse gas emission impacts for the proposed project.</p> <p>a. Provide the necessary facilities and infrastructure to encourage the use of low or zero-emission vehicles (electric vehicle charging facilities and conveniently located alternative fueling stations) in the industrial uses.</p> <p>b. A non-potable source of water (e.g., reclaimed) shall be utilized for landscape irrigation in public spaces.</p> <p>GCC-5. The following measures shall be used to accomplish an overall reduction in residential energy consumption relative to the requirements of State of California Title 24:</p> <p>a. Energy-efficient design shall be provided for homes and buildings, including automated control systems for heating and air conditioning, lighting controls and energy-efficient lighting in buildings, increased insulation, and light-colored roof materials to reflect heat.</p> <p>b. Residences shall be constructed with energy efficient appliances and home systems such as Energy Star appliances, energy efficient (i.e.,</p>	Address impacts throughout the planning/construction process	SU	Pg. 42

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<p>Low E2) windows, tightly sealed ducts, florescent or energy efficient light bulbs with motion sensors where practicable, backyard outlets for electrical mower and other yard equipment operations, R-6 duct insulation, radiant roof barrier sheathing, 14 Seasonal Energy Efficiency Ratio air conditioning and ventilation systems, air conditioning with Thermostatic Expansion Valve metering devices that help regulate flow of liquid refrigerant, 0.95 Annual Fuel Utilization Efficiency furnaces, and gas dryer stubs.</p> <p>c. Buildings and outdoor structures shall include green-building materials, such as low-emission concrete, or recycled aggregate to be used in foundations; recycled plastics to be used in community structures such as fencing or playground equipment; wood flooring materials treated with low emission varnishes and floor board substrates to be made from low emission particleboard; compact fluorescent light bulbs in all buildings; and use of recycled building materials such as recycled aluminum for window frames or post-consumer plastic for piping.</p> <p>d. Contractors shall minimize the production of waste and shall recycle construction-related waste where possible.</p> <p>e. Locally made building materials shall be used for construction of the project and associated infrastructure to reduce truck trips.</p> <p>f. Large canopy trees shall be carefully selected and located to protect buildings from energy-consuming environmental conditions and shade-paved areas. Trees shall be selected to shade 50% of paved areas within 15 years.</p> <p>g. Optimize building's thermal distribution by separating ventilation and thermal conditioning systems.</p> <p>h. For pool and spa heating and maintenance, use solar heating and</p>			

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<p>automatic covers.</p> <p>i. Design buildings to accommodate solar power systems; solar panels on homes, carports over parking areas; solar and tankless hot water heaters; and energy-efficient heating ventilation and air conditioning.</p> <p>j. Incorporate the principles of passive solar design into building structures, including basic design principles are large south-facing windows with proper overhangs, as well as tile, brick, or other thermal mass material used in flooring or walls to store the sun's heat during the day and release it back into the building at night or when the temperature drops.</p> <p>k. Include energy-conserving features as options for the home buyer/commercial or industrial tenant. These include:</p> <ul style="list-style-type: none"> o increased wall and ceiling insulation (beyond title 24 building code requirements); o high-albedo (reflecting) roofing materials; o cool paving (i.e., use of lighter colors); o radiant heat barriers; o installation of solar water-heating systems; o low NOx-emitting or high-efficiency, energy-efficient water heaters; o installation of clean-energy features that promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems); o installation of programmable thermostats for all heating and cooling systems; 			

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<ul style="list-style-type: none"> o awnings or other shading mechanisms for windows; o porch, patio, and walkway overhangs; o ceiling fans or whole-house fans; o passive solar cooling and heating designs (e.g., natural convection, thermal flywheels); o daylighting (natural lighting) systems such as skylights, light shelves, and interior transom windows; o electrical outlets around the exterior of units to encourage the use of electric landscape maintenance equipment; o use of low and no-VOC coatings and paints; o pre-wired units with high-speed modem connections/DSL and extra phone lines; and o use of low or nonpolluting landscape maintenance equipment (e.g., electric lawn mowers, reel mowers, leaf vacuums, electric trimmers and edgers). 			
SCDD	Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>GCC-6: The owner, developer and/or successors-in-interest are required to prepare a water conservation plan for the proposed project to the satisfaction of the Director of Municipal Utilities. The plan shall address of the following, as appropriate:</p> <ul style="list-style-type: none"> a) Water-efficient landscapes shall be provided for all publicly landscaped areas, including parks, roadway medians and roadside landscaping. b) Water-efficient irrigation systems and devices shall be required in all landscaped areas. c) A non-potable source of water (e.g., reclaimed) shall be utilized for landscape irrigation in public spaces. d) All building shall include water-efficient fixtures and appliances. 	Address impacts throughout the planning/construction process	SU	Pg. 43

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>GCC-7: The owner, developer and/or successors-in-interest are required to implement the following to reduce the solid waste impacts from the proposed project.</p> <ul style="list-style-type: none"> a) Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). b) Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas. 	Address impacts throughout the planning/construction process	SU	Pg. 43
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	<p>GCC-8: The owner, developer and/or successors-in-interest of the commercial and industrial land uses are required to form a Transportation Management Association or join and existing association to address the following:</p> <ul style="list-style-type: none"> a) Implement carpool/vanpool program such as carpool ride matching for employees, assistance with vanpool formation and provision of vanpool vehicles. b) Provide transit incentives (e.g., transit use incentives for employees, transit route maps and schedules posted at work site, and design and locate buildings to facilitate transit access. c) Provide bicycle enhancing infrastructure that includes bikeways/paths connecting to a bikeway system, secure bicycle parking, and/or employee lockers and showers. d) Establish midday shuttle service from worksite to food service establishments/commercial uses and provide shuttle to transit stations/multimodal centers. e) Promote ride sharing programs by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides. 	Address impacts throughout the planning/construction process	SU	Pg. 44
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and	<p>GCC-9: The owner, developer, and/or successor-in-interest (ODS) shall address the following measures during the preparation of improvement plans to address an overall reduction in project-related vehicle miles traveled (VMT), including:</p>	Address impacts throughout the planning/	SU	Pg. 46

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
		during construction	<p>Traffic Calming</p> <p>a) Traffic calming measures shall be included as part of the proposed project design with the objective of improving the overall quality of life for neighborhood residents by reducing safety hazards and nuisance impacts resulting from speeding vehicles, careless drivers and cut-through traffic.</p> <p>Pedestrian Sidewalks & Pathways</p> <p>a) Provide sidewalks and pedestrian paths throughout as much of the project as possible and connect to open space areas, parks, schools, and commercial areas to encourage walking and bicycling.</p> <p>b) Connections to nearby public uses and commercial areas shall be made as direct as possible to promote walking.</p> <p>c) Sidewalks and bikeways shall be designed to separate pedestrian and bicycle pathways from vehicle paths.</p> <p>d) Sidewalks and pedestrian pathways shall be easy to navigate and designed to facilitate pedestrian movement through the project and create a safe environment for all potential users from obstacles and automobiles.</p> <p>e) Convenient pathways should be provided in large parking lots to address safe pedestrian movement.</p> <p>f) Mid-block paths shall be installed to facilitate pedestrian movement through long blocks and cul-de-sacs.</p> <p>g) Sidewalks shall be designed for high visibility (e.g., brightly painted, different color of concrete, etc.) when crossing parking lots, streets, and similar vehicle paths.</p> <p>Bicycle</p> <p>a) The bicycle circulation system should be planned to act as a regional circulation system connecting the proposed project to Stockton's roadway/bikeway system.</p> <p>b) To the extent practicable, the comprehensive the bicycle circulation system shall provide access to all neighborhoods and amenities within</p>	construction process		

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<p>the proposed project and enhances comfort and safety for pedestrians by offering ample lighting, planted medians, tree lined streets, crosswalks and wide sidewalks.</p> <p>c) Bicycle parking shall be provided at the commercial sites. Additional, secure bicycle parking is incorporated at the multi-family home development.</p> <p>d) Incorporate bicycle lanes and routes into the street system.</p> <p>e) Incorporate bicycle-friendly intersections into street design.</p> <p>f) For commercial building, require adequate bicycle parking near building entrances to promote cyclist safety, security, and convenience. For larger commercial building, provide facilities that encourage bicycle commuting, including locked bicycle storage or covered or indoor bicycle parking, locker rooms with showers.</p> <p>g) Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.</p> <p>Transit</p> <p>a) A through roadway should connect adjacent developments so as to permit transit circulation between developments.</p> <p>b) In major employment/commercial areas, parking should be prohibited on collector and arterial streets to provide access to bus stops in these areas.</p> <p>c) Shielded openings in subdivisions sound walls should be provided to facilitate more direct pedestrian access to transit stops.</p> <p>d) In major employment/commercial areas, the Transit District should be encouraged to post route and schedule information.</p> <p>e) Commercial and industrial developments should have easy access to major arterials and transit stops.</p> <p>f) The project would encourage public transportation by incorporating bus turnouts, shelters, and walkways into the design. As detailed in the City of Stockton's Traffic Calming Guidelines, the San Joaquin Regional Transit District (SJRTD) will review project site plans and identify potential bus stop locations.</p>			

Approving Agency	Responsible City Staff or Body	Timing	Mitigation Measures	Product/Action	Findings/Significance After Mitigation	Rationale
			<p>g) Locate the highest density land use at or within ¼ mile of a transit stop.</p> <p>h) Provide transit-enhancing infrastructure that includes bus shelters, benches, street lighting, route signs and displays and bus turn-outs.</p>			
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	GCC-10: The owners, developers, and/or successors-in-interest (ODS) shall obtain Build It Green certification, based on then-current Build It Green standards, or comply with a green building program that the City, after consultation with the Attorney General, determines is of comparable effectiveness for all new housing units.	Address impacts throughout the planning/construction process	SU	Pg. 46
SCDD	Directors Contractor Home Owner	Prior to approval of improvement plans and during construction	GCC-11: If housing units or non-residential buildings certify to standards other than, but of comparable effectiveness too, Build It Green or LEED Silver, respectively, such housing units or buildings shall demonstrate using an outside inspector or verifier certified under the California Energy Commission Home Energy Rating System (HERS), or comparably certified verifier that comply with the applicable standards.	Address impacts throughout the planning/construction process	SU	Pg. 46

IMPLEMENTATION OF MITIGATION REPORTING PROGRAM

This section describes the mitigation reporting program established for the above-described project pursuant to Section 21081.6 of the Public Resources Code. This program consists of the following steps:

- a. The Community Development Department shall utilize the above-listed Mitigation Monitoring and Reporting Program as a checklist of mitigation measures to be implemented for the project. Implementation of the applicable measures shall be included as a condition of all applicable discretionary approvals, improvement plans and/or construction permits.
- b. The project applicant (i.e., owner, developer, originating City department, or other responsible agency, as applicable) and/or successors-in-interest shall file a written report with the Community Development Department which will monitor the implementation of required mitigation measures. Similarly, any public agency having jurisdiction over natural resources affected by the project shall monitor and report upon the implementation of any mitigation measures incorporated at their request. Such written report(s) shall be submitted to the Community Development Department approximately once every twelve (12) months following approval of improvement plans and/or construction permits. The written report shall briefly state the status in implementing each adopted mitigation measure.
- c. The Community Development Department shall review the monitoring report(s) and determine whether there is any unusual and substantial delay in, or obstacle to, implementing the adopted mitigation measures. In reviewing the timeliness of implementation, the Community Development Department shall consider any timetable for the project and the required mitigation measures provided by the applicant and/or other responsible agency, as applicable. The Community Development Department and other City Departments may, to the extent deemed necessary, use scheduled inspections to monitor mitigation implementation.
- d. The result of the Community Development Department's review of the annual reports(s) will be provided to the applicant in writing within thirty (30) calendar days after receipt of the annual report. If the Community Development Department determines that a required mitigation measure is not being properly implemented, it shall consult with the applicant and, if possible, agree upon additional actions to be taken to implement the mitigation measures.
The CDD shall be limited to imposing reasonable actions as permitted by law which will implement the required mitigation measures. Any decision of the Community Development Director related to the annual monitoring report may be appealed to the City PC and/or CC, as applicable, within ten (10) calendar days following said written determination.
- e. Such monitoring and reporting shall continue until the CDD, in consultation with the other applicable City departments, determines that compliance has been fully achieved or, for ongoing measures (e.g., maintenance of facilities), determines that existing enforcement procedures relating to conditions of approval will provide adequate verification of compliance.