

MITIGATION MONITORING/REPORTING PROGRAM

FOR THE

MARIPOSA INDUSTRIAL PARK

City of Stockton, CA

State Clearinghouse No: 2020120283

City of Stockton Project No. P20-0805

November 22, 2022

Prepared for:

CITY OF STOCKTON

345 N. El Dorado Street

Stockton, CA 95202

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1.0 INTRODUCTION

This document is the Mitigation Monitoring/Reporting Program (MMRP) for the Mariposa Industrial Park project, as required by CEQA Guidelines Section 15097. The primary source document for the MMRP is the *Environmental Impact Report for the Mariposa Industrial Park Project* (SCH# 2020120283) (the "EIR"). When referenced as such, the "EIR" for the project includes the Public Review Draft EIR (the DEIR) dated August 24, 2021 and the certified Revised Final EIR (the FEIR) dated November 15, 2022, as well as any documents that have been incorporated into the DEIR and FEIR by reference.

1.1 PURPOSE AND SCOPE OF THIS DOCUMENT

The California Environmental Quality Act (CEQA) requires that a Lead Agency prepare and certify an Environmental Impact Report (EIR) when a proposed project may involve significant environmental effects, as defined by CEQA. Prior to project approval, the Lead Agency must adopt an MMRP that lists all mitigation measures identified in the certified EIR and describes responsibility for their implementation and/or monitoring. The mitigation measures are listed together with implementation and monitoring responsibility in the table following.

CEQA also requires that the Lead Agency make written findings specific to each of the significant environmental effects or potentially significant environmental effects of the project as described in the EIR. The "CEQA Findings" for the Mariposa Industrial Park project, including a Statement of Overriding Considerations, are contained in a separate document to be adopted by the Stockton City Council.

The proposed project, a summary of the project's environmental review process, the environmental documentation prepared for the project, and mitigation measures that must be implemented in conjunction with the project are discussed below.

1.2 PROJECT DESCRIPTION

The proposed project involves annexation and pre-zoning of the project site and approval of plans for industrial development of approximately 203 acres of land located adjacent to and south of Mariposa Road. The project site, consisting of nine parcels, is in the San Joaquin County unincorporated area, adjacent to the southeastern limits of the City of Stockton. The site location is shown on the attached figures.

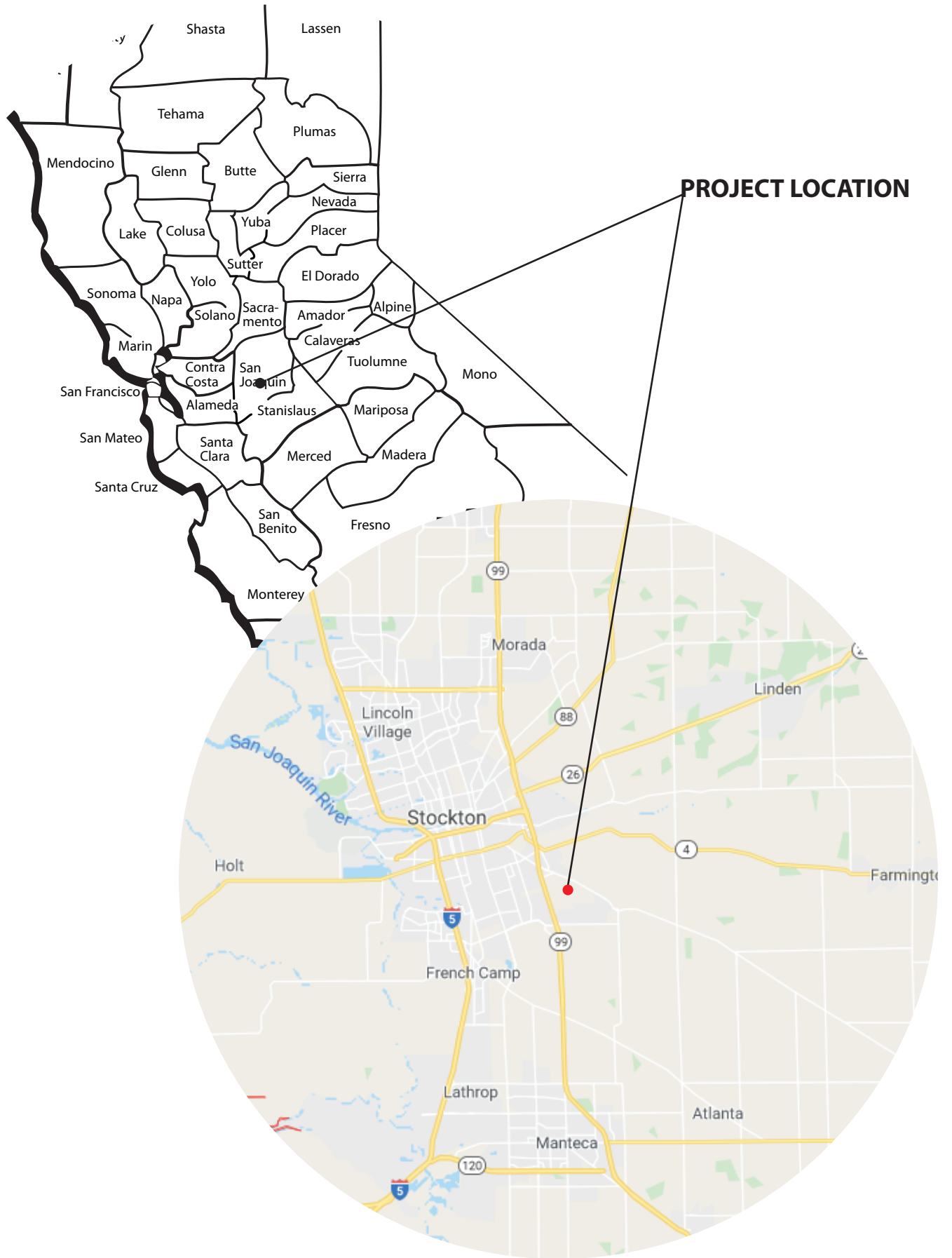
The project would involve the development of "high-cube" warehousing and storage buildings that are typically 200,000 square feet of floor area or greater. The conceptual site plan for the project site proposes seven buildings with a maximum height of 36 feet and floor area totaling 3.6 million square feet including ancillary office space. Project site

development would also include the construction of circulation and parking for light vehicles and trucks, utilities and landscaping. Access would be developed from Mariposa Road; improvements would include widening of Mariposa Road to accommodate turn pockets and acceleration/deceleration lanes.

1.3 ENVIRONMENTAL REVIEW OF THE PROJECT UNDER CEQA

The project's environmental effects, mitigation measures needed to address these effects and alternatives to the project are discussed in detail the EIR prepared by the City of Stockton in accordance with the requirements of CEQA. EIR processing steps have included preparation and distribution of a Notice of Preparation, a scoping meeting, publication and distribution of a Draft EIR for public review, preparation of a Final EIR addressing comments received during the public review period for City Council certification, and preparation of a CEQA Findings document and this Mitigation Monitoring/Reporting Plan for adoption by the Stockton City Council. Additional detail regarding the CEQA processing of the project can be found in the Revised Final EIR, which is incorporated by reference below.

Revised Final Environmental Impact Report for the Mariposa Industrial Park Project, Stockton, CA. November 15, 2022. Prepared for City of Stockton Department of Community Development, 345 N. El Dorado Street, Stockton, CA 95202. Prepared by BaseCamp Environmental, Inc., 802 West Lodi Avenue, Lodi, CA 95240. State Clearinghouse Number 2020120283.



PROJECT LOCATION

THIS MAP IS FOR ASSESSMENT USE ONLY

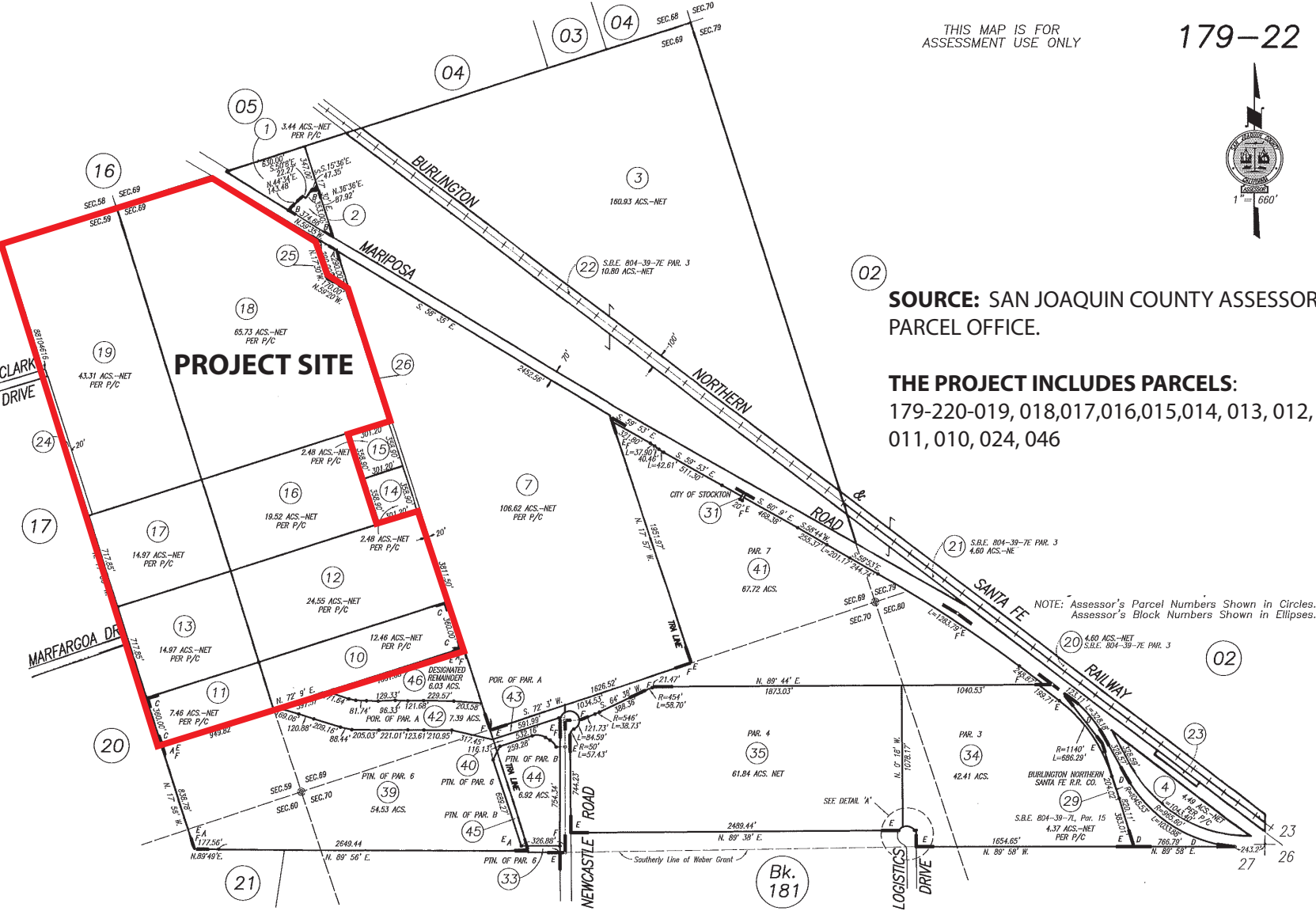
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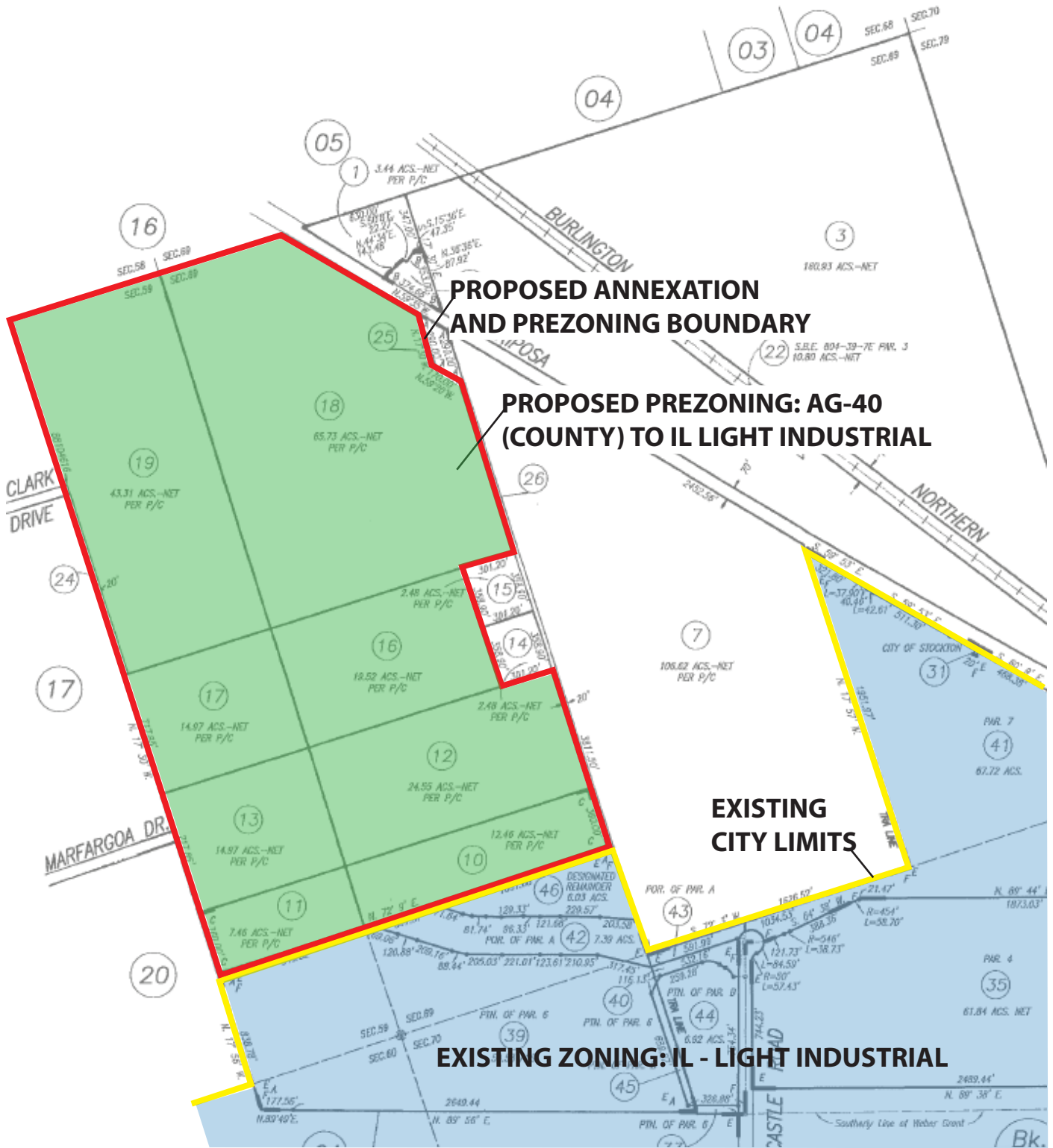


SOURCE: SAN JOAQUIN COUNTY ASSESSOR PARCEL OFFICE.

THE PROJECT INCLUDES PARCELS:
179-220-019, 018,017,016,015,014, 013, 012, 011, 010, 024, 046

DISCLAIMER
The sole purpose of this document is for the assessment and collection of County property taxes. County makes no representation or warranty, express or implied, about the completeness, accuracy, reliability or sufficiency of the information shown on this map. The information is provided for your information only and is not intended to be used for any purpose other than that for which it was prepared. County is not liable for any loss or damage whatsoever arising from or in connection with the use of or reliance upon this document(s).







SOURCE: Ware Malcomb

2.0 MITIGATION MONITORING/REPORTING PROGRAM

CEQA requires more than just preparing environmental documents; it also requires the Lead Agency to change or place conditions on a project, or to adopt plans or ordinances for a broader class of projects, which would address the potentially significant or significant environmental effects of a project. To ensure that mitigation measures within the Lead Agency's purview are actually implemented, CEQA requires the adoption of a mitigation monitoring and/or reporting program (MMRP). Specifically, CEQA Guidelines Section 15091(d) requires that a public agency, when making findings for the significant impacts of a project,

“shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.”

Mitigation measures that are not feasible, or are within the jurisdiction of other agencies, are addressed through the findings required by CEQA Guidelines Section 15091 and shown in the CEQA Findings document for the project.

The Revised FEIR for the Mariposa Industrial Park project sets forth a series of mitigation measures that are applicable to the project and will address the potentially significant effects of the project. The following table summarizes the potentially significant environmental effects that could result from approval of the Mariposa Industrial Park project as described in the EIR. The table identifies 1) each effect, 2) how each significant effect would be mitigated, 3) the responsibility for implementation of each mitigation measure, and 4) the responsibility for monitoring of each of the mitigation measures. The table follows the same sequence as the impact analysis in the EIR.

The mitigation measures shown in the table include those arising from the analysis and conclusions of the Draft EIR as well as additional mitigation measures resulting from public and agency comments on the Draft EIR, an initial version of the Final EIR dated February 28, 2022 and further discussion with the comment authors in the months leading up to this publication. The comments received on the EIR and the City's responses to those comments are discussed in Chapter 22.0 of the Revised Final EIR.

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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4.0 AESTHETICS		
Impact AES-3: Visual Character and Quality. This is a potentially significant impact.		
AES-1: New structures, landscaping, and site improvements shall conform with Section 5.02 of the City of Stockton Design Guidelines.	Applicant is responsible for incorporating these requirements into project plans and specifications.	CDD Building will be responsible to ensure that subject requirements are included in the approved plans and specifications.
Impact AES-4: Light and Glare. This is a potentially significant issue.		
<p>AES-2: The approved site plan shall conform with the most recent version of the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) adopted by the City of Stockton at the time of site plan approval, including compliance with Section 5.106.8, which establishes mandatory requirements for outdoor lighting systems of nonresidential development that are designed to minimize the effects of light pollution.</p> <p>AES-3: The approved site plan shall comply with the applicable provisions of the Stockton Municipal Code pertaining to lighting, including Sections 16.36.060(B) and 16.32.070, which require exterior lighting to be shielded and directed away from adjoining properties and public rights-of-way. Compliance shall be documented in a photometric (lighting) plan or other documentation acceptable to the City.</p>	Applicant is responsible for incorporating these requirements into project plans and specifications.	CDD Building will be responsible to ensure that subject requirements are included in the approved plans and specifications.

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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<p>AES-4: Prior to final approval, the project shall be submitted to the SanJoaquin Council of Governments (SJCOG), acting in its capacity as the Airport Land Use Commission, for review of the compatibility of the project with Stockton Metropolitan Airport operations and conformance to the guidelines stipulated in the Airport Land Use Compatibility Plan for Stockton Metropolitan Airport.</p>	<p>CDD Planning staff is responsible for submitting project information to ALUC.</p>	<p>CDD Planning will be responsible for ensuring that ALUC review is completed, and any applicable requirements incorporated are into conditions of approval</p>
<p>5.0 AGRICULTURE</p>		
<p>Conversion of Farmland. This is a significant impact.</p>		
<p>AG-1: The project shall participate in and comply with the City’s Agricultural Lands Mitigation Program, under which developers of the property shall contribute agricultural mitigation land or shall pay the Agricultural Land Mitigation Fee to the City.</p>	<p>Applicant is responsible for easement dedication or fee payment.</p>	<p>CDD Planning will be responsible for ensuring that agricultural program compliance is completed.</p>
<p>6.0 AIR QUALITY</p>		
<p>Air Quality Plans and Standards – Construction Emissions. This is a potentially significant issue.</p>		
<p>AIR-1: Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions, as required by SJVAPCD and City requirements.</p>	<p>Same as AIR-3</p>	<p>Same as AIR-3</p>
<p>AIR-2: The project shall comply with SJVAPCD Regulation VIII for the control of dust emissions during project construction. A project Dust Control Plan shall be</p>	<p>Applicant is responsible for submittal of technical</p>	<p>CDD Planning is responsible for review and acceptance of</p>

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
submitted to the SJVAPCD as required by Regulation VIII. Enforcement of Regulation VIII is the direct responsibility of the SJVAPCD. City Building inspectors shall monitor conformance with approved plans and specifications.	assessment.	assessment
AIR-3: Architectural Coatings: Construction plans shall require that architectural and industrial maintenance coatings (e.g., paints) applied on the project site shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite.	Applicant is responsible for submittal of technical assessment.	CDD Planning is responsible for review and acceptance of assessment
AIR-4 SJVAPCD Regulation VIII Compliance: Construction plans and specifications shall include a Dust Control Plan incorporating the applicable requirements of Regulation VIII, which shall be submitted to the SJVAPCD for review and approval prior to beginning construction in accordance with the requirements of Regulation VIII.	Applicant is responsible for compliance with AQ-2 and AQ-3	CDD Planning is responsible for ensuring compliance has been completed.
AIR-5: Construction Worker Trip Reduction: Project construction plans and specifications will require contractor to provide transit and ridesharing information for construction workers.	Applicant is responsible for required analysis	CDD Planning is responsible for review and acceptance of analysis
AIR-6: Construction Meal Destinations: Project construction plans and specifications will require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.	Applicant is responsible for Rule 9510 compliance and submittal of documentation to the City.	CDD Planning is responsible for ensuring compliance has been completed.

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
<p>AIR-7: To reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment (recommended by SJVAPCD).</p>	<p>Applicant is responsible for Regulation VIII compliance and submittal of documentation to the City.</p>	<p>CDD Planning is responsible for ensuring Regulation VIII compliance has been completed.</p>
<p>Air Quality Plans and Standards- Operational Emissions. This is a significant issue.</p>		
	<p>See AIR-3</p>	<p>See AIR-3</p>
<p>AIR-8: The project shall comply with the emission reduction requirements of SJVAPCD Rule 9510 for project operations.</p>	<p>Applicant is responsible for preparation and submittal of Dust Control Plan</p>	<p>SJVAPCD is responsible for review and approval of Dust Control Plan.</p>
<p>AIR-9: Prior to building occupancy, employers with 100 or more eligible employees shall submit an Employer Trip Reduction Implementation Plan (ETRIP) to the City for review and approval, as required by SJVAPCD Rule 9410. A copy of the ETRIP shall be provided to the SJVAPCD. Employers shall facilitate participation in the implementation of the ETRIP by providing information to its employees explaining methods for participation in the Plan and the purpose, requirements, and applicability of Rule 9410.</p>	<p>Applicant is responsible for preparation and submittal of ETRIP</p>	<p>CDD Planning is responsible for review and acceptance of ETRIP</p>
<p>AIR-10: The project shall comply with SJVAPCD Rule 4101, which prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.</p>	<p>Applicant and CDD Planning will be responsible for VERA discussion and decision.</p>	<p>CDD Planning will be responsible for ensuring that VERA discussion occurred.</p>

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
<p>AIR-11: The project shall comply with SJVAPCD Rule 4601, which limits project has agreed to abide by more stringent VOC emissions requirements. emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements.</p>	<p>Applicant is responsible for incorporating these requirements into project plans and specifications.</p>	<p>CDD Building will be responsible to ensure that subject requirements are included in plans and specifications.</p>
<p>AIR-12: The project shall comply with SJVAPCD Rule 4601, which limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements. (The project has agreed to abide by more stringent VOC emissions requirements.</p>	<p>See Construction AIR-1</p>	<p>See Construction AIR-1</p>
<p>AIR-12: Solar Power: Owners, operators or tenants shall include with the building permit application, sufficient solar panels to provide power for the operation’s base power use at the start of operations and as base power use demand increases. Project sponsor shall include analysis of (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the “clean fleet” requirements, and (b) generating capacity of the solar installation.</p>	<p>Applicant is responsible for incorporating these requirements into project plans and specifications.</p>	<p>CDD Building will be responsible to ensure that subject requirements are included in plans and specifications.</p>
<p>AIR -12 (continued): CDD shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space. The photovoltaic system shall include a battery storage system to serve the facility in the event of a power outage to the extent required by the 2022 or later California Building Standards Code.</p> <p>AIR -12 (continued): In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation’s base or anticipated power use, the applicant shall demonstrate how all available space has been maximized (e.g., roof, parking areas, etc.). Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports.</p>	<p>Applicant is responsible for compliance and submittal of documentation</p>	<p>CDD Planning is responsible for review and acceptance of documentation</p>

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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AIR -12 (continued): The developer or tenant, or qualified solar provider engaged by the developer or tenant shall timely order all equipment and shall install the system when the City has approved building permits and the necessary equipment has arrived. The developer or tenant shall commence operation of the system when it has received permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the building owner shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the project.

AIR -13: Emission Standards for Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all on-going operational responsibilities.

Applicant or tenant is responsible for compliance and submittal of documentation

CDD Planning is responsible for review and acceptance of documentation

The property owner/tenant/lessee shall ensure that all heavy-duty trucks (Class 7 and 8) domiciled on the project site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero-emission by December 31, 2025 or when commercially available for the intended application, whichever date is later.

A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, <https://californiahvip.org/> or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, <https://globaldrivetozero.org/>. The City shall be responsible for the final determination of commercial availability and may (but is not required to) consult with the California Air Resources Board before making such final determination. In order for the City to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required EVs or equipment needed

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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<p>within 6 months</p> <p>"Domiciled at the project site shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere)</p> <p>Zero-emission heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks.</p>		
<p>AIR-14: Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled at the project site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at start of operations, (ii) 65% of the fleet will be zero emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027.</p> <p>"Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere).</p> <p>Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.</p> <p>The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site.</p>	<p>Applicant or tenant is responsible for compliance and submittal of documentation</p>	<p>CDD Planning is responsible for review and acceptance of documentation</p>

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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<p>AIR-15: Demonstrate Compliance with Clean Fleet Requirements: The applicant, property owner, tenant, lessee, or other party operating the facility (the "Operator") shall utilize the zero emission vehicles/trucks required to meet the "clean fleet" requirements in AIR-13 (for Class 7 and 8 vehicles) and AIR-14 (for Class 2 through 6 vehicles) above. Within 30-days of occupancy, the Operator shall demonstrate to the satisfaction of CDD staff, that the applicable clean fleet requirements are being met.</p> <p>AIR-15 (continued): In the event that vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the CDD to accommodate the unavailability of commercially available vehicles/trucks.</p> <p>AIR-15 (continued): The City shall quantify the air pollution and GHG emissions resulting from any modification of this condition. Within 12 months of failing to meet a "clean fleet" requirement the property owner/tenant/lessee shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the Air District serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the South Stockton and surrounding area. Property owner/tenant/lessee shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies.</p> <p>AIR-15 (continued): The Operator shall implement the proposed measures after CDD review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The CDD staff may seek the recommendation of the California Air Resources Board in determining whether there has been a manufacturing disruption or insufficient vehicles/trucks</p>	<p>Applicant or tenant is responsible for compliance and submittal of documentation</p>	<p>CDD Planning is responsible for review and acceptance of documentation</p>
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Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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commercially available for the intended application.

AIR-16: Condition of Approved Compliance Report: The Operator shall submit a condition of approval compliance report within 30 days of, but not later than, the following dates: December 31, 2023, December 31, 2025, and December 31, 2027. The report shall outline clean fleet requirements applicable at each report interval and include documentation demonstrating compliance with each requirement. The City shall consider each report at a noticed public hearing and determine whether the Operator has complied with the applicable clean fleet requirements. If the Operator has not met each 100% clean fleet requirement by December 31, 2027, then the Operator shall submit subsequent reports every year until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the requirements by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described in the previous paragraph. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the project site and through the ASK Stockton list serve.

Applicant or tenant is responsible for preparation of compliance reports

CDD Planning is responsible for review and acceptance of compliance reports

AIR-16 (continued): After the 100% clean fleet requirement has been implemented and confirmed by the CDD, the Operator shall submit to the CDD an on-going compliance report every three years containing all necessary documentation to verify that the Operator is meeting the clean fleet requirements. At the time it confirms that the 100% clean fleet requirement has been implemented, the CDD will establish the due date for the first on-going compliance report. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date. The on-going compliance reports and accompanying documentation shall be made available to the public upon request.

AIR-17: Zero Emission Forklifts, Yard trucks and Yard Equipment: Owners, operators or tenants shall require all forklifts, yard trucks, and other equipment used

Tenant or owner is responsible for use of

CDD Planning will be responsible for review and

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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<p>for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, to be electrically powered or zero-emission. The owner, operator or tenant shall provide on-site electrical charging facilities to adequately service electric vehicles and equipment.</p>	<p>complying equipment.</p>	<p>acceptance of compliance reports</p>
<p>AIR-18: Truck Idling Restrictions: Owners, operators or tenants shall be required to make their best effort to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB in the document: <i>commercial_vehicle_idling_requirements_July 2016</i>. Idling restrictions shall be enforced by highly-visible posting at the site entry, posting at other on-site locations frequented by truck drivers, conspicuous inclusion in employee training and guidance material and owner, operator or tenant direct action as required.</p>	<p>Tenant or owner is responsible for enforcement and signage.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-19: Electric Truck Charging: At all times during project operation, owners, operators or tenants shall be required to provide electric charging facilities on the project site sufficient to charge all electric trucks domiciled on the site and such facilities shall be made available for all electric trucks that use the project site.</p>	<p>Tenant or owner is responsible for use of complying equipment.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-20: Project Operations, Food Service: Owners, operators or tenants shall establish locations for food or catering truck service and cooperate with food service providers to provide consistent food service to operations employees.</p>	<p>Tenant or owner will be responsible for establishment of food service locations.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-21: Project Operations, Employee Trip Reduction: Owners, operators or tenants shall provide employees transit route and schedule information on systems serving the project area and coordinate ridesharing amongst employees.</p>	<p>Tenant or owner will be responsible for provision of the required information.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports.</p>
<p>AIR-22: Yard Sweeping: Owners, operators or tenants shall provide periodic yard and parking area sweeping to minimize dust generation.</p>	<p>Tenant or owner will be responsible for periodic yard sweeping.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
<p>AIR-23: Diesel Generators: Owners, operators or tenants shall prohibit the use of diesel generators, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards</p>	<p>Tenant or owner will be responsible for compliance with prohibition.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-24: Truck Emission Control: Owners, operators or tenants shall ensure that trucks or truck fleets domiciled at the project site be model year 2014 or later, and maintained consistent with current CARB emission control regulations</p>	<p>Tenant or owner will be responsible for truck fleet records, inspection and maintenance.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-25: SmartWay: Owners, operators or tenants shall enroll and participate the in SmartWay program for eligible businesses</p>	<p>Tenant or owner will be responsible for SmartWay participation.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-26: Designated Smoking Areas: Owners, operators or tenants shall ensure that any outdoor areas allowing smoking are at least 25 feet from the nearest property line.</p>	<p>Tenant or owner will be responsible for smoking area designation.</p>	<p>CDD Planning will be responsible for review and acceptance of compliance reports</p>
<p>AIR-27: Project construction shall be subject to all adopted City building codes, including the adopted Green Building Standards Code, version July 2022 or later. Prior to the issuance of building permits, the applicant/developer shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, including but not limited to the Tier 2 standards in those Divisions, where applicable, such as the Tier 2 advanced energy efficiency requirements as outlined under Section A5.203.1.2.</p>	<p>Applicant is responsible for incorporating these requirements into project plans and specifications.</p>	<p>CDD Building will be responsible to ensure that subject requirements are included in plans and specifications.</p>
<p>AIR-28: All tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement.</p>	<p>Applicant is responsible for incorporating these requirements into project</p>	<p>CDD Building will be responsible to ensure that subject requirements are included in plans and</p>

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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	plans and specifications.	specifications.
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Exposure of Sensitive Receptors to Criteria Pollutants. This is a significant issue.		
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<p>AIR-29: The project applicant, to reduce carbon monoxide concentrations to an acceptable level, shall contribute fair-share costs to an improvement on the Mariposa Road and Carpenter Road intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to-northwest-bound left-turn lane, and a combined through/right-turn lane. (See also Transportation Improvement Measure TRANS-2 in Chapter 16.0, Transportation.)</p> <p>Implement all mitigation measures for Impact: AIR-2, Mitigation Measures #s AIR-8 through AIR-28.</p>	<p>The applicant will be responsible for payment of fair share costs.</p> <p>As provided in the referenced mitigation measures</p>	<p>The Department of Public Works will be responsible for ensuring that fair share costs are paid prior to approval of improvement plansAs provided in the referenced mitigation measures</p>
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7.0 BIOLOGY		
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Special-Status Species and Habitats. This is a potentially significant issue.		
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<p>BIO-1: The developer shall apply to the San Joaquin Council of Governments (SJCOG) for coverage under the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP). The project site shall be inspected by the SJMSCP biologist, who will recommend which Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs. Setbacks along North Littlejohns Creek shall be as specified in the SJMSCP- approved buffer reduction.</p>	<p>The applicant will be responsible for submitting the SJMSCP coverage application, payment of required fees and implementation of ITMMs. The ODS' Engineer will be responsible for incorporating ITMM requirements in the</p>	<p>CDD Planning will verify that SJMSCP coverage has been obtained and that other mitigation measures have been implemented as required by ITMMs.</p>
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	<p>project plans and specifications. The Contractor will be responsible for adherence to the plans and specifications, hiring a qualified biologist if required and implementing the biologist recommendations.</p>	
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<p>Waters of the U.S. and Wetlands. This is a potentially significant issue</p>		
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<p>BIO-2: Prior to the start of construction work in the area where seasonal wetlands have been identified, the project developer shall conduct a wetland delineation identifying jurisdictional Waters of the U.S. and wetlands. The delineation shall be verified by the U.S. Army Corps of Engineers (Corps). The delineation shall be used to determine if any project work will encroach upon any jurisdictional water, thereby necessitating an appropriate permit. For any development work that may affect a delineated jurisdictional Water, the project developer shall obtain any necessary permits from the U.S. Army Corps of Engineers prior to the start of development work within these locations. Depending on the Corps permit issued, the project applicant shall also apply for a Section 401 Water Quality Certification from the Central Valley Regional Water Quality Control Board. If the seasonal wetlands are avoided, or if phased development occurs in areas where no wetlands have been identified, then this mitigation measure does not apply.</p>	<p>The applicant will be responsible for obtaining the required wetland delineation and verification, for proposing adequate mitigation, for obtaining required permits and providing proof of issuance to the City.</p>	<p>The CDD Planning will be responsible for ensuring that the wetland delineation has been completed, required permits have been issued and that specified mitigation measures are incorporated into project plans and specifications.</p>
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<p>BIO-3: Prior to the start of construction work in North Littlejohns Creek, the project developer shall obtain any necessary permits from the California Department of Fish and Wildlife and the Central Valley Flood Protection Board. The project developer shall comply with all conditions attached to any required permit.</p>	<p>The applicant will be responsible for obtaining the required permits and providing proof of issuance to the City.</p>	<p>The CDD Planning will be responsible for ensuring that required permits have been issued.</p>
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<p>BIO-4: Prior to the start of construction work in the area where seasonal wetlands have been identified, the project developer shall obtain any necessary Waste Discharge Requirements from the Central Valley Regional Water Quality Control Board. Pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, the filling of seasonal wetlands containing vernal pool invertebrates shall be delayed until the wetlands are dry and SJCOG biologists can collect the surface soils from the wetlands, to store them for future use on off-site seasonal wetland creation on SJCOG preserve lands. If the seasonal wetlands are avoided, then this mitigation measure does not apply.</p>	<p>The applicant will be responsible for obtaining Waste Discharge Requirements if necessary and for timing of fill in coordination with the SJCOG biologists.</p>	<p>The CDD Planning will be responsible for ensuring that Waste Discharge Requirements have been obtained and that seasonal wetland fill is coordinated with SJCOG.</p>
<p>Fish and Wildlife Migration</p>		
<p>Implementation of Mitigation Measure BIO-1.</p>	<p>As provided for BIO-1</p>	<p>As provided for BIO-1</p>
<p>Local Biological Requirements. This is a potentially significant issue.</p>		
<p>BIO-5: If removal of any oak tree on the project site is required, a certified arborist shall survey the oak trees proposed for removal to determine if they are Heritage Trees as defined in Stockton Municipal Code Chapter 16.130. The arborist report with its findings shall be submitted to the City's Community Development Department. If Heritage Trees are determined to exist on the property, removal of any such tree shall require a permit to be issued by the City in accordance with Stockton Municipal Code Chapter 16.130. The permittee shall comply with all permit conditions, including tree replacement at specified ratios.</p>	<p>The applicant will be responsible for surveying oak trees to be removed, preparation of an arborist report and obtaining permits for removal of Heritage trees, if any.</p>	<p>The CDD Planning will be responsible for review of the arborist report and ensuring that any necessary tree removal permits have been obtained.</p>
<p>Habitat Conservation Plans. This is a potentially significant issue.</p>		
<p>Implement Mitigation Measure BIO-1.</p>	<p>As provided for BIO-1</p>	<p>As provided for BIO-1</p>
<p>8.0 CULTURAL RESOURCES</p>		

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Archaeological and Tribal Cultural Resources. This is a potentially significant issue.		
<p>CULT-1: As noted, the field surveys conducted by Solano Archaeological Services on the project site led to the recording of two potential historical resources: three transmission lines and the remains of a well. Both resources were evaluated on the criteria for listing on the California Register of Historical Resources (see Regulatory Framework above). Neither were determined to meet any of the criteria for such listing. Since these criteria are very similar to those for listing on the National Register of Historic Places, the resources also would not meet criteria for listing on the National Register of Historic Places. As such, the two resources are not considered to have historical value. The project would have no impact on historical resources. It should be noted that the project is unlikely to affect the three transmission lines in any case.</p>	<p>The applicant will be responsible for incorporating these requirements in the project plans and specifications. The Contractor will be responsible for reporting discoveries to the City, for hiring a qualified archaeologist to analyze the discovery and coordinate with Native American tribes as necessary, and for implementing the archaeologist's treatment recommendations.</p>	<p>CDD Planning will be responsible for ensuring that cultural resource requirements have been incorporated into project plans and specifications and that discovery reports are properly documented.</p>
<p>Impact CULT-2: Archaeological and Tribal Cultural Resources . This is a potentially significant issue.</p>		
<p>CULT-1: If any subsurface archaeological resources, including human burials and associated funerary objects, are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified archaeologist can examine these materials and evaluate their significance. The City shall be immediately notified in the event of a discovery. If burial resources or tribal cultural resources are discovered, the City shall notify the appropriate tribal representative, who may examine the materials with the</p>	<p>The applicant and contractor will be responsible for suspending construction activity if human remains are encountered, reporting finds to the City and County Coroner and</p>	<p>CDD Planning will be responsible for responding to reports of burial or human remain finds as required, including notification of and coordination with Native American representatives.</p>

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<p>archaeologist and advise the City as to their significance.</p> <p>The archaeologist, in consultation with the tribal representative if contacted, shall recommend mitigation measures needed to reduce potential cultural resource effects to a level that is less than significant in a written report to the City, with a copy to the tribal representative. The City shall be responsible for implementing the report recommendations. Avoidance is the preferred means of disposition of tribal cultural resources. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.</p> <p>CULT-2: The project shall comply with the provisions of the City of Stockton Municipal Code Section 16.36.050. If a historical or archaeological resource or human remains may be impacted by the project, the Secretary of the Cultural Heritage Board shall be notified, any survey needed to determine the significance of the resource shall be conducted, and the proper environmental documents shall be prepared.</p> <p>CULT-3: In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and federal law.</p>	<p>retaining a qualified archaeologist to evaluate the find and provide a written report to the City. The City will be responsible for notifying Native American representatives and for overseeing compliance with Public Resources Code requirements.</p>	
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9.0 GEOLOGY, SOILS, AND MINERAL RESOURCES
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Impact GEO-1: Faulting and Seismicity. This is a potentially significant issue.

GEO-1: The project shall obtain a Notice of Intent issued by the SWRCB for	Applicant will be	CDD Building and Public
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Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
<p>compliance with the Construction General Permit. The project shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) including a site map, description of construction activities and identification of Best Management Practices (BMPs) that will prevent soil erosion and discharge of other construction-related pollutants</p> <p>GEO-2: The project applicant shall comply with Stockton Municipal Code Section 15.48.050, which requires construction activities to be designed and conducted to minimize discharge of sediment and all other pollutants and Section 15.48.070, which contains standards for implementation of Best Management Practices.</p>	<p>responsible for all activities related to the Construction General Permit and incorporation of these standards in project plans and specifications.</p>	<p>Works will be responsible for ensuring that project has complied with Construction General Permit</p>
<p>Impact GEO-3: Soil Erosion. This is a potentially significant issue.</p>		
<p>GEO-3: The project applicant shall submit a geologic soils report, prepared by a registered civil engineer, in compliance with Stockton Municipal Code Section 16.192.020. The report's recommendations shall be incorporated into the final design and construction plans.</p>	<p>Applicant will be responsible for submittal of the soils report.</p>	<p>CDD Building will be responsible for review and approval of the geotechnical report and project plans and specifications.</p>
<p>GEO-4: Project plans and specifications shall comply with the most recent version of the California Building Code adopted by the City of Stockton at the time of project approval.</p>	<p>Applicant will be responsible for preparation of plans and submittal of conforming plans and specifications.</p>	<p>CDD Building will be responsible for review of project plans and specifications.</p>
<p>Impact GEO-5: Paleontological Resources and Unique Geological Features. This is a potentially significant issue.</p>		
<p>GEO-5: If any subsurface paleontological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified paleontologist can examine these</p>	<p>The ODS will be responsible for incorporating</p>	<p>The City will be responsible for ensuring that paleontology requirements</p>

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<p>materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.</p>	<p>requirements in project plans and specifications. The ODS contractor will be responsible for suspending construction activity if paleontological resources are encountered, reporting finds to the City and retaining a qualified paleontologist to evaluate the find and provide a written report to the City.</p>	<p>have been incorporated into project plans and specifications and that discovery reports are properly documented.</p>
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<h2>10.0 GREENHOUSE GAS EMISSIONS</h2>
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<p>Impact GHG-1: Project GHG Construction Emissions and Consistency with Applicable Plans and Policies. This is a potentially significant impact.</p>

<p>GHG-1: The project shall implement the Off-Road Vehicles Best Management Practices specified in the Stockton Climate Action Plan. At least three (3) percent of the construction vehicle and equipment fleet shall be powered by electricity. Construction equipment and vehicles shall not idle their engines for longer than three (3) minutes.</p> <p>AIR-2: The project applicant shall comply, as applicable, with the provisions of the California Air Resources Board's Regulation for In-Use Off-Road Diesel Fueled</p>	<p>The applicant will be responsible for incorporating these requirements in the project plans and specifications. The contractor will be responsible for</p>	<p>The CDD Planning will be responsible for overseeing implementation of these requirements and review and acceptance of written reports.</p>
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Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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<p>Fleets, which applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers). These provisions include imposing limits on idling and requiring a written idling policy. It also requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or by installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).</p> <p>AIR-1: Comply with SJVAPCD Rule 9510 for project construction.</p> <p>AIR-2: Comply with SJVAPCD Regulation VIII for the control of dust emissions, submit a project Dust Control Plan.</p> <p>AIR-3: Architectural Coatings: VOC content of <10 g/L.</p> <p>AIR-4: Comply with SJVAPCD:</p> <p>AIR-5: Provide transit and ridesharing information for construction workers.</p> <p>AIR-6: Contractor to locations for food or catering truck service to construction workers.</p> <p>AIR-7: Use cleanest available off-road construction equipment (recommended by SJVAPCD).</p>	<p>periodically reporting compliance with these conditions to the Community Development Department.</p>	
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Impact GHG-2: Project GHG Operational Emissions and Consistency with Applicable Plans and Policies. This is a potentially significant impact.

<p>AIR-8: Comply with SJVAPCD Rule 9510 requirements for project operations.</p>	<p>As provided in Chapter 6.0 Air Quality</p>	<p>As provided in Chapter 6.0 Air Quality</p>
<p>AIR-9: Employers with 100 employees shall submit an Employer Trip</p>		

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Reduction Implementation Plan (ETRIP) to the City for review and approval.

AIR-10: Comply with SJVAPCD Rule 4101 prohibiting emissions of visible air contaminants.

AIR-11: Comply with SJVAPCD Rule 4601 limiting VOC emissions from architectural coatings.

AIR-12: Buildings to be solar ready, and install solar panels to provide power for operational base power use.

AIR-13: Emission standards for heavy-duty trucks (Class 7 and 8) domiciled on the project site, clean vehicle requirements.

AIR-14: Zero Emission Vehicles: Emission standards for vehicles/delivery vans/trucks (Class 2 through 6), clean vehicle requirements.

AIR-15: Demonstrate compliance with “clean fleet” requirements in AMM-2 and AMM-3 within 30-days of occupancy. Operator shall submit Clean Fleet condition of approval compliance report at December 31, 2023, 2025 and 2027, tri-annually afterward. In the event of a disruption in clean fleet supply, the applicant will implement a Voluntary Emissions Reduction Agreement (VERA).

AIR-16: Submittal of Clean Fleet condition of approval compliance report within 30 days of, but not later than, the following dates: December 31, 2023, December 31, 2025, and December 31, 2027.

AIR-17: Requirement for forklifts, yard trucks and yard equipment, all zero emission.

AIR-18: Limit truck idling to a maximum of three minutes.

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AIR-19: Operators to provide electric truck charging facility.		
AIR-20: Operators to provide locations for food or catering truck service.		
AIR-21: Operators to provide employees with alternative commute information.		
AIR-22: Yard Sweeping: Operators to provide periodic yard and parking area sweeping to minimize dust generation.		
AIR-23: Diesel Generators: Operators shall prohibit the use of diesel generators.		
AIR-24: Emission controls for trucks or truck fleets domiciled at the project site.		
AIR-25: Operators participate in EPA SmartWay.		
AIR-26: Operators shall designate smoking areas at least 25 feet from the nearest property line.		
AIR-27: Project construction is subject to adopted City building codes, including adopted Green Building Standards Code, Tier 2 advanced energy efficiency requirements for specified divisions.		
AIR-28: All tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement.		

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11.0 HAZARDS

Impact HAZ-1: Hazardous Material Transportation and Storage. This is a potentially significant issue.

HAZ-1: New business on the project site that may handle quantities of hazardous materials equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time shall submit a Hazardous Materials Business Plan to the Certified Unified Program Agency (CUPA) of San Joaquin County. The Hazardous Materials Business Plan shall include an inventory of hazardous materials and hazardous wastes and an emergency response plan for incidents involving hazardous materials and wastes.

Applicant will be responsible for compliance with hazardous material regulations.

The San Joaquin County CUPA will be responsible for monitoring compliance.

HAZ-2: Proposed business uses that involve the manufacture, storage, handling, or processing of hazardous materials in sufficient quantities that would require s Hazardous Materials Business Plan and the use is within 1,000 feet of a residential zoning district, the project shall comply with Stockton Municipal Code Section 16.36.080, which governs use, handling, storage, and transportation of hazardous materials.

Impact HAZ-2: Hazardous Materials Release. This is a potentially significant issue.

GEO-1: The project shall obtain a Notice of Intent issued by the SWRCB for compliance with the Construction General Permit. The project shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) including a site map, description of construction activities and identification of Best Management Practices (BMPs) that will prevent soil erosion and discharge of other construction-related pollutants.

Applicant will be responsible for all activities related to the Construction General Permit.

CDD Building and Public Works will be responsible for ensuring that project has complied with Construction General Permit

GEO-2: The project applicant shall comply with Stockton Municipal Code Section 15.48.050, which requires construction activities to be designed and conducted to minimize discharge of sediment and all other pollutants and Section 15.48.070,

Applicant will be responsible for incorporation of these

CDD Building and Public Works will be responsible for ensuring that project has

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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which contains standards for implementation of Best Management Practices.	standards in project plans and specifications.	complied with Construction General Permit
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Impact HAZ-4: Airport Hazards. This is a potentially significant issue.		
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HAZ-3: The project shall be submitted to the San Joaquin County Airport Land Use Commission for review of project-associated objects that exceed 100 feet in height	CDD Planning staff is responsible for submitting project information to ALUC.	CDD Planning will be responsible for ensuring that ALUC review is completed, and requirements incorporated into conditions of approval
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12.0 HYDROLOGY AND WATER QUALITY		
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Impact: HYDRO -1: Surface Water Resources and Quality. This is a potentially significant issue.		
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Implement storm water quality protections described in GEO-HYDRO-1: Industrial uses on the project shall obtain coverage under the Central Valley RWQCB Industrial General Permit program and implement pollution control measures using the best available technology economically achievable and best conventional pollutant control technology. All facility operators shall prepare, retain on site, and implement a SWPPP implementing applicable Industrial General Permit requirements, including a monitoring program.	As described in GEO-1 Applicant will be responsible for obtaining coverage under the Industrial General Permit.	As described in GEO-1 Municipal Utilities will be responsible for ensuring that Industrial Permit coverage is obtained.
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13.0 LAND USE AND PLANNING		
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There are no potentially significant or significant impacts in this issue area.

14.0 NOISE

Increase in Noise Levels in Excess of Standards-Traffic. This is a significant issue.

NOISE-1: The applicant, the City of Stockton and other project developers impacting Mariposa Road traffic shall consider the use of noise-reducing pavement and utilize it where feasible in planned widening projects for Mariposa Road.

Increase in Noise Levels in Excess of Standards-Other Project Noise. This is a potentially significant issue

<p>NOISE-2: Sound walls and/or berms 10 feet in height shall be required where existing residential uses or residentially zoned areas are located adjacent to the project site. Figure 3 of the project noise study (Figure 14-2 of this EIR <u>the DEIR</u>) shows the locations of the recommended sound walls based on the proposed conceptual plan. Where openings in sound walls occur for access or emergency access, solid gates shall be installed. 10-foot sound walls are expected to provide a 10 dB reduction in noise levels. Site plan modifications, and/or additional noise analysis by a qualified acoustical consultant may warrant changes to these requirements, assuming that compliance with City noise standards is maintained.</p>	<p>The applicant will be responsible for incorporating noise wall requirements in the project plans and specifications. The ODS will be responsible for retaining a noise consultant to review and recommend alternative noise wall requirements as appropriate.</p>	<p>The CDD Planning will be responsible for ensuring that noise wall requirements are met in project plans and specifications and for review and approval of any proposed noise wall modifications,</p>
<p>NOISE-3: Project operation shall at all times comply with the provisions of Stockton Municipal Code Chapter 16.60, including:</p>		
<p>Section 16.60.040, which states that new or expanded commercial, industrial, and</p>		

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other land use-related noise sources shall mitigate their noise levels such that they do not adversely impact noise-sensitive land uses (e.g., residences) and do not exceed City noise standards.

Increase in Noise Levels in Excess of Standards-Construction. This is a potentially significant issue.

<p>NOISE-4: Construction activities associated with the project shall adhere to the requirements of the City of Stockton Municipal Code with respect to hours of operation. The applicant shall ordinarily limit construction activities to the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City. All construction equipment shall be in good working order and shall be fitted with factory-equipped mufflers.</p> <p>NOISE-5: Project construction comply with the provisions of Stockton Municipal Code Chapter 16.60, including:</p> <p>Section 16.60.030, which contains restrictions on construction noise, including operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m. so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities. [Proposed EIR mitigation measure NOISE-2 more restrictive on construction days and hours.</p>	<p>The applicant will be responsible for incorporating these requirements in the project plans and specifications. The Contractor will be responsible for conformance with noise requirements.</p>	<p>The CDD Planning will be responsible for monitoring compliance with these requirements.</p>
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15.0 PUBLIC SERVICES AND RECREATION

Impact PSR-1: Fire Protection Services. This is a potentially significant issue.

PSR-1: Project buildings shall include an Early Suppression, Fast Response (ESFR) fire sprinkler system.	Applicant will be responsible for design and installation of the ESFR system	CDD Building will be responsible for checking plans for and inspection of the required system
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PSR-2: City departments, including Fire, Community Development, and Finance, together with industrial project proponents, shall develop and implement a plan for financing, construction and staffing of a new fire station in the vicinity of the project site. Development and implementation of the plan will involve a multi-year process helping the Department meet increasing service demands and to reduce response times. The project applicant shall contribute to the costs of constructing and staffing the new fire station in accordance with the adopted plan.	Stockton Fire will be responsible overseeing new fire station and CFD process	
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16.0 TRANSPORTATION

TRANS-1: Motor Vehicle Transportation Plans – Intersections. Level of significance is not applicable under LOS analysis.

TRANS-1: The project applicant should contribute fair-share costs to an improvement on the Mariposa Road and 8 th Street/Farmington Road intersection that would split the northeast-bound combined through/right-turn lane into an exclusive northeast-bound through lane and a “free” northeast-bound-to-southeast-bound right-turn lane. Existing pavement width is considered adequate to accommodate this improvement.	The applicant will be responsible for design and install of “end of trip” facilities.	CDD Planning will be responsible for ensuring plans and specs include required facilities
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<p>TRANS-2: The project applicant should contribute fair-share costs to an improvement on the Mariposa Road and Carpenter Road intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to northwest-bound left-turn lane, and a combined through/right-turn lane. (See also Mitigation Measure AIR-1 in Chapter 6.0, Air Quality.)</p>	<p>Owner or tenant will be responsible for implementing vanpool or shuttle program and submittal of documentation to the city</p>	<p>CDD Planning will be responsible for verifying that program is in place and operating</p>
<p>TRANS-2: Motor Vehicle Transportation Plans - Roadway Segments. Level of significance is not applicable under LOS analysis.</p>		
<p>TRANS-3: The project applicant should contribute fair-share costs to an improvement on the segment of Mariposa Road from SR 99 to 8th Street/Farmington Road that would widen the portions of this roadway segment that are currently one lane in each direction to two lanes in each direction.</p>	<p>Owner or tenant will be responsible for implementing vanpool or shuttle program and submittal of documentation to the city</p>	<p>CDD Planning will be responsible for verifying that program is in place and operating</p>
<p>TRANS-6: Consistency with CEQA Guidelines Section 15064.3(b). Level of significance is not applicable under LOS analysis.</p>		
<p>TRANS-1: The project shall provide "end-of-trip" facilities for bicycle riders to encourage the use of bicycling as a viable form of travel to destinations, especially to work. End-of-trip facilities shall include showers, secure bicycle lockers, and changing spaces.</p> <p>TRANS-2: The project shall implement an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work, while a shuttle will service nearby transit stations and surrounding commercial centers.</p>	<p>Owner or tenant will be responsible for implementing vanpool or shuttle program and submittal of documentation to the city</p>	<p>CDD Planning will be responsible for verifying that program is in place and operating</p>

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Employer-sponsored vanpool programs entail an employer purchasing or leasing vans for employee use, and often subsidizing the cost of at least program administration. Scheduling is within the employer's purview, and rider charges shall be set on the basis of vehicle and operating cost.

TRANS-3: The project shall implement SJVAPCD Rule 9410. Rule 9410, which requires employers with at least 100 employees to implement a trip reduction/transportation demand management program, or ETRIP. [See Air Quality section above.] ETRIP requirements are consistent with a Commute Trip Reduction program recommended by the traffic impact study as a mitigation measure. See also EIR Mitigation Measures TRANS-1 and TRANS-2, which require "end-of-trip" facilities and an employer-sponsored vanpool or shuttle.

17.0 UTILITIES AND ENERGY

Impact UTIL-4: Solid Waste. This is a potentially significant impact.

Impact/Mitigation Measures	Implementation Responsibility	Monitoring/Reporting Responsibility
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<p>UTIL-1: As a Condition of Approval, the project applicant shall comply with the provisions of Stockton Municipal Code Sections 8.28.020 through 8.28.070 regarding construction and demolition waste. Permit applicants for the project shall be required to meet the waste diversion requirement of at least 50 percent of materials generated as discards by the project, regardless of whether the permit applicant performs the work or hires contractors, subcontractors, or others to perform the work.</p>	<p>Applicant will be responsible for compliance with construction waste recycling requirements.</p>	<p>CDD Building will be responsible for overseeing construction waste recycling.</p>
<p>Impact UTIL-6: Project Energy Consumption. This is a potentially significant impact.</p>		
<p>UTIL-2: As a Condition of Approval, the project applicant shall comply with the most recent version of the California Energy Code adopted by the City of Stockton at the time of project approval.</p> <p>AIR-9: Employers with 100 employees shall submit an Employer Trip Reduction Implementation Plan (ETRIP) to the City for review and approval.</p> <p>AIR-12: Buildings to be solar ready, and install solar panels to provide power for operational base power use.</p>	<p>Applicant will be responsible for incorporating Energy Code requirements in project plans and specifications.</p>	<p>CDD Building will be responsible for review and approval of building plans and specifications.</p>