

# Weston Ranch Towne Center

## Mitigation Monitoring and Reporting Program



**MITIGATION MONITORING AND REPORTING PROGRAM**

Impact	Mitigation Measure	(1) Implementation Responsibility (2) Timing / Schedule	(1) Monitoring / Reporting Responsibility (2) Timing / Schedule	Sign Off
<b>LAND USE AND AGRICULTURAL RESOURCES</b>				
<b>Impact 4.2.4.</b> The project could conflict with an applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP). This impact is considered potentially significant.	Implement Mitigation Measure 4.11-1a or 4.11-1b.			
<b>Impact 4.2.5.</b> The project would convert economically viable prime farmland to a non-agricultural use. This impact is considered potentially significant.	<p><b>Mitigation Measure 4.2.5.</b> The applicant shall be required to mitigate for converted farmland by obtaining agricultural conservation easements on farmland of equal quality at a ratio of 1:1 acre. The land on which the easements are acquired shall be located not more than twenty miles from the project site, and shall be of equal or greater quality as the farmland converted by the project.</p> <p>Prior to approval of the final map, the applicant must acquire agricultural conservation easements. The easements, which will remove the development rights from the subject agricultural lands, shall be granted to an appropriate third party, as directed by the Community Development Department. The land on which easements are acquired must be designated for agricultural use and must consist of farmland of equal or better quality as the project site, and shall not be within the sphere of influence of an incorporated city. The agricultural conservation easement may overlap a habitat easement acquired under Mitigation Measure 4.11.1a or 4.11.1b. However, an existing habitat easement does not meet the requirement for mitigating the loss of agricultural land.</p> <p>1:1 mitigation, where the easement land is of equal or greater agricultural value as the project site, is roughly proportional to the impact of the project to prime farmland. A ratio greater than 1:1 would not be roughly proportional. (See CEQA Guidelines, §15041.)</p> <p>Should the City of Stockton approve an agricultural mitigation fee program prior to approval of the final map, the developer may meet this requirement by paying the appropriate in-lieu fee to the City.</p>	(1) Project applicant (2) Prior to approval of final map	(1) Community Development Department (2) Prior to approval of final map	

**AESTHETICS**

<b>Impact 4.3.1.</b> Aesthetic Resources – Degradation of Local Visual Character. This is a potentially significant impact.	<b>Mitigation Measure 4.3.1.</b> Impacts will be reduced by the project's compliance with all municipal design guidelines (e.g., design review, landscaping, building articulation, etc.).	(1) Project applicant / Architect (2) Prior to submitting building plans	(1) Community Development Department (2) Design Review
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**PUBLIC SERVICES AND UTILITIES**

<b>Impact 4.6.2.</b> The project has the potential to impact the stormwater drainage system. This impact is considered potentially significant.	<b>Mitigation Measure 4.10.5</b> (see Hydrology, below)		
<b>Impact 4.6.3.</b> The project has the potential to impact energy distribution facilities and infrastructure. This impact is considered potentially significant.	<b>Mitigation Measure 4.6.3.</b> The project applicant and/or developer shall coordinate with PG&E to ensure that all upgrades to the energy distribution facilities and infrastructure comply with state and federal energy standards.	(1) Project applicant and/or developer (2) Prior to submitting building plans	(1) Community Development Department (2) Prior to issuance of building permits

**TRANSPORTATION AND CIRCULATION**

<b>Impact 4.7.1.</b> The project would contribute to the need to construct planned roadway improvements under Near-Term conditions. This impact is considered significant.	<b>Mitigation Measure 4.7.1.</b> The project applicant shall implement the following improvement:  Widen French Camp Road along the project frontage from two lanes to four lanes	(1) Project applicant (2) Prior to Certificate of Occupancy	(1) Community Development Department (2) Prior to Certificate of Occupancy
<b>Impact 4.7.4.</b> The French Camp Road/Manthey Road (east) intersection is projected to operate at a deficient LOS F in the Near-Term condition during both peak hours prior to the addition of project traffic. Average delay would increase through this intersection by more than 5 seconds with the addition of project traffic. This impact is considered significant.	<b>Mitigation Measure 4.7.4.</b> The project applicant shall contribute its fair share towards the planned interchange improvements at the French Camp Road/I-5 interchange through the payment of traffic impact fees. With construction of the French Camp Road interchange improvement project, the southern leg of Manthey Road intersection would be relocated approximately 800 feet from the I-5 southbound ramps/French Camp Road intersection and become the western edge of the project site (it was assumed that as part of the project, the northern leg of the intersection would be realigned and that French Camp Road would be widened to provide two lanes in each direction along the project frontage). With implementation of these planned improvements, this intersection would operate at an acceptable service level.  Should construction of the planned interchange improvements be scheduled for completion subsequent to project completion, the project applicant shall make the following interim improvements: <ul style="list-style-type: none"> <li>• Signalize the French Camp Road/Manthey Road (east) intersection and provide a 270-foot westbound left-turn pocket</li> <li>• Interconnect and coordinate the traffic signals at the</li> </ul>	(1) Project applicant (2) Prior to Certificate of Occupancy	(1) Community Development Department (2) Prior to Certificate of Occupancy

following intersections along French Camp Road:  
 Secondary Project Driveway, Manthey Road (east),  
 I-5 southbound ramps, and I-5 northbound ramps.

Synchro 6.0/SimTraffic analyses indicate that as an interconnected system, these intersections would operate acceptably, as shown on Table 4.7-24.

**Impact 4.7.6.** The French Camp Road/I-5 Northbound Ramps intersection is projected to operate at an acceptable level in the Near-Term without project condition and would continue to do so with the addition of project traffic. The addition of traffic from the Revised Project could result in a queuing impact. This impact is considered significant.

**Mitigation Measure 4.7.6.** The project applicant shall contribute its fair share towards the planned interchange improvements at the French Camp Road/I-5 interchange through the payment of traffic impact fees.

- (1) Project applicant
- (2) Prior to Certificate of Occupancy

- (1) Community Development Department
- (2) Prior to Certificate of Occupancy

Should construction of the planned interchange improvements be scheduled for completion subsequent to project completion, the project applicant shall modify the eastbound approach to extend the eastbound left-turn storage to Manthey Road (east intersection). This improvement can be implemented within the existing right-of-way. With this improvement, the intersection would operate at an overall acceptable service level. Vehicle queue spillback could still occur with extension of the single eastbound left-turn lane, although vehicle queues would clear within one to two signal cycles. Conversion of the through lane to a second eastbound left-turn lane could create trap vehicles intending to travel through the intersection and create construction staging problems during reconstruction of the interchange, although vehicle queues would be minimized under this alternative.

**Impact 4.7.7.** The French Camp Road/Val Dervin Parkway intersection is projected to operate at a deficient LOS F in the Near-Term condition during the AM peak hours prior to the addition of project traffic. Average delay would increase through this intersection by more than 5 seconds with the addition of project traffic during the AM peak hour. The addition of project traffic would also result in overall LOS E conditions during the PM peak hour. This impact is considered significant.

**Mitigation Measure 4.7.7.** The project applicant shall contribute its fair share towards the planned interchange improvements at the French Camp Road/I-5 interchange through the payment of traffic impact fees. With planned improvements at this interchange, Val Dervin Parkway would be closed at French Camp Road, and a new roadway constructed connecting the business park at the new French Camp Road/Sperry Road intersection.

- (1) Project applicant
- (2) Prior to Certificate of Occupancy

- (1) Community Development Department
- (2) Prior to Certificate of Occupancy

Should construction of the planned interchange improvements be scheduled for completion subsequent to project completion, the project applicant shall install a traffic signal at this intersection. This signal shall be interconnected and coordinated with the adjacent traffic signals on French Camp Road. However, as this intersection would operate acceptably in the Existing Plus Project condition in both the AM and PM peak hours, and this intersection would be relocated and reconstructed as part of the interchange project, the Project Applicant shall monitor operations of this intersection to determine the timing of installation of an interim traffic signal.

Prior to the issuance of the first building permit for the site, the Project Applicant shall retain a qualified traffic engineering firm from the City's list of approved firms to conduct peak period

(AM and PM) traffic counts at the intersection. The intersection service levels shall be calculated and peak hour volume and delay traffic signal warrants evaluated. Should signal warrants be satisfied, the Project Applicant shall design and install an interim signal at this location. Should the warrants not be satisfied, trips generated by the permitted uses under construction shall be added to the existing traffic counts based on the trip generation rates and trip distribution percentages presented in the Final Environmental Impact Report (FEIR). If the intersection is projected to operate at an overall deficient service level and peak hour traffic signal warrants are satisfied, the Project Applicant shall design and install an interim signal at this location. The monitoring requirement would be terminated when reconstruction of the I-5/French Camp interchange begins.

**Impact 4.7.9.** Mathews Road/I-5 Northbound Ramps intersection is projected to operate at a deficient LOS F in the Near-Term condition during both the AM and PM peak hours. Average delay would increase through this intersection by more than 5 seconds with the addition of project traffic during both peak hours. This impact is considered significant.

**Impact 4.7.11.** The proposed project would contribute to the need to construct planned roadway improvements under Future 2025 conditions. This impact is considered significant.

**Mitigation Measure 4.7.9.** Signal installation would result in LOS D conditions during the AM and PM peak hours. Caltrans has determined that it is infeasible for this project to install a traffic signal. The County of San Joaquin may program this signal as a future improvement. If this occurs, the project applicant shall contribute its fair share to the County.

**Mitigation Measure 4.7.11.** The project applicant shall contribute its fair share towards the implementation of the following improvements:

- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| (1) Project applicant                 | (1) Community Development Department  |
| (2) Prior to Certificate of Occupancy | (2) Prior to Certificate of Occupancy |
| (1) Project applicant                 | (1) Community Development Department  |
| (2) Prior to Certificate of Occupancy | (2) Prior to Certificate of Occupancy |

- Widening of I-5 to eight lanes from French Camp Road to Charter Way
- Widening of French Camp Road to six lanes from Wolfe Road to Manthey Road
- Widening of French Camp Road to eight lanes from Manthey Road to Val Dervin Parkway
- Construction of an L-9 interchange including loop on-ramps in the southeast and northwest quadrants. In conjunction with this improvement, Manthey Road would be realigned to the west and Val Dervin Parkway to the east across from the Sperry Road/French Camp Road intersection
- Widening of El Dorado Street to six lanes north of the proposed Sperry Road extension to McKinley Avenue and four lanes south of the proposed Sperry Road extension to I-5
- Widening of Sperry Road/Arch-Airport Road to eight lanes from French Camp Road to Airport Way

This measure may be satisfied by payment of adopted impact fee programs to the extent the improvements are included in the programs, or other means deemed appropriate by the City.

**Impact 4.7.13.** The proposed project would contribute to the need to construct planned roadway improvements under Future 2035 conditions. This impact is considered significant.

**Mitigation Measure 4.7.13.** The project applicant shall contribute its fair share towards the implementation of the following improvements:

- Widening of I-5 to ten lanes from Roth Road to French Camp Road and from French Camp Road to Charter Way
- Widening of French Camp Road to eight lanes between Manthey Road and Sperry Road
- Widening of French Camp Road to six lanes between Wolfe Road and Manthey Road
- Construction of an L-9 interchange including loop on-ramps in the southeast and northwest quadrants. In conjunction with this improvement, Manthey Road would be realigned to the west and Val Dervin Parkway to the east across from the Sperry Road/French Camp Road intersection
- Widening of Manthey Road to four lanes from Carolyn Weston Boulevard to south of Mathews Road
- Widening of El Dorado Street to six lanes north of the proposed Sperry Road extension and four lanes south of the proposed Sperry Road extension
- Widening of Sperry Road/Arch-Airport Road to eight lanes from French Camp Road to Airport Way
- Widening of Mathews Road to six lanes between Wolfe Road and Manthey Road, and eight lanes between Manthey Road and I-5
- Construction of a diamond interchange with a seven lane cross section (including turn lanes) under the freeway, and northbound and southbound free right-turn lane at the Mathews Road/I-5 interchange

This measure may be satisfied by payment of adopted impact fee programs to the extent the improvements are included in the programs, or other means deemed appropriate by the City.

(3) Project applicant  
(4) Prior to Certificate of Occupancy

(3) Community Development Department  
(4) Prior to Certificate of Occupancy

**Impact 4.7.14.** The addition of project traffic would result in vehicle queue spillback at the French Camp Road/I-5 interchange. This impact is considered significant.

**Mitigation Measure 4.7.14.** Monitoring of the traffic signals to ensure arterial progression through the interchange area could reduce the amount of queue spillback in the area. It should be noted that all intersections in the French Camp Road/I-5 interchange area are projected to operate at acceptable service levels during the morning and evening peak hours in 2035.

(1)Traffic Engineering  
(2) Ongoing

(1)Traffic Engineering  
(2) Ongoing

**Impact 4.7.15.** The proposed project site access would result in safety and operational deficiencies. This impact is considered potentially significant.

**Mitigation Measure 4.7.15.** The project applicant shall modify the site plan as described below and shown in Figures 4.7-17, 4.7-18a, and 4.7-18b.

1. Full access driveway on Manthey Road (west) between Shop 5 and Shop 6 – Provide separate left and right-turn lanes to reduce the 95th percentile vehicle queue to 4

(1) Project applicant / Engineer  
(2) Submittal of Improvement Plans

(1) Community Development Department  
(2) Prior to issuance of building permits

- vehicles. (The southbound left-turn pocket would accommodate projected vehicle queues).
- 2. Manthey Road (west)/Right-in only Service Driveway – This driveway is proposed to serve as a right-in only driveway to the service area behind Major 6. Modifications would be needed at this driveway to accommodate the turning radii of large trucks, as shown on Figure 4.7-18b.
- 3. Consult with the City of Stockton fire department to ensure adequate emergency access.
- 4. Conduct a detailed review of the final site plan to ensure pedestrian crossings are provided, pedestrian paths are identified throughout the site, and pedestrian crossings are in appropriate locations to ensure pedestrian safety.
- 5. Schedule large semi-truck deliveries for off-peak periods to minimize conflicts between delivery trucks and passenger vehicles.
- 6. Design project driveways and internal roadways to accommodate the turning movements of large delivery vehicles.
- 7. Provide sufficient bicycle parking designed to City standards to satisfy City code requirements.
- 8. Coordinate with SJRTD and City staff to identify the location of potential transit features and modify the site plan accordingly.
- 9. Designate Park and Ride parking locations adjacent to planned transit facilities.

**AIR QUALITY**

**Impact 4.8.1.** Construction activities associated with development of the project would generate short-term emissions of criteria pollutants, including suspended and inhalable particulate matter (PM10) and equipment exhaust emissions. This impact would be significant.

**Mitigation Measure 4.8.1a:** The applicant shall comply with Regulation VIII Rule 8011 and implement the following control measures during construction:

	(1) Contractor	(1) Construction inspector
	(2) During construction	(2) During construction

- The applicant shall submit a Dust Control Plan subject to review and approval of the SJVAPCD at least 30 days prior to the start of any construction activity on a site that includes 40 acres or more of disturbed surface area.

Specific control measures for construction, excavation, extraction, and other earthmoving activities required by the Valley Air District include:

- All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other

suitable cover or vegetative ground cover in order to comply with Regulation VIII's 20 percent opacity limitation.

- All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant.
- All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking.
- When materials are transported offsite, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained.
- All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. However, the use of blower devices is expressly forbidden, and the use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.
- Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant.
- Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday.
- Any site with 150 or more vehicle trips per day shall prevent carryout and trackout.

Enhanced and additional control measures for construction emissions of PM10 shall be implemented where feasible.

These measures include:

- Limit traffic speeds on unpaved roads to 15 mph.
- Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent.
- Install wheel washers for all exiting trucks, or wash

off all trucks and equipment leaving the site.

- Install wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds exceed 20 mph.
- Limit area subject to excavation, grading, and other construction activity at any one time.

**Impact 4.8.2.** Construction activities associated with development of the Barkett property would potentially produce short-term emissions of suspended asbestos. This impact would be potentially significant.

**Mitigation Measure 4.8.2.** Before any site work is done on the Barkett Property parcels, the property owner shall contact the SJVAPCD Compliance Division and follow all appropriate asbestos cleanup procedures. (1) Barkett Project applicant (2) Prior to any ground disturbance (1) Community Development Department (2) Prior to issuance of grading or building permits

**Impact 4.8.3.** The project would result in an increase in operational emissions of criteria air pollutants (ROG, NOx and PM10) from on-road motor vehicle traffic traveling to and from the project area and onsite area sources associated with the project. This impact would be significant.

**Mitigation Measure 4.8.3a:** To reduce the operational impacts of the project, feasible mitigation measures from the following table shall be implemented as required by the City: See revised section 4.8 (Chapter 4 of the FEIR) for the full text of this measure. (1) Project applicant (2) Plan check (1) Community Development Department (2) Prior to issuance of building permits

**Mitigation Measure 4.8.3b:** Implementation Plans for the project shall comply with Rule 9510 Indirect Source Review. Compliance with Rule 9510 will require reductions of 33.3% of the NOx operational emissions, 45 % of the PM10 construction emissions and 50% of the PM10 construction operation emissions, or payment of fees (as calculated in Rule 9510) to offset NOx or PM10 operational emissions not reduced to the specified levels. (1) Project applicant (2) Prior to final plan check (1) Community Development Department and SJVAPCD (2) Prior to issuance of building permits

**Impact 4.8.5.** Emissions of diesel particulate matter from truck traffic and operations within the loading dock and toxic air contaminants from the service station area could pose a risk to human health. This impact would be less than significant.

**Mitigation Measure 4.8.5a:** All diesel truck operators shall be monitored to strictly abide by the applicable state law requirements for idling, as described in the air borne toxic control measure (CCR, Title 13, section 2485), which limits vehicles with gross vehicular weight ratings of more than 10,000 pounds to no more than 5 minutes of idling of the primary engine or the diesel-fueled auxiliary power system at any location. This limit shall be posted onsite. (1) Project applicant (2) Ongoing (1) City Code Enforcement (2) Confirm signage prior to C of O; enforcement ongoing

**Cumulative Impact 4.8.6.** The project would contribute to a cumulative air quality impact in the project area. This impact is considered significant.

**Mitigation Measure 4.8.6:** Implement Mitigation Measure 4.8.3a and Mitigation Measure 4.8.3b.

**NOISE**

**Impact 4.9.1.** Construction and grading activities associated with the development of the project would temporarily and intermittently increase noise levels at nearby sensitive receptor locations. This impact would be potentially significant.

**Mitigation Measure 4.9.1a.** The applicant shall implement the following measures: (1) Contractor (2) During construction (1) Construction inspector (2) During construction

- Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday to avoid noise-sensitive hours of the day.

Construction activities shall be prohibited on Sundays and holidays.

- Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools.
- Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences.
- Construction contractors shall prohibit material haul trucks from using William Moss Boulevard and the segment of Manthey Road north of William Moss Boulevard to access the project site. Instead, haul trucks shall exit Interstate 5 at French Camp Road and approach the project site via French Camp Road, Henry Long Boulevard, and/or the segment of Manthey Road between French Camp Road and Carolyn Weston Boulevard.

**Mitigation Measure 4.9.1b.** To further address the nuisance impact of project construction, construction contractors shall implement the following:

	(1) Contractor	(1) Construction inspector
	(2) During construction	(2) During construction

- Signs will be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with the City of Stockton in the event of problems.
- An onsite complaint and enforcement manager shall track and respond to noise complaints.

**Impact 4.9.2.** Operational activities (non-transportation) associated with the project could increase ambient noise levels at nearby existing and planned residences. This impact would be potentially significant.

**Mitigation Measure 4.9.2a.** The project applicant shall incorporate the following design features into the final site plans:

	(1) Project applicant / Architect	(1) Community Development Department
	(2) Prior to final plan check	(2) Prior to issuance of building permits

- Building equipment (e.g., HVAC units) shall be located away from nearby residences, on building rooftops, and properly shielded by either the rooftop parapet or within an enclosure that effectively blocks the line of sight of the source from the nearest receptors to the west.
- For the proposed major retailers that would be located on the western edge of the project site, appropriate wing-walls around the truck wells, rubberized gaskets at the loading bays, and acoustically absorptive materials shall be implemented at the primary loading docks of each facility to reduce noise.

- A sound wall shall be maintained along the entire western edge of the property, to reduce noise that would reach the existing and planned residences to the west of the project. Note that a sound wall has been constructed to the west of the project site as part of the residential subdivision.
- Noise levels from operations (including the loading docks) on the northern edge of the property shall not exceed the commercial standards in the 2035 General Plan. The project applicant shall be responsible for landscaping and maintaining their portion of the wall on the re-routed Henry Long Blvd. Landscaping will occur on the south side of the re-routed Henry Long Blvd. and will include a mix of berm and landscaping with trees (at least 15 gallons) and shrubs to be installed for screening purposes.
- Screen or enclose trash compactor.
- Minimize truck idling per Mitigation Measure 4.8.5a.
- Design delivery areas so that loading and unloading occur within the structure.
- Post delivery areas prior to the issuance of a Certificate of Occupancy to inform delivery personnel that noise reduction efforts are in effect at all times.

**Mitigation Measure 4.9.2b.** The following activities shall be prohibited between the hours of 10:00 p.m. and 7:00 a.m., per section 16-340.030 of the City of Stockton Noise Ordinance:

(1) Project applicant / Operators	(1) Code Enforcement
(2) Ongoing	(2) Ongoing

- Use of loudspeakers or loudspeaker systems.
- Garbage removal activities including trash compaction.
- Use of parking lot sweeping units (e.g., air system sweeping devices, truck-mounted parking lot sweeping devices or other similar devices) and landscape equipment (e.g., leaf blowers).
- Minimize truck idling per Mitigation Measure 4.8.5a.

**HYDROLOGY AND WATER QUALITY**

**Impact 4.10.1.** Construction of the project could potentially degrade water quality and/or violate water quality standards. This impact is considered potentially significant.

**Mitigation Measure 4.10.1.** All construction plans and activities shall implement multiple BMPs to provide effective erosion, runoff, and sediment control. These BMPs shall be selected to achieve maximum soil protection and sediment removal; and represent the best available technology that is economically achievable. BMPs to be implemented as part of this mitigation measure shall include, but are not limited to, the

(1) Project applicant / Contractor	(1) Construction inspector / City of Stockton Municipal Utilities Department
(2) During construction	(2) During construction

following measures:

- Temporary erosion control measures (such as staked straw bales/wattles, soil mats, earthen berms, silt/sediment basins and traps, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) will be employed for disturbed areas.
- Onsite storm drain inlets and in downstream offsite areas will be protected from sediment with the use of BMPs acceptable to Stockton Municipal Utilities Department.
- Dirt and debris will be swept from paved streets in the construction zone on a regular basis, particularly before predicted rainfall events.
- Grass or other vegetative cover will be established on the construction site as soon as possible after disturbance. At minimum, vegetative application shall be done by September 15<sup>th</sup> to allow for plant establishment. No disturbed surfaces will be left without erosion control measures in place during the wet season (October 15<sup>1</sup> to April 15).
- Hazardous materials such as fuels and solvents used on the construction sites shall be stored in covered containers and protected from rainfall, runoff, vandalism, and accidental release to the environment. All stored fuels and solvents will be contained in an area of impervious surface with containment capacity equal to the volume of materials stored. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals shall be designated as responsible for prevention and cleanup activities.
- Equipment shall be properly maintained in designated areas with runoff and erosion control measures to minimize accidental release of pollutants.

As shown in Table 4.10-1, multiple BMPs used in combination, assuming proper installation and maintenance, can achieve nearly complete sediment removal. Therefore, the City shall require the applicant and its construction contractor(s) to incorporate multiple BMPs to achieve this result and protect water quality. The final selection and design of erosion and sediment controls shall require approval from Stockton Municipal Utilities Department and demonstrate that this result can be achieved. In all cases, these BMPs shall be subject to

approval by the City at its discretion, and the applicant shall incorporate into contract specifications the requirement that the contractor(s) comply with and implement these provisions, as well as provisions for monitoring to verify that these standards are met.

**Impact 4.10.2.** Project operation could increase non-storm and stormwater runoff, thereby potentially transporting contaminants to nearby surface waters. This impact is considered potentially significant.

**Mitigation Measure 4.10.2a.** To minimize the amount of pollutants entering the storm drain system, project roadways and parking areas will be cleaned regularly using street sweeping equipment. Additionally, litter and debris that may accumulate on the project site will be regularly collected and properly disposed. Collection and disposal activities shall be the responsibility of the City provider (Sunrise Sanitation).

(1) Applicant / Operators	(1) Municipal Utilities Department
(2) Ongoing	(2) Inspect one year after Certificate of Occupancy

**Mitigation Measure 4.10.2b.** The Applicant shall develop and implement a pesticide and fertilizer management plan for landscaped areas with the goal of reducing potential discharge of such chemicals, chlorpyrifos, and diazinon in particular, to adjacent waterways. The Applicant will ensure that the Plan is issued to all future owners and tenants.

(1) Project applicant / Landscape architect	(1) Municipal Utilities Department
(2) Prior to Certificate of Occupancy	(2) Certificate of Occupancy

**Mitigation Measure 4.10.2c.** As required by the Stormwater Quality Control Criteria Plan, the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the stormwater best management practices.

(1) Owners, developers, and/or successors-in-interest	(1) Municipal Utilities Department
(2) Prior to Certificate of Occupancy	(2) Certificate of Occupancy

**Mitigation Measure 4.10.2d.** The property owners, developers, and/or successors-in-interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Stormwater Pollution Prevention Program as set forth in its NPDES Stormwater Permit.

(1) Owners, developers, and/or successors-in-interest	(1) Municipal Utilities Department	LS
(2) Prior to Certificate of Occupancy	(2) Certificate of Occupancy	

**Mitigation Measure 4.10.2e.** The Drainage Plan for the project will include BMPs to maximize non-storm and stormwater quality. The Drainage Plan will include both BMPs that will address the project site as a whole, as well as guidance for BMPs to be implemented for future tenants. These BMPs shall be selected to achieve maximum contaminant removal and represent the best available technology that is economically achievable. The BMPs will include a combination of source control, structural improvements, and treatment systems.

(1) Project applicant / Engineer	(1) Municipal Utilities Department	LS
(2) Improvement Plans	(2) Prior to approval of improvement plans	

BMPs will include, but not be limited to the following:

- Water quality units to be located within the storm drain system. The selected units will provide effective water quality control for the pollutants that are commonly present in stormwater runoff generated by retail centers. These pollutants include trash and debris, oil and grease, and limited amounts of sediment. The water quality units will be

periodically inspected and maintained to the levels and at the frequencies that are recommended by the product manufacturers. The units will accommodate the following parameters:

1. Treatment capabilities for the expected pollutants (trash and debris, oil and grease, and limited amounts of sediment).
  2. Ability to treat the amount of runoff generated by the low-flow storm event that is specified by the local jurisdiction.
  3. Ability to accommodate or bypass the flood control design storm event as determined by the local jurisdiction.
- Grass strips, high infiltration substrates, and grassy swales shall be used where feasible throughout the project site to reduce runoff and provide initial storm water treatment. This type of treatment will apply particularly to parking lots.
  - Small settling, treatment, and/or infiltration devices will be installed beneath large parking areas to provide initial filtration prior to discharges into flood control basins. This will include the use of oil and grease separators.
  - Roof drains shall drain to natural surfaces or swales where possible to avoid excessive concentration and channelization of storm water. Roof drains may be directly connected to the storm drain system, if treatment control measures are provided downstream.
  - All drain inlets shall be permanently stamped with the message "NO DUMPING, FLOWS TO DELTA."
  - Permanent energy dissipaters will be included for drainage outlets.

Because the assimilative capacity of the receiving waters is impaired, the Applicant shall remove the maximum level of pollutants from stormwater discharges using the best available technology to maintain ambient water quality. To achieve this goal, the Applicant shall select a combination of BMPs that is expected to reach a target goal of 100 percent removal of suspended solids, nitrogen, phosphorus, pathogens, and metals from stormwater discharges, given the lowest expected pollutant removal efficiencies identified in Table 4.10-1 or elsewhere. While 100 percent contaminant removal is often not feasible, the final selection and design of BMPs shall provide maximum contaminant removal, represent the best available technology that is economically achievable, and shall explicitly identify the expected level of effectiveness at

contaminant removal. A monitoring program shall be implemented to verify BMP effectiveness and compliance with water quality standards for the San Joaquin River, as outlined in the Central Valley RWQCB's Basin Plan (1998). In the event that the BMPs are not meeting the identified performance standards, BMPs shall be redesigned, or new BMPs implemented, to achieve this result.

The Drainage Plan shall include, and the Applicant shall implement, a schedule that implements BMPs prior to or concurrent with new development such that water quality is maintained. The City shall require the incorporation of these BMPs into project designs as a condition of project approval.

**Impact 4.10.4.** Domestic water demands generated by the project could deplete groundwater supplies. This impact is considered less than significant.

**Mitigation Measure 4.10.4.** The water irrigation system installed for the Project shall be installed such that it may be converted to a non-potable reclaimed water system in the future. The applicant shall monitor the City's efforts to develop a reclaimed water system. If the City develops a reclaimed water system that is feasibly accessible to the project site, non-potable water shall be used for Project landscape irrigation.

(1) Project applicant / Engineer  
(2) Improvement Plans

(1) City of Stockton Municipal Utilities Department

(2) Prior to approval of improvement plans

**Impact 4.10.5.** Development of the project would increase the amount of impervious surfaces, which in turn would increase local storm runoff volumes that could exceed the capacity of on- and offsite drainage systems, and create localized flooding or contribute to a cumulative flooding in down-gradient locations. This impact is considered potentially significant.

**Mitigation Measure 4.10.5.** The Applicant shall prepare a Master Drainage Plan for the project site. The Drainage Plan should incorporate measures to minimize the increased runoff during peak conditions. The applicant will implement measures provided in the Drainage Plan. A detailed drainage report shall be prepared by a registered civil engineer prior to site development. The report shall include the following items:

(1) Project applicant / Engineer  
(2) Improvement Plans

(1) City of Stockton Municipal Utilities Department  
(2) Prior to approval of improvement plans

- An assessment of existing drainage facilities within the project vicinity, and an inventory of necessary upgrades, replacements, redesigns, and/or rehabilitation.
- A description of the proposed maintenance program for the onsite drainage system.
- Standards for drainage systems to be installed on a project-specific basis.
- The drainage system shall be designed to meet standards in the Stockton Municipal Code and the City of Stockton Department of Public Works Standard Specifications (current edition).

The Drainage Plan shall include, and the Applicant shall implement, a schedule for identified drainage improvements. In addition, when approving specific developments that may result in increased drainage flows on the project site, the Applicant shall concurrently implement any necessary drainage improvements such that new development does not exceed the capacity of Master-Planned drainage facilities.

**BIOLOGICAL RESOURCES**

**Impact 4.11.1.** Construction activities in the project area could result in adverse impacts to special-status species, including Swainson's hawks, burrowing owls, Greater western mastiff-bat and Yuma myotis bat, Ferruginous hawk, Mountain plover, White-tailed (black shouldered) kite, Greater sandhill crane, and Loggerhead shrike. This impact is potentially significant.

**Mitigation Measure 4.11.1.** The SJMSCP provides a means of providing mitigation for species covered by the plan. Regulatory agencies (USFWS, DFG) have approved the SJMSCP. All of the special-status species potentially present at the site are covered species under the SJMSCP. Thus, compliance with the SJMSCP would provide adequate mitigation for the project's impacts to special-status species. As an alternative, the applicant could provide mitigation for each of the special-status species potentially present at the site, without complying with the SJMSCP. Either approach would provide adequate mitigation. Accordingly, the Applicant shall mitigate impacts to special status species by one of the following approaches:

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|---|---|--|
| <p>a) The Applicant shall comply with the terms of the SJMSCP. In the event the Applicant complies with the SJMSCP, the Applicant shall implement one of the following measures:</p> <ul style="list-style-type: none"> <li>• Pay the applicable in-lieu fee to the JPA, as indicated in section 7.4.1 of the SJMSCP. The site is currently categorized as agricultural land under the SJMCSP.</li> <li>• Dedicate conservation easements, fee title, or in-lieu dedications.</li> <li>• Purchase approved mitigation bank credits as specified in section 5.3.2.4.</li> <li>• Propose an alternative mitigation plan consistent with SJMSCP goals and equivalent in biological value to the other options, subject to SPA approval.</li> </ul> | <p>(1) Project applicant<br/>(2) Prior to final map</p> | <p>(1) Community Development Department<br/>(2) Final map approval</p> |
|---|---|--|

These measures may also be combined, provided the combined measures provide equivalent biological value, subject to confirmation of compliance with this standard by the JPA. (See SJMSCP, p. 5-52). Or;

- |  |  |   |
|--|--|---|
| <p>b) The project shall implement pertinent avoidance and mitigation measures commensurate with those described in Sections 5.2 and 5.3 of the SJMSCP subject to review and approval by the appropriate regulatory agencies. Mitigation measures shall include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>1. Pre-construction clearance surveys for presence of special-status species, particularly nesting Swainson's hawks, Loggerhead Shrikes, burrowing owls, and other raptors, and roosting special-status bats.</li> </ol> <ul style="list-style-type: none"> <li>• Surveys for nesting Swainson's hawk shall be conducted in accordance with the Swainson's Hawk</li> </ul> | <p>(1) Project applicant / Biological consultant<br/>(2) Prior to construction</p> | <p>(1) Community Development Department<br/>(2) Prior to construction</p> |
|--|--|---|

Technical Advisory Committee (2000) guidelines in the project area and within one-half mile of the project area. This survey consists of six visits during the breeding season.

- A preconstruction clearance survey shall be completed for Loggerhead Strikes in the project area and within one-half mile of the project area. This survey consists of six visits during the breeding season.
  - Surveys for burrowing owl shall be conducted in accordance with the CDFG (1995) guidelines in the project area and a 150-meter buffer area. Surveys shall be conducted during both the wintering and nesting seasons, unless burrowing owls are detected on the first survey, to determine if the site is occupied. A subsequent survey within 30 days prior to the construction shall be performed to ensure that the site has not become occupied since the previous surveys.
2. Specified construction timing to avoid impacts to migratory or seasonal species or breeding periods.
- Construction activities shall be avoided within one-quarter mile of an active nest of a Swainson's hawk from March 1 to September 15 in accordance with the CDFG (1994) guidelines unless the approval of a local CDFG biologist is obtained.
  - If the project site is occupied by burrowing owls, a buffer area of 250 feet shall be maintained around the occupied burrow, unless a qualified biologist determines that the birds have not begun egg-laying and incubation or the juveniles are foraging independently and capable of independent survival, in accordance with CDFG (1995) guidelines. If owls must be moved away from the area, passive relocation techniques rather than trapping shall be used.
3. Replacement of lost habitat.
- Swainson's hawk foraging habitat shall be replaced at a ratio specified in the November 1994 CDFG Staff Report on Mitigation for Impacts to Swainson's Hawks in the Central Valley of California. This includes a 1:1 ratio for lands within 1 mile of an active nest tree, 0.75:1 for lands within 1 to 5 miles of an active nest tree, and 0.5:1 for areas within 5 to 10 miles of an active nest tree. This may include purchase of credits at an approved mitigation bank.

- To offset the loss of burrowing owl foraging and burrow habitat, preservation of 6.5 acres per owl pair or unpaired resident bird shall be acquired and permanently protected in accordance with the CDFG (1995) guidelines. If occupied burrows cannot be avoided, existing unsuitable burrows shall be enhanced or new burrows created on these protected lands at a ratio of 2:1. This may include purchase of credits at an approved mitigation bank. A monitoring plan and reports for the protected lands shall be submitted to CDFG.
  - Construction activities within 250 feet of other active raptor nests shall be prohibited unless approval from CDFG biologists is obtained.
4. Swainson's hawk nest trees shall not be removed for the project unless there is no feasible way to avoid them and a Management Authorization from CDFG is received. Swainson's hawk nest trees shall be removed between October 1 and February 1.
  5. If roosting special-status bat species are detected, one-way exclusion devices shall be implemented so that bats may exit but not reenter structures prior to demolition.
  6. Construction monitoring shall be performed by a qualified biologist to ensure compliance with all of the above avoidance, protection, and mitigation measures. Swainson's hawk monitoring shall be performed in accordance with the CDFG (1994) guidelines. Burrowing owl monitoring shall be performed in accordance with the CDFG (1995) guidelines.

**CULTURAL AND HISTORIC RESOURCES**

**Impact 4.12.1.** Implementation of the project could result in damage to previously unidentified buried archaeological and/or human remains during project construction. This impact is considered potentially significant.

**Mitigation Measure 4.12.1.** Pursuant to CEQA Guidelines 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project proponent and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist and/or paleontologist would meet to determine the appropriate avoidance measures or other appropriate mitigation, with the ultimate determination to be made by the City. All significant cultural materials recovered shall be subject to scientific

		(1)		(1)	
			Project applicant / Contractor		Construction Inspector
		(2)		(2)	
			During construction		During construction

analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

In considering any suggested mitigation proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, City Planning Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources or unique archaeological resources is carried out.

If the discovery includes human remains, CEQA Guidelines 15064.5 (e)(1) shall be followed, which is as follows:

- (e) In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following steps should be taken:
  - (1) There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
    - (A) The coroner of the county in which the remains are discovered must be contacted to determine that no investigation of the cause of death is required, and
    - (B) If the coroner determines the remains to be Native American:
      - 1. The coroner shall contact the Native American Heritage Commission within 24 hours.
      - 2. The Native American Heritage Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
      - 3. The most likely descendent may make recommendations to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or
  - (2) Where the following conditions occur, the landowner or his authorized representative shall rebury the Native

American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance.

- (A) The Native American Heritage Commission is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 24 hours after being notified by the commission.
- (B) The descendant identified fails to make a recommendation; or
- (C) The landowner or his authorized representative rejects the recommendation of the descendant, and the mediation by the Native American Heritage Commission fails to provide measures acceptable to the landowner.

**HAZARDS AND HAZARDOUS MATERIALS**

**Impact 4.13.1.** Construction of the project would occur in an area with wells and septic systems. This impact is considered potentially significant.

**Mitigation Measure 4.13.1.** All onsite water supply wells and sewage disposal systems shall be properly destroyed by the project applicant in accordance with applicable permit and inspection by the San Joaquin County Environmental Health Department.

- (1) Project applicant / Contractor
- (2) Prior to Certificate of Occupancy
- (1) San Joaquin County Environmental Health Department
- (2) Certificate of Occupancy

**Impact 4.13.2.** Construction activities associated with the project could uncover areas of unknown contamination by hazardous substances. This impact is considered potentially significant.

**Mitigation Measure 4.13.2.** If contaminated soil and/or groundwater are encountered or suspected contamination is encountered during project construction, work shall be stopped in the suspected area of contamination, and the type and extent of the contamination be identified by the project applicant or the applicant's consultant. If necessary, a remediation plan shall be implemented in conjunction with continued project construction. A contingency plan shall be developed and implemented to dispose of any contaminated soil or groundwater. In addition, if groundwater is encountered and any dewatering is to occur at this location, the RWQCB would need to be consulted for any special requirements such as containing the water until it can be sampled and analyzed to ensure that no contaminants are in the groundwater.

- (1) Project applicant / Contractor
- (2) During construction
- (1) Construction Inspector and RWQCB
- (2) During construction

**Impact 4.13.3.** Construction of the project may involve the temporary use and storage of hazardous materials such as gasoline, diesel fuel, solvents, hydraulic fluids, oils, paints, and other materials. This impact is considered potentially significant.

**Mitigation Measure 4.13.3a.** The project applicant shall ensure, through the enforcement of contractual obligations, that all contractors transport, store and handle construction-related hazardous materials in a manner consistent with relevant regulations and guidelines, including those recommended and enforced by the DOT, California RWQCB, SJCEMD, and the Stockton Fire Department. Recommendations may include, but are not limited to, transporting and storing materials in appropriate and approved containers, maintaining required clearances, and

- (1) Project applicant / Contractor
- (2) During construction
- (1) Construction Inspector
- (2) During construction

handling materials using the applicable federal, state and/or local regulatory agency protocols. In addition, all precautions required by the RWQCB issued NPDES construction activity stormwater permits would be taken to ensure that no hazardous materials enter any nearby waterways.

**Mitigation Measure 4.13.3b.** The project applicant shall ensure, through the enforcement of contractual obligations, that all contractors immediately control the source of any leak and immediately contain any spill utilizing appropriate spill containment and countermeasures. If required by the SJCDEM, Stockton Fire Department, or any other regulatory agency, contaminated media shall be collected and disposed of at an offsite facility approved to accept such media.

(1)	Project applicant / Contractor	(1)	Construction Inspector
(2)	During construction	(2)	During construction

**Impact 4.13.4.** A natural gas well was identified on the project site at the northwest corner of Manthey Road and Henry Long Boulevard that has not been in use for 15 to 20 years. This impact is considered potentially significant.

**Mitigation Measure 4.13.4.** The natural gas well shall be properly abandoned by the project applicant in consultation with and in accordance with the regulations of the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources and the San Joaquin County Environmental Health Department. As the applicant does not control the well property, should abandonment prove infeasible, the applicant shall comply with all state and local building setback requirements.

(1)	Project applicant / Contractor	(1)	Community Development Department and SJCEHD
(2)	Prior to construction	(2)	Prior to construction

**Impact 4.13.5.** The project site is located within the Stockton Metropolitan Airport Area of Influence Boundary and the Conical Surface Outer Boundary. This impact is considered potentially significant.

**Mitigation Measure 4.13.5.** The project applicant shall ensure that the design of structures and other features of the project include the following land use guidelines as provided in the San Joaquin County Airport Land Use Plan (adopted 1983):

(1)	Project applicant / Architect	(1)	Community Development Department
(2)	Prior to submittal of building plans	(2)	Prior to issuance of building permits

- Non-reflective materials
- No transmissions (such as communication towers)
- No visual distractions
- No very tall structures

**Impact 4.13.6.** During construction, equipment and vehicles may come in contact with vegetated areas and accidentally spark and ignite dry vegetation. This impact is considered potentially significant.

**Mitigation Measure 4.13.6.** The Stockton Fire Department provides fire protection and emergency services to the project site. However, the following mitigation measures are recommended to reduce this potentially significant impact:

(1)	Project applicant / Contractor	(1)	Construction inspector
(2)	During construction	(2)	During construction

- The project applicant shall ensure, through the enforcement of contractual obligations that during construction, staging areas, welding areas, or areas slated for development using spark-producing equipment shall be cleared of dried vegetation or other materials that could serve as fire fuel. The contractor shall keep these areas clear of combustible materials in order to maintain a firebreak. Any construction equipment that normally includes a spark arrester shall be equipped with an arrester in good working order. This

includes, but is not limited to, vehicles, heavy equipment, and chainsaws.

- The project applicant, in consultation with the Stockton Fire Department, shall create fire-safe landscaping near the structures, develop a maintenance plan, and develop a plan for emergency response and evacuation at the project site.

**Impact 4.13.7.** Exposure of individuals to asbestos-containing dust and lead-based paint. This impact is considered potentially significant.

**Mitigation Measures 4.13.7.** An asbestos survey and a lead-based paint survey shall be completed by the project applicant on all of the structures located on the project site prior to any demolition activities.

- |     |  |     |                                |
|-----|--|-----|--------------------------------|
| (1) | Project applicant / Hazardous materials consultant | (1) | Building Inspection            |
|     |  | (2) | Prior to demolition activities |
| (2) | Prior to demolition activities                     |     |                                |

All asbestos work must comply with the NESHAP, California Occupational Safety and Health Administration (Cal/OSHA) regulations, San Joaquin Valley Unified Air Pollution Control District, and/or California Air Resources Board (CARB) regulations, as well as any local ordinances.

The California Department of Health Services (DHS) recommends that a contractor who is State certified be hired to perform lead-related construction work. Cal/OSHA requires contractors and workers to be state-certified for high exposure lead work. Prior to renovation or demolition of any structures on the project and alternative sites, painted surfaces should be tested by a State certified lead inspector to determine if the paint contains lead and what action, according to DHS recommendations and Cal/OSHA requirements, are recommended and required for the project and alternatives.

- |     |                                |     |   |
|-----|--------------------------------|-----|---|
| (1) | Project applicant / Contractor | (1) | City of Stockton / appropriate enforcement agencies |
| (2) | During construction            | (2) | During construction                                 |

**Impact 4.13.8.** An asbestos landfill has been identified on the project site that if disturbed could result in a release of asbestos fibers into the air. This impact is considered potentially significant.

**Mitigation Measure 4.13.8a.** Until the asbestos landfill has been remediated and approved for development by the California Integrated Waste Management Board, State of California Department of Toxic Substance Control and the San Joaquin Valley APCD, the asbestos landfill shall be sectioned off from the rest of the project site by a fence (chain-link or better) so that the area cannot be accessed by construction workers or the public.

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|-----|--------------------------------|-----|------------------------|
| (1) | Project applicant / Contractor | (1) | Construction inspector |
| (2) | During construction            | (2) | During construction    |

**Mitigation Measure 4.13.8b.** Pursuant to 27 CCR, Section 21190, all proposed land use of the asbestos landfill must be submitted to the Enforcement Agency (EA) section of the CIWMB for review and approval, including any future excavation of this former disposal site.

- |     |                                      |     |                                      |
|-----|--------------------------------------|-----|--------------------------------------|
| (1) | Project applicant                    | (1) | CIWMB                                |
| (2) | Prior to any use of Barkett property | (2) | Prior to any use of Barkett property |

**Mitigation Measure 4.13.8c.** Prior to development of any uses on the Barkett property (the asbestos landfill), the developer shall supply the City of Stockton with a report showing that either the asbestos has been removed from the site (constituting "a clean closure") or evidence that the site would be adequately capped so that the buried asbestos would have no potential to expose future users of the site. The City of Stockton must accept the report prior to approval of a Use Permit for the Barkett property.

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|-----|--|-----|--|
| (1) | Project applicant / Developer            | (1) | Community Development Department                         |
| (2) | Prior to development of Barkett property | (2) | Prior to issuance of Use Permit for the Barkett property |

**ENERGY**

**Impact 4.14.2.** Over the long term, the project would result in increased energy consumption from vehicle trips and building operations.

Implement Mitigation Measure 4.8.3a.

**Impact 4.14.3.** The project would incrementally contribute to cumulative energy consumption.

**Mitigation Measure 4.14.3:** The owners, developers and/or successors-in-interest (ODS) shall implement the following measures:

- (1) Project ODS
- (2) Prior to construction
- (1) Community Development Department
- (2) Final Plan Check

1. GCC-1. All commercial buildings (over 5,000 square feet) within the project site will comply with LEED-Certified standards in effect at the time of construction. The ODS will not be required to participate in the formal LEED inspection and certification process, but will be required to demonstrate to the City the ability to be certified to LEED standards.
2. GCC-2. The ODS shall address the impacts from project-related emissions through implementation of the following measures:
  - a. Implement Mitigation Measure 4.8.3b (Rule 9510 Indirect Source Rule)
  - b. Implement Mitigation Measure 4.8.5a (Impose idling time restrictions for delivery vehicles)
3. GCC-3. The following measures shall be used in combination to accomplish an overall reduction in energy consumption relative to the requirements of Title 24 (California Code of Regulations):
  - a. Contractors shall minimize and recycle construction-related waste.
  - b. Implement Mitigation Measure 4.8.3a (energy-saving features)
4. GCC-4: The ODS is required to prepare a water conservation plan for the proposed project to the satisfaction of the Director of Municipal Utilities. The plan shall address the following, as appropriate:
  - a. Water-efficient landscapes shall be provided for all public landscaped areas, including roadway medians and roadside landscaping.
  - b. Water-efficient irrigation systems and devices shall be required in all landscaped areas.
5. GCC-5. The ODS is required to implement the following to reduce the solid waste impacts from the proposed project.
  - a. Implement Mitigation Measure GGC-3.a.
  - b. Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.
6. GCC-6. Implement the bicycle, pedestrian, and transit improvements described in Mitigation Measure 4.8.3a.

