Planning Commission Staff Report
Item # 1, October 15, 2020
Master Plan Amendment No. PA-2000063
Specific Plan Amendment No. PA-2000064
Site Approval No. PA-2000065
Prepared by: Frank Girardi

PROJECT SUMMARY

Applicant Information

Property Owner: Rankins AG, Inc.
Project Applicant: Pinnacle Ridge, LLC

Project Site Information

Project Address: 1740 West Bethany Road, Mountain House
Project Location: The project site is located at the north side of West Bethany Road, 650 feet east of South Henderson Road, Mountain House.

Parcel Number (APN):	209-150-29	**Water Supply:**	Public (MHCSD)
General Plan Designation:	I/G	**Sewage Disposal:**	Public (MHCSD)
Zoning Designation:	AU-20	**Storm Drainage:**	Public (MHCSD)
Project Size:	3.0	**100-Year Flood:**	No (X)
Parcel Size:	3.0	**Williamson Act:**	No
Community:	Mountain House	**Supervisorial District:**	5

Environmental Review Information

CEQA Determination: Mitigated Negative Declaration (Attachment E, Environmental Review)

Project Description

This project consists of 3 separate applications: 1) a Master Plan Amendment application no. PA-2000063 (MP); 2) a Specific Plan I Amendment application no. PA-20000064 (SP); and 3) a Site Approval application no. PA-2000065 (SA).

The Master Plan Amendment and Specific Plan I Amendment primarily focus on changes to map figures and text in these documents to conform to the proposed underlying Construction Services- Heavy development project located in the Old River Industrial Park (Southeast Expansion Area).

The proposed Master Plan Amendment would amend the text in Section 3.7 (o) - Industrial and Office Use Polices of the Master Plan as follows:

o) General Industrial areas shall be provided for ~~building contractors, yard storage, building material suppliers and similar businesses with very low density employment.~~ general and special trade contractors engaged in heavy construction other than buildings. Outdoor yard storage areas of equipment and materials is permitted and shall be screened with fences and walls as provided for in the Mountain House Commercial, Office, and Industrial Design manual.
Special control measures are required for uses within the General Industrial areas and shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

The proposed Specific Plan I Amendment would modify Old River Industrial Park (Southeast Expansion Area), FIGURE 4.1 SPECIFIC PLAN I EXPANSION AND FOCUS AREA and FIGURE 4.13 - OLD RIVER INDUSTRIAL PARK ILLUSTRATIVE CONCEPT PLAN.

(Refer to Figures 1 through 4 in the Staff Report concerning the above)

The Site Approval Application No. PA-2000065 (SA) proposes to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation. The project proposes the utilization of an existing 5,800-square-foot building and the construction of a 12,000-square-foot office and warehouse building and will include 50 parking stalls for an average of 35 employees and 5 customers per shift, 7:00 a.m. to 5:00 p.m. Monday through Friday.

(Refer to Figures 5 through 7 in the Staff Report concerning the above)

Recommendation

1. Forward the Mitigated Negative Declaration to the Board of Supervisors with a recommendation for adoption (Attachment E, Environmental Review);

2. Forward the Basis for the Master Plan Amendment and Specific Plan Amendment, and Findings for Site Approval to the Board of Supervisors with a recommendation for adoption (Attachment G, Basis for Master Plan Amendment and Specific Plan Amendment, and Findings for Site Approval); and

3. Forward Site Approval Application No. PA-2000065 with a recommendation to approve the attached Conditions of Approval (Attachment H, Conditions of Approval).

Figure No. 1: Existing Specific Plan I Expansion and Focus Area Map

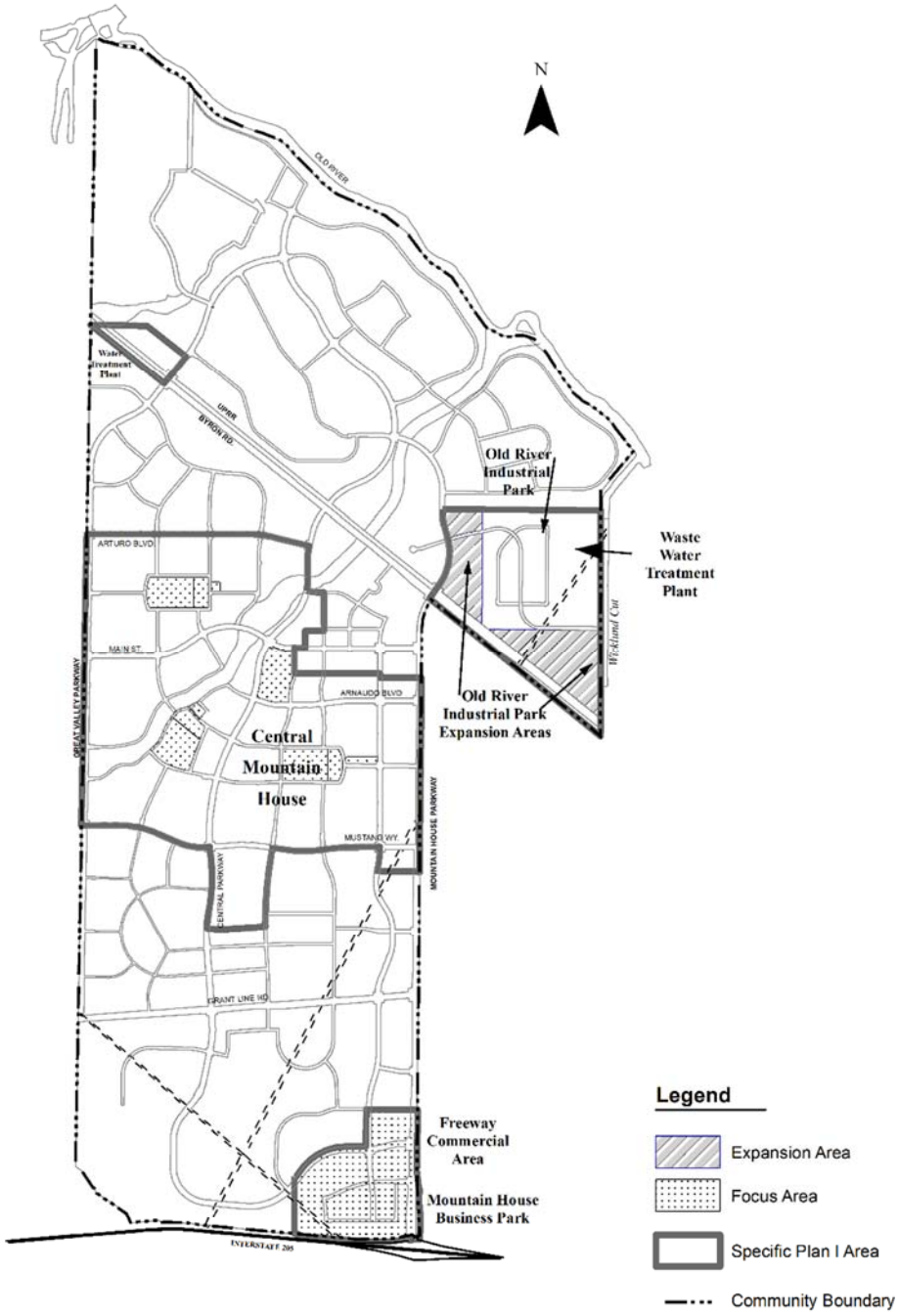


FIGURE 4.1 – SPECIFIC PLAN I EXPANSION AND FOCUS AREA

Figure No. 2: Proposed Specific Plan I Expansion and Focus Area Map

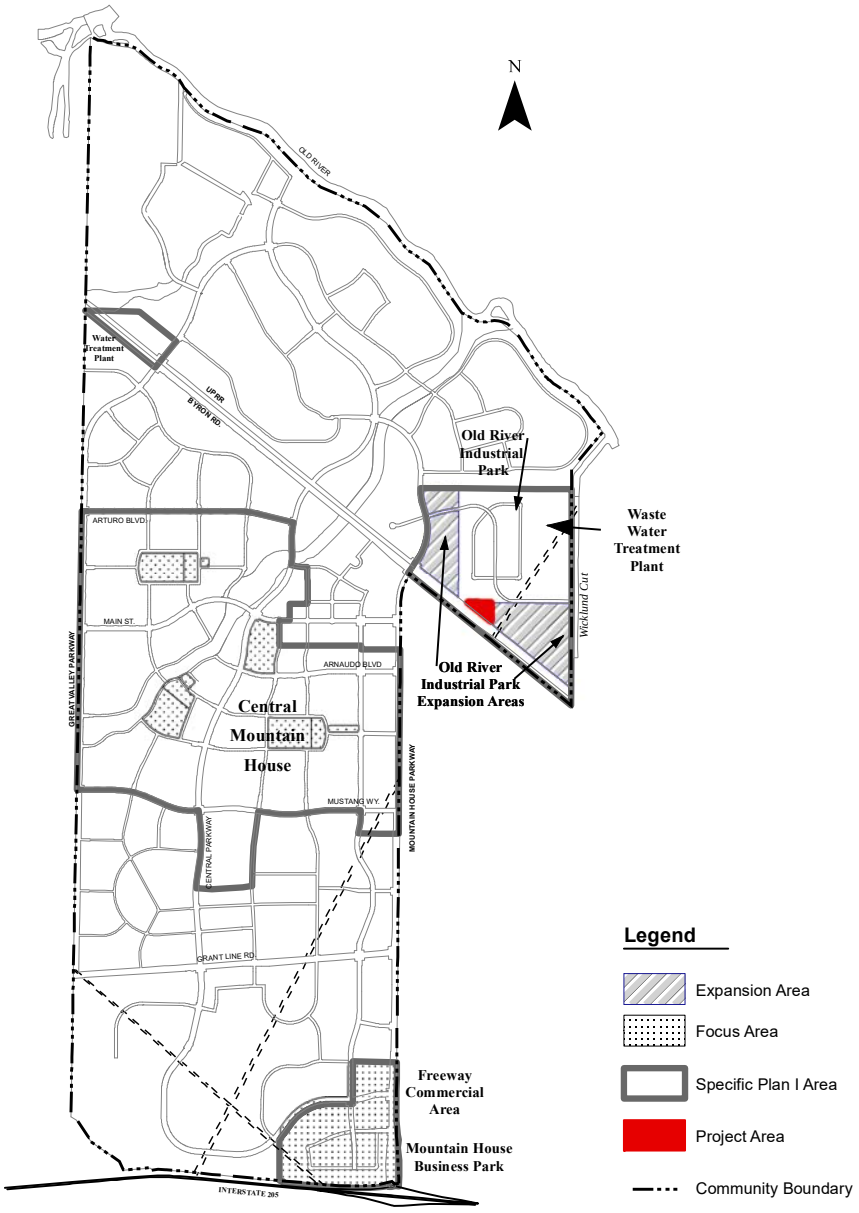


FIGURE 4.1 – SPECIFIC PLAN I EXPANSION AND FOCUS AREA

Figure No. 3: Existing Specific Plan I Concept Plan

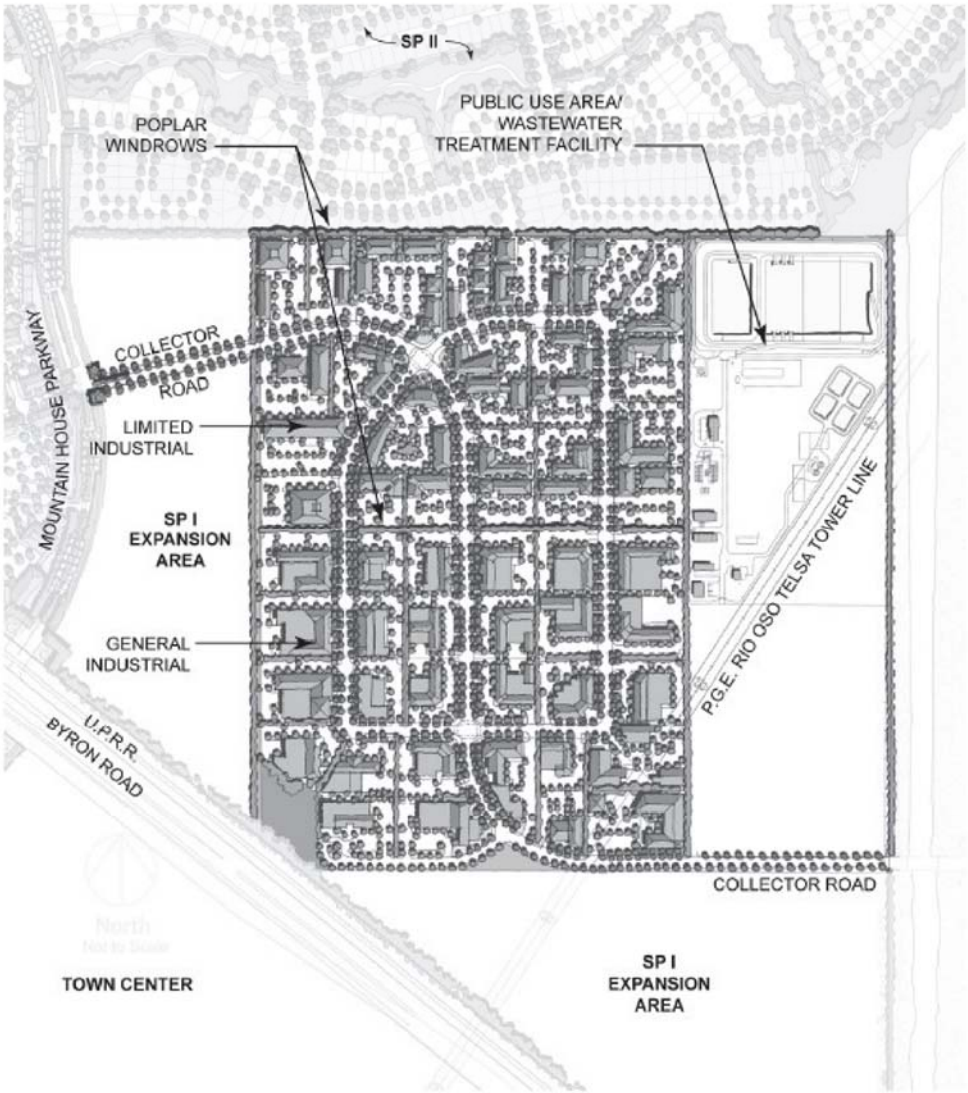


FIGURE 4.13 - OLD RIVER INDUSTRIAL PARK ILLUSTRATIVE CONCEPT PLAN

Figure No. 4: Proposed Specific Plan I Concept Plan

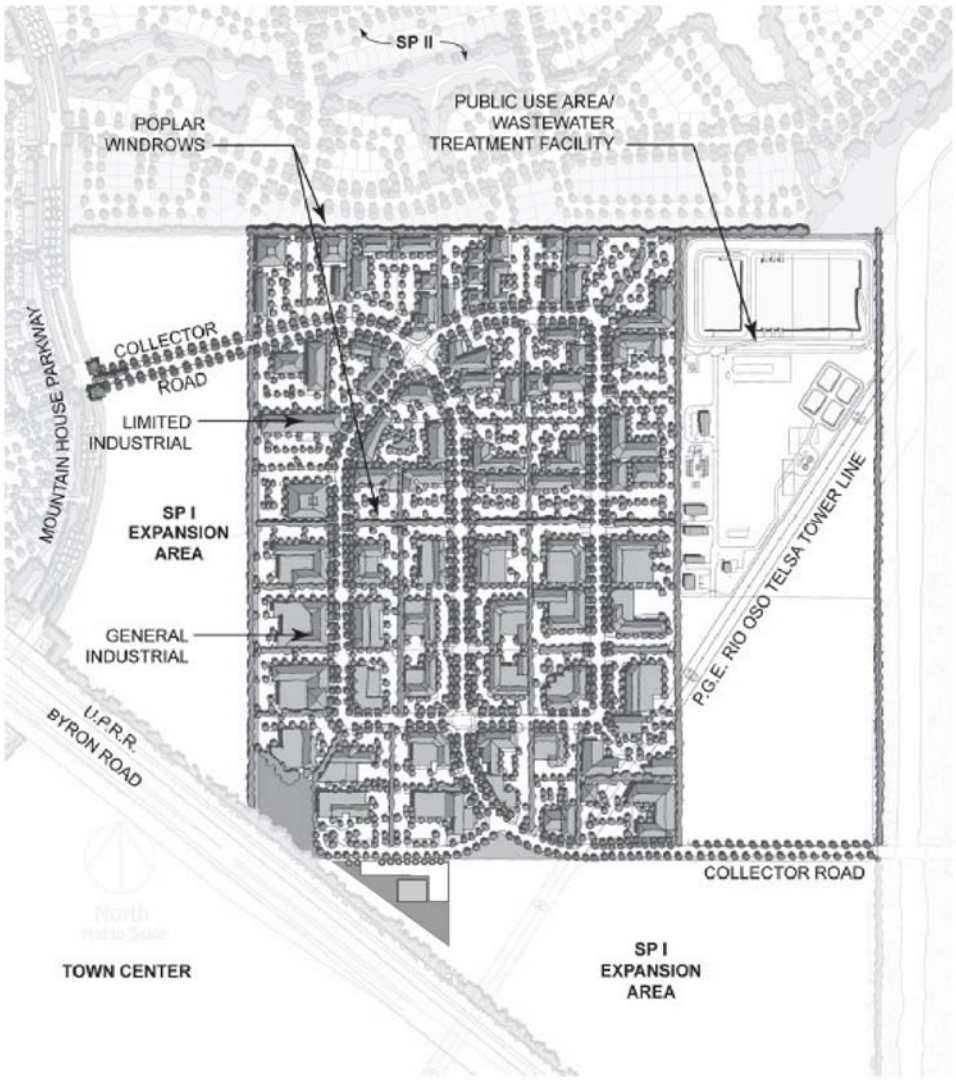


FIGURE 4.13 - OLD RIVER INDUSTRIAL PARK ILLUSTRATIVE CONCEPT PLAN

Figure No. 5: Proposed Site Approval Site Plan

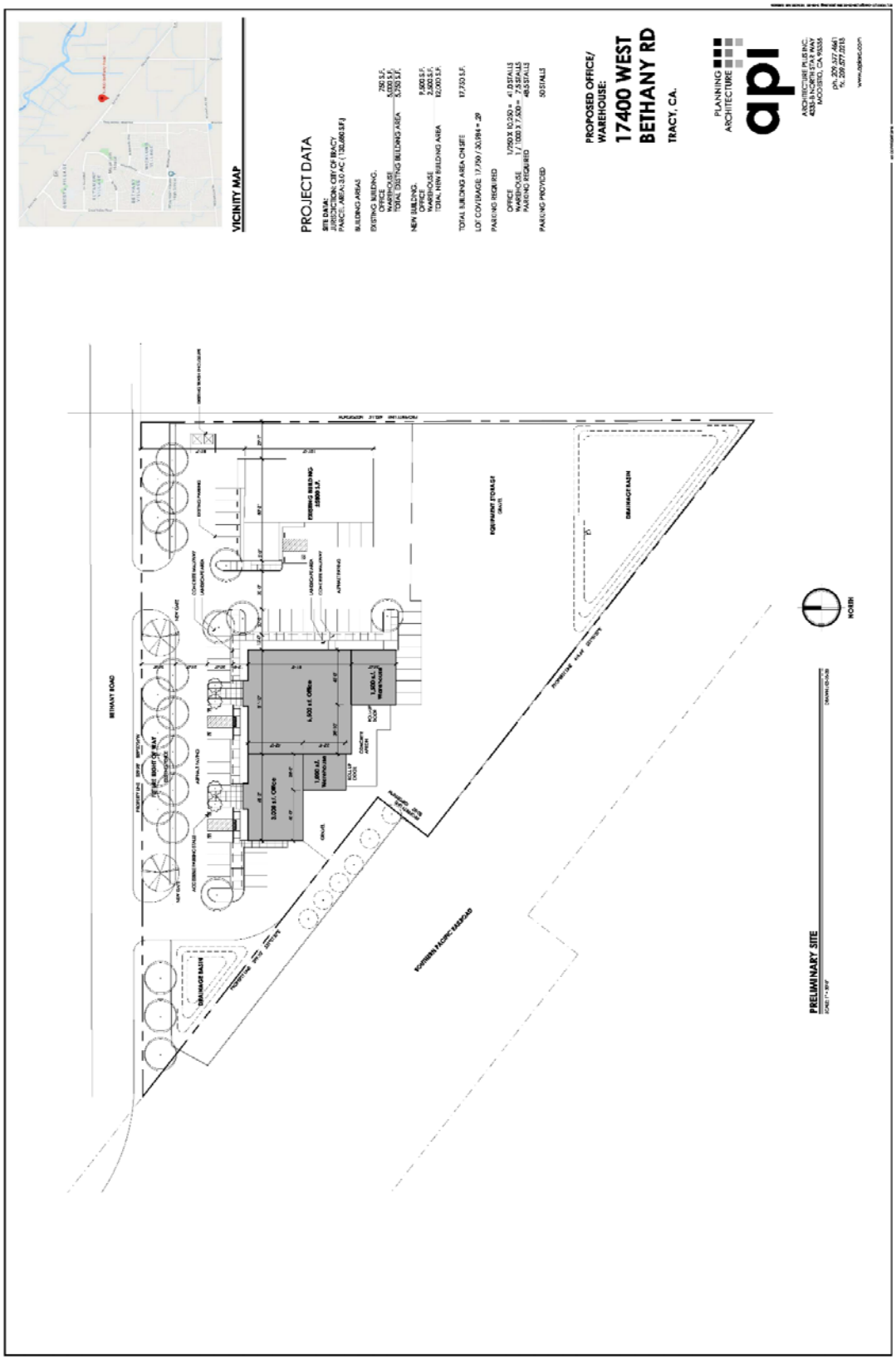


Figure No. 6: Building Elevations

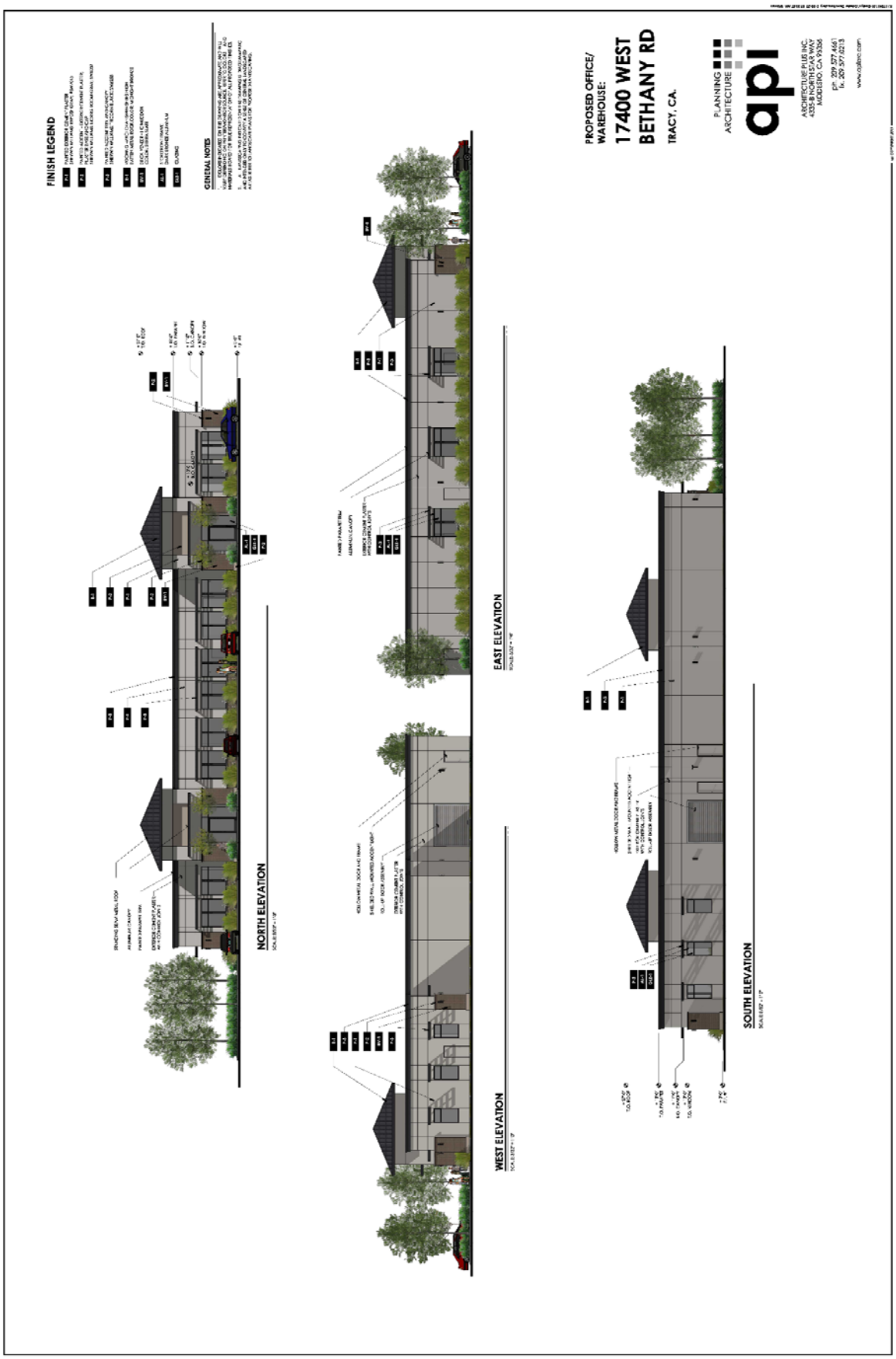
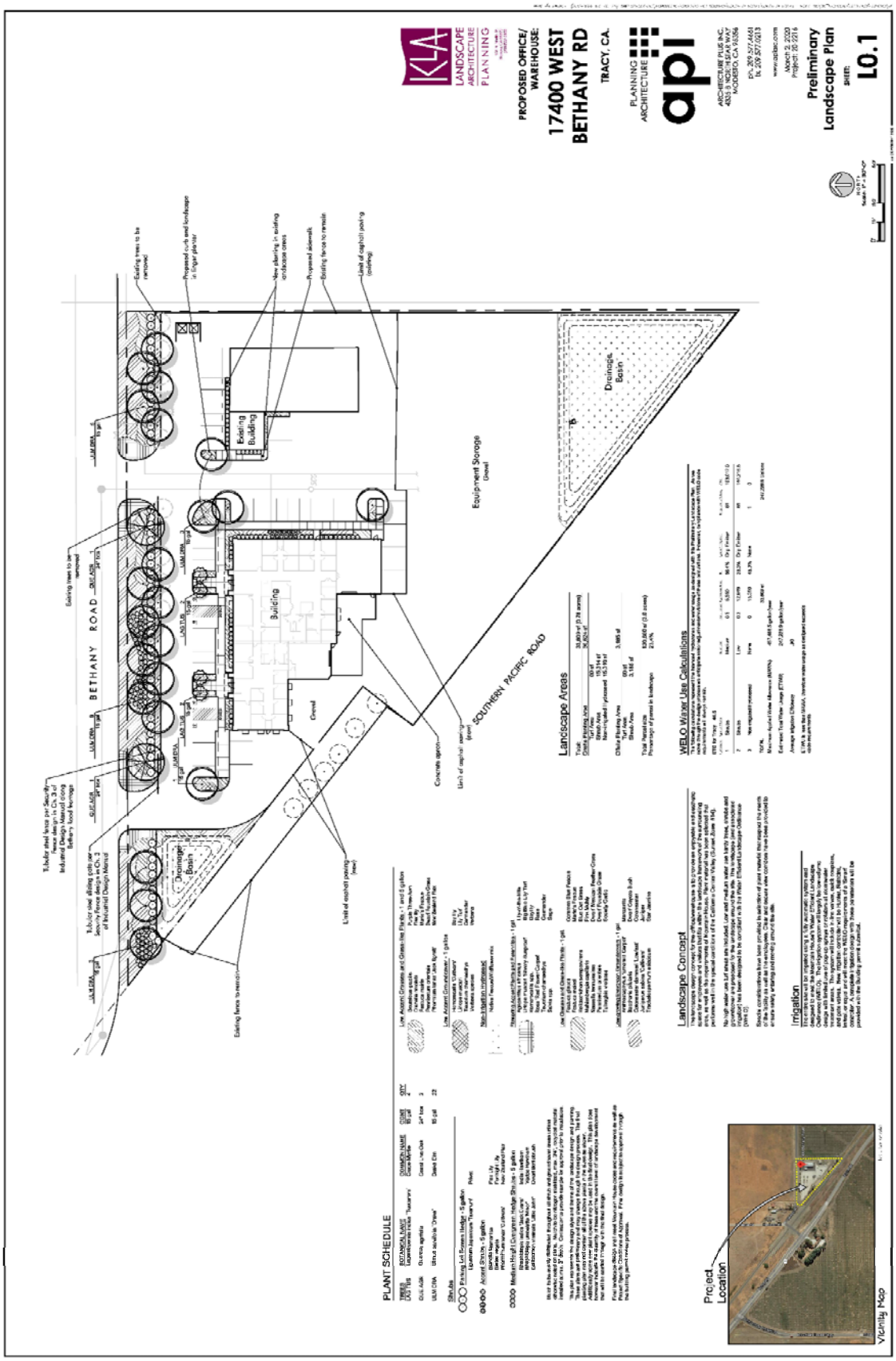


Figure No. 7: Conceptual Landscape Plans



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NOTIFICATION & RESPONSES

(See Attachment D, Response Letters)

Public Hearing Notices

Legal ad for the public hearing published in the Stockton Record: October 5, 2020.
Number of Public Hearing notices: 63
Date of Public Hearing notice mailing: October 2, 2020.

Referrals and Responses

- **Early Consultation Date:** June 9, 2020
- **Project Referral with Environmental Determination Date:** July 31, 2020
- **Mitigated Negative Declaration Posting Date:** July 31, 2020
- **OPR State Clearinghouse #:** 2020070583

Agency Referrals	Response Date - Early Consultation	Response Date - Referral
County Departments		
Ag Commissioner		
Assessor		
Community Development		
Building Division	6/19/20	
Fire Prevention Bureau		
Public Works	7/31/20	
Environmental Health	6/17/20	
General Services		
Sheriff Office		
Surveyor		
SJC Parks & Rec		8/4/20
State Agencies		
A.B.C.		
Department of Transportation		
District 10		
Division of Aeronautics		
C.H.P.		
C.R.W.Q.C.B.		8/31/20
C.V.F.P.B.		
Fish & Wildlife, Division:	8/28/20	
O.E.S.		
Federal Agencies		
F.A.A.		
F.E.M.A.		
Army Corps of Engineers		

Agency Referrals	Response Date - Early Consultation	Response Date - Referral
Local Agencies		
A.L.U.C.		
CalWater		
MHCSD	7/21/20	
Motezuma Fire District		
Mosquito & Vector Control		
S.J.C.O.G.	6/11/20	
San Joaquin Farm Bureau		
SJVAPCD	7/9/20	
SSJID	6/25/20	
Byron Airport		
Lammersville Unified		
Contra Costa County		
Reclamation District #: 773 Fabian Tract		
Miscellaneous		
A.T.&T.		
B.I.A.		
Builders Exchange		
Carpenters Union		
Haley Flying Service		
Kathy Perez		
P.G.&E.	6/23/20	
Precissi Flying Service		
Sierra Club		
UPRR		
Buena Vista Rancheria		
Jerry Gonsalves		9/15/20
David Dacus		9/24/20

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ANALYSIS

Background

The project site is a 3.0 acre parcel located in the Old River Industrial Park Southeast Expansion Focus Area in Specific Plan I of Mountain House. The parcel has a General Plan Designation of I-G (General Industrial), and a zoning of AU-20 (Agriculture Urban Reserve – 20-acre minimum). Surrounding land uses to the north include the Old River Industrial Park which is currently undeveloped, immediately to the east of the Old River Industrial park is the wastewater treatment plant and corporation yards for MHCSD operations. Adjacent land uses to the east, south and west of the project site are agricultural with a few scattered residences.

History

On July 24, 1997, the Community Development Department approved Site Approval application no. SA-97-0032 for a Farm Service Headquarters for the 3.0 acre parcel.

On April 2, 2020, Master Plan Amendment Application No. PA-2000063, Specific Plan Amendment Application No. PA-2000064, and Site Approval Application No. PA-2000065 were submitted. These applications were submitted to amend the Master Plan and Specific Plan I documents to allow for the conversion of the existing Farm Service Headquarters facility to a Construction Services- Heavy Operation and expansion of the Old River Industrial Park (Southeast Expansion Area).

Specific Plan I states, that the expansion areas adjacent to Old River Industrial Park shall be encouraged to develop as soon as practical to facilitate job development. The underlying AU-20 zoning designation for the project site does not allow for the Construction Services-Heavy Operation use type. Therefore, in order for the project site to be developed, a Specific Plan I Amendment to expand the Old River Industrial Park is necessary.

The Master Plan Amendment

Mountain House Master Plan, Chapter 3 has a specific policy regarding the siting of uses for General Industrial parcels in the Mountain House community.

Master Plan Section 3.7 INDUSTRIAL AND OFFICE USE POLICY o) states the following

Existing Language:

o) General Industrial areas shall be provided for building contractors, yard storage, building material suppliers and similar businesses with very low density employment. General Industrial areas shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

To strengthen the existing Master Plan policy language and provide for additional economic development opportunities in the General Industrial areas the project applicant is requesting to amend the existing language contained in Master Plan Section 3.7 Industrial and Office Use Policy (o).

New Language:

o) General Industrial areas shall be provided for ~~building contractors, yard storage, building material suppliers and similar businesses with very low density employment.~~ general and special trade contractors engaged in heavy construction other than buildings. Outdoor yard storage areas of equipment and materials is permitted and shall be screened with fences and walls as provided for in the Mountain House Commercial, Office, and Industrial Design manual. Special control measures are required for uses within the General Industrial areas and shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

Based on the proposed underlying project involving general and specialized trade contractors who engage in a variety of construction projects i.e. highways, tunnels, street construction, water, sewer, and pipeline construction. This update will ensure consistency with the proposed project and existing approved Mountain House documents, future planned land uses, and existing community approvals. This minor text change to the Master Plan General Industrial policy will also support the emerging demands in the heavy construction trade and will modernize the existing language which in turn helps to create strong, vibrant, and economically viable General Industrial projects for the Mountain House community.

No other text changes to the Master Plan document are proposed with this application request.

Specific Plan I Amendment

The Specific Plan Amendment would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan). These changes to the figures will ensure compatibility with the proposed underlying project and consistency with the existing Master Plan land use designation of I-G (General Industrial).

No other map and figure changes to the Specific Plan I document are proposed with this application request.

Site Approval Application

If the Master Plan and Specific Plan I text and figure amendments are approved, the project applicant (Pinnacle Ridge, LLC) would move forward with the Site Approval application and development of the proposed Construction Services – Heavy operation.

The Site Approval application proposes the utilization of an existing 5,800-square-foot building, and includes the construction of a new 12,000-square-foot office and warehouse building. The project also includes a parking area with 50 parking stalls for 35 employees and 5 customers. The project will operate between the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday.

PLEP

Under the Public Land Equity Program (PLEP), each Discretionary Application is required to dedicate its fair share of public lands to the Mountain House community equal to 21.2% of the mapped area. If the parcel has a Public Land Deficit, the Landowner shall correct such Public Land Deficit by:

1) Dedicating Public Land which is not on the subject parcel but which is within the Mountain House Community to the Applicable Public Agency, sufficient in acreage to meet said Public Land Deficit;

2) Transferring fee title ownership of Private Land which is not needed for public facilities or services but which is within the Mountain House Community to MHCSD, sufficient in acreage to meet said Public Land Deficit;

3) Submitting land vouchers to the MHCSD, sufficient in acreage to meet said Public Land Deficit. (Mountain House Development Title, Chapter 9-1245M regarding the Public Land Equity Program, and Chapter 9-110M regarding definitions for "Public Land Deficit", "Applicable Public Agency", "Private Land", and "land voucher".) and/or

4) Using any combination of the actions specified in (c)(1) through (c)(3).

As a condition of approval for the proposed project he project applicant shall meet the PLEP requirement. The actual land dedication for the proposed project is less than that requirement leaving a PLEP deficit of approximately .58 acres. The project applicant must correct this deficit by one of several methods: dedicating additional land, transferring fee title ownership of private land, and/or submitting land vouchers to the MHCSD to meet said Public Land Deficit. The project applicant has stated that it will obtain a PLEP credit voucher from Trimark to satisfy the PLEP requirement.

Specific Plan Reimbursement Fees

Pursuant to Development Title Section 9-1260M the project is subject to the Master Specific Plan Reimbursement Fee and any applicable Specific Plan Reimbursement Fee. The applicable reimbursement fee or fees shall be payable as a condition of, and upon the issuance of, any Development Permit, or any zoning or rezoning, affecting real property within the area covered by the Mountain House Master Specific Plan.

Revenues generated from the Master Specific Plan Reimbursement Fee shall be used to reimburse the Master Developer (Trimark) for the costs incurred by the Master Developer in the preparation and adoption of the Mountain House Master Specific Plan and Supporting Documents.

As a condition of approval for the proposed project the project applicant shall pay the applicable Reimbursement Fees. The calculated fees for Master Specific Plan Reimbursement Fee and Specific Plan Reimbursement Fee is $9,489.33. The fee will be placed in an interest bearing account managed by the Community Development Department and shall be collected prior to the Board of Supervisor hearing. The fee will be released to Trimark upon the effective date of approval of the zoning or rezoning of the project site by the Board of Supervisors.

California Department of Fish and Wildlife

The Community Development Department received a letter from the California Department of Fish and Wildlife (DFW) dated August 28, 2020 stating potential for the project to have a significant impact on biological resources. The San Joaquin Council of Governments (SJCOG) has reviewed the underlying project and determined that participation in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) satisfies the concerns raised by the DFW, and ensures that the impacts to biological resources are mitigated below a level of significance. The SJMSCP mitigation fee was paid on April 27, 1998 for a previous project SA-97-0032 for the development of the existing Farm Service Headquarters. Therefore, there will be a less than significant effect on biological resources.

Consistency with Adopted Plans

The proposed amendments to the Master Plan and Specific Plan I document, were reviewed for consistency with the General Plan, Mountain House Master Plan, other Specific Plans, and the Mountain House Public Financing Plan. The proposed Construction Services - Heavy land use project and proposed Site Approval application were found to be consistent with these plans because:

- It is supportive of Master Plan policies and Specific Plan provisions regarding the development and location of Industrial, Commercial and Retail projects;
- It does not affect existing planned Industrial and Commercial employment for the Mountain House Community;
- No significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the community;
- It conforms to the applicable provisions of the Mountain House Commercial, Office, and Industrial Design Manual as amended, including provisions concerning standards for site planning and landscape design, and architectural styles,
- It does not increase the demand for public services; and
- No amendments to the Jobs/Housing Program or Affordable Housing program are being proposed.

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RECOMMENDATION

It is recommended that the Planning Commission:

1. **Forward the Mitigated Negative Declaration to the Board of Supervisors for adoption;**

2. **Forward Master Plan Amendment Application No. PA-2000063 to the Board of Supervisors with a recommendation to approve with the Bases for Master Plan Amendment contained in the staff report;**

3. **Forward Specific Plan I Amendment Application No. PA-2000064 to the Board of Supervisors with a recommendation to approve with the Bases for Specific Plan Amendment contained in the staff report;**

4. **Forward Site Approval Application No. PA-2000065 to the Board of Supervisors with a recommendation to approve, with the findings and conditions of approval contained in the staff report.**

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Attachment A
Site Plan

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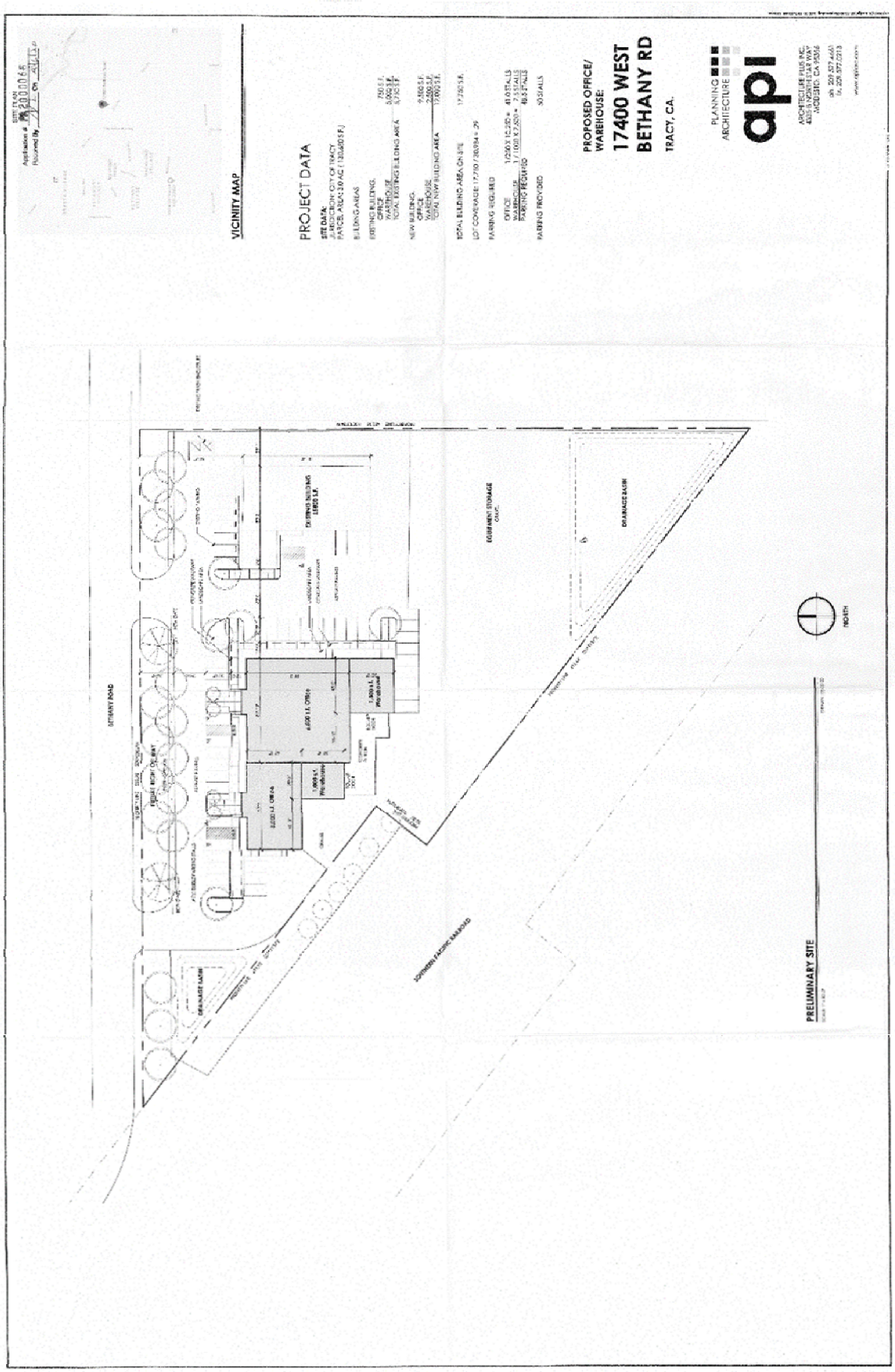
VICINITY MAP
PROJECT DATA
PROPOSED OFFICE/ WAREHOUSE:
17400 WEST BETHANY RD
TRACY, CA.
PLANNING
ARCHITECTURE
api
PRELIMINARY SITE
NORTH
BETHANY ROAD
SOUTHERN PACIFIC RAILROAD
DRAINAGE BASIN
EQUIPMENT STORAGE

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Attachment B
Master Plan Text Amendment

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MASTER PLAN TEXT AMENDMENT

EXISTING

Section 3.7 (o) - Industrial and Office Use Polices:

o) General Industrial areas shall be provided for building contractors, yard storage, building material suppliers and similar businesses with very low density employment. General Industrial areas shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

PROPOSED

Section 3.7 (o) - Industrial and Office Use Polices:

o) General Industrial areas shall be provided for ~~building contractors, yard storage, building material suppliers and similar businesses with very low density employment.~~ general and special trade contractors engaged in heavy construction other than buildings. Outdoor yard storage areas of equipment and materials is permitted and shall be screened with fences and walls as provided for in the Mountain House Commercial, Office, and Industrial Design manual. Special control measures are required for uses within the General Industrial areas and shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

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Attachment C
Specific Plan I Figure Amendments

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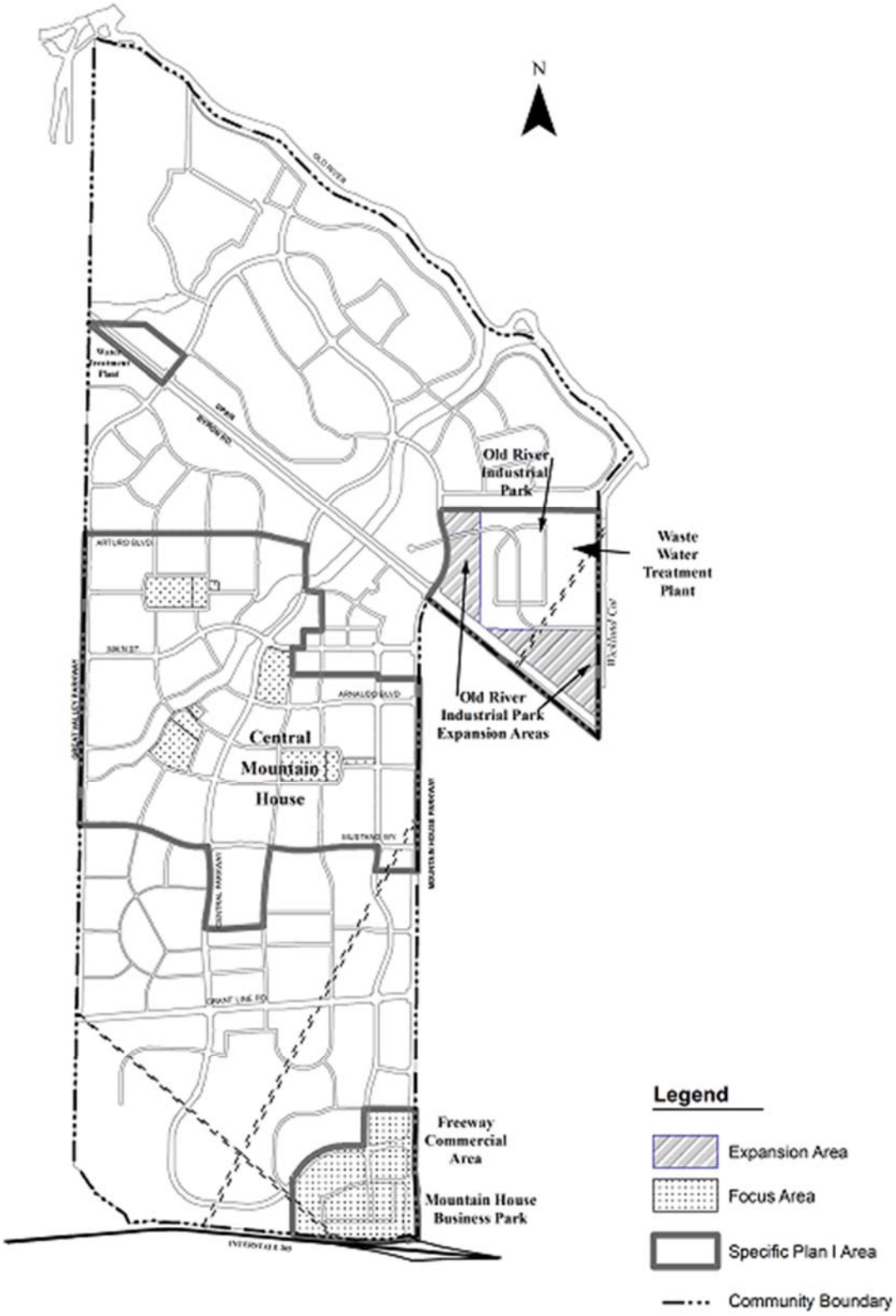

FIGURE 4.1 – SPECIFIC PLAN I EXPANSION AND FOCUS AREA

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PROPOSED

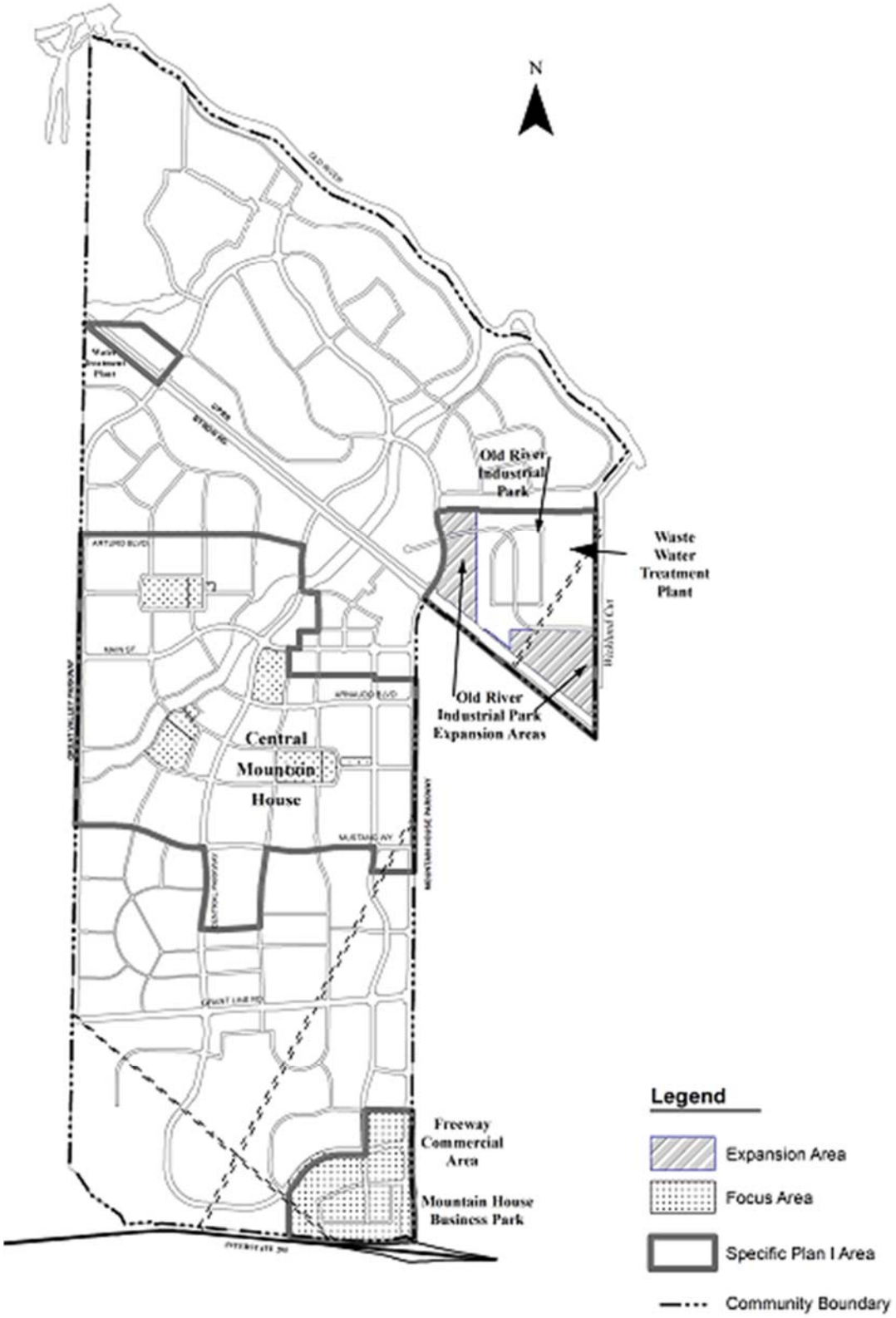

FIGURE 4.1 – SPECIFIC PLAN I EXPANSION AND FOCUS AREA

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EXISTING

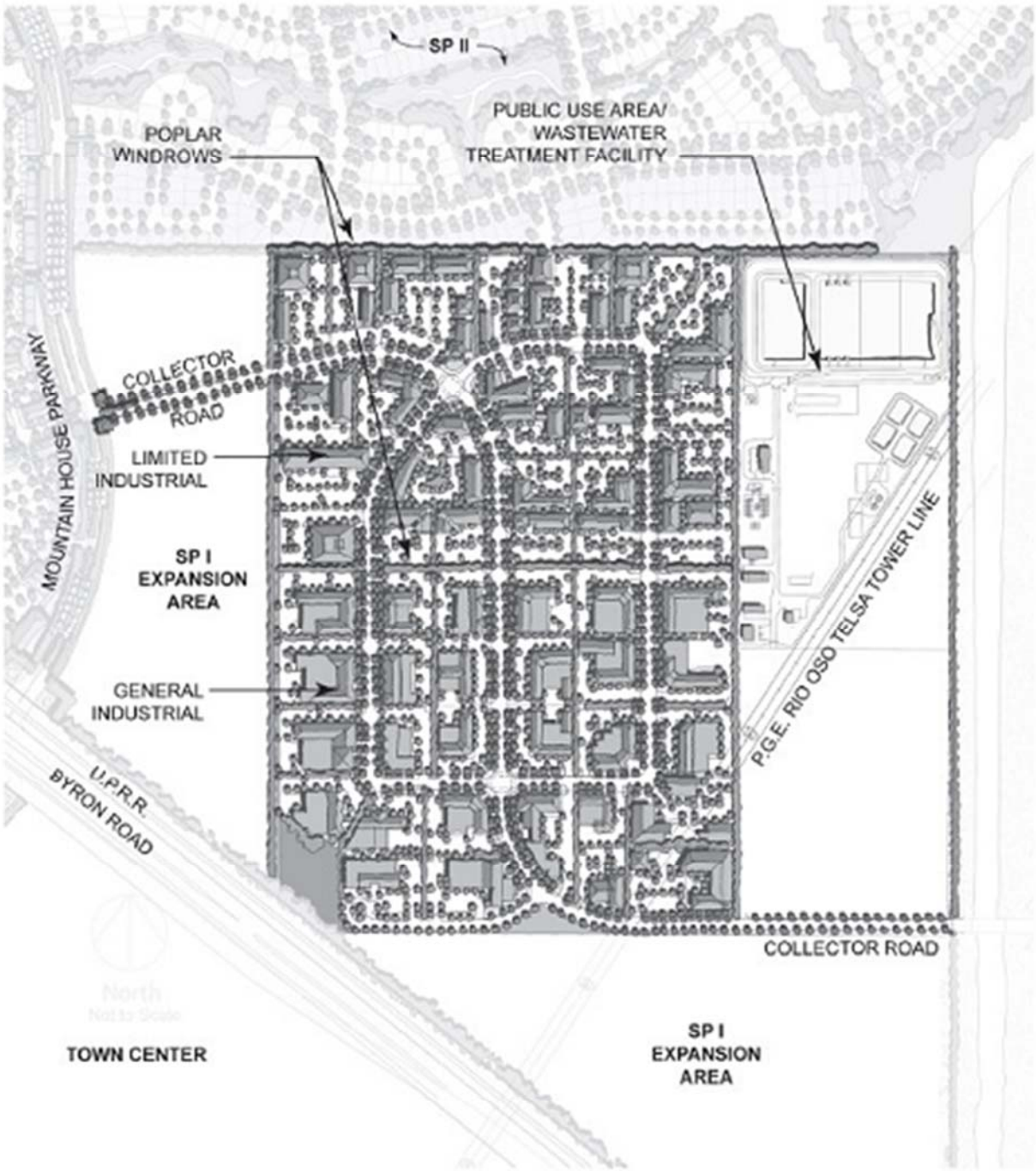

FIGURE 4.13 - OLD RIVER INDUSTRIAL PARK ILLUSTRATIVE CONCEPT PLAN

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PROPOSED

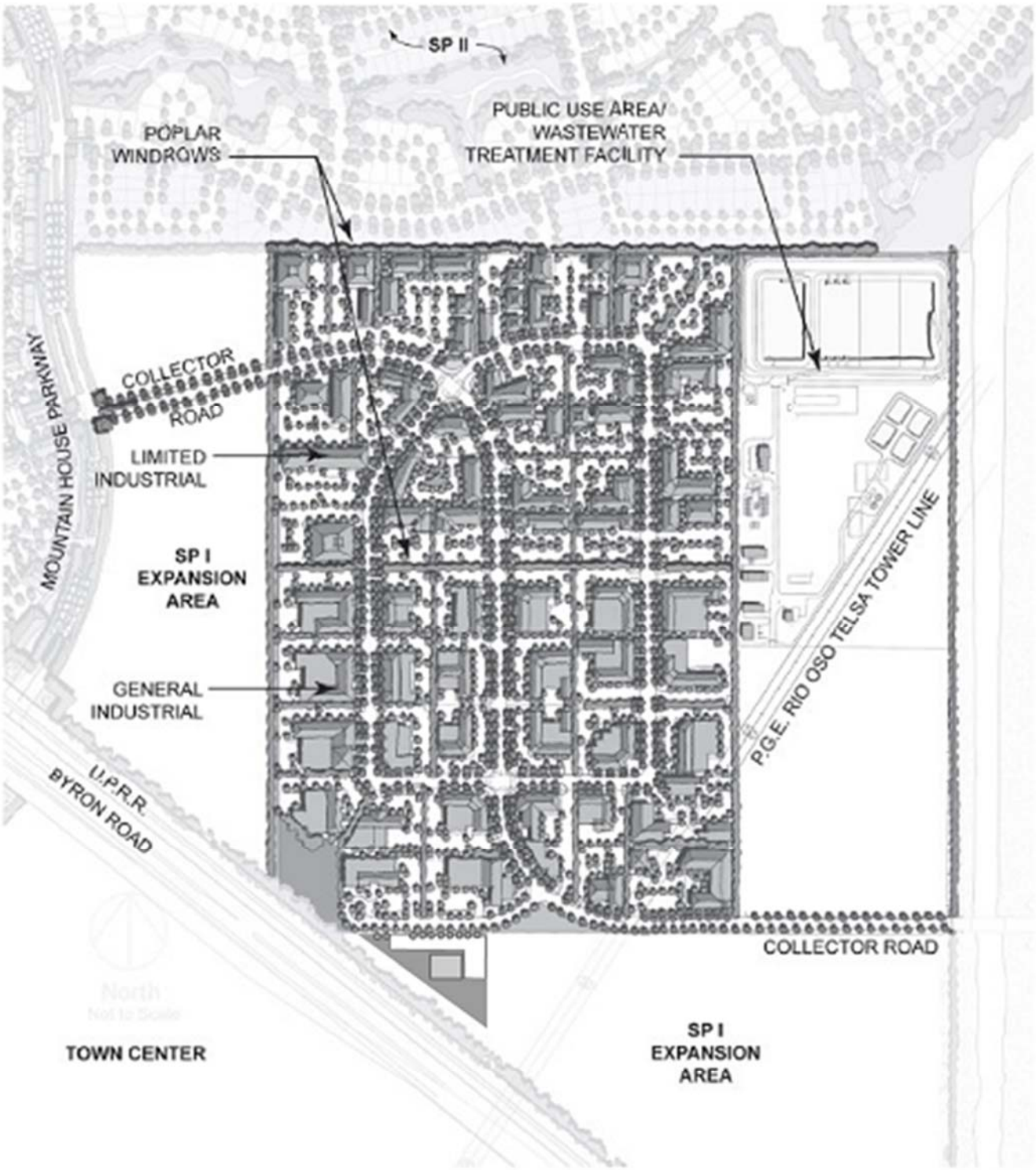

FIGURE 4.13 - OLD RIVER INDUSTRIAL PARK ILLUSTRATIVE CONCEPT PLAN

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Attachment D
Response Letters

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Community Development Department

Planning · Building · Neighborhood Preservation

DATE: June 19, 2020
PA-2000065 (SA)
Property owner: Rankins AG, Inc.
Applicant: Pinnacle Ridge, LLC
APN / Address: 209-150-29, 17400 West Bethany Road, Tracy
Planner: Frank Girardi
Building Conditions By: Mark Fine Deputy Director (Building Official) (209) 468-3180

BUILDING CODE REQUIREMENTS: The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1. A building permit for each separate structure or building is required. Submit plans, Specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with The 2019 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.

3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

4. A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.

5. For each proposed new building, provide the following information on the plans:

    a. Description of proposed use
    b. Existing and proposed occupancy Groups
    c. Type of construction
    d. Sprinklers (Yes or No
    e. Number of stories
    f. Building height
    g. Allowable floor area
    h. Proposed floor area
    i. Occupant load based on the CBC
    j. Occupant load based on the CPC

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Modifications to existing buildings are required to include upgrades related to disability access pursuant to the California Existing Building Code. Plans showing these upgrades must be prepared by a registered engineer or licensed architect and shall be submitted for

6. Accessible routes shall be provided per CBC § 11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. §11B- 206.2.1

7. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2

8. At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4

9. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

10. Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.

11. Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more than 500 feet from where employees are regularly employed and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.

12. This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7

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Department of Public Works

Fritz Buchman, Interim Director of Public Works
Alex Chetley, *Interim Deputy Director/Development*
Jim Stone, *Deputy Director/Operations*
Najee Zarif, *Interim Deputy Director/Engineering*
Kristi Rhea, *Public Works Business Administrator*

July 31, 2020

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Frank Girardi

FROM: Jayna Rutz, Interim Engineering Services Manager JR
Development Services Division

SUBJECT: PA-2000063, -64 and -65; This project consists of three (3) applications a Master Plan Amendment, a Specific Plan I Amendment and a Site Approval in the Specific Plan I planning area of Mountain House. The Master Plan Amendment, PA-2000063, consists of a revision to Section 3.7 (o) – Industrial and Office Use Policies of the Master Plan. The Specific Plan Amendment, PA-2000064, would revise Figure 4.1 and Figure 4.13. The underlying project is for a Site Approval Application, PA-2000065, to convert an existing Farm Service Headquarters facility to a Construction Services – Heavy Operation. The project proposed the utilization of an existing 5,800 square foot building. The project also includes the construction of a 12,000 square foot office and warehouse building; located on the northwest corner of Central Parkway and Mustang Way, Mountain House. (Supervisorial District 5)

PROPERTY OWNER: Rankins AG, Inc. APPLICANT: Pinnacle Ridge, LLC.

ADDRESS: 17400 W. Bethany Road, Tracy APN: 209-150-29

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

Bethany Road has an existing right-of-way of 40 feet and a planned right-of-way of 50 feet.

RECOMMENDATIONS:

1) The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)

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2) The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

3) A copy of the Final Site Plan shall be submitted prior to release of building permit.

JR:CH

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Environmental Health Department

Wayne Fox, REHS, Interim Director

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS
Melissa Nissim, REHS

June 17, 2020

To: San Joaquin County Community Development Department
Attention: Frank Girardi

From: Naseem Ahmed; (209) 468-3436
Registered Environmental Health Specialist

RE: **PA-2000065 (SA), Early Consultation, SU0013447**
17400 W. Bethany Rd, Tracy

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

1. Open, pump, and backfill the septic tank permit number (SR0016102) under permit and inspection by the Environmental Health Department (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

2. Destroy the existing well permit number (SR0015917) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).

3. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

4. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases). The applicant may contact the Program Coordinator of the CUPA program, Muniappa Naidu (209) 468-3439, with any questions.

   a. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health &Safety Code (HSC) Sections 25404 & 25180 et sec.)

   b. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)

   c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with

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some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)

d. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)

- **i.** If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.
- **ii.** Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)

- **i. Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**

f. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)

- **i. Risk Management Plan requirement for covered processes**

SAN JOAQUIN
COUNTY
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Environmental Health Department

Wayne Fox, REHS, Interim Director

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS
Melissa Nissim, REHS

June 17, 2020

To: San Joaquin County Community Development Department
Attention: Frank Girardi

From: Naseem Ahmed; (209) 468-3436
Registered Environmental Health Specialist

RE: **PA-2000063 (MP), Early Consultation, SU0013445**
17400 W. Bethany Rd, Tracy

The Environmental Health Department has no comment, these parcels will be served by public services.

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Girardi, Frank [CDD]

From: Vasbinder, Judy [GSD]
Sent: Tuesday, August 4, 2020 8:27 AM
To: Girardi, Frank [CDD]
Subject: Application Pa-2000003 (UP), PA-2000090 (MS) and PA-2000063,64,&65

Good Morning Frank,
Application Numbers PA-2000003 (UP), PA-2000090 (MS, will not require a fee in lieu from the Parks Division because the property is zoned Public Facilities P-F.
Application Number PA-200063 (MP), PA-200064 (SP) and PA-2000065 (SA) does not require a fee in lieu from the Park Division because the property is zones Agriculture-Urban.
Thank you,

Judy Vasbinder

Parks Administrator-Parks & Recreation
San Joaquin County
11793 N Micke Grove Rd.
Lodi, Ca 95240
P: 209-331-2020
C:209-329-1551
jvasbinder@sjgov.org

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1

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GAVIN NEWSOM
GOVERNOR

JARED BLUMENFELD
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

31 August 2020

Frank Girardi
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, MASTER PLAN AMENDMENT NO. PA-2000063, SPECIFIC PLAN AMENDMENT NO. PA-2000064, & SITE APPROVAL NO. PA-2000065 PROJECT, SCH#2020070583, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 31 July 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the Master Plan Amendment No. PA-2000063, Specific Plan Amendment No. PA-2000064, & Site Approval No. PA-2000065 Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations
All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit
Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the

State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Industrial Storm Water General Permit
Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Waste Discharge Requirements – Discharges to Waters of the State
If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit
If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit
If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.

Nicholas White
Water Resource Control Engineer

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

August 28, 2020

Mr. Frank Girardi
San Joaquin County
Community Development Department
1810 E Hazelton Avenue
Stockton, CA 95205
FGirardi@sjgov.org

Dear Mr. Girardi:

Subject: Master Plan Amendment No. PA-2000063, Specific Plan Amendment No. PA-2000064, and Site Approval No. PA-2000065, Mitigated Negative Declaration, SCH No. 2020070583, San Joaquin County

The California Department of Fish and Wildlife (CDFW) received a Notice of Intent to Adopt a Mitigated Negative Declaration (MND) from San Joaquin County Community Development Department for the Master Plan Amendment No. PA-2000063, Specific Plan Amendment No. PA-2000064, and Site Approval No. PA-2000065 Project (Project) pursuant the California Environmental Quality Act (CEQA) and CEQA Guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish and wildlife. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may be required to carry out or approve through the exercise of its own regulatory authority under the Fish and Game Code.

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the state. [Fish and Game Code, §§ 711.7, subd. (a) and 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a)]. CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. (*Id.*, § 1802). Similarly, for purposes of CEQA, CDFW is charged by law to provide, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

[1] CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

Conserving California's Wildlife Since 1870

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a California Endangered Species Act (CESA) Incidental Take Permit (ITP) must be obtained if the Project has the potential to result in "take" of plants or animals listed under CESA, either during construction or over the life of the Project (Fish and Game Code, § 2080 et seq.). Issuance of a CESA ITP is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project will impact CESA listed species, early consultation is encouraged, as potential significant modification to the Project and mitigation measures may be required in order to obtain a CESA ITP.

CEQA requires a Mandatory Finding of Significance if the Project is likely to substantially restrict the range or reduce the population of a threatened or endangered species. (Pub. Resources Code, §§ 21001, subd. (c), 21083; CEQA Guidelines, §§ 15380, 15064, and 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code section 2080.

PROJECT DESCRIPTION SUMMARY

Proponent: Rankins AG, Inc.

Objective: A revision of a Master Plan Amendment and a Specific Plan I Amendment and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area) for an underlying Project consisting of Site Approval Application PA-000065 (SA). The underlying Project objective is to convert an existing Farm Service Headquarters facility to a Construction Services – Heavy Operation. The Project proposes the utilization of an existing 5,800-square-foot building. The Project also includes the construction of a 12,000-square-foot office and warehouse building and will include 50 parking stalls for 35 employees and five (5) customers per shift.

Location: The Project is located at the Mountain House Old River Industrial Park expansion area located on the north side of W. Bethany Road, 650 feet east of S. Henderson Road, Mountain House. The time frame for the Project is unknown.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations below to assist San Joaquin County Community Development Department in adequately identifying and/or mitigating the Project's significant, or potentially significant, direct, and indirect impacts on fish and

wildlife (biological) resources. Editorial comments or other suggestions may also be included to improve the document. Based on the potential for the Project to have a significant impact on biological resources, CDFW concludes that an MND is appropriate for the Project.

Comment 1: Revisions needed to mitigate impacts from Project phasing to less-than-significant.

The MND does not include a description of timeframe or period during which construction will occur. Phasing and the additional impacts from phasing are not discussed, analyzed, or mitigated for in the MND. Project activities may have additional significant biological impacts due to Project phasing over time. Projects that include multiple phases with different sections built out at different time periods may include whole-site or mass grading with separate sections developed at later dates. Delays in full buildout of a Project after initial mass grading or over long periods of time negates the sufficiency of one-time-only pre-construction surveys and their validity becomes questionable over the lifetime of the Project. For example, if an area is left dormant for a season or two post-grading, grassland and scrub habitats or ground squirrel colonies can be quickly established. These elements then provide nesting habitat for nesting birds and other wildlife. There is also the potential for habitat elements to develop and wildlife to occupy dormant lots where foundational infrastructure is in place.

To correct this, CDFW recommends the MND include a description of the Project's phasing and estimated timeframes from start of construction to complete buildout and require re-surveys for biological sources. If the Project's timeframe from start of construction to complete buildout includes breaks in construction longer than 15 days or periods of inactivity that could allow establishment of habitat elements such as ground squirrel burrows and vegetation, then impacts to wildlife that may use these habitat elements should be addressed in the MND. CDFW recommends including in the MND a mitigation measure that includes the following elements: 1) a qualified biologist shall conduct a habitat assessment to determine potential wildlife and habitat elements present that may be utilizing the vacant sections and/or parcels prior to Project-related activities taking place when there is a break in these activities greater than 15-days; 2) if unbuilt or fallow sections and/or parcels are being utilized by wildlife, avoidance and minimization measures shall be specified to prevent impacts and mortality, 3) if impacts and "take" are not fully avoidable, additional compensatory mitigation shall be discussed and agreed upon with CDFW's approval prior to the re-initiation of construction activities, and 4) if there is a break in these activities greater than 15 days, compliance checks by a qualified biologist are required to ensure habitat assessments, preconstruction surveys, and other biological mitigation measures in the MND are being implemented.

Comment 2: Revisions needed to mitigate to a level of less-than-significant in the event the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP or Plan) does not approve coverage.

The statement presented in the Impact Discussion in Section IV. Biological Resources of the MND states that the applicant is subject to and may participate in the SJMSCP and if the applicant chooses not to participate, then the applicant will be required to participate in a similar mechanism that provides the same level of mitigation. This information is not stated in an enforceable mitigation measure within the section. The MND also does not propose or identify specific, sufficient, and enforceable mitigation in the event the SJMSCP does not approve coverage or the proponent chooses to not participate based on this lack of an enforceable measure. Because participation in the Plan is voluntary, the MND must include 1) an evaluation and discussion of potential direct and indirect impacts of the Project to biological resources including fish, wildlife, and their habitats, 2) avoidance and minimization mitigation measures to decrease those impacts, and 3) specific and sufficient compensatory mitigation in the event the avoidance and minimization measures do not mitigate to less-than-significant or in the event SJMSCP does not approve coverage of the Project in whole or part to mitigate to less-than-significant.

To correct this, please update the MND to include an impacts analysis that provides an evaluation and discussion of potential quantified impacts of the Project to biological resources including fish, wildlife, and their habitats. Based on this impact analysis, please update the section to include mitigation measures that will ensure Project impacts are less-than-significant in the event SJMSCP does not approve of coverage of the Project in whole or part, or in the event the Proponent opts-out of participation in the SJMSCP.

If the impacts analysis indicates there will be direct or indirect take of CESA-listed species, and the Project cannot fully avoid take of CESA-listed species and SJMSCP does not offer take coverage, then CDFW recommends the ISMND include language defining the Project's obligation to obtain take coverage through an ITP issued by CDFW.

Comment 3: Section IV Biological Resources does not define floristic survey protocol and reporting requirements.

Section IV of the MND does not include defined survey protocols for floristic surveys or require a qualified botanist to conduct the surveys to determine if rare, threatened, or endangered plants exist on the Project site which may require avoidance, minimization of impacts, or mitigation of impacts.

To correct this, CDFW recommends Section IV Biological Resources be revised to include measures that adhere to CDFW's *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities* (2009), including the reporting requirements contained in those protocols, and to indicate a qualified botanist shall conduct the surveys according to the protocols.

Comment 4: Take authorization for CESA-listed plants

If CESA-listed plant species are identified during surveys and full avoidance of impacts is not feasible, then the Project may receive take authorization through CDFW issuance of an ITP.

Comment 5: Revisions needed to mitigate impacts to special-status plants to less-than-significant.

The MND does not define avoidance measures in the event they or other special-status plants are discovered or reduce impacts to a level of less-than-significant by identifying compensatory mitigation in the event impacts to special-status plants cannot be fully avoided.

To correct this, CDFW recommends Section IV, Biological Resources be revised to include a statement of how impacts to special-status plants will be avoided in the event they are discovered in the Project area. If significant impacts to special-status plants are not fully avoidable, CDFW recommends the MND be revised to include a statement defining compensatory mitigation in the event that impacts to special-status plants are not fully avoidable. CDFW recommends the MND include a requirement for compensatory mitigation for impacts to special-status plant species and their habitats at a minimum of a 3:1 mitigation ratio (conserved habitat to impacted habitat) for all permanent impacts and those related to grading or compaction where the soils may take years to recover to baseline conditions.

Comment 6: Revisions needed to mitigate impacts to burrowing owls to a level of less-than-significant.

The MND does not mitigate potential impacts to burrowing owls (*Athene cunicularia*) to less-than-significant because the MND lacks an evaluation of impacts to burrowing owls and does not include mitigation measures requiring 1) pre-construction surveys conducted according to CDFW'S *Staff Report on Burrowing Owl Mitigation* (2012), 2) avoidance measures determined by CDFW if and when burrowing owls are discovered at the Project site, and 3) a measure requiring participation in SJMSCP. The MND does not define avoidance measures in the event burrowing owls are discovered or reduce impacts from permanent loss of burrowing owl nesting or foraging habitats to a level of less-than-significant as it does not offset those impacts with a compensatory mitigation requirement.

To correct this, CDFW recommends the MND be revised and recirculated to include an impacts analysis that provides an evaluation and discussion of potential impacts of the Project to burrowing owls and their habitats. If impacts are identified, CDFW recommends the MND be revised to include adherence to the mitigation strategies and survey guidelines defined in the CDFW 2012 *Staff Report on Burrowing Owl Mitigation* (https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843&inline) or require participation in the SJMSCP. If the MND does not include a measure that requires participation in the Plan, CDFW recommends the MND be updated to include a measure requiring compensatory mitigation for impacts to burrowing owl breeding, foraging, and wintering habitat at a minimum of a 3:1 mitigation ratio (conserved habitat to impacted habitat) for permanent impacts and a 1:1 ratio for temporary impacts.

Mitigation lands for owls should have presence of ground squirrel and their burrows, well-drained soils, abundant and available prey within close proximity to burrows, as well as foraging habitat. The mitigation areas for burrowing owls should be currently occupied by owls and approved by CDFW prior to the start of Project-related activities.

Comment 7: Revisions needed to mitigate impacts to Swainson's hawks to a level of less-than-significant.

The MND does not mitigate potential impacts to Swainson's hawk (*Buteo swainsoni*) to less-than-significant because the MND lacks an evaluation of impacts to Swainson's hawks and does not include mitigation measures requiring 1) pre-construction surveys conducted according to CDFW'S *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (2000), 2) avoidance measures determined by CDFW if and when Swainson's hawks are discovered at or within a half-mile of the Project site, and 3) a measure requiring participation in SJMSCP. The MND does not define avoidance measures in the event Swainson's hawks are discovered or reduce impacts from permanent loss of foraging habitats or indirect impacts to nesting hawks from increased construction activity to a level of less-than-significant as it does not offset those impacts with a compensatory mitigation requirement. Swainson's hawks are designated as a State of California Threatened Species and impacts to the species and its habitat is prohibited without meeting certain conditions. The loss and conversion of native grasslands and agricultural lands to urbanization and orchard and vineyard agriculture is the primary threat to Swainson's hawk populations throughout California, and about 80 percent of the Central Valley population of Swainson's hawks is located with the Sacramento, San Joaquin, and Yolo counties region. The Project's potential impacts to this historically denser population is a significant impact that warrants mitigation to less-than-significant through the MND.

To correct this, CDFW recommends the MND be revised and recirculated to include an impacts analysis that provides an evaluation and discussion of potential impacts of the Project to Swainson's hawks and their habitats according to CDFW's *Staff Report*

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Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California (1994). If impacts are identified, CDFW recommends the MND be revised to include adherence to the mitigation strategies defined in the *Staff Report* in addition to adherence to *CDFW's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000)* survey protocol, or require participation in the SJMSCP. If the MND does not include a measure that requires participation in the Plan, CDFW recommends the MND be updated to include a measure requiring compensatory mitigation for impacts to Swainson's hawk nesting and foraging habitat at a minimum of a 3:1 mitigation ratio (conserved habitat to impacted habitat) for permanent impacts and a 1:1 ratio for temporary impacts, as well as language defining the Project's obligation to obtain take coverage through an ITP issued by CDFW.

In the event SJMSCP does not cover the Project or the proponent elects to not participate in the Plan, CDFW recommends the following specific and enforceable measures for Swainson's hawk be incorporated into a revised and recirculated MND to minimize and avoid impacts:

"Pre-Construction Surveys for Swainson's Hawk: If work is to be conducted during the nesting season, focused surveys for active Swainson's hawk nests shall be conducted by a qualified biologist in a manner consistent with the Recommended Timing and Methodology of Swainson's Hawk Nesting Surveys in California's Central Valley. At least two surveys shall be completed within two survey periods immediately prior to a Project's initiation. If a lapse in Project-related work of 15 days or longer occurs, another focused survey shall be performed, and the results sent to CDFW prior to resuming work. Surveys shall be conducted in all suitable habitat located at the Project work site, in staging, storage, and stockpile areas, and along transportation routes. Surveys shall be conducted within ½-mile of the Project area. If any active Swainson's hawk nests are found within ½-mile of the Project site, CDFW shall immediately be contacted and additional survey measures may be required for Project activities.

Comment 8: Revisions needed to fully avoid impacts to white-tailed kite.

Proposed activities described may impact white-tailed kite (*Elanus leucurus*). The white-tailed kite is a fully protected species under State law and may not be taken or possessed at any time.

To correct this, CDFW recommends the MND be revised to include an analysis of the Project's potential impacts to the fully protected species, including raptor surveys during the breeding and nesting seasons (February15 to September15) when detection is most likely to identify white-tailed kite nests and roosts. If impacts are identified, CDFW recommends the measure be revised to adhere to Fish and Game code to fully avoid

impacts to the species and to require immediate notification to CDFW if the species is detected during Project activities.

Comment 9: Revisions needed to mitigate impacts to nesting birds to a level of less-than-significant.

Section IV Biological Resources does not include nesting survey protocol or avoidance measures for nesting birds that may be utilizing the Project site prior to start of Project.

To correct this, CDFW recommends the MND be revised to include the following nesting bird assessment and avoidance measure:

"Nesting Bird Assessment and Avoidance - Prior to the initiation of Project activities, including ground disturbing activities scheduled to occur between February 15 and September 15, a qualified biologist shall conduct a habitat assessment and nesting survey for nesting bird species no more than five (5) days prior to the initiation of work. Surveys shall encompass all potential habitats (e.g., grasslands and tree cavities) within 250 feet of the Project site. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures for birds known to nest in the Project vicinity. Surveys shall be conducted during periods of peak activity (early morning, dusk) and shall be of sufficient duration to observe movement patterns. Survey results, including a description of timing, duration and methods used, shall be submitted to CDFW for review forty-eight (48) hours prior to the initiation of the Project. If a lapse in Project activity of seven days (7) or more occurs, the survey shall be repeated, and no work shall proceed until the results have been submitted to CDFW.

If nesting birds are found, then no work shall be initiated until nest-specific buffers have been established with written approval from CDFW. The buffer area(s) shall be fenced off from work activities and avoided until the young have fledged, as determined by the qualified biologist. Active nests within or adjacent to the Project site shall be monitored by the qualified biologist daily throughout the duration of Project activities for changes in bird behavior or signs of distress related to Project activities. If nesting birds are showing signs of distress or disruptions to nesting, then that nest shall have the buffer immediately increased by the qualified biologist until no further interruptions to breeding behavior are detectable."

Comment 10: Filling of fencing or signage post holes on uppermost sections.

To prevent entanglement of raptor talons, any post with exposed perforations installed on the Project site and exposed to the environment shall have the holes permanently filled within the top six (6) inches of the post upon installation by permittee. CDFW has attached a Mitigation Monitoring and Reporting Program (MMRP) with our recommended measures that should be included in the Lead Agency's revised MND and MMRP.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a data base which may be used to make subsequent or supplemental environmental determinations. [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Submitting-Data#44524420-pdf-field-survey-form. The completed form can be mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov. The types of information reported to CNDDB can be found at the following link: https://wildlife.ca.gov/Data/CNDDB/Plants-and-Animals.

CONCLUSION

CDFW appreciates the opportunity to comment on the MND to assist San Joaquin County Community Development Department in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Ms. Andrea Boertien, Environmental Scientist, at (209) 234-3449 or Andrea.Boertien@wildlife.ca.gov; or Ms. Melissa Farinha, Senior Environmental Scientist (Supervisory), at Melissa.Farinha@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Gregg Erickson
BE74D4C93C604EA...
Gregg Erickson
Regional Manager
Bay Delta Region

cc: Office of Planning and Research, State Clearinghouse, Sacramento

Attachment 1

MITIGATION MONITORING AND REPORTING PROGRAM

Recommended Mitigation Measures Under the California Environmental Quality Act for the Master Plan Amendment No. PA-2000063, Specific Plan Amendment No. PA-2000064, & Site Approval No. PA-2000065 Project

STATE CLEARINGHOUSE NO. 2020070583

PROJECT PROPONENT: Rankins AG, Inc.

PROJECT: Master Plan Amendment No. PA-2000063, Specific Plan Amendment No. PA-2000064, and Site Approval No. PA-2000065

DocuSign Envelope ID: 4F029F3C-3445-47DE-AE15-77C863BB2866

	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Status / Date / Initials
	BEFORE DISTURBING SOIL OR VEGETATION				
1	Pre-Construction Surveys for Swainson's Hawk: If work is to be conducted during the nesting season, focused surveys for active Swainson's hawk nests shall be conducted by a qualified biologist in a manner consistent with the Recommended Timing and Methodology of Swainson's Hawk Nesting Surveys in California's Central Valley (2000). At least two surveys shall be completed within two survey periods immediately prior to the Project's initiation. If a lapse in project-related work of 15 days or longer occurs, another focused survey shall be performed, and the results sent to CDFW prior to resuming work. Surveys shall be conducted in all suitable habitat located at the Project work site, in staging, storage, and stockpile areas, and along transportation routes. Surveys shall be conducted within ½-mile of the Project area. If any active Swainson's hawk nests are found within ½-mile of the Project site, CDFW shall immediately be contacted and additional survey measures may be required for Project activities.	CDFW CEQA Comment Letter	Before commencing ground- or vegetation-disturbing activities/ Entire Project	Project Proponent	
2	Nesting Bird Assessment and Avoidance: Prior to the initiation of Project activities, including ground disturbing activities scheduled to occur between February 15 and September 15, a Qualified Biologist shall conduct a habitat assessment and nesting survey for nesting bird species no more than five (5) days prior to the initiation of work. Surveys shall encompass all potential habitats (e.g., grasslands and tree cavities) within 250 feet of the Project site. The Qualified Biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures for birds known to nest in the Project vicinity. Surveys shall be conducted during periods of peak activity (early morning, dusk) and shall be of sufficient duration to observe movement patterns. Survey results, including a description of timing, duration and methods used, shall be submitted to CDFW for review forty-eight (48) hours prior to the initiation of the project. If a lapse in Project activity of seven days (7) or more occurs, the survey shall be repeated, and no work shall proceed until the results have been submitted to CDFW. If nesting birds are found, then no work shall be initiated until nest-specific buffers have been established with written approval from CDFW. The buffer area(s) shall be fenced off from work activities and avoided until the young have fledged, as determined by the qualified biologist. Active nests within or adjacent to the Project site shall be monitored by the qualified biologist daily throughout the duration of Project activities for changes in bird behavior or signs of distress related to Project activities. If nesting birds are showing signs of distress or disruptions to nesting, then that nest shall have the buffer immediately increased by the qualified biologist until no further interruptions to breeding behavior are detectable. The Permittee or representatives of the Permittee shall not disturb or destroy the nests or eggs of fully protected species or of other birds as per FGC 3503.	CDFW CEQA Comment Letter	Before commencing ground- or vegetation-disturbing activities/ Entire Project	Project Proponent	

DocuSign Envelope ID: 4F029F3C-3445-47DE-AE15-77C863BB2866

	Mitigation Measure	Source	Implementation Schedule	Responsible Party	Status / Date / Initials
	DURING CONSTRUCTION				
3	Fence and Signpost Restriction: Any fencing posts or signs installed, temporarily or permanently, throughout the course of the Project shall have the top three post holes covered or filled with screws or bolts to prevent the entrapment of wildlife, specifically birds of prey.	CDFW CEQA Comment Letter	Entire Project	Project Proponent	

Mountain House Community Services District
230 S. Sterling Drive, Suite 100, Mountain House, CA 95391
Tel (209) 831-2300 • Fax (209) 831-5610
www.mountainhousecsd.org

July 21, 2020

Mr. Frank Girardi
Associate Planner
Community Development Department
1810 East Hazelton Ave
Stockton, CA 95205

Re: Pinnacle Ridge, LLC – PA-2000063 (M); PA-2000064 (SP); and PA-2000065 (SA)
Submitted Electronically

Dear Frank:

The Mountain House Community Services District (MHCSD) has reviewed the Early Consultation request from Rankins AG, Inc, Pinnacle Ridge LLC, for application related to Master Plan Amendment related to Specific Plan I, and Mountain House Old River Park Expansion Master Plan.

We have the following comments:

1. The applicant shall complete and pay for an Annexation fee study to calculate the payable fees associated with said parcel annexation. (CSD has requested a proposal from Harris & Associates for this work).
2. The applicant shall obtain Sewer and Water capacities from MHD (Resmark) for the proposed development. The applicant shall contact MHD (Resmark) to coordinate this effort. If Sewer capacity is not available, the applicant shall execute a Wastewater Treatment Plant agreement with MHCSD and pay a pro rata share of the costs.
3. The applicant shall coordinate with the Local Agency Formation Commission (LAFCo) and obtain approval for the proposed annexation to CSD.
4. The applicant shall comply with the Conditions of Approval – Major Subdivision PA-0700117 (Tentative Subdivision Map - Tract Mountain House Old River Industrial Park) dated July 29,2008 (see Exhibit A).
5. The applicant shall bond for half-roadway for the "E Court" extension, between the cul-de-sac and "B' Drive, as shown on Tentative Subdivision Map for Old River Industrial Park, dated November 13, 2007, prepared by CBG, based on a recent Engineer's Estimate. Timing: The improvements shall be completed when the northerly frontage of "E" Court is developed.

"To Provide Responsive Service to Our Growing Community That Exceeds Expectations at a Fair Value"

6. The applicant shall submit the Improvement Plans to MHCSD for plan check review and compliance with MHCSD standards (see Exhibit A).

If you have any other questions, please do not hesitate to contact me.

Regards

Anush Nejad

Anush Nejad, P.E.
Community Development Director

Attachment: Exhibit A

Exhibit A

1) General Requirements: All improvements including but not limited to improvement plans, specifications and master utility plans shall be in conformance with Community Approvals, including but not limited to the Improvement Standards and Specifications of the Mountain House Community Services District (MHCSD), the MHCSD Design Manual, master utility plans, and other standards and plans adopted by the MHCSD. These improvement plans and specifications must be approved by the MHCSD prior to approval of the Final Improvement Plans. The plan check fees shall be paid with the submittal of the improvement plans and the field inspection services costs shall be paid to the MHCSD prior to signing of the improvement plans. If the actual costs exceed the estimated plan check and/or inspection costs, the Developer shall pay the balance within 30 days upon receiving an Invoice from the MHCSD. If the actual costs are less than the collected fees, the MHCSD shall refund the difference to the Developer within 30 days of the determination.

2) Air Quality Requirements: The Developer shall comply with legally applicable local, County, State and Federally enacted laws relative to air quality, storm water discharge, waste disposal and hazardous waste and any applicable mitigation measures contained in the Initial Study for the Tentative Map.

3) Will-Serve Letter Requirements: All conditions on the "Will Serve" letter from the Mountain House Community Services District shall be met prior to approval of Final Improvement Plan. The MHCSD General Manager may defer the installation of a facility if bonding is provided or delete a facility requirement if it can be demonstrated to the satisfaction of the MHCSD General Manager that it is not required.

4) Authority of General Manager: All reference to approvals herein by the MHCSD shall be interpreted as approval by the General Manager or his designee except for those approvals specifically delegated by law to the Board of Directors.

5) Bonding Defined: All references to bonding shall mean an improvement bond or any other alternate security acceptable to MHCSD.

6) CEQA and MHCSD Conditions, Timing: All MHCSD conditions of approval and all applicable mitigation measures are to be met prior to approval of any of the project's Improvement Plans shall be in compliance with the MHCSD standards and specifications. Exceptions may be allowed by the MHCSD General Manager. The MHCSD General Manager may defer a condition if bonding is provided.

7) Groundwater Rights: Groundwater rights shall be dedicated to the MHCSD upon approval of Improvement Plans.

8) Geotechnical Report: All infrastructure designs shall be shown on the grading and improvement plans and shall comply with and incorporate the recommendations of the Geotechnical Engineering Studies. Condition shall be met before approval of the Improvement Plans.

9) Environmental Hazards: Comply with all applicable recommendations of the Environmental Site Assessment prepared for the project. Condition shall be met prior to beginning any construction on the related final map.

10) Grading: Except where allowed otherwise by the MHCSD, the grading of the project shall be such that all storm water runoff shall drain to public streets, public alleys, Mountain House Creek, Old River or drainage facilities within easements for storm drainage purposes. Runoff drainage from this development shall be constructed consistent with the requirements of the November 2007 "Mountain House Commerce Center Conceptual Drainage Study – Neighborhood L, Mountain House", prepared

by PACE for the Commerce Center project and the MHCSD's Master Drainage Infrastructure Plan. Such runoff drainage will require a drainage release or easement from the downstream property owner.

11) Truck Management Plan: Traffic shall comply with the Construction Truck Management Plan administered by the MHCSD. Project construction plans shall include specifications to the contractor outlining compliance requirements. A traffic control plan showing construction traffic routes within the MHCSD's boundary shall be provided for approval by the MHCSD prior to the commencement of any construction. This plan is required from the Developer, the builders, and all contractors and subcontracts working within MHCSD's boundary. The Developer shall pay all review fees prior to approval of the plan.

12) Best Management Practices:

    a) To control erosion and sedimentation during project construction and operation, the Developer shall comply with MHSWMP policies, MHSWMP mitigation measures, and Phase I and II NPDES permit requirements, including the preparation and implementation of a SWPPP that outlines BMPs to be followed to minimize erosion and sedimentation during project construction and operation.

    b) The Developer shall install catch basin filters, Water Decontaminator per MHCSD Standard Specification and Details, and/or other source control Best Management Practices (BMPs) for runoff from the project prior to issuance of the building permit.

    c) Construction-Related Erosion: The Developer and/or contractor shall comply with applicable NPDES General Construction Activities Storm Water Permit requirements established by the Clean Water Act. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Construction Activities Storm Water Permit (General Permit) shall be obtained for project development prior to the issuance of grading permits. The Developer and/or contractor shall obtain coverage under the General Permit by filing a notice of Intent with the State Water Resource Control board's (SWRCB) Division of Water Quality. The filing shall describe erosion control and storm water treatment measures to be implemented during and following construction and provide a schedule for monitoring performance. MHCSD approved BMPs shall serve to control point and non-point source pollutants in storm water and shall constitute the project's storm water pollution prevention program (SWPPP) for construction activities. Timing: All applicable permits shall be obtained prior to the issuance of grading permits for the project.

    d) Project applicant shall develop and submit a Project Stormwater Plan that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures, and hydromodification control measures.

13) Roadway Improvements:

    a) Easement and Dedication Requirements: All onsite and offsite easements and dedications as may be required, including the "E" Court shall be dedicated to the MHCSD. Plat, description or offer of dedication shall be prepared and recorded with the County. The full width of dedication of "E" Court shall be dedicated to MHCSD.

    b) All new frontage improvements, traffic signage, striping, curb marking/painting, and pavement markings shall be constructed per MHCSD current standards.

    c) Improvement Plan shall conform to the roadway system depicted in Specific Plan I, Figure 9.12 for arterials and collectors, conforming to the latest MHCSD Standard Specifications and

Standard Plans, to the Bicycle and Pedestrian systems as shown in Specific Plan I, Figure 9.12 and to the transit system depicted in Specific Plan I Figure 9.13.

d) Stop control devices shall be used on the side streets that intersect Bethany Road.

e) Digital File: A digital file of the Final Improvement Plans shall be submitted to the MHCSD consistent with MHCSD File Format requirements.

f) Record Drawings: Record Drawings shall be provided prior to acceptance of the improvements by the MHCSD.

g) Whenever all or any portion of a local or an arterial street is constructed, the improvements shall include the installation of all street lights. The lighting shall be provided as required by the MHCSD Design Manual Street lights shall also conform to the MHCSD Technical Specifications and Design Standards in effect at the time of the submittal for final approval.

14) Storm Drains:

a) The Developer shall fund, design and construct the required storm drainage system in accordance with the requirements of the MHCSD adopted Storm Water Master Plan Update, the MHCSD's Standards and Specifications, and the November 2007 "Mountain House Commerce Center Conceptual Drainage Study – Neighborhood L, Mountain House", prepared by PACE for the Commerce Center project, unless otherwise required or approved by the General Manager of the MHCSD.

b) The Developer shall build the required drainage system and a water quality basin, if necessary, as required by MHCSD to accommodate runoff from the project. The configuration shall be in accordance with the recommendations included within the November 2007 "Mountain House Commerce Center Conceptual Drainage Study – Neighborhood L, Mountain House", prepared by PACE for the Commerce Center project and the MHCSD's Storm Water Master Plan.

c) Project applicant shall develop and submit an Operations and Maintenance Plan that identifies the operations, maintenance, and inspection requirements of all storm water treatment and baseline hydro modification control measures identified in the approved Project Storm Water Plan. MHCSD approval of the preliminary Operations and Maintenance Plan is precedent to issuance of any building, grading, or construction permits. MHCSD approval of the final Operations and maintenance Plan and recordation of the Maintenance Access Agreement is precedent to issuance of the Certificate of Occupancy.

d) Runoff shall be pretreated on-site prior to discharge into the MHCSD public stormwater collection system.

e) Maintenance condition shall be determined through a self-certification program where MHCSD require annual reports from authorized parties demonstrating proper maintenance and operations. The developer shall sign an agreement with MHCSD for Storm Water Treatment System Access and Maintenance. This agreement shall be transferred to the future owners.

f) The Phase II Permit (Provision E.12.f) requires that the post-construction storm water runoff flow rate not exceed the estimated pre-project flow rate for the 2-year, 24-hour design storm event.

15) Utilities:

a) The Developer and its contractors shall comply with Ordinance No. 4162 "Street Opening and Pavement Restoration Regulations".

b) Any phased development shall install all utilities required to serve the development. In addition, if any future adjacent or nearby phases of the development, or adjacent Neighborhoods, will

depend on obtaining service from such utilities, then the utility lines shall be sized to serve these future developments.

c) When public utilities are to be located outside public rights-of-way but within the project boundary, the Developer shall provide public utility easements for these utilities. The easements shall be shown on all the Improvement Plans.

d) Prior to the submittal of improvement plans for the development, the Developer shall submit to the MHCSD composite schematic plans for in tract storm drains, sanitary sewers, and water distribution facilities.

e) Water service to the common areas, if applicable, shall not begin without notifying MHCSD of the intent to start irrigation. The billing process must be setup before water is turned on. Backflow prevention system and applicable water meter facilities at the point of connection to the public water system as required by the MHCSD Standards shall also be installed.

f) All water rights shall be dedicated to the MHCSD upon approval of the Improvement Plans.

g) Transformers located in the commercial and industrial areas may be placed above ground provided they are aesthetically designed and/or shielded by landscaping subject to MHCSD and MID requirements and with prior written approval.

h) Applicant shall submit proof of PG&E clearance via written correspondence to the MHCSD in order to construct proposed improvements within PG&E easement area, if applicable.

i) Electrical transformers shall be in underground vaults, subject to MHCSD and Modesto Irrigation District (MID) requirements. The developer shall pay for any incremental cost relating to underground transformers not paid for by MID.

j) Per MHCSD's ordinance on site utilities shall be privately maintained.

16) Fire Code Compliance:

a) Prior to the beginning of the final design of the facility, the Applicant shall consult with Mountain House Fire regarding emergency access to the proposed development. Any requirements for emergency access shall be approved by MHCSD.

b) Install fire hydrants per MHCSD Standards and State Fire CODE. The project shall include on-site fire hydrants.

c) All street standards shall comply with the State of California Fire Code provisions, as interpreted and implemented by the San Joaquin County Fire Marshall and Mountain House Fire Department.

17) Landscaping:

a) Lighting and landscaping shall be in accordance with the industrial commercial design manual in coordination with the offsite improvements.

b) Landscaping within the planned public rights of way within future "E" Court shall meet the Landscape Design Guidelines for Industrial Roads.

c) All landscape improvements located within the public rights of way shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual. Timing: the design plans shall be completed and approved by the MHCSD General Manager prior to the approval of the Improvement Plans.

d) On-site landscaping and architecture shall be reviewed for consistency with the Commercial, Office, and Industrial Design Manual by the County.

18) Water Quality Basins Mosquito Abatement: Plans for the implementation and maintenance of the water quality basins and any other storm drainage facilities involving open bodies of water shall be reviewed and approved by the MHCSD and if required by the MHCSD, reviewed by the Mosquito Abatement District. Condition shall be met before approval of Improvement Plans.

19) USA Requirement: USA shall be contacted 48-hours prior to any lateral crossing of a joint trench or trenching within the right-of-way.

20) Master Restrictions: MHCSD Master Restrictions for Commercial Development shall be recorded on the Improvement Plans.

21) Recyclable Construction Waste: Recycling of construction wastes, such as wood and metal, shall be made part of the improvement plans and construction specifications for contractors in compliance with MHCSD requirements.

22) Designated Waste Hauler Provider: The MHCSD's designated waste hauler, West Valley Disposal, shall be used for disposal of waste material and recycling of recyclable materials. No other waste haulers are allowed.

23) Construction Water Usage: An encroachment/hydrant permit is required prior to using water for construction purposes from hydrant or any other potable water source.

24) MHCSD Impact Fees (CFF and TIF): Prior to issuance of each building permit, the Developer shall comply with the applicable requirements of the most current MHCSD adopted CFF and TIF Ordinances in effect at the time the building permit is issued.

25) Vehicles Fees: Prior to the issuance of building permits Developers will deposit in a MHCSD Maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of O&M Vehicles, Police and Fire Vehicles, and Transit Vehicles as contained in the most recent adopted version of the CFF Ordinance. Developer is eligible for fee credits against these funding requirements for any applicable outstanding costs funded as part of prior infrastructure requirements, or applicable fee credits assigned to Developer by other developers within the Community.

26) Hold Harmless Provision: The Developer shall defend, indemnify, and hold harmless the MHCSD, its agents, officers, and employees, from any claim, action, or proceeding against the MHCSD, its agents, officers, or employees, to attack, set aside, void, or annul an approval of MHCSD concerning any MHCSD condition, which action is brought within the time provided for in Section 66499.37 of the Government Code.

27) Funding of MHCSD Development-related Services: All development-related services performed by the MHCSD not already funded by other applicable MHCSD funding mechanisms including special taxes on any development project will be paid by the Developer at the full cost including overhead as determined by the MHCSD General Manager, subject to compliance with all applicable nexus laws and existing agreements between the MHCSD and Developer. All Costs incurred by the MHCSD for any applicant development project shall be paid by the applicant in accordance with the MHCSD Development Project Fees for Services Agreement, dated November 5, 2019, between MHCSD and Rankins AG, Inc, Pinnacle Ridge LLC.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA)

Landowner: Rankins AG, Inc. Applicant: Pinnacle Ridge, LLC

Assessor Parcel #s: 209-150-29

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Frank Girardi

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Frank Girardi, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: June 11, 2020

-Local Jurisdiction Project Title: PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA)

Assessor Parcel Number(s): 209-150-29

Local Jurisdiction Project Number: PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the project referral for PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA). This project consists of three (3) applications: A Master Plan Amendment, a Specific Plan Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area). The Master Plan Amendment PA-2000063 (MP) consists of a revision to Section 3.7 (o) – Industrial and Office Use Policies of the Master Plan. The Specific Plan Amendment PA-2000064 (SP) would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan). The underlying project is for a Site Approval Application PA-2000065 (SA) to convert an existing Farm Service Headquarters Facility to a Construction Services – Heavy Operation. The project proposes the utilization of an existing 5,800 square foot building. The project also includes the construction of a 12,000 square foot office and warehouse building and will include fifty (50) parking stalls for thirty-five (35) employees and five (5) customers per shift 7:00 am to 5:00 pm Monday through Friday. The project site is located at the northwest corner of Central Parkway and Mustang Way, Mountain House (APN/Address: 209-150-29/17400 West Bethany Road, Tracy).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:

a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
d. Purchase approved mitigation bank credits.

4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA)

Landowner: Rankins AG, Inc. Applicant: Pinnacle Ridge, LLC

Assessor Parcel #s: 209-150-29

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Frank Girardi

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Frank Girardi, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: August 3, 2020

Local Jurisdiction Project Title: PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA)

Assessor Parcel Number(s): 209-150-29

Local Jurisdiction Project Number: PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the project referral for PA-2000063 (MP), PA-2000064 (SP), PA-2000065 (SA). This project consists of three (3) applications: a Master Plan Amendment, a Specific Plan I Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area). The Master Plan Amendment PA-2000063 (MP) consists of a revision to Section 3.7 (o) - Industrial and Office Use Policies of the Master Plan. The Specific Plan Amendment PA-2000064 (SP) would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan). The underlying project is for a Site Approval Application PA-2000065 (SA) to convert an existing Farm Service Headquarters facility to a Construction Services - Heavy Operation. The project proposes the utilization of an existing 5,800 square foot building. The project also includes the construction of a 12,000 square foot office and warehouse building and will include fifty (50) parking stalls for thirty-five (35) employees and five (5) customers per shift 7:00 a.m. to 5:00 p.m. Monday through Friday. The project is located in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area).The project site is located at the northwest corner of Central Parkway and Mustang Way, Mountain House (APN/Address: 209-150-29/17400 West Bethany Road, Tracy).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.

3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
    a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
    b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
    c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
    a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
    b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

Girardi, Frank [CDD]

From: Steve Mayo <Mayo@sjcog.org>
Sent: Wednesday, September 23, 2020 3:00 PM
To: Funderburg, John [CDD]; Aguirre, Megan [CDD]
Cc: Laurel Boyd; Girardi, Frank [CDD]
Subject: RE: 17400 West Bethany Road - Site Plan

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

John,

Perfect. Thank you for checking and assuring the project is good to go.

Steven Mayo
SJCOG

From: Funderburg, John [CDD] <jfunderburg@sjgov.org>
Sent: Wednesday, September 23, 2020 2:56 PM
To: Steve Mayo <Mayo@sjcog.org>; Aguirre, Megan [CDD] <meaguirre@sjgov.org>
Cc: Laurel Boyd <boyd@sjcog.org>; Girardi, Frank [CDD] <fgirardi@sjgov.org>
Subject: RE: 17400 West Bethany Road - Site Plan

External Email:

Hello Steve and Laurel,

Took longer than usual...

The habitat fees were paid as mitigation for the project. See attachment for receipt and building permit. If you have any additional questions, please email me.

John

From: Funderburg, John [CDD]
Sent: Wednesday, September 23, 2020 8:25 AM
To: Steve Mayo <Mayo@sjcog.org>; Aguirre, Megan [CDD] <meaguirre@sjgov.org>
Cc: Laurel Boyd <boyd@sjcog.org>
Subject: RE: 17400 West Bethany Road - Site Plan

Hello Steve,

Let me do some due diligence and I'll follow-up shortly.

Thanks John

From: Steve Mayo <Mayo@sjcog.org>
Sent: Wednesday, September 23, 2020 7:44 AM

1

To: Aguirre, Megan [CDD] <meaguirre@sjgov.org>; Funderburg, John [CDD] <jfunderburg@sjgov.org>
Cc: Laurel Boyd <boyd@sjcog.org>
Subject: FW: 17400 West Bethany Road - Site Plan

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Megan and John,

We have been in communication with a Mountain House project for a current development which provided the attached materials. The materials point to a pre-plan condition (during development of the SJMSCP from 1997) and a receipt of fees paid toward the plan to SJ County. Since these fees were provided to SJ County, we are asking for the County CDD to confirm the payments were provided as mitigation for the SJMSCP back in 1990s.

Let us know what you find so we can respond back to the project.

Sincerely,

Steven Mayo
SJCOG

From: Laurel Boyd <boyd@sjcog.org>
Sent: Wednesday, September 23, 2020 7:05 AM
To: Steve Mayo <Mayo@sjcog.org>
Subject: FW: 17400 West Bethany Road - Site Plan

The project site is mapped on the MH Community Map as Ag. These are the documents provided by the project with the improvements also attached. I can't find anything in the database about this project probably because it is a 1997 Site Approval.

From: Aaron Smud <Aarons@alpinedevelop.com>
Sent: Tuesday, September 22, 2020 5:24 PM
To: Laurel Boyd <boyd@sjcog.org>
Subject: RE: 17400 West Bethany Road - Site Plan

External Email:

Hi Laurel,

I have attached the following:

1. Conditions of Approval for the original development of the property. On Page 3, Item g. it requires Habitat Mitigation, Mitigation for the Swainson Hawk and fees to be paid
2. Copy of payment for Swainson Hawk Mitigation of $4,500. The owner said other habitat mitigation or environmental fees were paid, but this was the only one they had record of.
3. Approved Improvement Drawings. Page 4, and 5 – Shows most of the existing improvements including, grading, paving, septic system, domestic well, drainage basin, frontage landscaping, fencing, and the new building. As you can see much of the site was improved.

Once you have a chance to review and research, please let me know your findings.

2

Thank you,
Aaron

From: Laurel Boyd [mailto:boyd@sjcog.org]
Sent: Tuesday, September 22, 2020 3:52 PM
To: Aaron Smud <Aarons@alpinedevelop.com>
Subject: RE: 17400 West Bethany Road - Site Plan

Hi Aaron,

Please contact me when you're ready to start the process. Just a FYI, the 2021 fees increase as of January 1, 2021 (see attached). The project is impacting Agricultural Habitat Land. The fee/acre is about $5-6K cheaper in 2020.

Sincerely,

Laurel K Boyd
Associate Habitat Planner
SJCOG, Inc.
555 E. Weber Avenue
Stockton, CA 95202
Phone: (209) 235-0600
Fax: (209) 235-0438
Email: boyd@sjcog.org

From: Aaron Smud <Aarons@alpinedevelop.com>
Sent: Tuesday, September 22, 2020 3:42 PM
To: Laurel Boyd <boyd@sjcog.org>
Subject: RE: 17400 West Bethany Road - Site Plan

External Email:

Hi Laurel,

Not yet. I was hoping for mid-October, but recently a few dates pushed out until Nov. 17th for approval. Construction wouldn't start until early 2021 is my guess.

Thanks,
Aaron

From: Laurel Boyd [mailto:boyd@sjcog.org]
Sent: Tuesday, September 22, 2020 3:38 PM
To: Aaron Smud <Aarons@alpinedevelop.com>
Subject: Re: 17400 West Bethany Road - Site Plan

Hi Aaron,

Is the project ready to proceed?

Sincerely,

3

Laurel Boyd
Associate Habitat Planner
SJCOG, Inc.

On Sep 22, 2020, at 3:35 PM, Aaron Smud <Aarons@alpinedevelop.com> wrote:

External Email:

Hi Laurel,

I think I already sent you a proposed site plan or Community Development did, but just in case I have attached one now.

Thanks,
Aaron
<Site Plan 24x36.pdf>

4

Copy Reprinted on 09-23-2020 at 08:48:39

SAN JOAQUIN COUNTY
Greatness grows here.

Community Development Department
1810 E. HAZELTON AVENUE
Stockton, CA 95205
(209) 468-3121

RECEIPT

Number: 0003928

Permit Number: BP-9800475	Parcel: 209-150-29	Date: 04/27/1998	Time: 09:27 AM
Permit Address: 17400 W BETHANY RD TRAC		Issued By: COUNTER1 CAF Permit Type: COMMER Permit Sub Type:	
Owner: RANKINS AG INC 16850 TRACY BLVD 953760000		Applicant/Contractor: SMITH, ERNIE 5355 SOLARI RANCH RD STOCKTON, CA 95215 License: 338398	

Item Number	Description	Account Code	Total Fee	Paid	Previous Payments	Current Payments
900	Plan Check Fee	10001-2025600000-4202000030	911.46	911.46	.00	911.46
1000	Building Fee	10001-2025600000-4207000000	1,402.25	1,402.25	.00	1,402.25
1004	State Smip Fee 95%	81346-7999000000-4950000000	40.47	40.47	.00	40.47
1005	Smip Fee - CDD 5%	10001-2025600000-4626200000	2.13	2.13	.00	2.13
1010	Imaging/Technology	81591-7999000000-4950000000	84.14	84.14	.00	84.14
1017	Plumbing Fee	10001-2025600000-4207000000	45.00	45.00	.00	45.00
1018	Mechanical Fee	10001-2025600000-4207000000	45.00	45.00	.00	45.00
1019	Electrical Fee	10001-2025600000-4207000000	253.56	253.56	.00	253.56
1022	Handicap & Energy Fee	10001-2025600000-4207000000	210.34	210.34	.00	210.34
1033	Fire Inspection	10001-2025600000-4625103000	911.46	911.46	.00	911.46
2135	Fire Dist.- Tracy	49515-4999000000-4630600000	841.67	841.67	.00	841.67
2198	Fire Dist. - Adm. Fee/FW	10001-2025600000-4625100300	12.95	12.95	.00	12.95
2199	Fire Dist. - Proc Fee/CD	10001-2025600000-4625100300	8.63	8.63	.00	8.63
5002	Development Div Services	10001-2025600000-4625100550	105.00	105.00	.00	105.00
5009	Environmental Health	10001-4042000000-4641000000	10.00	10.00	.00	10.00
5013	Engineering Fees	20002-3030108000-4636100500	15.00	15.00	.00	15.00
6012	Kit Fox Trust Fund	12090	4,500.00	4,500.00	.00	4,500.00

Transaction Date: 04/27/1998 Total Payment: $ 9,399.06

Type	Method	Description	Amount
Payment	CHECK	RANKINS	9,399.06

Notation: RANKINS AG

THE FEES INDICATED ABOVE MAY NOT REFLECT THE TOTAL FEES DUE UPON PERMIT ISSUANCE.

Type: COMMER Vers: 9605 EZ, IP, EPC, 3/95 (Activity)

Permit N: BP-9800475
Status: FINAL
Date: 03/06/1998

Address: 17400 W BETHANY RD TRAC
APPLICANT: SMITH, ERNIE

Back Stop

Fee Processing for BP-9800475

Fee Summary

Calculated Fees:	$4,899.06	Details
Additional Fees:	$4,500.00	Details
Total Fees:	$9,399.06	Details
Payments:	$9,399.06	Details
Balance:	$0.00	Fee Log

Include deferred payments in Fee Details: ☐
Include Trust transactions in Payment Details: ☐
Pay Specific - Suppress zero balance items: ☒

Pay Full Balance | Assess Additional Fee | Back
Partial Payment | Redistribute OverPayment
Pay Specific Item(s) | Void Payments
Trust Account Transaction(s) | Reprint Receipt
Pay Deferred | Print Grid | Exit

Additional fees

Entered	Amount	Fee	Description	Use Id	Notation
04/24/1998	$4,500.00	6012	Kit Fox Trust Fund	CHERYL	HCP FEE

ToolBar Order

Enter a Parcel Number

Parcel No: 209-150-29

Gen Info | ToolBar | APPIDs

Parcel: 209-150-29

Number	Type	Sub Type
BL-00-0276	BL	
BP-9704240	GRADINC	
BP-9800475	COMMER	
FP-0100072	FIRE	
FP-0200016	FIRE	
FP-0300020	FIRE	
FP-0400022	FIRE	
FP-0400569	FIRE	

Wednesday, Sep 23, 2020 08:48 AM

See Also
9704240

[redacted]

ADDRESS: 17400 W. BETHANY RD CITY: TRACY	BUILDING PERMIT NO. 9800475
OWNER: RANKINS AG, INC	APPLICATION DATE: 3-6-98
CONTRACTOR: LAWRENCE CONST	ISSUE DATE: 4-27-98
CONTRACTOR'S PHONE: 931-4900	FINAL DATE: 1-15-99

NO	OPERATION	DATE	INSP	NO	OPERATION	DATE	INSP
	BUILDING APPROVALS				**MECHANICAL APPROVALS**		
1	Setbacks (Orientation)	"	"	25	Duct System - Underfloor Overhead		
2	Footings and Forms, Soils Report, Engineer Inspection Verbal ____ Report ____	6-4-98		26	Gas Vents		
				27	Heating Appliance		
				28	Cooling Appliance		
3	Slabs	"	"	29	Commercial Hood		
4	Underfloor Structure			30	Fire Damper		
5	Insulation - Underfloor			31	Final 9-21-98		
6	Roof Sheathing				**ELECTRICAL APPROVALS**		
7	Rough Building			32	Power Pole		
8	Fireplace			33	Underground		
	Insulation - Walls 6-24-98			34	Rough Wiring		
	Sheetrock Nail 7-10-98			35	Service 7-24-98		
11	Stucco Lath			36	Final 9-21-98		
12	Shearwalls				**SWIMMING POOL/SPA APPROVALS**		
13	Block ____			37	Pre-Gunite Steel and Bonding		
				38	Water Piping		
14	Tilt Panels ____			39	Underground Electrical		
				40	Gas Piping		
15	Columns ____			41	Pre-Deck		
				42	Pre-Plaster		
16	Final 9-21-98			43	Final		
	PLUMBING APPROVALS				**ADDITIONAL INFORMATION**		
17	Underground				5-27-98 Plumb Consol		
	Rough 5-28-98				6-15-98 Per FR ?		
19	Topout				6-23-98 Per office.		
20	Gas Test				elect Topout + Rough OK		
21	Gas Service				9-21-98		
22	Water Service				OK to final when		
23	Sewer Connection				grading permit is finaled		
24	Final 9-21-98						

OTHER REQUIREMENTS	YES	NO		
CERTIFICATE OF OCCUPANCY REQUIRED	✓		EXTENSION PRIOR TO ISSUE	
SPECIAL INSPECTION REQUIRED	✓		EXTENSION AFTER ISSUE	
GRADING PERMIT REQUIRED	✓		PERMIT RENEWAL	
OTHER			EXTENSION AFTER RENEWAL	
			PERMIT EXPIRED	

BPAPPS\BPFILE1.TF (9-6-94)

9704240

BP-9800475

17400 W. BETHANY RD, TRACY
RANKINS AG, INC.
BP-9800475

[redacted]

$4500 plus Kitty's fee

PERMIT NO. _____

COMMERCIAL PLAN CHECK PROCESS:

Referred to Fire District:

District: _____ Date: _____
Date Returned: _____

Corrections:

1st - Date: 4-6-98
Notified: Will pick up
Date Returned: _____

2nd - Date: _____
Notified: _____
Date Returned: _____

3rd - Date: _____
Notified: _____
Date Returned: _____

Date:	Status:
3-6-98	HOLD FOR KITTY'S COMMENTS
4-2-98	RECEIVED " "
4-6-98	CORRECTIONS -

APPROVAL STAMP **APPROVED**

Approval of plans shall not be construed to be a permit for or an approval of any violation of any section of San Joaquin County Codes or Ordinances

Signed: [illegible]

Date 4-24-98

SAN JOAQUIN COUNTY BUILDING INSPECTION DEPT

THE FOLLOWING ITEMS MUST BE COLLECTED BEFORE ISSUING THE BUILDING PERMIT:

X Balance Due: 4,849.06
Fees Valid Through: _____ 4-30-98

X Signature of Owner or Contractor

___ Owner/ Builder Form

___ Proof of Ownership

X Contractor's License No.: 338398
Expiration Date: 10-31-[illegible]

___ Workmens Comp Insurance Certificate
Expiration Date: _____

___ Waiver Form

X School Certificate: _____

___ Will Serve Letter or Receipt
From: _____

X Signed Special Inspection Agreement (FAXED TO RANNBERG)

___ Floor Plan for Assessor

X Public Works Release Form

X Other: DALTON NEEDS TO SIGN PLANS

X OK Other: KITTY APPROVAL

PERMIT APPROVED: PRIOR TO ISSUANCE

Date: _____ Applicant Notified: _____

PLAN LOCATION:	L-3	X-1						

DATE	REMARKS
	SPECIAL INSPECTION (HIGH STRENGTH BOLTS)
4-24-98	JIM LEONARD HAS GIVEN HIS APPROVAL TO ISSUE THIS PERMIT. HE WILL HAVE HIS DATA SIGNED PRIOR TO SIGNING C OF O. HIS NAME HAS BEEN ADDED TO THE BOILER FORUM.
	CHUCK

BPAPPS\BPFILE3.TF (9-6-94)

SMEAD 26 S'*100291

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

July 9, 2020

Frank Girardi
San Joaquin County
Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205

Project: PA-2000063 (MP), PA-2000064 (SP), and PA-2000065 (SA)

District CEQA Reference No: 20200520

Dear Mr. Girardi:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the San Joaquin County (County) consisting of three applications: (1) Master Plan Amendment PA-2000063 (MP) consists of a revision to Section 3.7(o) – Industrial and Office Use Policies of the Master Plan; (2) Specific Plan Amendment PA-2000064 (SP) would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan); and (3) the underlying project for Site Approval Application PA-2000065 (SA) to convert an existing Farm Service Headquarters facility to a Construction Service – Heavy Operation (Project). The Project proposes the utilization of an existing 5,800 square foot building and also includes the construction of a 12,000 square foot office/warehouse building, and fifty (50) parking stalls. The Project is located at 17400 West Bethany Road, in Tracy, CA (APN 209-150-29). The District offers the following comments:

1) Project Related Emissions

Based on information provided to the District, Project specific annual emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5). Therefore, the District concludes that the Project would have a less than

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

Printed on recycled paper.

significant impact on air quality when compared to the above-listed annual criteria pollutant emissions significance thresholds.

Although the project emissions would have a less than significant impacts on construction, the District recommends utilizing the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling) to further reduce impacts from construction-related exhaust emissions and activities.

2) District Rules and Regulations

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), New and Modified Stationary Source Review (Rule 2201), and implementation of Emission Reduction Credit Banking (Rule 2301).

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

2a) District Rule 9410 (Employer Based Trip Reduction)

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the Project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about how District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

2b)Other District Rules and Regulations

The Project may also be subject to the following District rules: Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

The District recommends that a copy of the District's comments be provided to the Project proponent. If you have any questions or require further information, please contact Sharla Yang by e-mail at Sharla.Yang@valleyair.org or by phone at (559) 230-5934.

Sincerely,

For Arnaud Marjollet
Director of Permit Services

AM: sy

SOUTH SAN JOAQUIN
IRRIGATION DISTRICT

June 25, 2020

Frank Girardi
San Joaquin County
Community Development Department
1810 E. Hazelton Ave.
Stockton, CA 95205

Re: 17400 West Bethany Rd., Tracy
APN: 209-150-29

Dear Mr. Girardi:

Based upon review of the above referenced site plan, there does not appear to be any District facilities located within the proposed site.

Thank you for the opportunity to review and comment on this matter.

Sincerely,

Forrest Killingsworth
Engineering Dept. Manager

P.O. Box 747, Ripon, CA 95366-0747 (Mailing)
11011 E. Highway 120, Manteca, CA 95336-9750
(209) 249-4600

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

6111 Bollinger Canyon Road 3370A
San Ramon, CA 94583

June 23, 2020

Frank Girardi
San Joaquin County
1810 E. Hazelton Dr.
Stockton, CA 95205

Ref: Gas and Electric Transmission and Distribution

Dear Mr. Girardi,

Thank you for submitting 17400 West Bethany Rd - PA2000063.64.65 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.

2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.

3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management

Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: https://www.usanorth811.org/images/pdfs/CA-LAW-2018.pdf

1. Standby Inspection: A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.

2. Access: At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

3. Wheel Loads: To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. Grading: PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.

5. Excavating: Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch

wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches [24/2 + 24 + 36/2 = 54] away, or be entirely dug by hand.)

Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes, service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.

Pacific Gas and Electric Company

Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. Buildings and Other Structures: No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as "**RESTRICTED USE AREA – NO BUILDING.**"

2. Grading: Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.

3. Fences: Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&'s facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.

4. Landscaping: Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.

5. Reservoirs, Sumps, Drainage Basins, and Ponds: Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.

6. Automobile Parking: Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.

7. Storage of Flammable, Explosive or Corrosive Materials: There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.

8. Streets and Roads: Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (https://www.dir.ca.gov/Title8/sb5g2.html), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.

Girardi, Frank [CDD]

From: Richard Hawkins <richardh@buenavistatribe.com>
Sent: Tuesday, August 11, 2020 9:59 AM
To: Girardi, Frank [CDD]
Cc: Mike DeSpain
Subject: PA-2000063; 200064; 2000064

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

August 11, 2020

Mr. Frank Girardi- Project Planner
Community Development Department
San Joaquin County
1810 Hazelton Avenue
Stockton, CA 95205

Dear Mr. Girardi,

Thank you for the notification dated July 31, 2020 and received August 4, 2020 about three applications for the project 17400 West Bethany Road Tracy, CA (PA-200063; 2000064 and PA2000064
and the pending San Joaquin County Planning Commission Hearing determination.
It is also noted there is an Intent to Adopt a Mitigated Negative Declaration for the project.
After review of the document and examination of the property by viewing images using the Google satellite map application, it is determined there is no objection by this office for commencement of the project.

It will not be necessary to notify this office about the date of the SJ Co. Planning Commission hearing.

Should native cultural resources are encountered when the project work commences, Buena Vista Rancheria requests additional notification so action may be taken to protect and preserve them.

Respectfully,

Richard Hawkins
THPO Coordinator
Buena Vista Rancheria
1418 20th Street, Suite 200
Sacramento, CA 95811
richardh@buenavistatribe.com
Office: (916) 941-0011 ext. 255
Cell: (209) 890-5685
Fax: (916) 941-0012

1

oliver john

September 15, 2020

San Joaquin County Community Development Department
Attn.: John Funderburg, Principal Planner
Frank Girardi, Associate Planner

RE: Mountain House Office / Warehouse located at 17400 W. Bethany Road - Design Review PA-2000063,64,65 (MP,SP,SA)

John and Frank -

I have reviewed the Mountain House Office/Warehouse submittal as prepared by api and KLA. The design review plans (5 sheets) were received by my office on August 28, 2020. As requested, I reviewed this planning submittal to ensure site planning and Landscape Architectural design consistency with the County's Landscaping Regulations, Mountain House Specific Plan 1, and Mountain House Commercial, Office and Industrial Design Manual (Manual).

As you know, the Mountain House Commercial, Office and Industrial Design Manual provides guidance for development of all private commercial, office, and industrial parcels within Mountain House. The goal is to create a distinct, unified, and high-level of quality.

Based upon our phone conversation on September 14, 2020 and per my review, I offer the following comments for the County's review and consideration:

1. Project shall comply with applicable sections of Mountain House Specific Plan 1 and the Mountain House Commercial, Office and Industrial Design Manual.

2. <u>Preliminary Site / api / 03-05-2020</u>

   a) In the northwest portion of the project, clarify the indicated existing fencing that is found outside of the parcel / property lines.
   b) Clarify and resolve differences between this plan and the Preliminary Landscape Plan regarding fencing (existing to remain, existing to be removed, new fencing).
   c) Outdoor storage areas shall be screened from public view utilizing a combination of planting and architectural elements that are compatible with the building architecture (Manual, Chapter Three, page 3-21). Storage areas / outdoor activities shall be screened or enclosed to minimize impacts on adjacent uses (Manual, Chapter Five, page 5-37).
   d) All security fencing (existing and proposed) shall be per Manual, Chapter Three, pages 3-32 and 3-33. Option A – Visible Area fencing shall be used at all locations except at two locations where Option B – Less Visible Area fencing shall be used. The

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two locations where Option B – Less Visible Area fencing shall be used are 1) along the eastern property line from the southeast corner of the existing building to the southern property line and 2) along the southwest property line which runs parallel to Byron Road.

At all locations, a tall, evergreen, screen hedge shall be provided with the fencing. The use of barbed wire or razor wire is prohibited.

Vehicular gate design shall match Option A fencing.

e) At which time Bethany Road is improved per MHCSD standards, primary and secondary vehicular entries shall be improved to include special paving (Manual, Chapter Three, page 3-15). Indicate and provide manufacturer cut-sheets of proposed material and color for review and approval.
f) Provide an ADA accessible pedestrian circulation route from the on-site development/proposed building to future off-site Bethany Road roadway improvements (public sidewalk).
g) Trash enclosure shall comply with Manual, Chapter Three, pages 3-20 and 3-21.
h) Provide bicycle parking / storage per SJ County, Mountain House Development Title section 9-1015.7M (Each industrial site shall provide secure bicycle facilities, consisting of bicycle lockers or racks as appropriate. Bicycle storage for industrial uses shall be provided at a rate of five spaces per building complex plus one space for every fifteen automobile parking spaces.)
i) Provide a minimum of one parking lot shade tree per 5 parking spaces (Manual, Chapter Three, page 3-6).
j) Parking lot landscape islands shall be a minimum of 8 ft. wide at the aisle ends and a minimum of 6 ft. wide elsewhere (Manual, Chapter Three, page 3-17).
k) All parking lot lighting shall be per Manual, Chapter Three, pages 3-28 and 3-29.
l) Per the submitted plans, no project monument signage is proposed. If signage is proposed, it shall be consistent with Manual, Chapter Three, pages 3-34 and 3-35.

3. <u>Preliminary Landscape Plan (L0.1) / KLA / March 2, 2020</u>

a) Indicate / locate existing utility poles and lines found on the south side of Bethany Road. Ensure there are no conflicts between proposed trees and existing utility poles and lines.
b) Clarify removal of existing trees. Clearly identify all existing trees to remain or be protected in place. For example, address existing grouping of Italian Cypress trees along Bethany Road.
c) Along the western property line, Plan indicates six existing trees using the graphic symbol as others to be removed. Confirm if the six existing trees are to be removed or protected in place.
d) Planting design shall support Mountain House's strong, formal, and well-organized planting principles. Provide a strong, formal, and well-organized street landscape character (Manual, Chapter Five, page 5-37). Refer also to Specific Plan 1, Chapter Four, page 4.25 / Figure 4.15.
e) Plan indicates landscaping within the Byron Road right-of-way. Confirm intent to install landscape improvements within the right-of-way. Reinforce the consistent treatment of adjacent public street corridors (Manual, Chapter Three, page 3-27).
f) Refer to Manual, Chapter Three, page 3-6 regarding landscaping within the required 20 ft. (min.) landscape setback. Reinforce the consistent treatment of adjacent public street corridors (Manual, Chapter Three, page 3-27).

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g) Street tree planting shall comply with SJ County, Mountain House Development Title section 9-1020.4M Street Trees.
h) Plant palette shall be selected from Manual, Appendix B per Manual, Chapter Three, page 3-27 and Specific Plan I, Chapter Four, page 4.26, Table 4.3 Old River Industrial Park Recommended Plant Palette.
i) Consistent with Preliminary Site plan comments, buffer treatments, setbacks and/or landscape treatments shall be provided along all boundaries of Specific Plan 1 per Specific Plan 1, Chapter Four, pages 4.22 and 4.26 as well as Manual, Chapter Three, page 3-5.
j) Consistent with Preliminary Site plan comments, provide a common buffer / parcel demarcation columnar tree along the parcel edges per Manual, Chapter Three, pages 3-4, 3-5, and 3-27 and Specific Plan 1, Chapter Four, section 4.4.2. Buffer tree shall be selected from Manual, Appendix B, page B-2. Note that MHCSD no longer utilizes the Lombardy Poplar. Instead, MHCSD utilizes Quercus robur "Fastigiata" (English Oak).
k) All shrub and groundcover spacing shall ensure 100% coverage within two years of planting (Manual, Chapter Three, page 3-7).
l) The plan has correctly shown that all parking areas seen from public view shall be screened using an evergreen screen hedge (Ligustrum). Hedge height shall be 42" max. and planted at a minimum of 5 gallon, 30" o.c. (Manual, Chapter Three, page 3-7).
m) Provide a single parking lot tree species per Manual, Chapter Three, page 3-7. Refer to Manual, Appendix B, page B-2. Provide one tree per five parking spaces per Manual, Chapter Three, page 3-6.
n) Indicate parking lot light poles/luminaries and ensure there are no conflicts between trees and light poles/luminaries.
o) Provide "Entry Drive" accent trees per Manual, Chapter Three, page 3-15 and Appendix B, page B-2 and Specific Plan I, Chapter Four, page 4.26, Table 4.3 Old River Industrial Park Recommended Plant Palette.
p) Provide plant material in conjunction with fencing to screen facility. Tall, evergreen, screening shrubs shall be selected from Manual, Appendix B.
q) Where feasible and appropriate, vertical trees shall be provided to accentuate architectural elements.
r) Trash enclosure (screening) shall comply with Manual, Chapter Three, pages 3-20 and 3-21.

4. Architectural Floor Plan and Elevations (three sheets) shall be reviewed by others retained by SJCCDD.

Please do not hesitate to call me if you have any questions.

Sincerely,

JERRY GONSALVES

Jerry Gonsalves, Principal | PLA

3717 Taylor Road, Loomis, CA 95650 | 916-952-4128 | www.oliverjohnpartners.com

Girardi, Frank [CDD]

From: David Dacus <david@dacushome.com>
Sent: Thursday, September 24, 2020 1:01 PM
To: Funderburg, John [CDD]; Girardi, Frank [CDD]
Subject: Re: FW: Bethany Road PL Information

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

John/Frank:

Regarding the 17400 West Bethany Road proposed design for an additional building adjacent to an existing building north of Byron Hwy: We approve the Civic Italianate design in stucco, with raised hip tile roof and brick face and conc cap pilaster elements, with aluminum shade canopies at the windows. The design and color schemes seem in line with this style (one of those called for for the Light Industrial category). In addition, we recognize that these same design elements could work for Eclectic Prairie style, though that is not one of the listed styles. The styles are quite similar in this industrial expression, but either would be acceptable.

Please let me know if there are any other proposed adjustments to be made for our consideration.

Best,
David

J. David Dacus, Design Review Consulting
1308C Boulevard Way
Walnut Creek, CA 94595-1200

O/C 925.876.8651

On 9/23/2020 1:19 PM, Funderburg, John [CDD] wrote:

From: Aaron Smud <Aarons@alpinedevelop.com>
Sent: Tuesday, September 15, 2020 12:37 PM
To: Funderburg, John [CDD] <jfunderburg@sjgov.org>
Cc: Girardi, Frank [CDD] <fgirardi@sjgov.org>
Subject: RE: Bethany Road PL Information

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi John,

I have attached a number of items that all show that the property line near the railroad does indeed match our current site plan and property bounty survey. Please review the following at let me know if you still have questions.

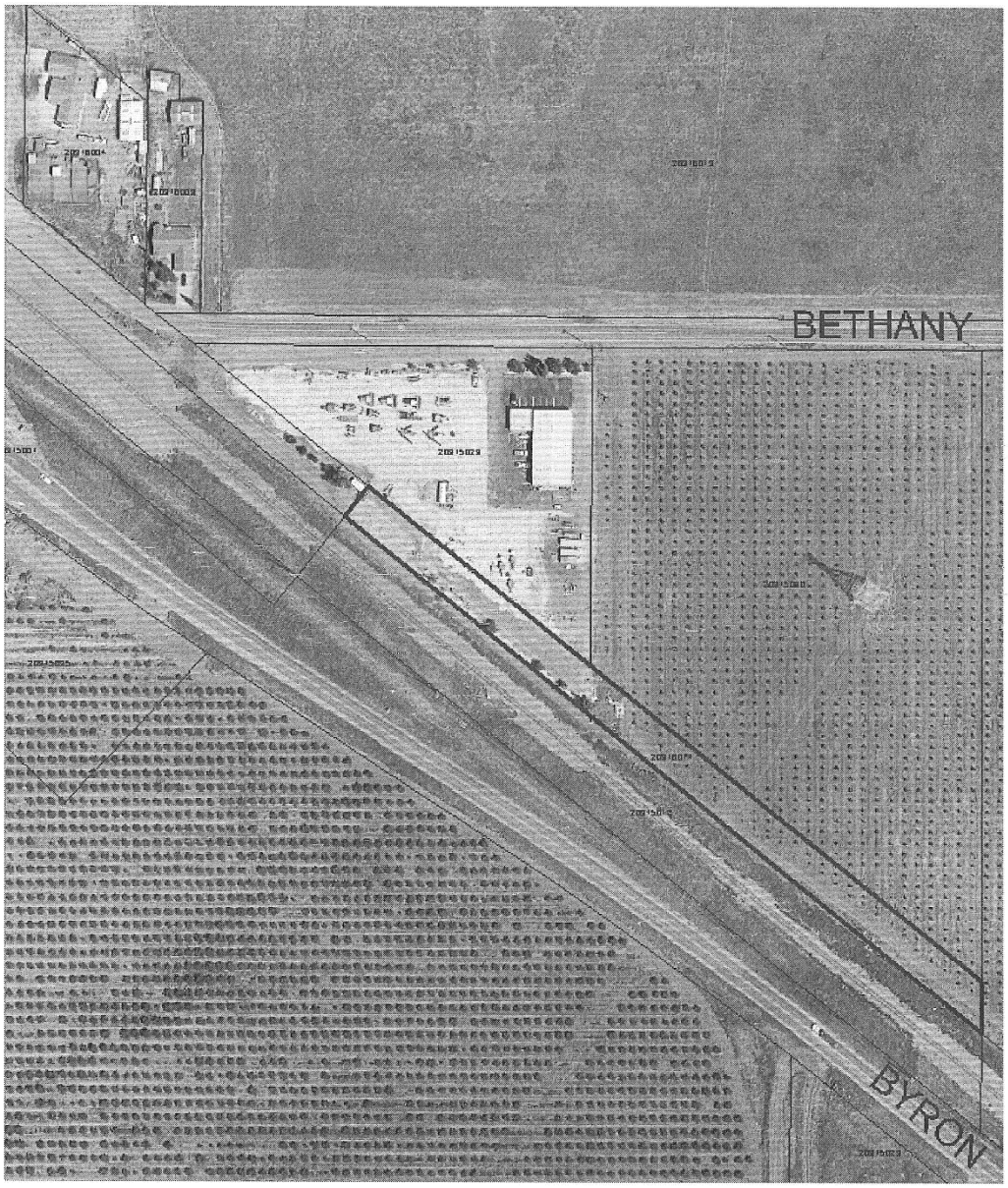
1

1. County Approved Site Plan Drawing for the 1997 development of this parcel. Page 4 shows the approved storm detention basin in that area and lists the same property dimensions.
2. Linked Title Report. Page 21 shows the dimensions.
3. Vesting Deed. Page 2 lists the legal description
4. Westside Irrigation Quit Claim Deed that removes their easement through this parcel. No mention of the Southern Pacific Railroad
5. LAFCo Annexation map and description.

Thanks,
Aaron

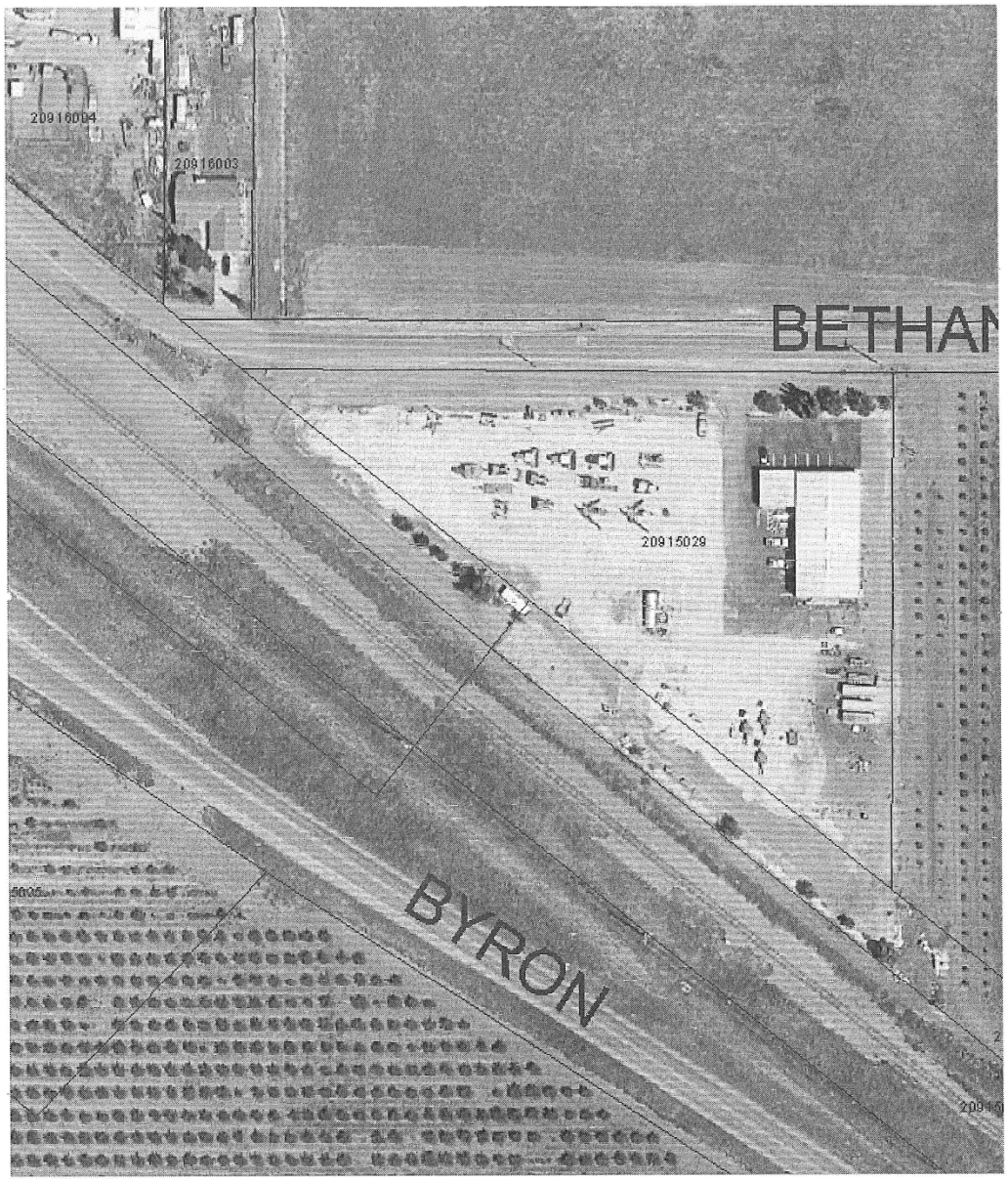
From: Funderburg, John [CDD] [mailto:jfunderburg@sjgov.org]
Sent: Monday, September 14, 2020 4:25 PM
To: Aaron Smud <Aarons@alpinedevelop.com>
Subject: RE: PL

2



From: Funderburg, John [CDD]
Sent: Monday, September 14, 2020 4:20 PM
To: Aaron Smud <Aarons@alpinedevelop.com>
Subject: PL

3



4

Mountain House Community Services District
251 E Main Street, Mountain House, CA 95391
Tel (209) 831-2300 • Fax (209) 831-5610
www.mountainhousecsd.org

August 3, 2020

Pinnacle Ridge Group, LLC
Attn: Aaron Smud
21315 San Jose Road
Tracy, CA 95304

SUBJECT: Will Serve Letter – 17400 W. Bethany Road, Tracy CA - APN: 209-150-29

The Mountain House Community Services District (MHCSD) will serve the above referenced property with potable water, sanitary sewer, and storm drainage, provided all necessary improvements are made to the water system, sewer system, storm drainage system and street improvements which comply with the MHCSD Standard Specifications & Details, State standards, and the Mountain House Master Plan.

The additional infrastructure improvements and community service provisions and improvements may be necessary and must be constructed or bonded for prior to the recording of Final Maps or the commencement of construction on your projects, as determined by the General Manager.

These additional facilities and services include, but are not limited to, the following:

1. Expansion of the Wastewater Treatment Plant and reclamation facilities and providing land for disposal of sanitary sewer effluent from you project.

2. Expansion of the Water Treatment Plant and related facilities, including remote storage and installation or upgrading the pumps and other facilities to provide sufficient flow and pressure.

3. Additional backbone water, sewer and storm trunk lines and other "backbone" facilities, including off-site extensions.

4. Additional arterial roadway facilities and extensions.

5. Construction of BMPs for storm drainage treatment.

"To Provide Responsive Service to Our Growing Community
That Exceeds Expectations at a Fair Value"

6. Miscellaneous public facilities that may be determined necessary to serve the projects, such as additional parks, fire protection facilities and equipment, community maintenance facilities or other community service provisions that may be required by the various MHCSD or County Community Approvals.

Annexation to the MHCSD for all properties outside of MHCSD boundary will be required and all applicable connections, buy-in fees and reimbursement fees shall be paid.

The cost of construction of all facilities shall be borne by the applicant. Improvement plans shall be submitted for review and approval by the MHCSD. Encroachment permits shall be obtained prior to working in any public right-of-way. All related costs shall be borne by the applicant.

Please be aware that, in some cases, as determined by the General Manager, the specific determination of such requirements can only be made once more detailed subsequent analysis is conducted as part of the Tentative Map and Final Map review process or the site improvement plans. Additional facilities and service provisions, as determined necessary by the General Manager, may be found necessary and must be constructed by the applicant Prior to getting utility services from MHCSD.

Also, please be advised of the MHCSD's policy that all required improvements to public facilities and needed maintenance shall be funded by the applicant. If applicable, these may be subject to the terms of a Master Acquisition and Reimbursement Agreement (MARA) and subsequent Facility Acquisition and Reimbursement Agreements which may be required prior to approval of Final Maps and commencement of construction. All such requirements will be determined as part of the Tentative Map and Final Map process or issuance of a building permit.

Subject to the foregoing conditions, the MHCSD finds that the above referenced property can be served. We advise that as soon as practicable, you schedule a meeting with the MHCSD to start the process of determining specific infrastructure and community facilities needs as part of your Tentative or Final Map approval process or development application process. As soon as you start the development process, service area maps for water, water storage capacity, wastewater, and BMP basin capacity must be provided to MHCSD showing the assigned capacity for this property.

Sincerely,

Nader Shareghi

Nader Shareghi, P.E.
Public Works Director

c: San Joaquin County Community Development
Steve Pinkerton, General Manager
Anush Nejad, Community Development Director

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Attachment E
Environmental Documents

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SAN JOAQUIN COUNTY
Greatness grows here.

Community Development Department
Planning · Building · Neighborhood Preservation

MITIGATED NEGATIVE DECLARATION

TO: ☒ Office of Planning & Research
P. O. Box 3044
Sacramento, California 95812-3044

☒ County Clerk, County of San Joaquin

FROM: San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, California 95205

PROJECT TITLE: Master Plan Amendment No. PA-2000063, Specific Plan Amendment No. PA-2000064, & Site Approval No. PA-2000065

PROJECT LOCATION: The project site is located at the Mountain House Old River Industrial Park expansion area located on the north side of W. Bethany Road, 650 feet east of S. Henderson Rd., Mountain House, San Joaquin County. (APN/Address: 209-150-29/17400 West Bethany Road, Tracy) (Supervisorial District: 5)

PROJECT DESCRIPTION: This project consists of three (3) applications including a Master Plan Amendment, a Specific Plan I Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area). The Master Plan Amendment PA-2000063 (MP) consists of a revision to Section 3.7 (o) - Industrial and Office Use Polices of the Master Plan. The Specific Plan Amendment PA-2000064 (SP) would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan). The underlying project is for a Site Approval Application PA-2000065 (SA) to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation. The project proposes the utilization of an existing 5,800 square foot building. The project also includes the construction of a 12,000 square foot office and warehouse building and will include fifty (50) parking stalls for thirty-five (35) employees and five (5) customers per shift 7:00 a.m. to 5:00 p.m. Monday through Friday. The project is located in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area).

The Property is zoned AU-20 (Agriculture-Urban Reserve, 20-acre minimum) and the General Plan designation is I/G (General Industrial).

PROPONENT: Rankins AG, Inc. / Pinnacle Ridge, LLC

This is a Notice of Intent to adopt a Mitigated Negative Declaration for this project as described. San Joaquin County has determined that through the Initial Study that contains proposed mitigation measures all potentially significant effects on the environment can be reduced to a less than significant level. The Mitigated Negative Declaration and Initial Study can be viewed on the Community Development Department website at www.sjgov.org/commdev under Active Planning Applications.

Date: July 31, 2020

Contact Person:
Frank Girardi Phone: (209) 468-8469 FAX: (209) 468-3163 Email: fgirardi@sjgov.org

1810 E. Hazelton Avenue | Stockton, California 95205 | (209) 468-3121 | www.sjgov.org/commdev

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INITIAL STUDY/NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Rankins AG Inc.

PROJECT TITLE/FILE NUMBER(S): PA-2000063(MP), PA-2000064(SP), & PA-2000065(SA)

PROJECT DESCRIPTION: This project consists of three (3) applications including a Master Plan Amendment, a Specific Plan I Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area). The Master Plan Amendment PA-2000063 (MP) consists of a revision to Section 3.7 (o) - Industrial and Office Use Polices of the Master Plan. The Specific Plan Amendment PA-2000064 (SP) would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan). The underlying project is for a Site Approval Application PA-2000065 (SA) to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation. The project proposes the utilization of an existing 5,800 square foot building. The project also includes the construction of a 12,000 square foot office and warehouse building and will include fifty (50) parking stalls for thirty-five (35) employees and five (5) customers per shift 7:00 a.m. to 5:00 p.m. Monday through Friday. The project is located in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area).

The project site is located at the Mountain House Old River Industrial Park expansion area located on the north side of W. Bethany Road, 650 feet east of S. Henderson Rd., Mountain House

ASSESSORS PARCEL NO.: 209-150-29

ACRES: 3.0

GENERAL PLAN: I/G (General Industrial)

ZONING: AU-20 (Urban Agriculture 20-acre minimum)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
Utilization of an existing 5,800 square foot building and a 12,000 square foot office and warehouse building.

SURROUNDING LAND USES:

NORTH: Vacant Land, Mountain House Neighborhood K and Old River Industrial Park
SOUTH: Agricultural, Byron Rd, and Union Pacific Railroad,
EAST: Vacant, Urban Agriculture
WEST: Mountain House Town Center.

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (7/30/20); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (Traffic Assessment dated March 2, 2020 by KD Anderson & Associates, Inc). Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

   ☐ Yes ☒ No

   Nature of concern(s): Enter concern(s).

2. Will the project require approval or permits by agencies other than the County?

   ☐ Yes ☒ No

   Agency name(s): Enter agency name(s).

3. Is the project within the Sphere of Influence, or within two miles, of any city?

   ☒ Yes ☐ No

   City: **City of Tracy**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a **"Potentially Significant Impact"** as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology / Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology / Water Quality	☐ Land Use / Planning	☐ Mineral Resources
☐ Noise	☐ Population / Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Tribal Cultural Resources
☐ Utilities / Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

☐ I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

7/31/20
Date 7/31/2020

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

ISSUES:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
I. AESTHETICS.					
Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) This project consists of three (3) applications including a Master Plan Amendment, a Specific Plan I Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area) to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation and to construct a 12,000 square foot office and warehouse building. The proposed project and land use improvements for the project site are subject to the site planning and architecture standards contained in the Mountain House Commercial, Office, and Industrial Design Manual. The project site and design of the buildings will also be subject to the Design Review Process to ensure the architecture, character, and quality envisioned for the site and the community are maintained. Therefore, the proposed project will have a less than significant impact on aesthetics for the Mountain House community and its surroundings.

II. AGRICULTURE AND FORESTRY RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐

Impact Discussion:

a-e) This project consists of three (3) applications including a Master Plan Amendment, a Specific Plan I Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area) to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation and to construct a 12,000 square foot office and warehouse building.

The current zoning for the property is AU-20 (Urban Agriculture, 20-acre minimum) the proposed project will not affect adjacent agricultural uses, agricultural zoning within or adjacent to Mountain House nor will it effect existing Williamson Act contracts. Therefore, the proposed application request(s) will have no impact on agriculture and forestry resources.

III. AIR QUALITY.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐	☐
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) The San Joaquin Valley Air Pollution Control District (APCD) has been established by the State in an effort to control and minimize air pollution. The project was referred to the APCD for review on June 9, 2020. A response from APCD dated July 9, 2020 stated that the project is not expected to exceed the requirements for annual emissions of criteria pollutants. As a condition of approval, the project will be subject to the District's rules and regulations including District Rule 9410, Regulation VIII, (Fugitive PM10 Prohibitions), Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).). At the time of development, the applicant will be required to meet all applicable SJVAPCD rules and regulations. Therefore, any impacts to air quality will be reduced to less than significant.

IV. BIOLOGICAL RESOURCES.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐	☐

Impact Discussion:

a-f) The California Department of Fish and Wildlife Natural Diversity Database does not list any rare, endangered, or threatened species or habitat located on or near the site. Referrals have been sent to the San Joaquin Council of Governments (SJCOG) and SJCOG determined that the applicant is subject to and may participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). If the applicant chooses to participate, then the proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. If the applicant chooses not to participate, then the applicant will be required to participate in a similar mechanism that provides the same level of mitigation.

The project will not have an effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland. Therefore, impacts will be less than significant.

The project will not conflict with the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because the project applicant will participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

V. CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource pursuant to§ 15064.5?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	☐

Impact Discussion:

a-c) The development approval of the project will include conditions of approval and mitigation measures to avoid potential impacts to cultural resources. In the event human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (**California Health** and **Safety Code - Section 7050.5).**

VI. ENERGY.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) The California Energy Code (also titled The Energy Efficiency Standards for Residential and Non-residential Buildings) was created by the California Building Standards Commission in response to a legislative mandate to reduce California's energy consumption. The code's purpose is to advance the state's energy policy, develop renewable energy sources and prepare for energy emergencies. These standards are updated periodically by the California Energy Commission. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project ensuring that any impact to the environment due to wasteful, inefficient, or unnecessary consumption of energy will be less than significant and preventing any conflict with state or local plans for energy efficiency and renewable energy.

VII. GEOLOGY AND SOILS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil and create direct or indirect risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐

Impact Discussion:

a-f) The geology of San Joaquin County is composed of high organic alluvium, which is susceptible to earthquake movement. The project will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. All recommendations from a soils report must be incorporated into the construction plans. Therefore, impacts to seismic-related (or other) landslide hazards will be less than significant.

The proposed development project will not affect geology and soils, since it will not change geotechnical standards or development patterns. The project site is relatively flat terrain and a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans.

Therefore, the risk of being located on an unstable unit can be reduced to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
VIII. GREENHOUSE GAS EMISSIONS.					
Would the project:					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the underlying project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO2) and, to a lesser extent, other GHG pollutants, such as methane (CH4) and nitrous oxide (N2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO2 equivalents (MTCO2e/yr).

As noted previously, the underlying project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA and the District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.11 The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change.

11 San Joaquin Valley Air Pollution Control District. Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA. December 17, 2009.San Joaquin Valley Air Pollution Control District. District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency. December 17, 2009.

IX. HAZARDS AND HAZARDOUS MATERIALS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐

Impact Discussion:

a-g) The proposed application(s) would not result in, create or induce hazards and associated risks to the public. Construction activities for the project typically involve the use of toxic or hazardous materials such as paint, fuels, and solvents. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid potential health and safety risks associated with hazardous materials. No significant impacts are anticipated related to the transport, use, or storage of hazardous materials during construction activities are anticipated.

The nearest airport is the Byron Airport, located approximately 5 miles northwest of the project site. The proposed structures will not exceed 50 feet in height. Project referrals have been sent to Caltrans Division of Aeronautics, Contra Costa County ALUC, SJCOG ALUC, and Byron Airport. Any comments or conditions of approval received from the agencies will be included in the final conditions of approval to ensure any impacts are reduced to less than significant.

X. HYDROLOGY AND WATER QUALITY.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

Impact Discussion:

a-e) The proposed project's impacts on hydrology and water are expected to be less than significant. The project will be served by a public water system and a public sewer system. The applicant has provided a will-serve letter from the Mountain House Community Services District (MHCSD) confirming that MHCSD will provide sewer, storm drainage and water services to the project site. Therefore, these public services will ensure that the project's impact on these resources will be less than significant.

The project would be required to comply with the National Pollutant Discharge Elimination Systems (NPDES) permit program. Also, the proposed facility would be required to implement additional water quality Best Management Practices (BMP's), depending on the operations that are proposed at each facility. These BMP's would be determined on a case-by-case basis and approved by the MHCSD. Therefore, project impacts related to hydrology and water quality will be less than significant.

XI. LAND USE AND PLANNING.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Physically divide an established community?	☐	☐	☒	☐	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐	☐
d) Result in Land use/operational conflicts between existing and proposed on-site or off-site land uses?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) This project is a Master Plan, Specific Plan I Amendment, and Site Approval application to convert an existing Farm Service Headquarters facility to a Construction Services-Heavy operation. The Site Approval application proposes the utilization of an existing 5,800 square foot building, and includes the construction of a new 12,000 square foot office and warehouse building.

Master Plan Amendment and Specific Plan I Amendments

Mountain House Master Plan, Chapter 3 has a specific policy regarding the siting of uses for General Industrial parcels in the Mountain House community.

Master Plan Section 3.7 INDUSTRIAL AND OFFICE USE POLICY o) states the following

Existing Language:

o) General Industrial areas shall be provided for building contractors, yard storage, building material suppliers and similar businesses with very low density employment. General Industrial areas shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

To strengthen the existing Master Plan policy language and provide for additional economic development opportunities in the General Industrial areas the project applicant is requesting to amend the existing language contained in Master Plan Section 3.7 Industrial and Office Use Policy (o).

New Language:

o) General Industrial areas shall be provided for ~~building contractors, yard storage, building material suppliers and similar businesses with very low density employment.~~ general and special trade contractors engaged in heavy construction other than buildings. Outdoor yard storage areas of equipment and materials is permitted and shall be screened with fences and walls as provided for in the Mountain House Commercial, Office, and Industrial Design manual. Special control measures are required for uses within the General Industrial areas and shall be separated from residential or other sensitive land uses by non-sensitive land uses or other appropriate buffers.

Based on the proposed underlying project involving general and specialized trade contractors who engage in a variety of construction projects i.e. highways, tunnels, street construction, water, sewer, and pipeline construction. This update will ensure consistency with the proposed project and existing approved Mountain House documents, future planned land uses, and existing community approvals. This minor text change to the

Master Plan General Industrial policy will also support the emerging demands in the heavy construction trade and will modernize the existing language which in turn helps to create strong, vibrant, and economically viable General Industrial projects for the Mountain House community.

No other text changes to the Master Plan document are proposed with this application request.

Specific Plan I Amendment

The Specific Plan Amendment would revise Figure 4.1 (Specific Plan I Expansion and Focus Areas) and Figure 4.13 (Old River Industrial Park Illustrative Concept Plan). These changes to the figures will ensure compatibility with the proposed underlying project and consistency with the existing Master Plan land use designation of General Industrial.

The construction and operation of the proposed project will not physically divide an established community. The project is an orderly extension of the development that is established within the Specific Plan I Old River Expansion and Focus Area for the Mountain House community. This area is planned for Industrial development consistent with the Master Plan and Specific Plan I documents and existing community approvals.

Site Appoval

The project will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, because the project is consistent with all applicable Master Plan, Specific Plan I, land use policies and regulations of the County Development Code and General Plan. Therefore, the project's impact on land use would be less than significant.

The proposed project will not result in conflicts between existing and proposed on-site or off-site land uses because the underlying project to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation is consistent with all land use policies and regulations of the 2035 General Plan and Master Plan. The project parcel will be rezoned from AU-20 (Urban Agriculture, 20-acre minimum) to I/G (General Industrial). The Construction Services – Heavy use type may be conditionally permitted in the I-G (General Industrial) zone with an approved Site Approval application.

XII. MINERAL RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒	☐
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒	☐

Impact Discussion:

a-b) The project will not result in the loss of availability of a known mineral resource of a resource recovery site because the site does not contain minerals of significance or known mineral resources. San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology". Therefore, the project will have no impact on the availability of mineral resources or mineral resource recovery sites within the Mountain House community.

XIII. NOISE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project result in:					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐

Impact Discussion:

a-c) The proposed project development will have a less than significant impact on existing noise or exposure to noise in general, since the applications do not change approved noise standards for transportation noise sources or density. Previous acoustical analyses have been conducted for the project site as required in the Final EIR for the Mountain House community. However, the development project may have equipment utilized in the grading of the site that will temporarily increase the area's ambient noise levels. Underlying projects when approved will be required to comply with Development Title Section 9-1025.9 (c) (3) which states that:

Noise sources associated with construction are exempt from the provisions of the Noise Ordinance provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day.

As such, noise generation from the proposed underlying projects will be reduced to less than significant with this added condition.

XIV. POPULATION AND HOUSING.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) The proposed project development will not result in displacement of the population and affect the amount of proposed or existing housing in Mountain House. Therefore, the projects impact on population and housing will be less than significant.

XV. PUBLIC SERVICES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	☐	☐	☒	☐	☐
Police protection?	☐	☐	☒	☐	☐
Schools?	☐	☐	☒	☐	☐
Parks?	☐	☐	☒	☐	☐
Other public facilities?	☐	☐	☒	☐	☐

Impact Discussion:

a) The proposed development project for a Construction Services – Heavy Operation, is located in the Community of Mountain House. The Master Plan and Specific Plan I documents for the Community of Mountain House addresses the provisions of public health and safety services including police, fire, and emergency response services which includes the County's Sheriff's Department, the Tracy Rural Fire Protection District, and the County EMS system, respectively. There will be no substantial increase on public services as a result of this project therefore, it will result in a less than significant impact.

XVI. RECREATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

Impact Discussion:

a-b) The proposed project will consist of the construction of a Construction Services- Heavy operation. The proposed project will have no impact on the provision of required recreational facilities and programs for Community Parks specified by the Mountain House Community Services Districts "Parks, Recreation, and Leisure Plan".

XVII. TRANSPORTATION.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☐	☒	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐	☐
d) Result in inadequate emergency access?	☐	☐	☒	☐	☐

Impact Discussion:

a-d) Master Plan Chapter Nine, Transportation and Circulation addresses the expected traffic volumes and anticipates the need for and timing of circulation improvements required to serve the community through buildout. Under the proposed project conditions the site is expected to have a less than significant impact on existing adjacent roadways and intersections. A traffic analysis was conducted by KD Anderson & Associates, Inc, dated March 2, 2020 for the proposed project. Based on the analyses contained in the report it was determined that under existing plus project conditions, all study intersections are expected to continue operating at acceptable LOS B or better with negligible (less than five seconds) increases in delay. The project proposes two driveway access points to the site from Bethany Road. KD Anderson & Associates, Inc concludes that sight distance is available for both driveways. Therefore, the proposed project and proposed final circulation and roadway layout for the project will have a less than significant impact on existing roadway levels of service.

XVIII. TRIBAL CULTURAL RESOURCES.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☒	☐	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐	☐

Impact Discussion:

a) This project consists of three applications including a Master Plan Amendment, a Specific Plan I Amendment, and a Site Approval in the Specific Plan I planning area of Mountain House (Old River Park South Expansion Area) to convert an existing Farm Service Headquarters facility to a Construction Services- Heavy Operation and to construct a 12,000 square foot office and warehouse building. The project site is developed with a commercial building and a parking lot.

At the time development, if Human burials are found to be of Native American origin, the developer shall follow the procedures pursuant to Title 14, Division 6, Chapter 3, Article 5, Section 15064.5(e) of the California State Code of Regulations. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

XIX. UTILITIES AND SERVICE SYSTEMS.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
Would the project:					
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐	☐

Impact Discussion:

a-e) The applicant has provided a will serve letter from the Mountain House Community Services District (MHCSD) confirming that MHCSD will provide sewer, storm drainage and water services to the project site. The utility infrastructure consisting, of a water distribution system, a sanitary sewer drain system, have been constructed for the development of the project site. The utilities would be extended to the proposed project site. Therefore, the project would not result in significant impacts on utilities and service systems and no mitigation measures are necessary.

XX. WILDFIRE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒	☐

Impact Discussion:

a-d) The project is outside of high fire hazard severity zones and will not be impacted by wildfires.

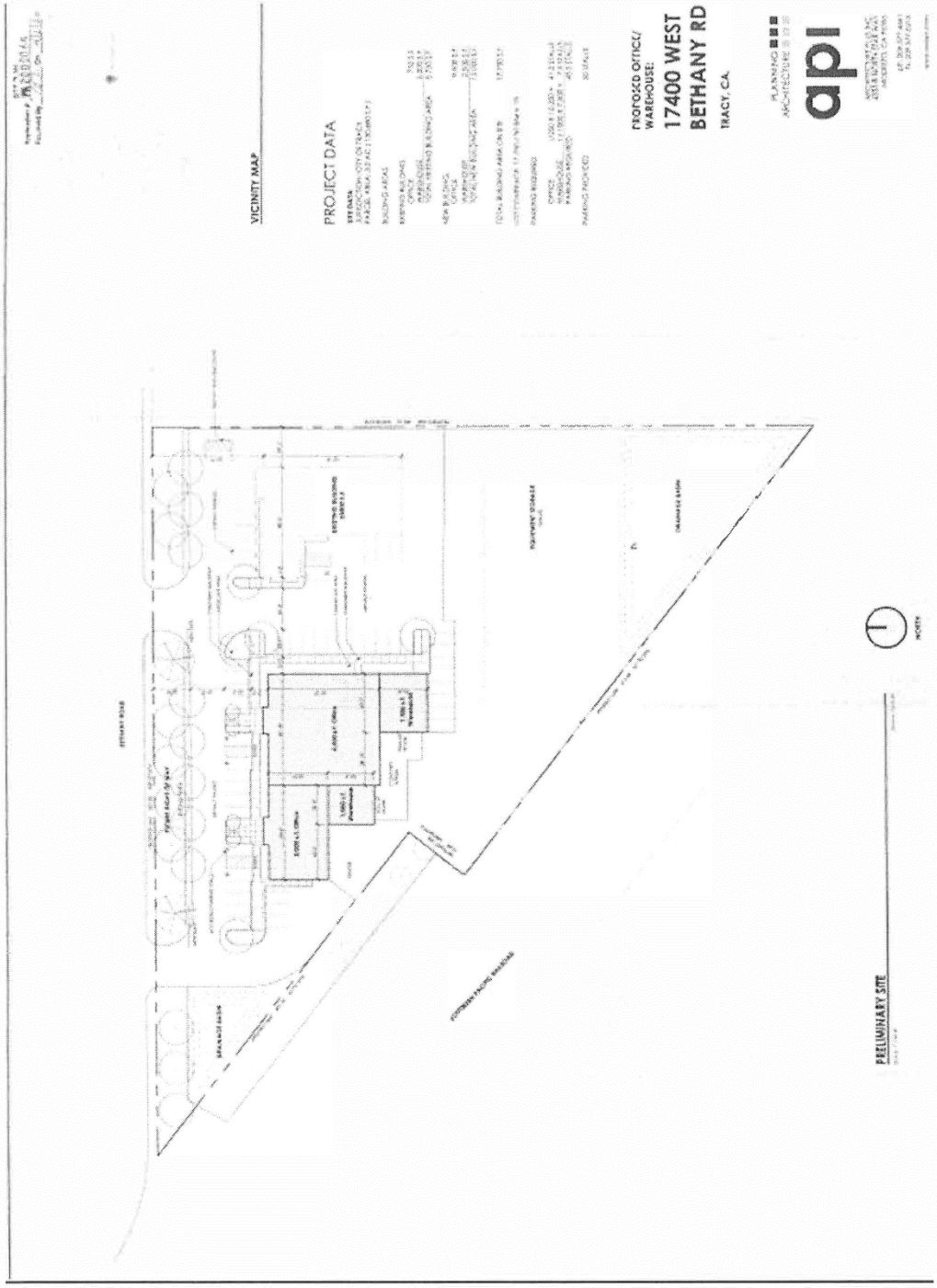
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☐

Impact Discussion:

a-c) The proposed application does not have the potential to degrade the environment or eliminate a plant or animal community. The project would not result in significant cumulative impacts or cause substantial adverse effects on human beings, either directly or indirectly.

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; Eureka Citizens for Responsible Govt. v. City of Eureka (2007) 147 Cal.App.4th 357; Protect the Historic Amador Waterways v. Amador Water Agency (2004) 116 Cal.App.4th at 1109; San Franciscans Upholding the Downtown Plan v. City and County of San Francisco (2002) 102 Cal.App.4th 656.

ATTACHMENT: (MAP[S] OR PROJECT SITE PLAN[S])



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Attachment F
Traffic Study

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KD Anderson & Associates, Inc.
Transportation Engineers

PA2000065

March 2, 2020

Alpine Summit Development, LLC
Attn: Aaron Smud
1852 W. 11th Street, Suite 266
Tracy, CA 95376

RE: TRAFFIC ASSESSMENT FOR 17400 WEST BETHANY ROAD, MOUNTAIN HOUSE, SAN JOAQUIN COUNTY

Dear Mr. Smud:

Thank you for selecting our firm for services relating to the **Industrial Office at 17400 West Bethany Road in Mountain House**. As we are aware, the project will add a 12,000 sf building to a 3.0 acre site that is currently used for equipment storage. The project site lies on the south side of West Bethany Road in the area just east of its intersection with Henderson Road and the Henderson Road crossing on the UPRR. Under the Mountain House Master Plan this crossing will be closed in the future when Mountain House Parkway is extended across the railroad, and this portion of Bethany Road will end in a cul-de-sac at the abandoned crossing.

Mountain House CSD staff have considered the project's potential traffic impacts and suggested that a focused traffic assessment is needed to confirm a conclusion of no significant traffic impact. This letter summarizes our evaluation of the key issues requested by the District.

Current Traffic Volumes / Conditions on Affected Roads

Traffic Volumes. A.m. and p.m. peak hour traffic volumes were monitored at the Byron Road / Henderson Road intersection during the week of January 20, 2020. However, construction activity associated with improvements to Byron Road required traffic controls that contributed to considerable delay during peak hours, and it is likely that observed volumes do not represent "normal conditions. For this analysis a two-step process was followed to adjust and normalize the observed volumes.

The initial step involved obtaining and reviewing traffic volume data collected prior to construction and using that data to create adjustment factors. While no prior traffic volume counts were available for the Byron Road / Henderson Road intersection, traffic counts collected in 2016 were available for the Byron Road / Mountain House Parkway intersection immediately to the north. Comparison of the segment volume for Byron Road between the two intersections revealed that the 2016 counts were 48% greater in the a.m. peak hour and 23% greater in the p.m. peak hour. These factors were applied to the Byron Road / Henderson Road counts to create equivalent 2016 data.

The second step accounted for possible background traffic growth between 2016 and 2020. For this analysis a 3% annual growth rate was assumed and applied to the equivalent 2016 intersection volumes. The resulting adjusted Year 2020 volumes for the Byron Road / Henderson Road intersection are presented in Figure 1.

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To complete the baseline condition current traffic volumes were estimated for the Henderson Road / Bethany Road intersection and for the project site access on Bethany Road based on the land uses in each area. For Henderson Road the current uses are three rural residences and a small amount of storage / industrial space. Based on current ITE rates these uses are likely to generate about 5 trips during the a.m. and p.m. peak hour respectively. Similarly, the project site is occupied by roughly 5.8 ksf of warehouse / office space. Applying ITE rates for Specialty Trade Contractor (Code 180), or small office (Code 712) plus warehouse (Code 150) the existing uses are likely to generate 10 to 11 a.m. and p.m. peak hour trips. The adjusted peak hour volumes identified for Henderson Road at the Byron Road intersection were carried easterly thru the study locations.

Peak Hour Levels of Service. To determine Levels of Service, Synchro 10.0 software was used to apply the methods contained in the Highway Capacity Manual (6th Edition) assuming continuation of the current intersection geometry. We understand that the ongoing construction project will not alter the geometry at the Byron Road / Henderson Road intersection, but that in the future the Henderson Road railroad crossing will be closed and replaced by a new UPRR crossing that accommodates the easterly extension of Mountain House Parkway. As noted below, the signalized Byron Road / Henderson Road intersection operates at LOS B and C. The unsignalized location operates at LOS B.

TABLE 1
CURRENT PEAK HOUR LEVELS OF SERVICE

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Byron Road / Henderson Road	Signal	21.8	C	19.9	B
Henderson Road / Bethany Road Westbound approach	WB Stop	13.0	B	10.5	B
Bethany Road / Existing site Access Northbound approach	NB Stop	11.5	B	11.5	B

Safety. The project is located just east of the western terminus of Bethany Road at is intersection with Henderson Road. In this area Henderson Road extends east from Byron Road across the adjoining UPRR, immediately makes a 90 degree turn to the south and continues parallel to the railroad as Bethany Road. The crossing is equipped with standard gates, pavement markings and flashers. The turn follows a curve with 50-foot centerline radius, and the pavement has been widened through the curve to accommodate the turning requirements of trucks. About 100 feet beyond this curve, Bethany Road follows a 250-foot radius curve to the north and then continues easterly along the project site. Henderson Road extends north from the center of the curve.

The Henderson Road / Bethany Road intersection is controlled by a stop sign on the westbound Bethany Road approach. The posted speed limit on Bethany Road is 55 mph. Advance warning signs are provided on westbound Bethany Road approach, including a W1-R (CURVE AHEAD) with 15 mph advisory and W3-1 (STOP AHEAD). W1-6 Arrows have been installed on the outside of the curve facing both directions, and a streetlight exists above the curve. Pavement markings supplement the W3-1

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sign. Centerline striping is provided on westbound Bethany Road, and a no-passing zone is marked for westbound traffic in the area east from the curve to a point beyond the project site (i.e., 600 feet±).

Project Characteristics

Trip Generation. The amount of traffic associated with the project has been estimated based on application of trip generation rates published by the Institute of Transportation Engineers (ITE). Two alternative approaches were considered. First, rates were identified and applied for the specific land use designations (i.e, small office and warehouse). Secondly, the business's activities were considered and the project was treated as a "Specialty Trade Contractor", and the identified rates were applied to the entire project. As noted in Table 2, the resulting projects under either approach are similar, and the project is expected to generate 20 a.m. and 24 p.m. peak hour trips.

TABLE 2
TRIP GENERATION RATES AND FORECASTS

Description / Code	Quantity	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Forecast based on Uses							
Small Office (712)	ksf	83%	17%	1.92	32%	68%	2.45
	9.5 ksf	15	3	18	7	16	23
Warehouse (150)	ksf	77%	23%	0.17	27%	73%	0.19
	2.5 ksf	-	-	<1	-	-	<1
Project Total		15	3	18	7	16	23
Forecasts based on Business Type							
Specialty Trade Contractor (180)	ksf	73%	27%	1.66	32%	68%	1.97
	12.0 ksf	15	5	20	8	16	24

Trip Distribution. The project's peak hour trips are likely to be oriented towards the locations of employee residences. Lacking definitive data for future employees, we have conservatively assumed a distribution that is oriented to Byron Road, with 50% northerly on Byron Road towards Mountain House, 30% south on Byron Road and 15% east on Bethany Road. The resulting trip assignment is noted in Figure 2. This assignment would be applicable until the Henderson Road crossing is closed.

Project Impacts

Existing Plus Project Levels of Service. The site trip generation increase above current conditions that results from the project was superimposed onto the current background traffic volumes to create "Existing Plus Project" conditions. Resulting Levels of Service will be calculated and compared to adopted minimum standards.

As noted in Table 3, the addition of project trips does not affect the current Levels of Service at any location.

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TABLE 3
EXISTING PLUS PROJECT PEAK HOUR LEVELS OF SERVICE

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Average Delay (sec/veh)	Level of Service	Average Delay (sec/veh)	Level of Service
Byron Road / Henderson Road	Signal	22.1	C	20.5	B
Henderson Road / Bethany Road Westbound approach	WB Stop	13.2	B	10.7	B
Bethany Road / New Site Driveway Northbound approach	NB Stop	12.2	B	12.0	B
Bethany Road / Existing Site Access Northbound approach	NB Stop	11.5	B	11.5	B

Site Access / Safety. The key issue associated with the project is the introduction of a new driveway near the curve on Bethany Road. To operate safely, drivers leaving the site need to have adequate sight distance in both directions on Bethany Road, and westbound drivers intending to turn into the new driveway need to be able to see westbound traffic as they approach the driveway.

The applicable sight distance standards are authored by Caltrans and the America Association of State Highway and Transportation Officials (AASHTO). The Caltrans *Highway Design Manual* (HDM) identifies minimum safe stopping sight distance requirements based on travel speed in HDM Table 201.1. The AASHTO publication *Policy on the Geometric Design of Highways and Streets, 2018* identifies the sight distance needed for motorists to turn left from a two-lane highway in Table 9-17. These requirements are noted in Table 4 below.

TABLE 4
STOPPING SIGHT DISTANCE REQUIREMENTS

Speed (mph)	Minimum Stopping Sight Distance HDM Table 201.1 (feet)	Stopping Sight Distance for left turns across two-lane highway AASHTO Table 9.17 (feet)
25	150	205
30	200	245
35	250	285
40	300	325
45		365
50		405
55		445

The applicable design speed in each situation has been considered based on factors such as the posted speed limit, the comfortable speed around horizontal curves and the acceleration capabilities of

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automobiles. As noted earlier the posted speed limit on Bethany Road is 55 mph in this area. However HDM Figure 202.2 indicates that the Maximum Comfortable Speed around the 250-foot radius curve on Bethany Road is less than 30 mph. Similarly AASHTO Figure 2-33 indicates that a passenger car turning right from Henderson Road at 10 mph could be traveling at 40 mph when it reaches the new driveway roughly 390 feet from Henderson Road.

The available sight distance at the new driveway has been estimated. Looking to the east at westbound traffic, the road is straight, and the view is clear. The minimum sight distance standard for 55 mph can be met. Looking left towards Henderson Road, the view is blocked by trees / shrubs on the inside of the curve on the north side of Bethany Road. The view is clear for about 300 feet. The available distance satisfies the minimum requirement for vehicles traveling at the comfortable speed along the curve (30 mph). This sight would also satisfy the minimum requirement for eastbound traffic at 40 mph. Based on these considerations the sight distance at the new driveway for exiting traffic is adequate.

The view for westbound drivers approaching the new driveway is also affected by the features of the north side of the road. A westbound driver initiating a left turn into the site can see an eastbound vehicle when it is about 250 to 260 feet away. This distance satisfies AASHTO requirements for a 30 mph design, which is consistent with the comfortable speed on the curve. Based on this consideration, westbound drivers intending to turn into the site can do so safely.

The need for additional improvements at the site access as considered, and the need for a separate westbound left turn lane was assessed. In this case AASHTO guidelines for a separate left turn lane on a two-lane rural highway (Table 9-25 and Figure 9-26) indicate that a left turn lane can be "desirable" at very low volumes (i.e., 5 to 10 left turns per hour), but that these situations do not indicate that a left turn lane is definitely needed (page 9-105).

In this case the volume of traffic turning into the site is very low, and while estimated background traffic is appreciable, the eventual closure of the Henderson Road railroad crossing will eliminate nearly all of that traffic. San Joaquin County staff indicate that Mountain House Parkway could be extended within the next five years and the closure would occur at that time. Based on the consideration a separate left turn lane is not recommended.

Thank you again for contacting our firm for this assignment. Please feel free to call me if you have any questions or need additional information.

Sincerely,

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E.
President

Enc: Figures, LOS calculations guideline excerpts

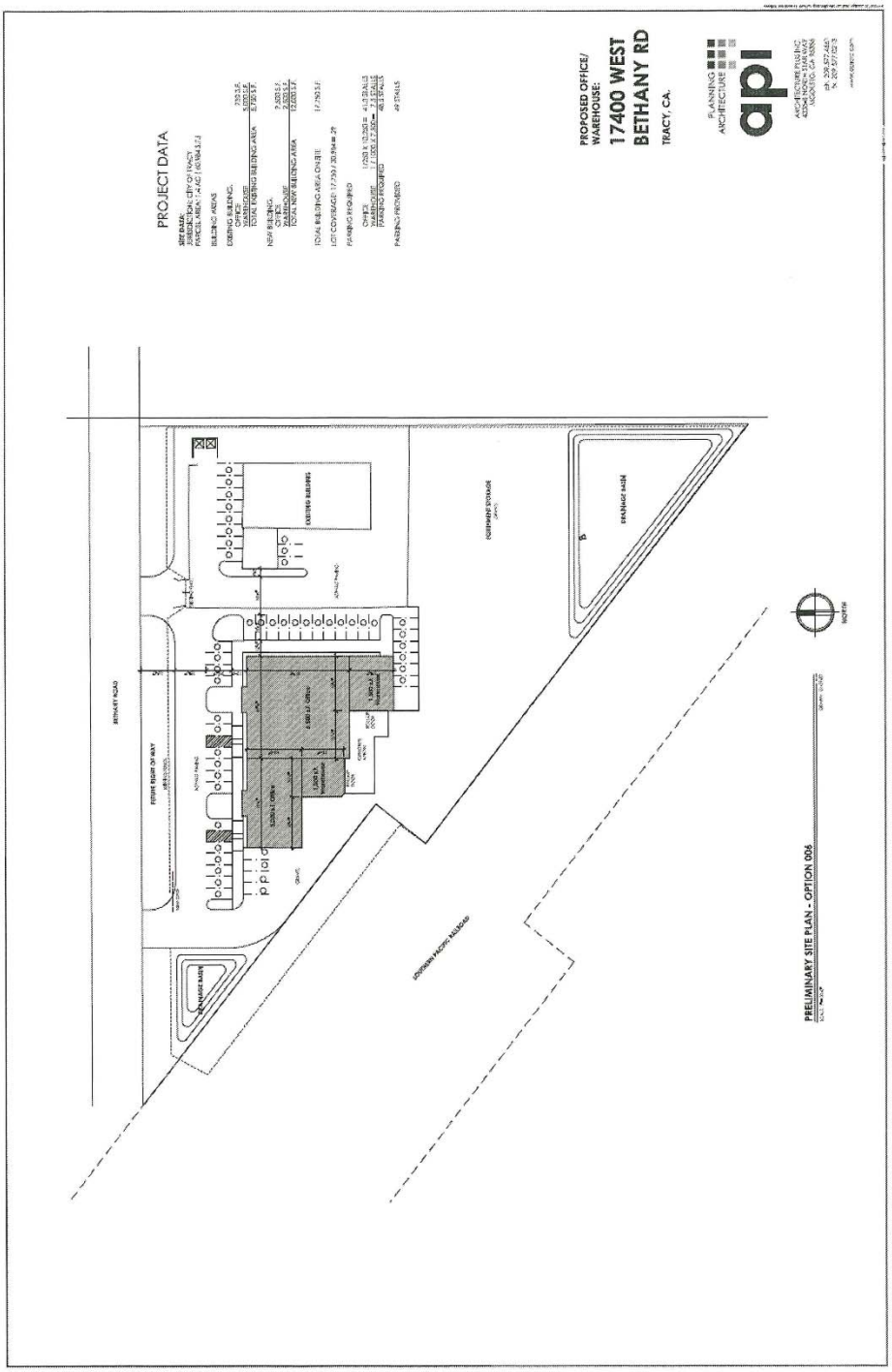
Bethany Road Office 0455-01

KDA

VICINITY MAP

figure 1

KD Anderson & Associates, Inc.
Transportation Engineers
0000-00 RA 3/2/2020

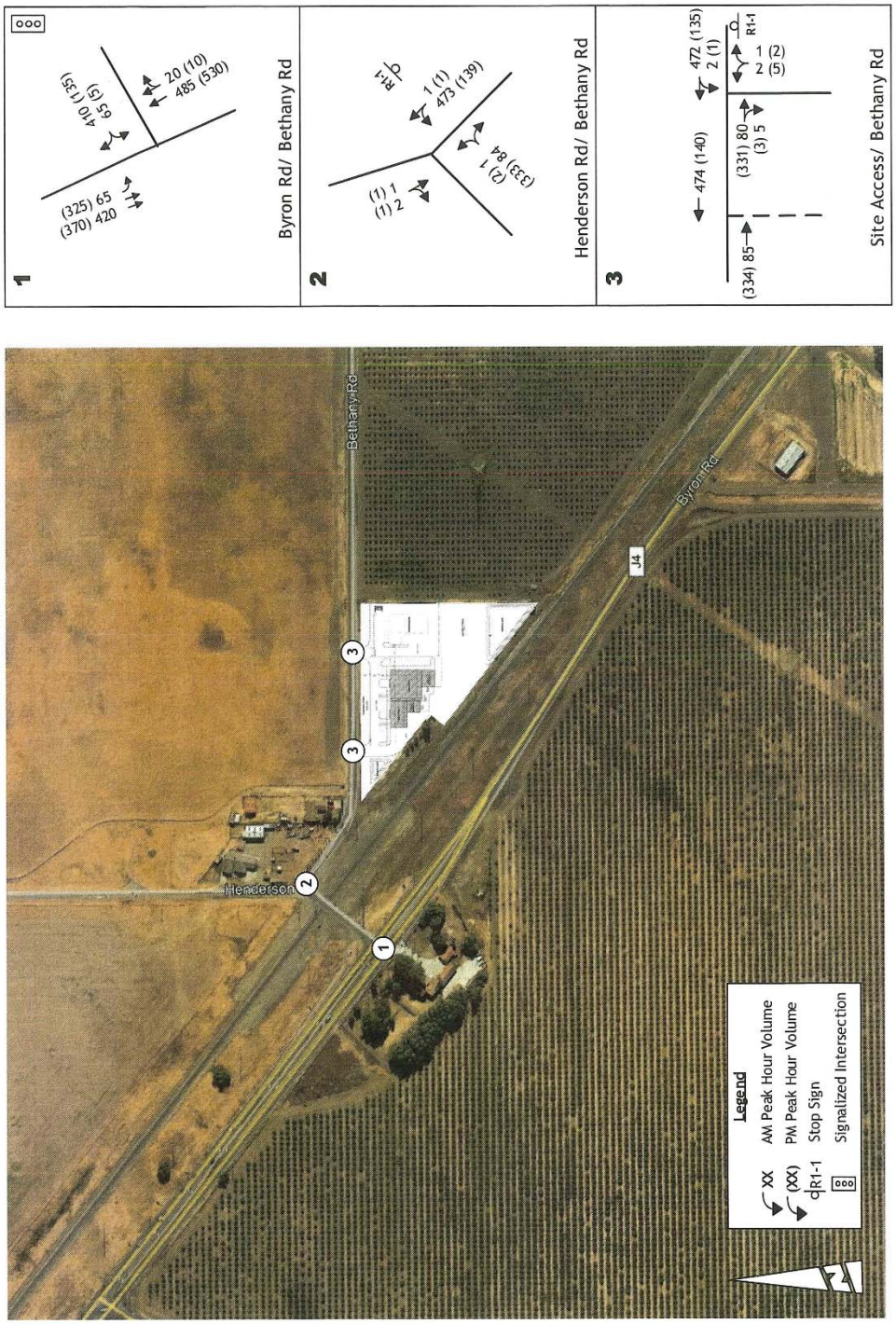


SITE PLAN

figure 2

KD Anderson & Associates, Inc.
Transportation Engineers

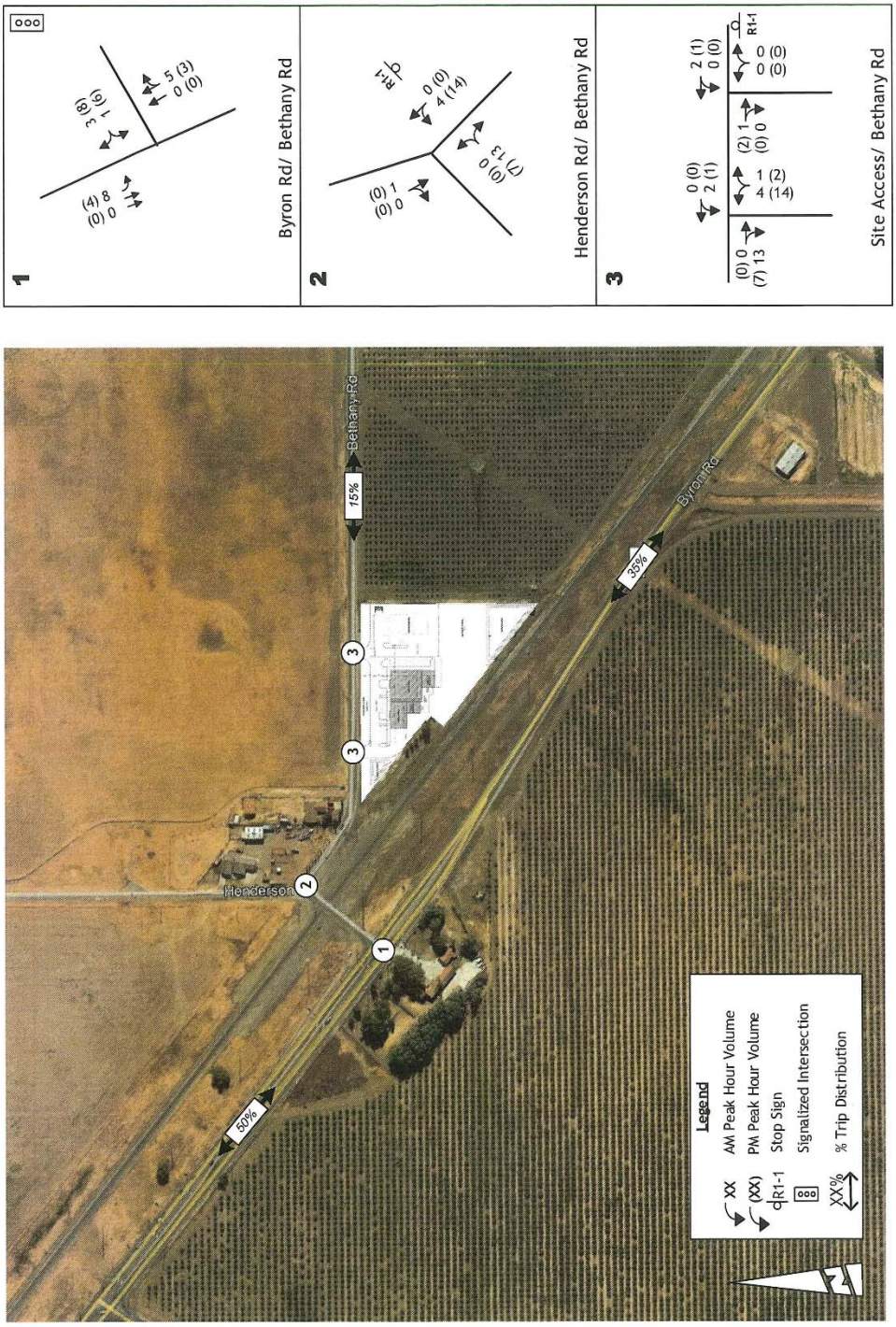
0000-00 RA 3/2/2020



EXISTING TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers
0000-00 RA 3/2/2020

figure 3



PROJECT ONLY TRAFFIC VOLUMES AND LANE CONFIGURATIONS

RD Anderson & Associates, Inc.
Transportation Engineers
0000-00 RA 3/2/2020

figure 4

Queues
1: BYRON RD & BETHANY RD

AM EXISTING
03/02/2020

Lane Group	SEL	SET	NWT	SWL
Lane Group Flow (vph)	71	457	549	517
v/c Ratio	0.25	0.55	0.51	0.72
Control Delay	26.5	12.5	17.9	12.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.5	12.5	17.9	12.2
Queue Length 50th (ft)	19	73	71	35
Queue Length 95th (ft)	67	207	155	140
Internal Link Dist (ft)		803	1665	155
Turn Bay Length (ft)	685			
Base Capacity (vph)	375	1585	2429	1104
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.19	0.29	0.23	0.47

Intersection Summary

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	65	420	485	20	65	410
Future Volume (veh/h)	65	420	485	20	65	410
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	71	457	527	22	71	446
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	158	791	803	33	79	497
Arrive On Green	0.09	0.42	0.23	0.23	0.36	0.36
Sat Flow, veh/h	1781	1870	3570	145	221	1386
Grp Volume(v), veh/h	71	457	269	280	518	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1844	1610	0
Q Serve(g_s), s	2.1	10.5	7.7	7.7	17.1	0.0
Cycle Q Clear(g_c), s	2.1	10.5	7.7	7.7	17.1	0.0
Prop In Lane	1.00			0.08	0.14	0.86
Lane Grp Cap(c), veh/h	158	791	410	426	577	0
V/C Ratio(X)	0.45	0.58	0.66	0.66	0.90	0.00
Avail Cap(c_a), veh/h	291	997	947	983	715	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.3	12.4	19.6	19.6	17.1	0.0
Incr Delay (d2), s/veh	2.0	0.7	1.8	1.7	12.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.9	3.1	3.2	7.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	13.1	21.4	21.4	29.3	0.0
LnGrp LOS	C	B	C	C	C	A
Approach Vol, veh/h		528	549		518	
Approach Delay, s/veh		14.9	21.4		29.3	
Approach LOS		B	C		C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.8	19.5			30.3	26.0
Change Period (Y+Rc), s	5.8	6.5			6.5	5.8
Max Green Setting (Gmax), s	9.2	30.0			30.0	25.0
Max Q Clear Time (g_c+I1), s	4.1	9.7			12.5	19.1
Green Ext Time (p_c), s	0.1	3.3			2.7	1.1

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	11

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	473	1	1	84	1	2
Future Vol, veh/h	473	1	1	84	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	22355
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	514	1	1	91	1	2

Major/Minor	Minor1		Major1	
Conflicting Flow All	47	47	0	0
Stage 1	47	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	963	1022	-	-
Stage 1	975	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	963	1022	-	-
Mov Cap-2 Maneuver	963	-	-	-
Stage 1	975	-	-	-
Stage 2	-	-	-	-

Approach	WB	NE
HCM Control Delay, s	13	0
HCM LOS	B	

Minor Lane/Major Mvmt	NET	NER	WBLn1
Capacity (veh/h)	-	-	963
HCM Lane V/C Ratio	-	-	0.535
HCM Control Delay (s)	-	-	13
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	3.3

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	0	0	474	0	0
Future Vol, veh/h	85	0	0	474	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	0	0	515	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	607	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	515	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	460	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	460	965
Mov Cap-2 Maneuver	-	-	-	-	460	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	600	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1503	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	80	5	2	472	2	1
Future Vol, veh/h	80	5	2	472	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	5	2	513	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	607	90
Stage 1	-	-	-	-	90	-
Stage 2	-	-	-	-	517	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	460	968
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	598	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	459	968
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	934	-
Stage 2	-	-	-	-	597	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	557	-	-	1503	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	SEL	SET	NWT	SWL
Lane Group Flow (vph)	353	402	587	152
v/c Ratio	0.64	0.69	0.60	0.45
Control Delay	24.8	26.5	20.8	10.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.8	26.5	20.8	10.4
Queue Length 50th (ft)	99	115	90	2
Queue Length 95th (ft)	#231	#269	150	46
Internal Link Dist (ft)		803	1665	155
Turn Bay Length (ft)	685			
Base Capacity (vph)	640	673	1277	678
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.60	0.46	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	325	370	530	10	5	135
Future Volume (veh/h)	325	370	530	10	5	135
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	353	402	576	11	5	147
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	498	523	843	16	6	188
Arrive On Green	0.28	0.28	0.24	0.24	0.12	0.12
Sat Flow, veh/h	1781	1870	3660	68	52	1530
Grp Volume(v), veh/h	353	402	287	300	153	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1858	1592	0
Q Serve(g_s), s	8.7	9.6	7.2	7.2	4.5	0.0
Cycle Q Clear(g_c), s	8.7	9.6	7.2	7.2	4.5	0.0
Prop In Lane	1.00			0.04	0.03	0.96
Lane Grp Cap(c), veh/h	498	523	420	439	196	0
V/C Ratio(X)	0.71	0.77	0.68	0.68	0.78	0.00
Avail Cap(c_a), veh/h	657	690	655	685	587	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.8	16.1	17.0	17.0	20.8	0.0
Incr Delay (d2), s/veh	2.4	3.8	2.0	1.9	6.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	4.1	2.8	2.9	1.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	19.9	18.9	18.9	27.4	0.0
LnGrp LOS	B	B	B	B	C	A
Approach Vol, veh/h		755	587		153	
Approach Delay, s/veh		19.1	18.9		27.4	
Approach LOS		B	B		C	

Timer - Assigned Phs		2				6	8
Phs Duration (G+Y+Rc), s		17.3				19.5	12.0
Change Period (Y+Rc), s		5.8				5.8	6.0
Max Green Setting (Gmax), s		18.0				18.0	18.0
Max Q Clear Time (g_c+I1), s		9.2				11.6	6.5
Green Ext Time (p_c), s		2.4				2.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	139	1	2	333	1	1
Future Vol, veh/h	139	1	2	333	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	151	1	2	362	1	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	186	183	0	0	364	0
Stage 1	183	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	803	859	-	-	1195	-
Stage 1	848	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	802	859	-	-	1195	-
Mov Cap-2 Maneuver	802	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.5	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NERWBLn1	SWL	SWT
Capacity (veh/h)	-	- 802	1195	-
HCM Lane V/C Ratio	-	- 0.19	0.001	-
HCM Control Delay (s)	-	- 10.5	8	0
HCM Lane LOS	-	- B	A	A
HCM 95th %tile Q(veh)	-	- 0.7	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	331	3	1	135	5	2
Future Vol, veh/h	331	3	1	135	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	360	3	1	147	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	363	0	511	362
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	149	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1196	-	523	683
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	879	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1196	-	522	683
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	704	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	560	-	-	1196	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	SEL	SET	NWT	SWL
Lane Group Flow (vph)	79	457	554	521
v/c Ratio	0.27	0.54	0.50	0.73
Control Delay	27.1	12.4	17.9	12.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	27.1	12.4	17.9	12.5
Queue Length 50th (ft)	22	74	73	36
Queue Length 95th (ft)	74	208	157	144
Internal Link Dist (ft)		803	1665	155
Turn Bay Length (ft)	685			
Base Capacity (vph)	370	1617	2392	1094
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.21	0.28	0.23	0.48

Intersection Summary

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	73	420	485	25	66	413
Future Volume (veh/h)	73	420	485	25	66	413
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	79	457	527	27	72	449
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	157	791	799	41	80	499
Arrive On Green	0.09	0.42	0.23	0.23	0.36	0.36
Sat Flow, veh/h	1781	1870	3533	176	222	1385
Grp Volume(v), veh/h	79	457	272	282	522	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1839	1610	0
Q Serve(g_s), s	2.4	10.6	7.9	7.9	17.4	0.0
Cycle Q Clear(g_c), s	2.4	10.6	7.9	7.9	17.4	0.0
Prop In Lane	1.00			0.10	0.14	0.86
Lane Grp Cap(c), veh/h	157	791	413	427	580	0
V/C Ratio(X)	0.50	0.58	0.66	0.66	0.90	0.00
Avail Cap(c_a), veh/h	289	989	940	972	709	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.7	12.5	19.7	19.7	17.2	0.0
Incr Delay (d2), s/veh	2.5	0.7	1.8	1.8	12.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.9	3.2	3.3	7.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.2	13.2	21.5	21.5	29.9	0.0
LnGrp LOS	C	B	C	C	C	A
Approach Vol, veh/h		536	554		522	
Approach Delay, s/veh		15.2	21.5		29.9	
Approach LOS		B	C		C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.8	19.7			30.5	26.2
Change Period (Y+Rc), s	5.8	6.5			6.5	5.8
Max Green Setting (Gmax), s	9.2	30.0			30.0	25.0
Max Q Clear Time (g_c+I1), s	4.4	9.9			12.6	19.4
Green Ext Time (p_c), s	0.1	3.3			2.7	1.0

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	11

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	477	1	1	97	2	2
Future Vol, veh/h	477	1	1	97	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	22355
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	518	1	1	105	2	2

Major/Minor	Minor1		Major1	
Conflicting Flow All	54	54	0	0
Stage 1	54	-	-	-
Stage 2	0	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	954	1013	-	-
Stage 1	969	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	954	1013	-	-
Mov Cap-2 Maneuver	954	-	-	-
Stage 1	969	-	-	-
Stage 2	-	-	-	-

Approach	WB	NE
HCM Control Delay, s	13.2	0
HCM LOS	B	

Minor Lane/Major Mvmt	NET	NER	WBLn1
Capacity (veh/h)	-	-	954
HCM Lane V/C Ratio	-	-	0.545
HCM Control Delay (s)	-	-	13.2
HCM Lane LOS	-	-	B
HCM 95th %tile Q(veh)	-	-	3.4

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	13	2	474	4	1
Future Vol, veh/h	85	13	2	474	4	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	92	14	2	515	4	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	106	0	618	99
Stage 1	-	-	-	-	99	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1485	-	453	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	452	957
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	1485	-
HCM Lane V/C Ratio	0.011	-	-	0.001	-
HCM Control Delay (s)	12.2	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	81	5	2	474	2	1
Future Vol, veh/h	81	5	2	474	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	88	5	2	515	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	610	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	458	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	597	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	457	967
Mov Cap-2 Maneuver	-	-	-	-	457	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	554	-	-	1501	-
HCM Lane V/C Ratio	0.006	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	7.4	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Lane Group	SEL	SET	NWT	SWL
Lane Group Flow (vph)	358	402	590	167
v/c Ratio	0.65	0.69	0.60	0.48
Control Delay	25.3	26.6	21.0	11.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.3	26.6	21.0	11.1
Queue Length 50th (ft)	102	117	91	4
Queue Length 95th (ft)	#240	#272	152	50
Internal Link Dist (ft)		803	1665	155
Turn Bay Length (ft)	685			
Base Capacity (vph)	620	653	1237	669
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.58	0.62	0.48	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	329	370	530	13	11	143
Future Volume (veh/h)	329	370	530	13	11	143
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	358	402	576	14	12	155
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	495	519	834	20	15	198
Arrive On Green	0.28	0.28	0.24	0.24	0.13	0.13
Sat Flow, veh/h	1781	1870	3639	86	114	1475
Grp Volume(v), veh/h	358	402	288	302	168	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1777	1855	1599	0
Q Serve(g_s), s	9.1	9.9	7.4	7.4	5.1	0.0
Cycle Q Clear(g_c), s	9.1	9.9	7.4	7.4	5.1	0.0
Prop In Lane	1.00			0.05	0.07	0.92
Lane Grp Cap(c), veh/h	495	519	418	436	215	0
V/C Ratio(X)	0.72	0.77	0.69	0.69	0.78	0.00
Avail Cap(c_a), veh/h	643	675	641	669	577	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.3	16.6	17.4	17.4	20.9	0.0
Incr Delay (d2), s/veh	2.8	4.2	2.0	2.0	6.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	4.3	2.9	3.0	2.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.1	20.8	19.5	19.4	27.0	0.0
LnGrp LOS	B	C	B	B	C	A
Approach Vol, veh/h		760	590		168	
Approach Delay, s/veh		20.0	19.4		27.0	
Approach LOS		B	B		C	

Timer - Assigned Phs	2			6	8
Phs Duration (G+Y+Rc), s	17.5			19.7	12.7
Change Period (Y+Rc), s	5.8			5.8	6.0
Max Green Setting (Gmax), s	18.0			18.0	18.0
Max Q Clear Time (g_c+I1), s	9.4			11.9	7.1
Green Ext Time (p_c), s	2.3			2.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	20.5
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3.3

Movement	WBL	WBR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Vol, veh/h	153	1	2	340	1	1
Future Vol, veh/h	153	1	2	340	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	166	1	2	370	1	1

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	190	187	0	0	372	0
Stage 1	187	-	-	-	-	-
Stage 2	3	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	799	855	-	-	1186	-
Stage 1	845	-	-	-	-	-
Stage 2	1020	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	798	855	-	-	1186	-
Mov Cap-2 Maneuver	798	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	WB	NE	SW
HCM Control Delay, s	10.7	0	4
HCM LOS	B		

Minor Lane/Major Mvmt	NET	NER	WBLn1	SWL	SWT
Capacity (veh/h)	-	-	798	1186	-
HCM Lane V/C Ratio	-	-	0.21	0.001	-
HCM Control Delay (s)	-	-	10.7	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	334	7	1	140	14	2
Future Vol, veh/h	334	7	1	140	14	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	363	8	1	152	15	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	371	0	521	367
Stage 1	-	-	-	-	367	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1188	-	516	678
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	874	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1188	-	515	678
Mov Cap-2 Maneuver	-	-	-	-	515	-
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	873	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	531	-	-	1188	-
HCM Lane V/C Ratio	0.033	-	-	0.001	-
HCM Control Delay (s)	12	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	333	3	1	136	5	2
Future Vol, veh/h	333	3	1	136	5	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	362	3	1	148	5	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	365	0	514	364
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	150	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1194	-	521	681
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	878	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1194	-	520	681
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	703	-
Stage 2	-	-	-	-	877	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	558	-	-	1194	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	11.5	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

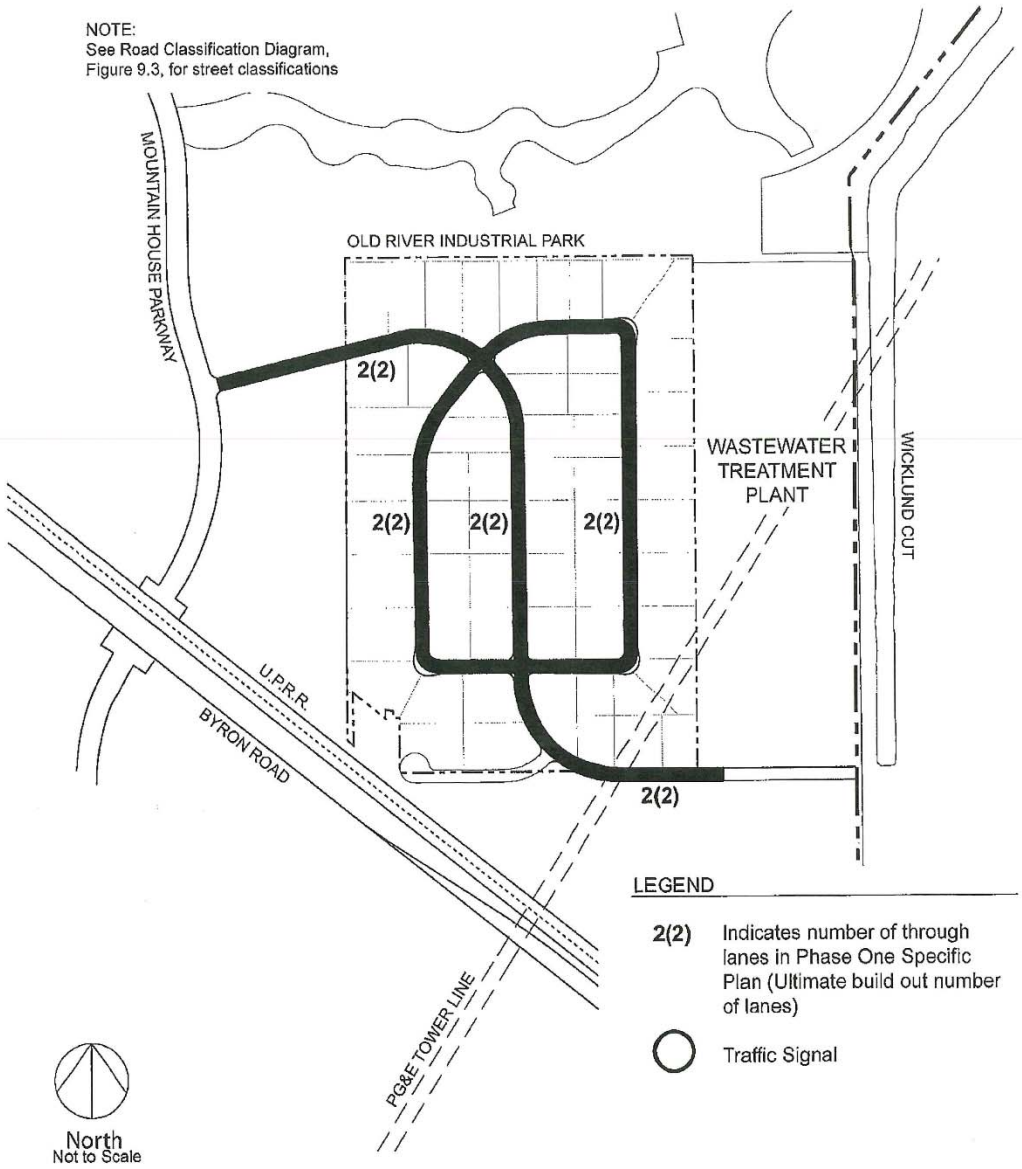
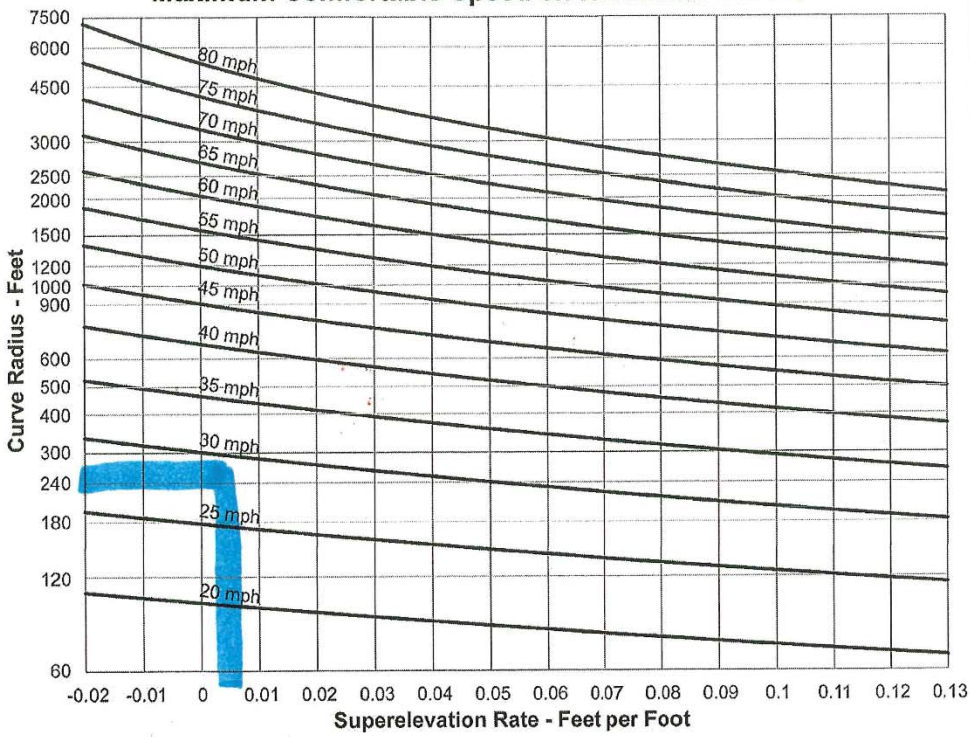


FIGURE 9.9 – OLD RIVER INDUSTRIAL PARK STREET SYSTEM

Figure 202.2
Maximum Comfortable Speed on Horizontal Curves*



NOTES:

* See Index 202.2(1) for application of this figure.

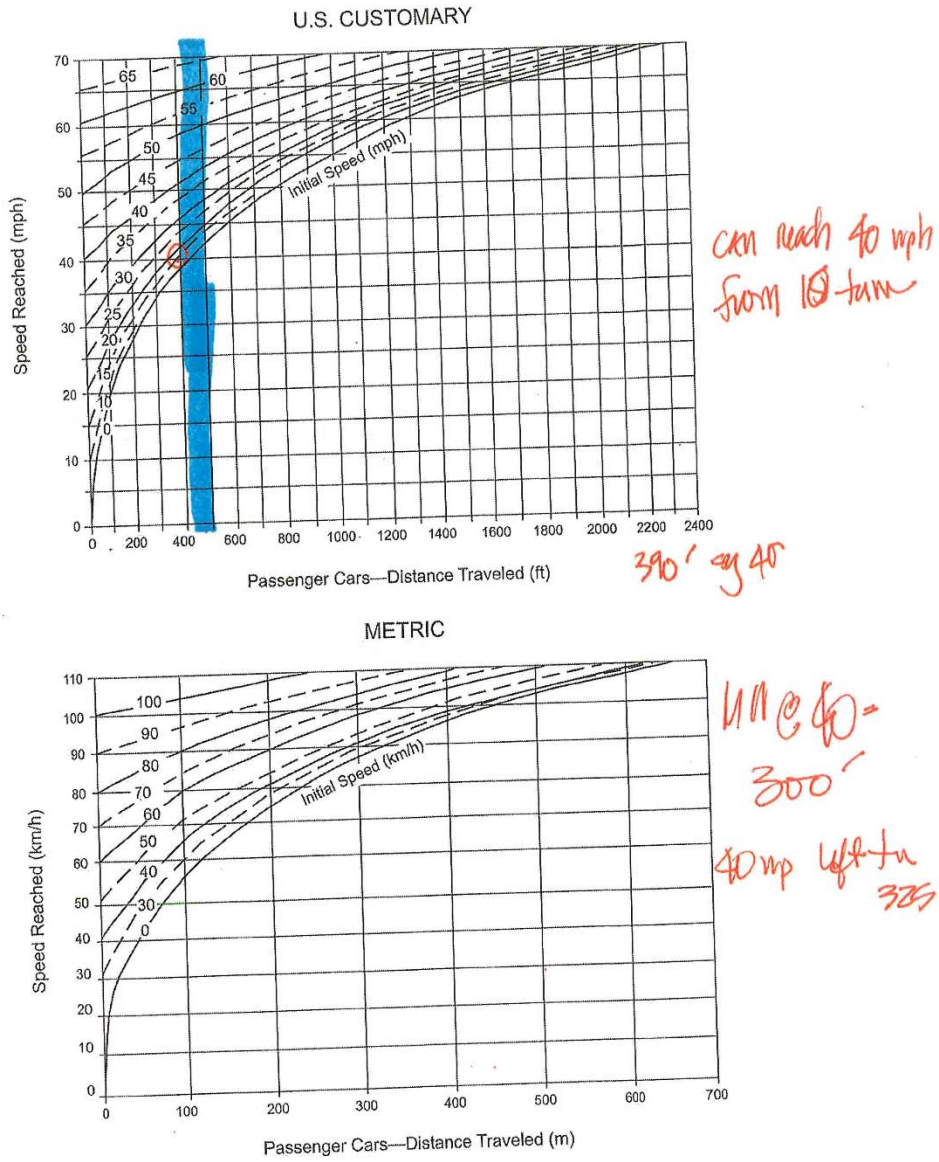
Speed (mph)	Side Friction Factor "f"
20	0.27
30	0.20
40	0.16
50	0.14
55	0.13
60	0.12
65	0.11
70	0.10
75	0.09
80	0.08

NOTES:

This figure is not intended to represent standard superelevation rates or curve radius. The standards are contained in Tables 202.2A through 202.2E. This figure should be used as an aid to designers to determine maximum comfortable speeds. Use of this figure in lieu of the standards must be documented as discussed in Index 82.2.

e = Superelevation (feet per foot)
f = Side Friction Factor
V = Speed (mph)
R = Radius (feet)

$$e+f=\frac{0.067V^2}{R}$$



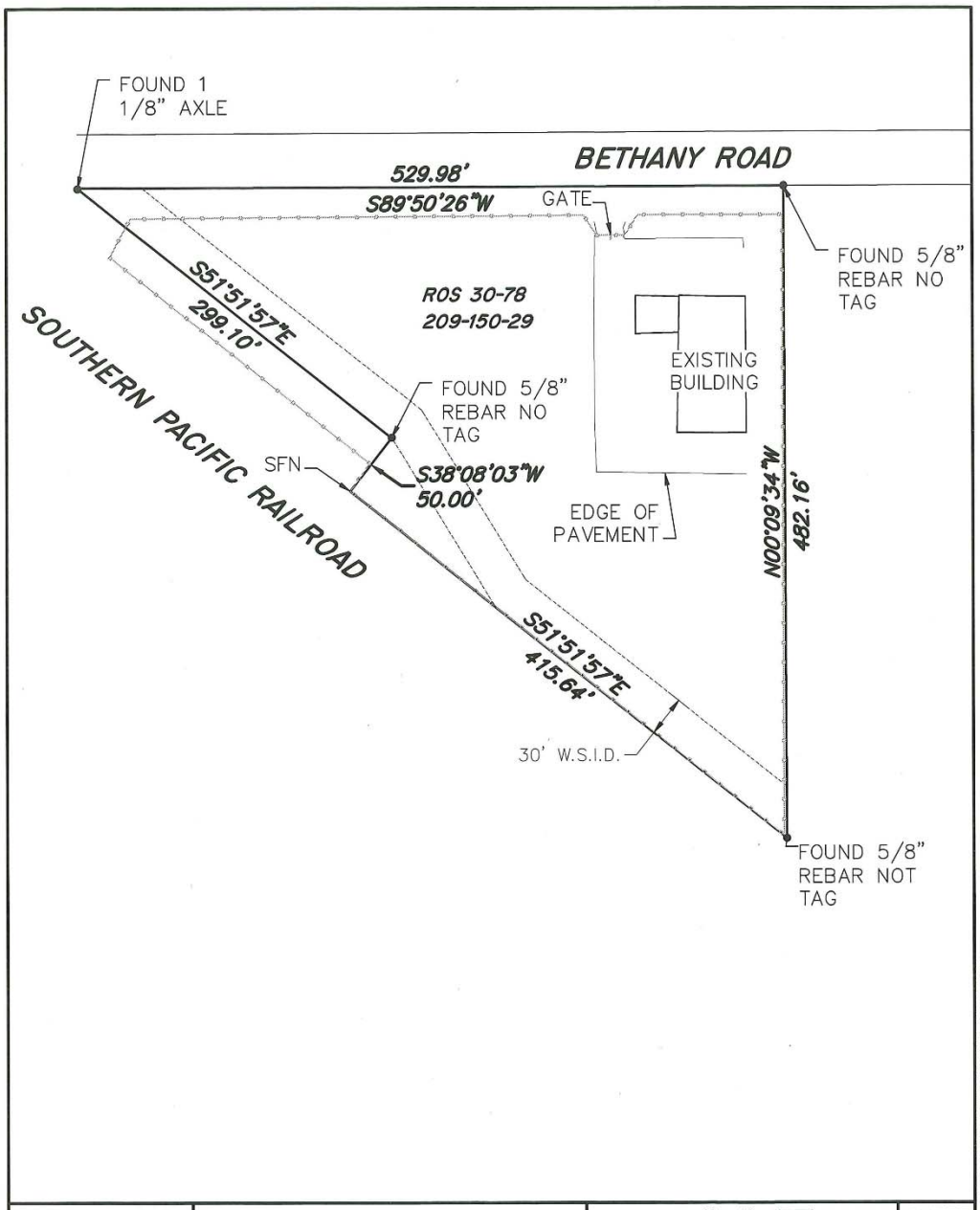
can reach 40 mph from 10 turn

390' avg 45

MIN @ 40 = 300'

40 mp left turn 325

Figure 2-33. Acceleration of Passenger Cars, Level Conditions



Drawn By: RARO	**BETHANY ROAD BOUNDARY**	MVE Inc.	SHEET 1
Date: 4/29/19		1117 L Street, Modesto, CA 95354	
Scale: 1"=100'		866.526.4214 | www.mve.net	
Job No.: 3NC19101		Northern California | Southern California | Nevada	
Phone: 866.526.4214	TRACY CA CALIFORNIA		OF 1

Plot: April 29, 2019 at 11:46 AM P:\CAD\NC19101\MAP\EXHIBITS\NC19101 BETHANY ROAD.dwg

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Attachment G

Basis for Master Plan and Specific Plan I Amendment, and Findings for Site Approval

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BASES FOR MASTER PLAN AMENDMENT AND SPECIFIC PLAN I AMENDMENT AND FINDINGS FOR SITE APPROVAL

BASES FOR MASTER PLAN AMENDMENT

1. The Master Plan Amendment is consistent with the General Plan and the Public Financing Plan.

   - **This determination can be made because, with adoption of the proposed revisions to the text of the Master Plan (as amended), the project: 1) is supportive of, and consistent with, the policies in these documents regarding the compatibility and protection of adjacent land uses; 2) is supportive of Master Plan Specific Plan provisions regarding the development and location of Economic Development and Employment projects and facilities within Mountain House; 3) does not significantly affect existing acreage and densities of proposed land use designations; 4) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the community; 5) does not increase the demand for public services and does not negatively affect the Public Financing Plan; and 6) no amendments to the Jobs/Housing Program or Affordable Housing program are being proposed.**

2. The Master Plan Amendment shall not adversely affect the jobs/housing program and housing affordability; and

   - **This determination can be made because: 1) no changes are proposed to the Jobs/Housing Program or to the Affordable Housing Program; and 2) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the Community as a part of the current or Specific Plan I amendment application. The anticipated number of full-time equivalent jobs for the proposed Construction Services – Heavy site is thirty-five (35) jobs. This is the same as this is the minimum number of jobs per acre assumed by the Master Plan and Specific Plan I for General Industrial parcels located in the Old River Expansion Area.**

3. All applicable provisions of the Mountain House Development Agreement have been met.

   - **This determination can be made because: 1) the provisions of the Trimark Communities Development Agreement *(i.e., the Development Agreement by and between County of San Joaquin and Trimark Communities, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Trimark Communities Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Trimark Communities Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan I, and the proposed project does not change or alter those provisions/sections.**

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BASES FOR SPECIFIC PLAN I AMENDMENT

1. The Specific Plan or Specific Plan Amendment is consistent with the General Plan, the Master Plan, and the Public Financing Plan.

   - **This determination can be made because, with adoption of the proposed map figure and the revision to the text of the Specific Plan I (as amended), the project: 1) is supportive of, and consistent with, the policies in these documents regarding the compatibility and protection of adjacent land uses; 2) is supportive of policies regarding the encouragement of industrial activities that have the potential for creating jobs for residents of the Mountain House Community 3) does not affect existing acreage, densities, and the number of housing unit by residential land use designation; and 4) does not increase the demand on public services.**

2. The Specific Plan or Specific Plan Amendment shall not adversely affect the jobs/housing program and housing affordability; and

   - **This determination can be made because: 1) no changes are proposed to the Jobs/Housing Program or to the Affordable Housing Program; and 2) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the Community as a part of the current or Specific Plan I amendment application. The anticipated number of full-time equivalent jobs for the proposed Construction Services – Heavy site is thirty-five (35) jobs. This is the same as this is the minimum number of jobs per acre assumed by the Master Plan and Specific Plan I for General Industrial parcels located in the Old River Expansion Area.**

3. All applicable provisions of the Mountain House Development Agreement have been met.

   - **This determination can be made because: 1) the provisions of the Trimark Communities Development Agreement *(i.e., the Development Agreement by and between County of San Joaquin and Trimark Communities, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Trimark Communities Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Trimark Communities Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan I, and the proposed project does not change or alter those provisions/sections.**

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FINDINGS FOR SITE APPROVAL

1. The proposed use is consistent with the goals, policies, standards, and maps of the General Plan, any applicable Master Plan, Specific Plan, and Special Purpose Plan, and any other applicable plan adopted by the County.

   - **This finding can be made because the use types Construction Services - Heavy may be conditionally permitted in the I-G (General Industrial) zone with an approved Site Approval application. The proposed buildings are supportive of the Master Plan and Specific Plan I provisions regarding the development and location of Industrial development along the employment corridor of Mountain House.**

2. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, and the proposed improvements are properly related to existing and proposed roadways.

   - **This finding can be made because adequate utilities, roadway improvements and other necessary facilities will be provided and there is sufficient area on the parcel for the buildings.**

3. The site is physically suitable for the type of development and for the intensity of development.

   - **This finding can be made because the property involved is of adequate size and shape to accommodate the proposed development, building coverage, setbacks, and parking areas meet the requirements of the Development Title.**

4. Issuance of the permit will not be significantly detrimental to the public health, safety, or welfare, or be injurious to the property or improvements of adjacent properties.

   - **This finding can be made because the Initial Study prepared for the project found no potentially significant environmental impacts.**

5. The use is compatible with adjoining land uses.

   - **This finding can be made because the proposed use will not interfere with nor alter the current land uses on adjacent properties. The architecture proposed for the development is Civic Italianate and the construction of the building will be built in accordance with the existing approved Mountain House Commercial, Office and Industrial Design Manual.**

6. All applicable provisions of the Mountain House Development Agreement have been met.

   - **This determination can be made because: 1) the provisions of the Trimark Communities Development Agreement *(i.e., the Development Agreement by and between County of San Joaquin and Trimark Communities, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Trimark Communities Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Trimark Communities Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan I, and the proposed project does not change or alter those provisions/sections.**

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Attachment H
Conditions of Approval for Site Approval

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CONDITIONS OF APPROVAL

PA-2000065
PINNACLE RIDGE, LLC/RANKINS AG INC

Use Permit Application No. PA-1800159 was approved by the Board of Supervisors on . The effective date of approval is . This approval will expire on , which is 18 months from the effective date of approval, unless (1) all Conditions of Approval have been complied with, (2) all necessary building permits have been issued and remain in force, and (3) all necessary permits from other agencies have been issued and remain in force.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be fulfilled prior to the establishment of the use and the issuance of any building permits. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified, and other ordinance requirements may apply.

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact: [209] 468-3121)

   a. **APPROVED USE:** This approval is for the utilization of an existing 5,800 square foot building, and the construction of a new 12,000 square foot office and warehouse building as shown in on Site Plan dated April 6, 2020. (Use Type: Construction Services- Heavy)

   b. **BUILDING PERMIT:** Submit an "APPLICATION-BUILDING PERMIT". The Site Plan required as part of the building permit must be prepared by a registered civil engineer or licensed architect. This Plan must show drainage, driveway access details including gates, on-site parking, landscaping, signs, existing and proposed utility services, and grading (refer to the "SITE PLAN CHECK LIST" for details). A fee is required for the Site Plan review. (Development Title Section 9-884)

   c. **CAPITAL FACILITY FEE:** This project may be subject to the Capital Facility Fee. If the Capital Facility Fee is applicable, the County shall collect the fees before the issuance of any building permits. (Development Title Section 9-1245.2)

   d. **PLEP REQUIREMENT:** All parcels within the Mountain House Community for which a discretionary Development Permit application has been made, or, at the discretion of the County for which a Preliminary Map application has been made, shall be subject to the provisions of the Public Land Equity Program (Chapter 9-1245M), unless said parcel has previously fully met the requirements of the Public Lands Equity Program (Chapter 9-1245M). For the purposes of the Public Land Equity Program (PLEP), the public land dedication requirement for the project site is 0.58 acres. The applicant shall correct said Public Land Deficit by using one or more of the following methods:

      1. Dedicating Public Land which is not on the subject parcel but which is within the Mountain House Community to the Applicable Public Agency, sufficient in acreage to meet said Public Land Deficit;

      2. Transferring fee title ownership of Private Land which is not needed for public facilities or services but which is within the Mountain House Community to MHCSD, sufficient in acreage to meet said Public Land Deficit;

      3. Submitting land vouchers to the MHCSD, sufficient in acreage to meet said Public Land Deficit. (Mountain House Development Title, Chapter 9-1245M regarding the Public Land Equity Program, and Chapter 9-110M regarding definitions for "Public Land Deficit", "Applicable Public Agency", "Private Land", and "land voucher".) and/or

      4. Using any combination of the actions specified in (c)(1) through (c)(3).

      Timing: Condition shall be satisfied prior to issuance of building permits.

e. **MASTER SPECIFIC PLAN COST REIMBURSEMENT FEE AND SPECIFIC PLAN I COST REIMBURSEMENT FEE:** If the fee has not yet been paid, the developer shall pay the Master Specific Plan Cost Reimbursement and Specific Plan I Cost Reimbursement Fee. The applicable reimbursement fee or fees shall be payable as a condition of, and upon zoning or rezoning, affecting real property within the area covered by the Mountain House Master Specific Plan that :

1. Subdivides land under the California Subdivision Map Act or applicable local ordinance, or creates a new parcel of real property, or

2. Creates, authorizes, permits or allows any use that affords the beneficial owner of any such real property access to, or use of, development entitlements provided by or pursuant to the Mountain House Master Specific Plan, or any Specific Plan including Specific Plan I.

   A. The fee will be placed in an interest bearing account managed by the Community Development Department and shall be collected prior to the Board of Supervisor hearing. The fee will be released to Trimark upon the effective date of approval of the zoning or rezoning of the project site by the Board of Supervisors.

f. **CONSISTENCY:** Improvement plans and all subsequent development and building applications within the boundaries of this project approval shall be reviewed by the Community Development Department and Design Consistency Review Committee (DCRC) and found consistent with the Mountain House Master Plan, Specific Plan I, Mountain House Development Title, and other applicable plans, standards and requirements prior to issuance of any discretionary approvals or ministerial permits. (Development Title Section 9-205.8M(b))

Timing: Prior to the issuance of any discretionary or ministerial permits.

g. **COMMON ARCHITECTURAL THEME:** Buildings within the project site shall be consistent with the Design Guidelines for the architectural theme, as provided in the Mountain House Commercial, Office, and Industrial Design Manual, with attention to common forms, details, materials and colors. Building details such as entries, columns, articulation of windows, overhangs, trellises, gates, fences, and furnishings, shall be emphasized. (Mountain House Commercial, Office, and Industrial Design Manual, Chapter 4)

Note: Prior to the approval of Improvement Plans and Building Permits

h. **LANDSCAPING:** Landscaping shall be provided and comply with the following:

1. Site Planning and Landscaping shall be provided and comply with the Mountain House Commercial, Office and Industrial Design Manual. Landscape plans prepared by a Landscape Architect shall be submitted with the Improvement Plans.

Timing: Prior to the approval of Improvement Plans and Building Permits

i. **PARKING:** Off-street parking shall be provided and comply with the following:

1. All parking spaces, driveways, and maneuvering areas shall be surfaced and permanently maintained with asphalt concrete or Portland cement concrete to provide a durable, dust free surface. Bumper guards shall be provided when necessary to protect adjacent structures or properties. (Development Title Section 9-1015.5[e])

2. 50 parking spaces shall be provided. (Development Title Section 9-1015.9M)

3. Each parking stall shall be an unobstructed rectangle, minimum 8 ½ feet wide and 18 feet long to serve both full sized and compact cars. (Development Title Section 9-1015.5M[b])

   A. ***Compact Spaces:*** If parking stalls are not designed to accommodate both full-sized and compact cars, as specified in iii., compact spaces shall comprise a minimum of 25% of the total parking spaces required.

4. All parking stalls and directional arrows must be delineated with paint. (Development Title Section 9-1015.5[d])

5. The site shall provide secure bicycle facilities, consisting of bicycle lockers or racks as appropriate, free of charge to all employees. Bicycle parking rack or storage device shall be provided at a rate of 5 spaces per building complex plus 1 space for every 15 automobile parking spaces. (Development Title Section 9-1015.7M)

6. Passenger Loading Areas for Rideshare Vehicles. In areas zoned for Public, Office Commercial (C-O) or Industrial uses, passenger-loading areas for ridesharing vehicles shall be located near the main employee entrances to buildings.

7. For every 200 parking spaces provided, 1 ridesharing vehicle space, measuring 9 feet by 20 feet, shall be provided.

8. The area set aside for the ridesharing vehicle shall be covered and signed.

9. Carpool vehicles may use the ridesharing vehicle space, but said use shall be limited to passenger drop-off and pickup only.

10. **Truck Parking and Loading:** The requirements for truck parking and loading shall be as provided in the Development Title, with the following modification:

    A. Areas for receiving and loading of material on the premises of commercial and industrial uses shall be located away from the public street to which the use is oriented. (Development Title Section 9-1015.6M)

Timing: Prior to the approval of Improvement Plans and Building Permits.

j. **FENCING AND PRIVACY WALLS:** Fencing and Privacy Walls shall be provided and comply with the following:

1. Site perimeter, screening, and area fencing shall be consistent with the Mountain House Commercial, Office and Industrial Design Manual. (Chap. 3)

Timing: Prior to the approval of Improvement Plans and Building Permits.

k. **SERVICE AREAS:** Service Areas shall be provided and comply with the following:

1. All service, trash, storage areas, and utility equipment shall be screened from public view utilizing a combination of planting and architectural elements that are consistent with the project architecture. (Mountain House Commercial, Office and Industrial Design Manual, Chap. 3, Pg. 21)

2. Walls used for screening shall be a minimum of six inches higher than the item/area being screened. (Mountain House Commercial, Office and Industrial Design Manual., Chap. 3, Pg. 21)

3. Refuse collection and storage shall be located to the rear and sides of buildings, covered with a roof, and sized to contain all refuse generated on site between collections. (Mountain House Commercial, Office and Industrial Design Manual., Chap. 3-21)

Timing: Prior to the approval of Improvement Plans and Building Permits.

l. **ACCESS AND CIRCULATION:** The following requirements apply and shall be shown on the Site Plan:

1. Access driveways shall have a width of no less than 24 feet for two-way aisles and 16 feet for one-way aisles, except that in no case shall driveways designated as fire department access be less than 20 feet wide. (Development Title Section 9-1015.5M[g][1])

2. The design of the driveway access and traffic circulation plan for the site shall be incorporated into the construction plans.

Timing: Prior to the approval of Improvement Plans and Building Permits.

m. **LIGHTING:** All off-street parking areas within commercially-zoned projects, and projects where the parking area is used at night, shall be provided with exterior lighting which meets the following standards:

1. Parking lot luminaries shall be metal halide with ninety (90) degree cut-off and flat lenses, unless specified differently in the applicable Mountain House Design Manual. (Development Title Section 9-1015.5M[f][1])

2. Any lighting shall be designed to confine direct rays to the premises. No spillover beyond the property lines shall be permitted except onto public thoroughfares, provided, however, that such light shall not cause a hazard to motorists. (Development Title Section 9-1015.5[g][4])

Timing: Prior to the approval of Improvement Plans and Building Permits.

n. **SIGNS:** Sign details shall be consistent with Chapter 9-1710 of the Development Title and be included on the Site Plan. All portions of any sign shall be set back a minimum of five (5) feet from any future right-of-way line, including any corner cut-off (snipe). (Development Title Section 9-1710.2[g])

Timing: Prior to the approval of Improvement Plans and Building Permits.

o. **GREEN HOUSE GASES:** Prior to approval of improvement plans, and prior to issuance of building permits the project applicant shall submit a Greenhouse Gas (GHG) Mitigation Plan to the San Joaquin County Community Development Department.

1. The GHG Mitigation Plan shall specify Best Performance Standards (BPS) to be implemented by the project, as well as any other project-specific GHG reduction measures, sufficient to reduce the project's estimated annual GHG emissions by 315.24 MTCO2e/yr or to a total of 5,818.95 MTCO2e/yr (29 percent from the modeled baseline emissions of 8,195.70 MTCO2e/yr). Potential BPS and GHG reduction measures may include, but are not be limited to, the following:

A. Provide on-site renewable energy (e.g., solar photovoltaic systems);

B. Include electric vehicle charging stations;

C. Encourage use of alternative-fueled vehicles/trucks;

D. Exceed Title 24 energy efficiency standards;

E. Install energy-efficient lighting and control systems;

F. Install energy-efficient mechanical systems;

G. Provide only drought-tolerant plantings;

H. Use efficient irrigation systems; and

I. Use low-flow plumbing fixtures.

Calculations shall be included in the GHG Mitigation Plan validating that with implementation of the BPS, the project's estimated annual GHG emissions would be reduced to the necessary level stated above.

Timing: Prior to the approval of Improvement Plans and Building Permits.

p. **BUILDING CODE REQUIREMENTS:** The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1. A building permit for each separate structure or building is required. Submit plans, specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with The 2016 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.

3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire protection system shop drawings, including fire sprinkler and fire alarm systems, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

4. A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.

5. For each proposed new building, provide the following information on the plans:

   A. Description of proposed use

   B. Existing and proposed occupancy Groups

   C. Type of construction

   D. Sprinklers (Yes or No)

   E. Number of stories

   F. Building height

   G. Allowable floor area

   H. Proposed floor area

   I. Occupant load based on the CBC

J. Occupant load based on the CPC

Modifications to existing buildings are required to include upgrades related to disability access pursuant to the California Existing Building Code. Plans showing these upgrades must be prepared by a registered engineer or licensed architect and shall be submitted for:

1. Accessible routes shall be provided per CBC § 11B-206. At least 1 accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than 1 route is provided, all routes must be accessible. §11B- 206.2.1

2. At least 1 accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2

3. At least 1 accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4

4. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

5. Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.

6. Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more than 500 feet from where employees are regularly employed and accessible by not more than one flight.

7. This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7

2. <u>DEPARTMENT OF PUBLIC WORKS</u> (Contact: [209] 468-3000)

   a. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of the building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)

   b. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

   c. A copy of the Final Site Plan shall be submitted prior to release of building permit.

3. <u>ENVIRONMENTAL HEALTH DEPARTMENT</u> (Contact: [209] 468-3420)

   a. Open, pump, and backfill the septic tank permit number (SR0016102) under permit and inspection by the Environmental Health Department (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

   b. Destroy the existing well permit number (SR0015917) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).

   c. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report the use or storage of these hazardous materials to the California Environmental Reporting

System (CERS) at cers.calepa.ca.gov/ and comply with the laws and regulations for the programs listed below (based on quantity of hazardous material in some cases)

1. Any amount but not limited to the following hazardous waste; hazardous material spills, used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc. – **Hazardous Waste Program** (Health &Safety Code (HSC) Sections 25404 & 25180 et sec.)

2. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program** (HSC Sections 25404 & 25200 et sec. & California Code of Regulations (CCR), Title 22, Section 67450.1 et sec.)

3. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program** (HSC Sections 25508 & 25500 et sec.)

4. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program** (HSC Sections 25286 & 25280 et sec.)

   A. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin.

   B. Additionally, an EHD UST permit to operate is required once the approved UST system is installed.

5. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program** (HSC Sections 25270.6 & 25270 et sec.)

   A. **Spill Prevention, Countermeasures and Control (SPCC) Plan requirement**

6. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program** (Title 19, Section 2735.4 & HSC Section 25531 et sec.)

   A. **Risk Management Plan requirement for covered processes**

4. MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT (Contact: [209] 831-5666)

   a. The applicant shall complete and pay for an Annexation fee study to calculate the payable fees associated with said parcel annexation. (CSD has requested a proposal from Harris & Associates for this work).

   b. The applicant shall obtain Sewer and Water capacities from MHD (Resmark) for the proposed development. The applicant shall contact MHD (Resmark) to coordinate this effort. If Sewer capacity is not available, the applicant shall execute a Wastewater Treatment Plant agreement with MHCSD and pay a pro rata share of the costs.

   c. The applicant shall coordinate with the Local Agency Formation Commission (LAFCo) and obtain approval for the proposed annexation to CSD.

   d. The applicant shall comply with the Conditions of Approval – Major Subdivision PA-0700117 (Tentative Subdivision Map - Tract Mountain House Old River Industrial Park) dated July 29,2008 (see Exhibit A).

   e. The applicant shall bond for half-roadway for the “E Court” extension, between the cul-de-sac and “B’ Drive, as shown on Tentative Subdivision Map for Old River Industrial Park, dated November

13, 2007, prepared by CBG, based on a recent Engineer's Estimate. Timing: The improvements shall be completed when the northerly frontage of "E" Court is developed.

f. The applicant shall submit the Improvement Plans to MHCSD for plan check review and compliance with MHCSD standards (see Exhibit A).

1. General Requirements: All improvements including but not limited to improvement plans, specifications and master utility plans shall be in conformance with Community Approvals, including but not limited to the Improvement Standards and Specifications of the Mountain House Community Services District (MHCSD), the MHCSD Design Manual, master utility plans, and other standards and plans adopted by the MHCSD. These improvement plans and specifications must be approved by the MHCSD prior to approval of the Final Improvement Plans. The plan check fees shall be paid with the submittal of the improvement plans and the field inspection services costs shall be paid to the MHCSD prior to signing of the improvement plans. If the actual costs exceed the estimated plan check and/or inspection costs, the Developer shall pay the balance within 30 days upon receiving an Invoice from the MHCSD. If the actual costs are less than the collected fees, the MHCSD shall refund the difference to the Developer within 30 days of the determination.

2. Air Quality Requirements: The Developer shall comply with legally applicable local, County, State and Federally enacted laws relative to air quality, storm water discharge, waste disposal and hazardous waste and any applicable mitigation measures contained in the Initial Study for the Tentative Map.

3. Will-Serve Letter Requirements: All conditions on the "Will Serve" letter from the Mountain House Community Services District shall be met prior to approval of Final Improvement Plan. The MHCSD General Manager may defer the installation of a facility if bonding is provided or delete a facility requirement if it can be demonstrated to the satisfaction of the MHCSD General Manager that it is not required.

4. Authority of General Manager: All reference to approvals herein by the MHCSD shall be interpreted as approval by the General Manager or his designee except for those approvals specifically delegated by law to the Board of Directors.

5. Bonding Defined: All references to bonding shall mean an improvement bond or any other alternate security acceptable to MHCSD.

6. CEQA and MHCSD Conditions, Timing: All MHCSD conditions of approval and all applicable mitigation measures are to be met prior to approval of any of the project's Improvement Plans shall be in compliance with the MHCSD standards and specifications. Exceptions may be allowed by the MHCSD General Manager. The MHCSD General Manager may defer a condition if bonding is provided.

7. Groundwater Rights: Groundwater rights shall be dedicated to the MHCSD upon approval of Improvement Plans.

8. Geotechnical Report: All infrastructure designs shall be shown on the grading and improvement plans and shall comply with and incorporate the recommendations of the Geotechnical Engineering Studies. Condition shall be met before approval of the Improvement Plans.

9. Environmental Hazards: Comply with all applicable recommendations of the Environmental Site Assessment prepared for the project. Condition shall be met prior to beginning any construction on the related final map.

10. Grading: Except where allowed otherwise by the MHCSD, the grading of the project shall be such that all storm water runoff shall drain to public streets, public alleys, Mountain House Creek, Old River or drainage facilities within easements for storm drainage purposes. Runoff drainage from this development shall be constructed consistent with the requirements of the November 2007 "Mountain House Commerce Center Conceptual Drainage Study –

Neighborhood L, Mountain House", prepared by PACE for the Commerce Center project and the MHCSD's Master Drainage Infrastructure Plan. Such runoff drainage will require a drainage release or easement from the downstream property owner.

11. Truck Management Plan: Traffic shall comply with the Construction Truck Management Plan administered by the MHCSD. Project construction plans shall include specifications to the contractor outlining compliance requirements. A traffic control plan showing construction traffic routes within the MHCSD's boundary shall be provided for approval by the MHCSD prior to the commencement of any construction. This plan is required from the Developer, the builders, and all contractors and subcontracts working within MHCSD's boundary. The Developer shall pay all review fees prior to approval of the plan.

12. Best Management Practices: a) To control erosion and sedimentation during project construction and operation, the Developer shall comply with MHSWMP policies, MHSWMP mitigation measures, and Phase I and II NPDES permit requirements, including the preparation and implementation of a SWPPP that outlines BMPs to be followed to minimize erosion and sedimentation during project construction and operation.

    A. The Developer shall install catch basin filters, Water Decontaminator per MHCSD Standard Specification and Details, and/or other source control Best Management Practices (BMPs) for runoff from the project prior to issuance of the building permit.

    B. Construction-Related Erosion: The Developer and/or contractor shall comply with applicable NPDES General Construction Activities Storm Water Permit requirements established by the Clean Water Act. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Construction Activities Storm Water Permit (General Permit) shall be obtained for project development prior to the issuance of grading permits. The Developer and/or contractor shall obtain coverage under the General Permit by filing a notice of Intent with the State Water Resource Control board's (SWRCB) Division of Water Quality. The filing shall describe erosion control and storm water treatment measures to be implemented during and following construction and provide a schedule for monitoring performance. MHCSD approved BMPs shall serve to control point and non-point source pollutants in storm water and shall constitute the project's storm water pollution prevention program (SWPPP) for construction activities. Timing: All applicable permits shall be obtained prior to the issuance of grading permits for the project.

    C. Project applicant shall develop and submit a Project Stormwater Plan that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures, and hydromodification control measures.

13. Roadway Improvements:

    A. Easement and Dedication Requirements: All onsite and offsite easements and dedications as may be required, including the "E" Court shall be dedicated to the MHCSD. Plat, description or offer of dedication shall be prepared and recorded with the County. The full width of dedication of "E" Court shall be dedicated to MHCSD.

    B. All new frontage improvements, traffic signage, striping, curb marking/painting, and pavement markings shall be constructed per MHCSD current standards.

    C. Improvement Plan shall conform to the roadway system depicted in Specific Plan I, Figure 9.12 for arterials and collectors, conforming to the latest MHCSD Standard Specifications and Standard Plans, to the Bicycle and Pedestrian systems as shown in Specific Plan I, Figure 9.12 and to the transit system depicted in Specific Plan I Figure 9.13.

    D. Stop control devices shall be used on the side streets that intersect Bethany Road.

E. Digital File digital file of the Final Improvement Plans shall be submitted to the MHCSD consistent with MHCSD File Format requirements.

F. Record Drawings: Record Drawings shall be provided prior to acceptance of the improvements by the MHCSD.

G. Whenever all or any portion of a local or an arterial street is constructed, the improvements shall include the installation of all street lights. The lighting shall be provided as required by the MHCSD Design Manual Street lights shall also conform to the MHCSD Technical Specifications and Design Standards in effect at the time of the submittal for final approval.

14. Storm Drains:

A. The Developer shall fund, design and construct the required storm drainage system in accordance with the requirements of the MHCSD adopted Storm Water Master Plan Update, the MHCSD's Standards and Specifications, and the November 2007 "Mountain House Commerce Center Conceptual Drainage Study – Neighborhood L, Mountain House", prepared by PACE for the Commerce Center project, unless otherwise required or approved by the General Manager of the MHCSD.

B. The Developer shall build the required drainage system and a water quality basin, if necessary, as required by MHCSD to accommodate runoff from the project. The configuration shall be in accordance with the recommendations included within the November 2007 "Mountain House Commerce Center Conceptual Drainage Study – Neighborhood L, Mountain House", prepared by PACE for the Commerce Center project and the MHCSD's Storm Water Master Plan.

C. Project applicant shall develop and submit an Operations and Maintenance Plan that identifies the operations, maintenance, and inspection requirements of all storm water treatment and baseline hydro modification control measures identified in the approved Project Storm Water Plan. MHCSD approval of the preliminary Operations and Maintenance Plan is precedent to issuance of any building, grading, or construction permits. MHCSD approval of the final Operations and maintenance Plan and recordation of the Maintenance Access Agreement is precedent to issuance of the Certificate of Occupancy.

D. Runoff shall be pretreated on-site prior to discharge into the MHCSD public stormwater collection system.

E. Maintenance condition shall be determined through a self-certification program where MHCSD require annual reports from authorized parties demonstrating proper maintenance and operations. The developer shall sign an agreement with MHCSD for Storm Water Treatment System Access and Maintenance. This agreement shall be transferred to the future owners.

F. The Phase II Permit (Provision E.12.f) requires that the post-construction storm water runoff flow rate not exceed the estimated pre-project flow rate for the 2-year, 24-hour design storm event.

15. Utilities:

A. The Developer and its contractors shall comply with Ordinance No. 4162 "Street Opening and Pavement Restoration Regulations".

B. Any phased development shall install all utilities required to serve the development. In addition, if any future adjacent or nearby phases of the development, or adjacent Neighborhoods, will depend on obtaining service from such utilities, then the utility lines shall be sized to serve these future developments.

C. When public utilities are to be located outside public rights-of-way but within the project boundary, the Developer shall provide public utility easements for these utilities. The easements shall be shown on all the Improvement Plans.

D. Prior to the submittal of improvement plans for the development, the Developer shall submit to the MHCSD composite schematic plans for in tract storm drains, sanitary sewers, and water distribution facilities.

E. Water service to the common areas, if applicable, shall not begin without notifying MHCSD of the intent to start irrigation. The billing process must be setup before water is turned on. Backflow prevention system and applicable water meter facilities at the point of connection to the public water system as required by the MHCSD Standards shall also be installed.

F. All water rights shall be dedicated to the MHCSD upon approval of the Improvement Plans.

G. Transformers located in the commercial and industrial areas may be placed above ground provided they are aesthetically designed and/or shielded by landscaping subject to MHCSD and MID requirements and with prior written approval.

H. Applicant shall submit proof of PG&E clearance via written correspondence to the MHCSD in order to construct proposed improvements within PG&E easement area, if applicable.

I. Electrical transformers shall be in underground vaults, subject to MHCSD and Modesto Irrigation District (MID) requirements. The developer shall pay for any incremental cost relating to underground transformers not paid for by MID.

J. Per MHCSD's ordinance on site utilities shall be privately maintained.

16. Fire Code Compliance:

A. Prior to the beginning of the final design of the facility, the Applicant shall consult with Mountain House Fire regarding emergency access to the proposed development. Any requirements for emergency access shall be approved by MHCSD.

B. Install fire hydrants per MHCSD Standards and State Fire CODE. The project shall include on-site fire hydrants.

C. All street standards shall comply with the State of California Fire Code provisions, as interpreted and implemented by the San Joaquin County Fire Marshall and Mountain House Fire Department.

17. Landscaping:

A. Lighting and landscaping shall be in accordance with the industrial commercial design manual in coordination with the offsite improvements.

B. Landscaping within the planned public rights of way within future "E" Court shall meet the Landscape Design Guidelines for Industrial Roads.

C. All landscape improvements located within the public rights of way shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual. Timing: the design plans shall be completed and approved by the MHCSD General Manager prior to the approval of the Improvement Plans.

D. On-site landscaping and architecture shall be reviewed for consistency with the Commercial, Office, and Industrial Design Manual by the County.

18. Water Quality Basins Mosquito Abatement: Plans for the implementation and maintenance of the water quality basins and any other storm drainage facilities involving open bodies of water

shall be reviewed and approved by the MHCSD and if required by the MHCSD, reviewed by the Mosquito Abatement District. Condition shall be met before approval of Improvement Plans.

19. USA Requirement: USA shall be contacted 48-hours prior to any lateral crossing of a joint trench or trenching within the right-of-way.

20. Master Restrictions: MHCSD Master Restrictions for Commercial Development shall be recorded on the Improvement Plans.

21. Recyclable Construction Waste: Recycling of construction wastes, such as wood and metal, shall be made part of the improvement plans and construction specifications for contractors in compliance with MHCSD requirements.

22. Designated Waste Hauler Provider: The MHCSD's designated waste hauler, West Valley Disposal, shall be used for disposal of waste material and recycling of recyclable materials. No other waste haulers are allowed.

23. Construction Water Usage: An encroachment/hydrant permit is required prior to using water for construction purposes from hydrant or any other potable water source.

24. MHCSD Impact Fees (CFF and TIF): Prior to issuance of each building permit, the Developer shall comply with the applicable requirements of the most current MHCSD adopted CFF and TIF Ordinances in effect at the time the building permit is issued.

25. Vehicles Fees: Prior to the issuance of building permits Developers will deposit in a MHCSD Maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of O&M Vehicles, Police and Fire Vehicles, and Transit Vehicles as contained in the most recent adopted version of the CFF Ordinance. Developer is eligible for fee credits against these funding requirements for any applicable outstanding costs funded as part of prior infrastructure requirements, or applicable fee credits assigned to Developer by other developers within the Community.

26. Hold Harmless Provision: The Developer shall defend, indemnify, and hold harmless the MHCSD, its agents, officers, and employees, from any claim, action, or proceeding against the MHCSD, its agents, officers, or employees, to attack, set aside, void, or annul an approval of MHCSD concerning any MHCSD condition, which action is brought within the time provided for in Section 66499.37 of the Government Code.

27. Funding of MHCSD Development-related Services: All development-related services performed by the MHCSD not already funded by other applicable MHCSD funding mechanisms including special taxes on any development project will be paid by the Developer at the full cost including overhead as determined by the MHCSD General Manager, subject to compliance with all applicable nexus laws and existing agreements between the MHCSD and Developer. All Costs incurred by the MHCSD for any applicant development project shall be paid by the applicant in accordance with the MHCSD Development Project Fees for Services Agreement, dated November 5, 2019, between MHCSD and Rankins AG, Inc, Pinnacle Ridge LLC.

5. <u>SAN JOAQUIN COUNCIL OF GOVERNMENTS</u> (Contact: [209] 235-0600)

   a. This project is subject to the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). As such, the developer shall complete the following steps to satisfy SJMSCP requirements:

      1. Schedule a SJMSCP Biologist to perform a pre-construction survey prior to any ground disturbance.

      2. Sign and return to SJMSCP staff of SJCOG the Incidental Take Minimization Measures (given to the developer by SJMSCP staff after the pre-construction has been completed).

3. Pay to SJCOG the SJMSCP fee based on SJMSCP findings.

NOTES AND INFORMATION ONLY:

See memo from San Joaquin Valley Air Pollution Control District dated July 9, 2020.

Planning Commission Staff Report
Item #2, October 15, 2020
Major Subdivision No. PA-2000126
Prepared by: Frank Girardi

PROJECT SUMMARY

Applicant Information

Property Owner: Shea Mountain House, LLC
Project Applicant: Shea Mountain House, LLC

Project Site Information

Project Address: 1401 South Tradition Street, Mountain House
Project Location: The project site is located east of, and adjacent to, Central Parkway; and is bounded on the north, east, south, and west by Ramsey Drive, Tradition Street, Phelps Drive, and Central Parkway; Mountain House

Parcel Number (APN):	209-450-39	**Water Supply:**	Public (MH CSD)
General Plan Designation:	R/MH	**Sewage Disposal:**	Public (MH CSD)
Zoning Designation:	R-MH	**Storm Drainage:**	Public (MH CSD)
Project Size:	13.31 acres	**100-Year Flood:**	No (X)
Parcel Size:	13.31 acres	**Williamson Act:**	No
Community:	Mountain House	**Supervisorial District:**	5

Environmental Review Information

CEQA Determination: Mitigated Negative Declaration (Attachment C, Environmental Review)

Project Description

This project is a Major Subdivision which proposes the development of a 13.31-acre R-MH parcel (Parcel 'Q', or Tract 4047 in Neighborhood D, see Appendix A Figures No. 1, No. 2, and No. 3) that would:

1) Be divided into 171 residential lots, which would range in size from 2,035 square-feet to 2,805 square-feet (average lot size of 2,235 square-feet), and 36 common area lots;

2) Provide for the construction of 166 single family attached ("duet") homes and five detached single family homes with the following characteristics/amenities:

   - two-story construction, with homes ranging in size from approximately 1,777 square-feet to 2,073 square-feet of living area with 3 to 4 bedrooms;
   - two-car garage per home;
   - private back yard and side yard per home;
   - homes constructed in the Mission, Prairie, Traditional and Farmhouse architectural themes (to facilitate diversity in colors, materials, roof lines and street frontage); and
   - homes fronting onto the loop road and onto alleys within the project, and onto public streets generally on the perimeter of the project;

3) Provide internal circulation featuring: a) a loop street and alleys, with no parking along them and with a width of 22 feet between curbs; b) sidewalks on both sides of the loop street, and a sidewalk on one side

of the alleys; and c) two access points to public streets: one to Ramsey Drive, between Central Parkway and Tradition Street; and one to Phelps Drive, between Central Parkway and Tradition Street;

4) Provide guest parking scattered throughout the project for 92 guests;

5) Provide a homeowner's association for the maintenance of common area lots (e.g., private streets, landscaping, guest parking areas); and 6) be developed at a density of 12.85 dwelling units per acre.

Recommendation

1. Adopt the Mitigated Negative Declaration (Attachment C, Environmental Review);

2. Adopt the Findings for Major Subdivision (Attachment D, Findings for Major Subdivision); and

3. Approve Major Subdivision No. PA-2000126 with the attached Conditions of Approval (Attachment E, Conditions of Approval)

NOTIFICATION & RESPONSES

(See Attachment B, Response Letters)

Public Hearing Notices
Legal ad for the public hearing published in the Stockton Record: October 5, 2020.
Number of Public Hearing notices: 307
Date of Public Hearing notice mailing: October 2, 2020.

Referrals and Responses

- **Project Referral with Environmental Determination Date:** August 14, 2020
- **Mitigated Negative Declaration Posting Date:** August 17, 2020
- **OPR State Clearinghouse #:** 2020-080263

Agency Referrals	Response Date - Referral
County Departments	
Ag Commissioner	
Assessor	
Community Development	
Building Division	
Fire Prevention Bureau	
Public Works	9/14/20
Environmental Health	9/10/20
General Services	
Sheriff Office	
Surveyor	
State Agencies	
A.B.C.	
Department of Transportation	
District 10	
Division of Aeronautics	
C.H.P.	
C.R.W.Q.C.B.	9/14/20
C.V.F.P.B.	
Fish & Wildlife, Division:	9/15/20
O.E.S.	
DTSC	9/3/20
Federal Agencies	
F.A.A.	
F.E.M.A.	
Army Corps of Engineers	

Agency Referrals	Response Date - Referral
Local Agencies	
A.L.U.C.	9/17/20
CalWater	
MH CSD	9/23/20
Motezuma Fire District	
Mosquito & Vector Control	
S.J.C.O.G.	8/18/20
San Joaquin Farm Bureau	
SJVAPCD	9/8/20
SSJID	
Byron Airport	
Lammersville Unified	
Contra Costa County	
Reclamation District #: 773 Fabian Tract	
Miscellaneous	
A.T.&T.	
B.I.A.	
Builders Exchange	
Carpenters Union	
Haley Flying Service	
Kathy Perez	
P.G.&E.	9/14/20
Sierra Club	
UPRR	
Buena Vista Rancheria	8/27/20

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ANALYSIS

Background

On February 8, 2005, the Board of Supervisors approved the Specific Plan II project. Specific Plan II consisted of the proposed adoption of the second Specific Plan for Mountain House (PA-0300362) and associated and required approval of Neighborhoods C, D, H, I, J, and K. This Major Subdivision application proposes to subdivide a 13.31-acre (R-MH) Medium-High Density residential parcel located in Neighborhood 'D'.

This Major Subdivision application in Neighborhood D represents the third R-MH (Residential, Medium High Density) development project in Specific Plan II planning area for Mountain House.

The allowable Master Plan density range for (R-MH) Medium-High Density residential development is 12.0 to 14.0 units per acre. The proposed residential project is to be developed at 12.4 units per acre and conforms to the Master Plan allowable density range.

The proposed single family detached residential development project would be required to conform to the applicable provisions of the Trimark Communities, LLC Single Family Residential Design Manual, as amended. These provisions include, but are not limited to, standards for site planning and landscape design, architectural styles, front and rear articulation, roof forms, porches, garage treatments, entry court gates, exterior lighting, and patio structures/gazebos.

Public Land Equity Program

Under the Public Land Equity Program (PLEP), each Tentative Map is required to dedicate its fair share of public lands to the Mountain House community equal to 21.2% of the mapped area. The actual land dedication for the proposed Tentative Map is less than that requirement leaving a PLEP deficit of approximately 2.82 acres. The subdivider must correct this deficit by one of several methods: dedicating additional land, transferring fee title ownership of private land, and/or submitting land vouchers to the MHCSD to meet said Public Land Deficit. The subdivider Shea Homes LLC has stated they will obtain a PLEP credit voucher from Mountain House Developers to satisfy the PLEP requirement.

Noise

Development Title Section 9-1025.9 lists the Residential use type as a noise sensitive land use. Development Title Section 9-1025.9(d) states that the Review Authority shall require the preparation of an acoustical study in instances where it has been determined that a project may expose existing or proposed noise sensitive land uses to noise levels exceeding the noise standards specified in Table 9-1025.9. An Environmental Noise Analysis was prepared by Illingworth and Rodkin on July 16, 2020 and it was determined that the exterior noise levels at the backyards of residences nearest to Central Parkway would exceed the 65 dBA Ldn threshold for San Joaquin County. If approved the following conditions shall apply:

> **NOISE WALL:** A 6-foot noise wall made of concrete or masonry block is required between the residences and connect to each residence (along the eastern facades) of the proposed lots facing Central Parkway and the wall shall be included in the improvement plans (Figure 1, Noise Measurement Locations, Env. Noise Analysis May 3, 2018) (Development Title Section 9-1150.10)

Interior noise levels within new residential units are required to be maintained at or below 45 dBA Ldn. The proposed lots adjacent to Central Parkway would be set back approximately 65 feet from the centerline of the roadway. The exterior-facing rooms along the eastern facades as well as the northern facades of and southern facades, would have direct line-of-sight to the roadway without any shielding from adjacent buildings. At the 65-foot setback, the rooms facing the eastern building facades would be exposed to future exterior noise levels ranging from 69 to 70 dBA Ld. Therefore, the first row of residences adjacent to Central Parkway would require sound-rated construction materials with the inclusion of adequate forced-air mechanical ventilation to achieve the 45 dBA Ldn.

Attaining the necessary noise reduction from exterior to interior spaces is readily achievable with proper wall construction techniques, the selections of proper windows and doors, and the incorporation of forced-air

mechanical ventilation systems. The mentioned noise insulation features would adequately reduce interior noise levels in all units to 45 dBA Ldn or less, satisfying the interior noise thresholds of 45 dBA for San Joaquin County.

The above recommendations will be incorporated into the final design of the proposed residences. Therefore, any exposure to noise sources or excessive noise levels will be reduced to less than significant with the above conditions for a noise wall and incorporation of sound rated construction materials.

Affordable Housing Opportunities

The proposed project would be developed primarily with attached single family homes, also referred to as 'duets'. Of the 171 residential units, 166 would be duet homes and five (5) would be single family detached homes. The addition of duet homes would increase housing choice within the Mountain House community. The duets would also offer a more affordable single family housing product than a standard single family housing product. All homes would be two-story homes, ranging in size from approximately 1,700 square feet to 2,000 square feet of living area, with three to four bedrooms.

Guest Parking/Off-Street Parking Areas

Although there is no requirement for guest parking spaces in the Mountain House Development Title in the R-MH zone. The developer has included several areas on the project site for adequate off-street and guest parking. Pursuant to Development Title Section 9-310.5M(d)(2), the minimum setback for off-street parking areas in the (R-MH) Medium-High Density Residential zones shall be 15 feet from any adjacent street. The proposed off-street parking areas meet this Development Title requirement and the residential development project provides for 92 guest parking spots.

California Department of Fish and Wildlife

The Community Development Department received a letter from the California Department of Fish and Wildlife (DFW) dated September 15, 2020 stating potential for the project to have a significant impact on biological resources. The San Joaquin Council of Governments (SJCOG) has reviewed the underlying project and determined that participation in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) satisfies the concerns raised by the DFW, and ensures that the impacts to biological resources are mitigated below a level of significance. Also, the project was previously included and mitigated for under the SJCOG plan. In email dated September 15, 2020, the SJCOG has confirmed that the project area has satisfied the SJMSCP. Therefore, the project will have a less than significant effect on biological resources.

California Department of Toxic Substances Control

The Community Development Department received a letter from the California Department of Toxic Substances Control (DTSC) dated September 3, 2020 stating the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. On July 2, 2020, ENGEO conducted a Phase I environmental site assessment for the property (Attachment F, ENGEO Executive Summary for Phase I Environmental Site Assessment). This assessment included a review of local, state, tribal, and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources. A reconnaissance of the property was conducted to review site use and current conditions to check for the storage, use, production or disposal of hazardous or potentially hazardous materials and interviews with persons knowledgeable about current and past site use. The assessment concluded that no evidence of Recognized Environmental Conditions (REC's) in connection with the property and the property is suitable for residential development. Therefore, ENGEO recommended no further environmental studies at this time. A referral was sent to the San Joaquin County Environmental Health Department on August 17, 2020. A response letter dated September 10, 2020 was received and did not cite any additional concerns.

San Joaquin Valley Air Pollution Control District

The Community Development Department received a letter from the San Joaquin Valley Air Pollution Control District dated September 8, 2020 stating potential for the project to have impacts on air quality. Community Development Department (CDD) responded by email dated September 22, 2020 that the CDD

staff has identified with the project applicant additional site development air quality compliance measures to ensure operation of the proposed project would not expose sensitive receptors to excess concentrations of air pollutants. Also, the existing Master Plan and Specific Plan II documents for Mountain House cross reference mitigation and implementation measures from the FEIR to comply with the adopted regulations and requirements of the SJVAPCD. Therefore, the proposed project will have a less than significant impact on air quality.

Consistency with Existing Approvals

The project was reviewed for consistency with the General Plan, Mountain House Master Plan, and Specific Plan II documents. The residential development project was found to be consistent with these plans and the proposed tentative map was found to be consistent with these plans because:

- It is supportive of, and consistent with, the policies in these documents regarding the compatibility of adjacent residential land uses;

- It conforms to the applicable provisions of the Trimark Communities, LLC Single Family Residential Design Manual, as amended, including provisions concerning standards for site planning and landscape design, architectural styles, front and rear articulation, roof forms, porches, garage treatments, entry court gates, exterior lighting, and patio structures/gazebos;

- No changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the community;

- The number of lots proposed under the tentative map, and approved land use plan are consistent with overall density and land use plan described within Master Plan Section 3.2.6, Description of Planned Land Uses; and it does not increase the demand for public services.

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RECOMMENDATION

It is recommended that the Planning Commission:

1. Adopt the Mitigated Negative Declaration (Attachment C, Environmental Review);

2. Adopt the Findings for Major Subdivision (Attachment D, Findings for Major Subdivision); and

3. Approve Major Subdivision No. PA-2000126 with the attached Conditions of Approval (Attachment E, Conditions of Approval)

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Attachment A
Tentative Map, Development Plan, and Street Parking Plan

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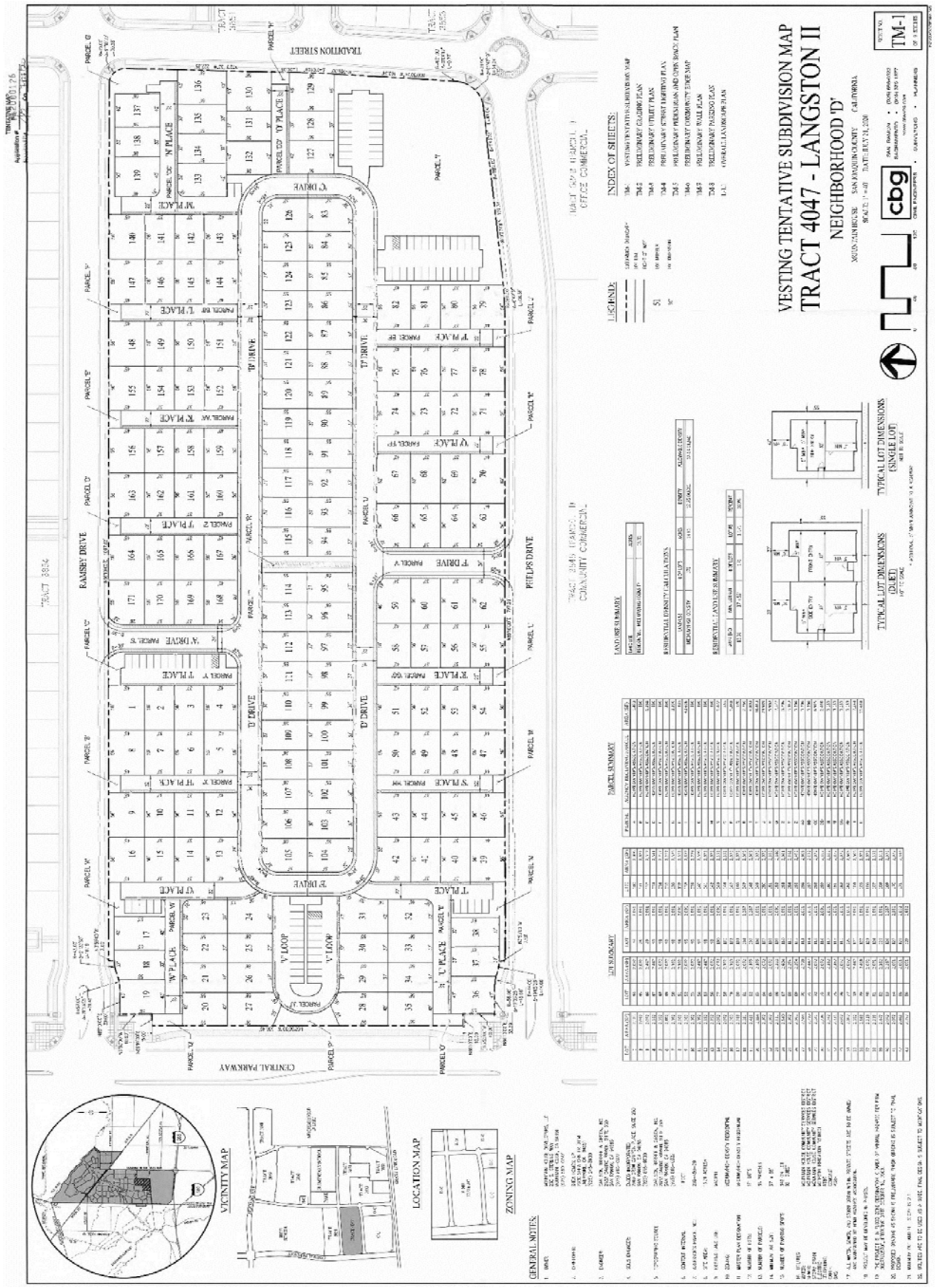
Figure No. 1 (Tentative Map)



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<u>Figure No. 2</u> (Landscape Plan)

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<u>Figure No. 2</u> (Preliminary Parking Plan)

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Attachment B
Response Letters

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SAN JOAQUIN COUNTY
Greatness grows here.

Public Works
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Department of Public Works

Fritz Buchman, Interim Director of Public Works
Alex Chetley, *Interim Deputy Director/Development*
Jim Stone, *Deputy Director/Operations*
Najee Zarif, *Interim Deputy Director/Engineering*
Kristi Rhea, *Public Works Business Administrator*

September 14, 2020

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Frank Girardi

FROM: Jayna Rutz, Interim Engineering Services Manager JR
Development Services Division

SUBJECT: PA-2000126; A Major Subdivision application for development of a 13.31-acre R-MH parcel (Parcel 'Q' of neighborhood D) for (171) residential lots which would range in size from 2,061 square-feet to 2,805 square-feet, located east of, and adjacent to, Central Parkway and is bounded on the north, east, south and west by Ramsey Drive, Tradition Street, Phelps Drive and Central Parkway, Mountain House. (Supervisorial District 5)

PROPERTY OWNER: Shea Mountain House, LLC
Mountain House Developers

APPLICANT: Shea Homes

ADDRESS: 1401 S. Tradition Street, Mountain House

APN: 209-450-39

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

Ramsey Drive, Tradition Street, Phelps Drive and Central Parkway have an existing and planned right-of-way per Mountain House Community Services District.

The Traffic Impact Mitigation Fee will be required when parcels are developed. The fee is due and payable at the time of building permit application.

The Regional Transportation Impact Fee will be required when parcels are developed. The fee is due and payable at the time of building permit application.

RECOMMENDATIONS:

1. None.

JR:CH

1810 East Hazelton Avenue | Stockton, California 95205 | T 209 468 3000 | F 209 468 2999
Follow us on Facebook @ PublicWorksSJC Visit our website: www.sjgov.org/pubworks

SAN JOAQUIN
COUNTY
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Environmental Health Department

Wayne Fox, REHS, Interim Director
Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Michael Kith, REHS
Melissa Nissim, REHS

September 10, 2020

To: San Joaquin County Community Development Department
Attention: Frank Girardi

From: Naseem Ahmed; (209) 468-3436
Senior Registered Environmental Health Specialist

RE: **PA-2000126 (MS), Referral, SU0013565**
1401 S. Tradition St, Mountain House

The following requirements have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

1. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

1868 E. Hazelton Avenue | Stockton, California 95205 | **T** 209 468-3420 | **F** 209 464-0138 | www.sjgov.org/ehd

14 September 2020

Frank Girardi
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE DECLARATION, PA-2000126 - MAJOR SUBDIVISION FOR NEIGHBORHOOD D OF MOUNTAIN HOUSE PROJECT, SCH#2020080263, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 17 August 2020 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Mitigated Negative Declaration* for the PA-2000126 - Major Subdivision for Neighborhood D of Mountain House Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by

the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:

http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]
The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Clean Water Act Section 404 Permit
If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State
If USACE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at: https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4856 or Nicholas.White@waterboards.ca.gov.

Nicholas White
Water Resource Control Engineer

cc: State Clearinghouse unit, Governor's Office of Planning and Research, Sacramento

Girardi, Frank [CDD]

From: Steve Mayo <Mayo@sjcog.org>
Sent: Tuesday, September 15, 2020 4:42 PM
To: Laurel Boyd; Aguirre, Megan [CDD]; Girardi, Frank [CDD]
Subject: Fwd: PA2000126 Major Subdivision for Neighborhood D-SCH2020080263
Attachments: PA2000126 Major Subdivision for Neighborhood D-SCH2020080263-Girardi-CHAMBERS091520.pdf

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Mountain House project already covered by the plan. We would just need biological completed by a SJMSCP firm.

Steven Mayo
SJCOG

From: Hultman, Debbie@Wildlife <Debbie.Hultman@wildlife.ca.gov>
Sent: Tuesday, September 15, 2020 16:14
To: fgirardi@sjgov.org
Cc: OPR State Clearinghouse; Chambers, Andrew@Wildlife; Farinha, Melissa@Wildlife; Starr, Jim@Wildlife; Steve Mayo
Subject: PA2000126 Major Subdivision for Neighborhood D-SCH2020080263

External Email:

Mr. Girardi,

Please see the attached letter for your records. If you have any questions, contact Mr. Andrew Chambers, cc'd above.

Thank you,

Debbie Hultman | Assistant to the Regional Manager
California Department of Fish and Wildlife – Bay Delta Region
2825 Cordelia Road, Ste. 100, Fairfield, CA 94534
707.428.2037 | debbie.hultman@wildlife.ca.gov

1

Girardi, Frank [CDD]

From:	Martorella, Domenique [CDD]
Sent:	Tuesday, August 18, 2020 1:14 PM
To:	Girardi, Frank [CDD]
Cc:	Williams, Keia [CDD]; Asio, Allen [CDD]
Subject:	FW: PA-2000126 - Major Subdivision: Neighborhood Referral.
Attachments:	RTLJ- County_PA-2000126 (SU)_209-450-39.pdf

FYI. I've put a hardcopy of the email and attachment in your inbox.

Domenique Martorella
Office Assistant Specialist
Community Development Department
Main Office: (209) 468-3121
Direct: (209) 953-7307
Fax: (209) 468-3163
Please also visit us On-line: https://www.sjgov.org/commdev

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COUNTY
Greatness grows here.

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From: Laurel Boyd <boyd@sjcog.org>
Sent: Tuesday, August 18, 2020 1:12 PM
To: Martorella, Domenique [CDD] <dmartorella@sjgov.org>
Subject: RE: PA-2000126 - Major Subdivision: Neighborhood Referral.

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Dominique,

Attached, please find SJCOG, Inc.'s response to PA-200126 (SU). The site was mitigated prior (2005), however, the site will need to satisfy the biological requirement prior to ground disturbance activities.

Please let me know if you have any questions.

Sincerely,

Laurel K Boyd
Associate Habitat Planner
SJCOG, Inc.

1

555 E. Weber Avenue
Stockton, CA 95202
Phone: (209) 235-0600
Fax: (209) 235-0438
Email: boyd@sjcog.org

From: Martorella, Domenique [CDD] <dmartorella@sjgov.org>
Sent: Monday, August 17, 2020 1:51 PM
To: Funderburg, John [CDD] <jfunderburg@sjgov.org>; Williams, Keia [CDD] <klwilliams@sjgov.org>; Asio, Allen [CDD] <aasio@sjgov.org>
Cc: Fine, Mark [CDD] <mfine@sjgov.org>; Clayton, Jay [CDD] <jayclayton@sjgov.org>; Butler, Steve [CDD] <sbutler@sjgov.org>; Guerrero, Delia [PW] <Dguerrero@sjgov.org>; Heylin, Christopher [PW] <cheylin@sjgov.org>; Kith, Michael [EHD] <mkith@sjgov.org>; Wong,Jeff [EHD] <Jwong@sjgov.org>; Sok, Tiffany [EHD] <tsok@sjgov.org>; DeBord, Rachel [COB] <rdebord@sjgov.org>; Tyrrell, Scott [BOS] <styrrell@sjgov.org>; Laurel Boyd <boyd@sjcog.org>; Fung, Nicholas@DOT <nicholas.fung@dot.ca.gov>; Swearingen, Joshua B@DOT <joshua.swearingen@dot.ca.gov>; Melissa.Farinha@wildlife.ca.gov; ALUC <aluc@sjcog.org>
Subject: PA-2000126 - Major Subdivision: Neighborhood Referral.

External Email:

Please see the attached referral for project PA-2000126 (SU). A copy has been uploaded to Permits Plus as well as the project folder on the CDD website.

Thank you,

Domenique Martorella
Office Assistant Specialist
Community Development Department
Main Office: (209) 468-3121
Direct: (209) 953-7307
Fax: (209) 468-3163
Please also visit us On-line: https://www.sjgov.org/commdev

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S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ)
ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Frank Girardi, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: August 18, 2020

-Local Jurisdiction Project Title: PA-2000126 (SU)

Assessor Parcel Number(s): 209-450-39

Local Jurisdiction Project Number: PA-2000126 (SU)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Urban Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the project referral for PA-2000126 (SU). This project consists of a Major Subdivision application for the development of a 13.31-acre R-MH parcel (Parcel 'Q' of Neighborhood D) for 171 residential lots which would range in size from 2,061 square-feet to 2,805 square-feet. The project site is located east of, and adjacent to, Central Pkwy.; and is bounded on the north, east, south, and west by Ramsey Dr., Tradition St., Phelps Dr., and Central Pkwy; Mountain House. (APN/Address: 209-450-39/1401 S. Tradition St., Mountain House).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 30 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
    a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
    b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
    c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
    a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
    b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or

c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

S J C O G, Inc.

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Other: _____

FROM: Laurel Boyd, SJCOG, Inc.

DO NOT AUTHORIZE SITE DISTURBANCE
DO NOT ISSUE A BUILDING PERMIT
DO NOT ISSUE _____ FOR THIS PROJECT

The landowner/developer for this site has requested coverage pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). In accordance with that agreement, the Applicant has agreed to:

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: PA 2000126 (SU)

Landowner: Shea Mountain House, LLC Applicant: Shea Homes

Assessor Parcel #s: 209-450-39

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Frank Girardi

The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measures are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP.

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Bay Delta Region
2825 Cordelia Road, Suite 100
Fairfield, CA 94534
(707) 428-2002
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

September 15, 2020

Mr. Frank Girardi
San Joaquin County
Community Development Department
1810 E Hazelton Avenue
Stockton, CA 95205
FGirardi@sjgov.org

Subject: PA-2000126 – Major Subdivision for Neighborhood D of Mountain House, Initial Study/Mitigated Negative Declaration, SCH No. 2020080263, San Joaquin County

Dear Mr. Girardi:

The California Department of Fish and Wildlife (CDFW) has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the PA-2000126 – Major Subdivision for Neighborhood D of Mountain House (Project) pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines. In accordance with our mandates, CDFW is submitting comments on the IS/MND as a means to inform San Joaquin County Community Development Department (County), as the Lead Agency, of our concerns regarding potentially significant impacts to sensitive resources associated with the proposed Project.

CDFW ROLE

CDFW is a Trustee Agency with responsibility under CEQA (Pub. Resources Code, § 21000 et seq.) pursuant to CEQA Guidelines section 15386 for commenting on Projects that could impact fish, plant, and wildlife resources. CDFW is also considered a Responsible Agency if a Project would require discretionary approval, such as a California Endangered Species Act (CESA) Incidental Take Permit (ITP), and/or other provisions of the Fish and Game Code that afford protection to the state's fish and wildlife trust resources.

REGULATORY REQUIREMENTS

California Endangered Species Act

Please be advised that a CESA ITP must be obtained if the Project has the potential to result in "take" of plants or animals listed under CESA, either during construction or over the life of the Project (Fish and Game Code, § 2080 et seq.). Issuance of a CESA ITP is subject to CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the Project

Conserving California's Wildlife Since 1870

will impact CESA listed species, early consultation is encouraged, as potential significant modification to the Project and mitigation measures may be required in order to obtain a CESA ITP.

CEQA requires a Mandatory Finding of Significance if the Project is likely to substantially restrict the range or reduce the population of a threatened or endangered species. (Pub. Resources Code, §§ 21001, subdivision (c), 21083; CEQA Guidelines, §§ 15380, 15064, and 15065). Impacts must be avoided or mitigated to less-than-significant levels unless the CEQA Lead Agency makes and supports Findings of Overriding Consideration (FOC). The CEQA Lead Agency's FOC does not eliminate the Project proponent's obligation to comply with Fish and Game Code section 2080.

PROJECT DESCRIPTION SUMMARY

Proponent: Shea Mountain House, LLC / Mountain House Developers / Shea Homes

Objective: A Major Subdivision application of a 13.31-acre parcel near the southern portion of Mountain House, San Joaquin County.

Location: The Project site is located east of, and adjacent to, Central Parkway; and is bounded on the north, east, south, and west by Ramsey Drive, Tradition Street, Phelps Drive, and Central Parkway; Mountain House, San Joaquin County. (APN/Address: 209-450-39/1401 South Tradition Street, Mountain House) (Supervisorial District: 5)

Timeframe: Unknown

Description: The development and conversion of a 13.31-acre ruderal grassland to a residential housing area with 171 individual lots. Each lot is proposed to have a two-story single-family home built on it. Density of the development will be at 12.85 dwelling units per acre. This Project area is Parcel 'Q', or Tract 4047 of Neighborhood D and is currently zoned as residential high-medium density.

COMMENTS AND RECOMMENDATIONS

Comment 1: Environmental Setting of the Project needed to be included

The IS/MND currently does not include a description of the environmental setting. To correct this, CDFW recommends the County revise and recirculate the IS/MND to provide, in brief form, a description of the physical environmental conditions in the vicinity of the Project as an identification of the environmental setting. Knowledge of the regional setting is critical to the assessment of environmental impacts. Special emphasis should be placed on environmental resources that are rare or unique to that region and would be affected by the project. Moreover, this is a requirement for IS/MNDs under CEQA section 15063 subsection (d)(2).

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Comment 2: Revisions needed to Section IV Biological Resources

The IS/MND indicates in Section IV, Biological Resources that subsections a through f are less-than-significant impact. CDFW does not concur with this assertion as the Project has potential significant impacts to biological resources that can be reduced to less-than-significant with mitigation incorporated. The IS/MND acknowledges this fact through the discussion regarding mitigating through the San Joaquin Multi Species Conservation Plan (SJMSCP or Plan).

To correct this, CDFW recommends revising the check boxes in these subsections to correctly reflect the use of mitigation to reduce the Project's impacts to less-than-significant and recirculating the IS/MND.

Comment 3: Revisions needed to mitigate to a level of less-than-significant in the event the SJMSCP does not approve coverage

The statement presented in the Impact Discussion in Section IV. Biological Resources of the IS/MND does not mitigate potential impacts to a level of less-than-significant. The IS/MND states that the San Joaquin Council of Governments (SJCOG) determined the Project is subject to and may participate in the Plan and that the Project Proponent has confirmed participation in the Plan; however, this information is not stated as an enforceable mitigation measure within the section. The IS/MND also does not propose or identify specific, sufficient, and enforceable mitigation in the event the SJMSCP does not approve coverage or the Proponent chooses to not participate based on this lack of an enforceable measure. Because participation in the Plan is voluntary, the IS/MND must include: 1) an evaluation and discussion of potential direct and indirect impacts of the Project to biological resources including fish, wildlife, and their habitats, 2) avoidance and minimization mitigation measures to decrease those impacts, and 3) specific and sufficient compensatory mitigation in the event the avoidance and minimization measures do not mitigate to less-than-significant or in the event the SJMSCP does not provide coverage of the Project in whole or part to mitigate to less-than-significant.

To correct this, CDFW recommends updating the IS/MND to include an impacts analysis that provides an evaluation and discussion of potential quantified impacts of the Project to biological resources including fish, wildlife, and their habitats. Based on this impact analysis, please update the section to include mitigation measures that will ensure Project impacts are less-than-significant in the event SJMSCP does not provide of coverage of the Project in whole or part, or in the event the Proponent opts-out of participation in the SJMSCP.

If the impacts analysis indicates there will be direct or indirect take of CESA-listed species, and the Project cannot fully avoid take of CESA-listed species and SJMSCP

does not offer take coverage, then CDFW recommends the IS/MND include language defining the Project's obligation to obtain take coverage through an ITP issued by CDFW.

Comment 4: Revisions needed to mitigate impacts to Swainson's hawks to a level of less-than-significant

The IS/MND does not mitigate potential impacts to Swainson's hawk (*Buteo swainsoni*) to less-than-significant because the IS/MND lacks an evaluation of impacts to Swainson's hawks and does not include mitigation measures requiring 1) pre-construction surveys conducted according to CDFW'S *Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley* (2000) (see https://wildlife.ca.gov/conservation/survey-protocols#377281284-birds), 2) avoidance measures determined by CDFW if and when Swainson's hawks are discovered at or within a half-mile of the Project site, and 3) a measure requiring participation in SJMSCP if coverage is approved. The IS/MND does not define avoidance measures in the event Swainson's hawks are discovered or reduce impacts from permanent loss of foraging habitats or indirect impacts to nesting hawks from increased construction activity to a level of less-than-significant as it does not offset those impacts with a compensatory mitigation requirement. Swainson's hawks are designated as a State of California Threatened Species and impacts to the species and its habitat is prohibited without meeting certain conditions. The loss and conversion of native grasslands and agricultural lands to urbanization and orchard and vineyard agriculture is the primary threat to Swainson's hawk populations throughout California, and about 80 percent of the Central Valley population of Swainson's hawks are located with the Sacramento, San Joaquin, and Yolo counties region. The Project's potential impacts to this historically denser population is a significant impact that warrants mitigation to less-than-significant through the IS/MND.

To correct this, CDFW recommends the IS/MND be revised and recirculated to include an impacts analysis that provides an evaluation and discussion of potential impacts of the Project to Swainson's hawks and their habitats according to CDFW's *Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California* (1994). If impacts are identified, CDFW recommends the IS/MND be revised and recirculated to include adherence to the mitigation strategies defined in the *Staff Report* in addition to adherence to *CDFW's Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (2000)* survey protocol, or require participation in the SJMSCP if coverage is approved. If the IS/MND does not include a measure that requires participation in the SJMSCP, CDFW recommends the IS/MND be updated to include a measure requiring compensatory mitigation for impacts to Swainson's hawk nesting and foraging habitat at a minimum of a 3:1 mitigation ratio (conserved habitat to impacted habitat) for permanent impacts and a 1:1 ratio for temporary impacts, as well as language defining the project's obligation to obtain take coverage through an ITP issued by CDFW.

In the event SJMSCP does not cover the Project or the Proponent elects to not participate in the SJMSCP, CDFW recommends the following specific and enforceable measures for Swainson's hawk be incorporated into a revised and recirculated IS/MND to minimize and avoid impacts:

"Pre-Construction Surveys for Swainson's Hawk: If work is to be conducted during the nesting season, focused surveys for active Swainson's hawk nests shall be conducted by a qualified biologist in a manner consistent with the Recommended Timing and Methodology of Swainson's Hawk Nesting Surveys in California's Central Valley (2000). At least two surveys shall be completed within two survey periods immediately prior to the Project's initiation. If a lapse in Project-related work of 15 days or longer occurs, another focused survey shall be performed, and the results sent to CDFW prior to resuming work. Surveys shall be conducted in all suitable habitat located at the Project work site, in staging, storage, and stockpile areas, and along transportation routes. Surveys shall be conducted within ½-mile of the Project area. If any active Swainson's hawk nests are found within ½-mile of the Project site, CDFW shall immediately be contacted and additional survey measures may be required for Project activities."

Comment 5: Revisions needed to mitigate impacts to burrowing owl to a level of less-than-significant

Although not identified in the IS/MND, burrowing owl (*Athene cunicularia)* has the potential to occur within the vicinity of the proposed Project.

The burrowing owl is listed by the State of California to be a Species of Special Concern, defined as a species with declining population levels, limited ranges, and/or continuing threats which make them vulnerable to extinction (https://wildlife.ca.gov/Conservation/SSC). Habitat loss, degradation, and fragmentation are the greatest threats to burrowing owls in California. Loss of agricultural and other open lands (such as grazed landscapes) also negatively affect burrowing owl populations. Because of their need for open habitat with low vegetation, burrowing owls are unlikely to persist in agricultural lands dominated by vineyards and orchards or urbanized lands. Also, fossorial mammal burrows are important habitat to burrowing owl.

The Project has the potential to adversely impact the species through permanent and temporary losses of nesting and foraging habitat. The Project may also result in additional impact to burrowing owl through nest abandonment, loss of young, and reduced health and vigor of chicks (resulting in reduced survival rates) and breeding and foraging disturbance through Project activities. The IS/MND should evaluate the potential for burrowing owls to be present within and adjacent to the Project area by documenting the extent of fossorial mammals that may provide burrows used by owls during the nesting and/or wintering seasons. Burrowing owls may also use unnatural features such as debris piles, culverts and pipes for nesting, roosting or cover. If potential burrowing

owl habitat is present, CDFW recommends that surveys be conducted following the methodology described in *Appendix D: Breeding and Non-breeding Season Surveys* of the CDFW *Staff Report on Burrowing Owl Mitigation* (Staff Report), which is available at https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843.

"Pre-construction surveys for burrowing owl should be conducted by a qualified CDFW-approved biologist. In accordance with the Staff Report, a minimum of four survey visits should be conducted within 500 feet of the Project area during the owl breeding season which is typically between February 1 and August 31. A minimum of three survey visits, at least three weeks apart, should be conducted during the peak nesting period, which is between April 15 and July 15, with at least one visit after June 15. Pre-construction surveys should be conducted no-less-than 14 days prior to ground disturbance with a final survey conducted within 24 hours prior to ground disturbance. Any impacts to burrowing owl and occupied burrows during the breeding season must be avoided. CDFW recommends that any burrows occupied during the non-breeding season by migratory or non-migratory resident burrowing owls also be avoided. CDFW recommends the IS/MND be revised and recirculated to update the IS/MND with burrowing owl habitat assessment/survey results.

If suitable burrowing owl nest sites are present within or adjacent to the Project area, then the IS/MND should include "take" avoidance and minimization measures for the owl. Please refer to the Staff Report, section on Mitigation Methods, on avoiding disturbance of occupied burrows through establishment of exclusion zones. Please be advised that CDFW does not consider exclusion of burrowing owls or "passive relocation" as a "take" avoidance, minimization or mitigation method, and considers exclusion as a significant impact. The long-term demographic consequences of exclusion techniques have not been thoroughly evaluated, and the survival rate of evicted or excluded owls is unknown. All possible avoidance and minimization measures should be considered before temporary or permanent exclusion and closure of burrows is implemented in order to avoid "take." While active relocation is not considered "take" avoidance, minimization, or mitigation, if avoiding impacts to burrowing owls is not possible, active relocation of burrowing owls can be performed as a tool in conjunction with mitigation. Active relocation will require a relocation plan that includes owl banding, success criteria, long-term monitoring, management, and reporting in order to evaluate the success of this technique and determine the survival rate of relocated owls.

To ensure impacts to burrowing owls are mitigated to less-than-significant, the IS/MND should incorporate specific and enforceable avoidance and minimization measures to avoid and minimize take of burrowing owls, eggs, chicks, and nesting and foraging habitat. These measures should include: a restricted work window; biological monitoring throughout the course of the Project; and inclusion of compensatory mitigation in the form of conserved lands for burrowing owl habitat impacts. At a minimum, mitigation ratios for these habitat impacts should be at 3:1 (conservation to loss) for permanent

impacts, and a 1:1 ratio for temporary impacts. Conserved lands for owls should include presence of burrowing owls and ground squirrel burrows, well-drained soils, abundant and available prey within proximity to burrows, as well as foraging, wintering, and dispersal areas. The location of mitigation areas for burrowing owls should be approved by CDFW prior to the start of project-related activities. Conservation lands should be placed under a Conservation Easement with CDFW listed as a third-party beneficiary and an endowment should be funded for managing the lands for the benefit of the species in perpetuity. Additionally, a long-term management plan should be prepared and implemented by a land manager and approved by CDFW. The Grantee of the Conservation Easement should be an entity that has gone through the due diligence process for approval by CDFW to hold or manage conservation lands."

Comment 6: Revisions needed to mitigate impacts to nesting birds to a level of less-than-significant

Section IV. Biological Resources of the IS/MND does not include nesting survey protocols or avoidance measures for nesting birds that may be utilizing the Project site prior to start of Project activities.

To ensure impacts to nesting birds are mitigated to a level of less-than-significant, CDFW recommends that the IS/MND be revised and recirculated to include the addition of the following specific and enforceable nesting bird assessment and avoidance mitigation measure in the event nesting birds are detected:

"Nesting Bird Assessment and Avoidance: Prior to the initiation of Project activities, including ground disturbing activities scheduled to occur between February 15 and September 15, a qualified biologist shall conduct a habitat assessment and nesting survey for nesting bird species no more than five days prior to the initiation of work. Surveys shall encompass all potential habitats (e.g., grasslands and tree cavities) within 250 feet of the Project site. The qualified biologist conducting the surveys shall be familiar with the breeding behaviors and nest structures for birds known to nest in the Project vicinity. Surveys shall be conducted during periods of peak activity (early morning, dusk) and shall be of sufficient duration to observe movement patterns. Survey results, including a description of timing, duration and methods used, shall be submitted to CDFW for review 48 hours prior to the initiation of the Project. If a lapse in Project activity of seven days or more occurs, the survey shall be repeated, and no work shall proceed until the results have been submitted to CDFW.

If nesting birds are found, then no work shall be initiated until nest-specific buffers have been established with written approval from CDFW. The buffer area(s) shall be fenced off from work activities and avoided until the young have fledged, as determined by the qualified biologist. Active nests within or adjacent to the Project site shall be monitored by the qualified biologist daily throughout the duration of Project activities for changes in

bird behavior or signs of distress related to Project activities. If nesting birds are showing signs of distress or disruptions to nesting, then that nest shall have the buffer immediately increased by the qualified biologist until no further interruptions to breeding behavior are detectable.

The Permittee or representatives of the Permittee shall not disturb or destroy the nests or eggs of fully protected species or of other birds as per Fish and Game Code section 3503."

Comment 7: Revisions needed to mitigate impacts from Project phasing to less-than-significant

The IS/MND does not include a description of timeframe or period during which construction will occur.

Project activities may have additional significant biological impacts due to Project phasing over time. Phasing and the additional impacts from phasing are not discussed, analyzed, or mitigated for in the IS/MND. Projects that include multiple phases with different sections or parcels built out at different time periods or phasing that includes whole-site grading with separate sections or parcels developed at later dates have impacts over a period longer than one year. This delay in full build out of a Project allows wildlife to utilize resources that develop post-grading on vacant sections or parcels. These resources include, but are not limited to; ruderal grassland and brush that provide nesting habitat for passerine birds and burrowing owls; infrastructure installed but not utilized that provide burrowing habitat for ground squirrels, burrowing owls, and short-eared owls; additional indirect impacts to nesting and foraging raptors with roost and nest trees adjacent to the Project site and access routes; and pooling of rainwater on parcels that provide temporary habitat for amphibians. CDFW is unable to analyze theses impacts without inclusion of a description of the Project's timing and implementation in relation to site preparation, infrastructure installation, and complete buildout.

To correct this, please revise and recirculate the IS/MND with a description of the Project's phasing and estimated timeframes from start of construction to complete buildout. If the Project's timeframe from start of construction to complete build out includes breaks in construction longer than 15 days or periods of inactivity that could allow establishment of habitat elements such as burrows and vegetation, then impacts to wildlife utilizing vacant sections or parcels of the Project not built out must be included in the impacts analysis to ensure the Project mitigates impacts to less-than-significant. When and if such a delay occurs, and to ensure the Project is mitigating to less-than-significant, CDFW recommends revising the IS/MND to include a mitigation measure that meets the following criteria: 1) a qualified biologist shall conduct a habitat assessment survey to determine what potential wildlife and habitat elements are present that may be utilizing the vacant sections and/or parcels prior to Project related activities taking place

when there is a break in these activities greater than 15 days; 2) if unbuilt or fallow sections and/or parcels are being utilized, avoidance and minimization measures (including the measures discussed in this letter) shall be used to prevent impacts and take, and if impacts and take are not fully avoidable, additional compensatory mitigation shall be discussed and agreed upon with CDFW's approval prior to the re-initiation of construction activities.

Comment 8: The IS/MND does not define floristic survey protocol

Section IV Biological Resources of the IS/MND does not include defined survey protocols for floristic surveys or require a qualified botanist to conduct the surveys.

To correct this, CDFW recommends Section IV. Biological Resources be revised and recirculated to include adherence to CDFW's *Protocols for Surveying and Evaluating Impacts to Special-Status Native Plant Populations and Natural Communities* (2009), including the reporting requirements contained in those protocols, and to indicate a qualified botanist shall conduct the surveys according to the protocols.

Comment 9: CDFW recommends additional mitigation measures for Project construction be included in the IS/MND

CDFW recommends the following avoidance and minimization measures to be included in the IS/MND:

"Open Pipes Restriction: All pipes, culverts, or similar structures that are stored at the construction site (either vertically or horizontally) for one or more overnight periods will be securely capped on both ends prior to storage and thoroughly inspected for wildlife prior to implementation by a qualified biologist.

Fence and Signpost Restriction: Any fencing posts or signs installed, temporarily or permanently, throughout the course of the Project shall have the top three post holes covered or filled with screws or bolts to prevent the entrapment of wildlife, specifically birds of prey.

Open Trenches: Any open trenches, pits, or holes with a depth greater than one foot shall be covered at the conclusion of work each day with a hard, non-heat conductive material (i.e. plywood). No netting, canvas, or material capable of trapping or ensnaring wildlife shall be used to cover open trenches. If use of a hard cover is not feasible, multiple wildlife escape ramps shall be installed, constructed of wood or installed as an earthen slope in each trench, hole or pit that is capable of allowing large (i.e. deer) and small (i.e. snakes) wildlife from escaping on their own accord. Prior to the initiation of construction each day and prior to the covering of the trench at the conclusion of the workday any open trench, pit, or hole shall be inspected for wildlife. If wildlife is discovered, it shall be allowed to leave on its own accord or relocated by a qualified biologist."

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ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations [Pub. Resources Code, § 21003, subd. (e)]. Accordingly, please report any special-status species and natural communities detected during Project surveys to the California Natural Diversity Database (CNDDB). The CNNDB field survey form, online field survey form, and contact information for CNDDB staff can be found at the following link: https://wildlife.ca.gov/data/CNDDB/submitting-data.

CONCLUSION

CDFW appreciates the opportunity to comment on the IS/MND to assist the County in identifying and mitigating Project impacts on biological resources.

Questions regarding this letter or further coordination should be directed to Mr. Andrew Chambers, Environmental Scientist, at (707) 428-2002 or Andrew.Chambers@wildlife.ca.gov; or Ms. Melissa Farinha, Senior Environmental Scientist (Supervisory), at (707) 944-5579 or Melissa.Farinha@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Gregg Erickson
BE74D4C83C604EA...
Gregg Erickson
Regional Manager
Bay Delta Region

cc: State Clearinghouse (SCH #2020080263)
Steve Mayo, San Joaquin Council of Governments – Mayo@sjcog.org

Department of Toxic Substances Control

Jared Blumenfeld
Secretary for
Environmental Protection

Meredith Williams, Ph.D.
Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

September 3, 2020

Mr. Frank Girardi
Community Development Department
1810 E. Hazelton Avenue
Stockton, CA 95205
FGirardi@sjgov.org

MITIGATED NEGATIVE DECLARATION FOR PA-2000126 PROJECT – DATED AUGUST 17, 2020 (STATE CLEARINGHOUSE NUMBER: 2020080263)

Mr. Girardi:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for the PA-2000126 Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the MND. Hazards and Hazardous Materials section:

1. The MND should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist

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along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the MND.

3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the MND. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 Abandoned Mine Land Mines Preliminary Assessment Handbook (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/11/aml_handbook.pdf).
4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).
5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).
6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf).

DTSC appreciates the opportunity to comment on the MND. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: https://dtsc.ca.gov/brownfields/.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Girardi, Frank [CDD]

From: ALUC <aluc@sjcog.org>
Sent: Monday, August 17, 2020 2:12 PM
To: Girardi, Frank [CDD]
Cc: Timothy Kohaya
Subject: PA-2000126 (SU)

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

This project number PA-2000126 APN: 209-405-39 is located in the Byron Airport Influence Area Zone D. Please notify Contra Costa County Airport Land Use Commission for their review.

Thank you,

Isaiah Anderson
Assistant Regional Planner
San Joaquin Council of Governments

555 E Weber Ave
Stockton, CA 95202
ianderson@sjcog.org

1

Mountain House Community Services District
251 E. Main Street, Mountain House, CA 95391
Tel (209) 831-2300 • Fax (209) 831-5610
www.mountainhousecsd.org

September 23, 2020

Mr. John Funderburg
Principal Planner
Community Development Department
1810 East Hazelton Ave
Stockton, CA 95205

Re: Langston II – Shea Development – Conditions of Approval (Revised Final)
Submitted Electronically

Dear John:

The Mountain House Community Services District (MHCSD) has the following Conditions of Approval for Langston II, Shea Development:

1. General Requirements:
    a. Improvement Standards: All improvements, including but not limited to improvement plans, specifications, and master utility plans, shall be in conformance with Community Approvals, including but not limited to the Improvement Standards and Specifications of the Mountain House Community Services District (MHCSD), the MHCSD Design Manual, master utility plans, and other standards and plans adopted by the MHCSD. These improvement plans and specifications must be approved by the MHCSD prior to the approval of the Final Map. The plan check fees shall be paid with the submittal of the improvement plans, and the field inspection services costs shall be paid to the MHCSD prior to the signing of the improvement plans. If the actual costs exceed the estimated plan check and/or inspection costs, the Developer shall pay the balance within 30 days upon receiving an Invoice from the MHCSD.
    b. Funding of MHCSD Development-related Services: All development-related services performed by the MHCSD not already funded by other applicable MHCSD funding mechanisms, including special taxes on any development project, will be paid by the Developer at the full cost, including overhead as determined by the MHCSD General Manager, subject to compliance with all applicable nexus laws and existing agreements between the MHCSD and Developer. All Costs incurred by the MHCSD for any development project shall be paid by the Developer in accordance with the MHCSD Development Project Fees for Deposit and Reimbursement Agreement with Shea Development.

c. All onsite easements and dedications shown on Tentative Plans shall be dedicated to the MHCSD or offer of dedication to the MHCSD shall be recorded on the Final Map. Dedication of public rights-of-way shall be in conformance with the adopted Public Land Equity Program (PLEP). Any easements to be abandoned that belong to Byron Bethany Irrigation District (BBID) shall not be abandoned without prior approval of BBID.

d. Groundwater Rights: Groundwater rights shall be dedicated to the MHCSD upon approval of Improvement Plans.

e. Geotechnical Report: All infrastructure designs shall be shown on the grading and improvement plans and shall comply with and incorporate the recommendations of the Geotechnical Engineering Studies. The condition shall be met before approval of the Improvement Plans.

f. Environmental Hazards: Comply with all applicable recommendations of the Environmental Site Assessment prepared for the project. The condition shall be met prior to beginning any construction on the related final map.

g. Grading: Except where allowed otherwise by the MHCSD, the grading of the project shall be such that all stormwater runoff shall drain to public streets, public alleys, Mountain House Creek, Old River, or drainage facilities within easements for storm drainage purposes.

h. Truck Management Plan: Traffic shall comply with the Construction Truck Management Plan administered by the MHCSD. Project construction plans shall include specifications to the contractor outlining compliance requirements. A traffic control plan showing construction traffic routes within the MHCSD's boundary shall be provided for approval by the MHCSD prior to the commencement of any construction. This plan is required from the Developer, the builders, and all contractors and subcontracts working within MHCSD's boundary. The Developer shall pay all review fees prior to the approval of the plan.

i. U.S.A. Requirement: U.S.A. shall be contacted 48-hours prior to any lateral crossing of a joint trench or trenching within the right-of-way.

j. Hold Harmless Provision: The Developer shall defend, indemnify, and hold harmless the MHCSD, its agents, officers, and employees, from any claim, action, or proceeding against the MHCSD, its agents, officers, or employees, to attack, set aside, void, or annul an approval of MHCSD concerning any MHCSD condition, which action is brought within the time provided for in Section 66499.37 of the Government Code.

2. Best Management Practices:

a. The Developer shall comply with MHSWMP policies, MHSWMP mitigation measures, and Phase I and II NPDES permit requirements, including the preparation and implementation of an SWPPP that outlines B.M.P.s to be followed to minimize erosion and sedimentation during project construction and operation.

b. The Developer shall install catch basin filters, Water Decontaminator per MHCSD Standard Specification and Details or other source control Best Management Practices (B.M.P.s) for runoff from the project prior to issuance of the building permit.

c. Construction-Related Erosion: The Developer and/or contractor shall comply with applicable NPDES General Construction Activities Storm Water Permit requirements established by the Clean Water Act. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Construction Activities Storm Water Permit (General Permit) shall be obtained for project development prior to the issuance of grading permits. The Developer and/or contractor shall obtain coverage under the General Permit by filing a Notice of Intent with the State Water Resource Control board's (SWRCB) Division of Water Quality. The filing shall describe erosion control and stormwater treatment measures to be implemented during and the following construction and provide a schedule for monitoring performance. MHCSD approved B.M.P.s shall serve to control point and non-point source pollutants in stormwater and shall constitute the project's stormwater pollution prevention program (SWPPP) for construction activities. Timing: All applicable permits shall be obtained prior to the issuance of grading permits for the project.

d. Project Developer shall develop and submit a Project Stormwater Plan that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation, and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures, and hydromodification control measures.

e. Runoff from non-residential areas shall be pretreated on-site before discharge into the MHCSD public stormwater collection system.

f. "A 'No Dumping' marker shall be installed at each catch basin after the catch basin is installed per Detail SD-04."

g. Grates and Inlets shall be protected with geo-fabric material during any nearby construction.

h. The contractor will be responsible for purchasing, installing, maintaining all the catch basins and other storm drain Inlets and decontaminators or other B.M.P. before, during, and after construction, In perpetuity.

i. Recyclable Construction Waste: Recycling of construction wastes, such as wood and metal, shall be made part of the improvement plans and construction specifications for contractors in compliance with MHCSD requirements.

j. Designated Waste Hauler Provider: The MHCSD's designated waste hauler, West Valley Disposal, shall be used for disposal of waste material and recycling of recyclable materials. No other waste haulers are allowed.

k. Construction Water Usage: An encroachment/hydrant permit is required prior to using water for construction purposes from a hydrant or any other potable water source.

3. Roadway, Lighting, and Landscape Improvements:

   a. All roadways, which in this project shall be private, must meet the minimum 20' width and be designed and constructed per the MHCSD acceptable-standards and specifications.

   b. No parking signs or red curb shall be erected in all areas where there is to be no parking allowed.

   c. A sidewalk connectivity plan shall be shown and submitted for the entire project area and with the surrounding adjacent areas. This plan shall also address pedestrian access off roadway ·scenarios.

   d. Show all handicap ramps and associated crosswalk and signage in all pertinent plan sheets.

   e. Show all alleyways/driveways details to address pedestrian and parking.

   f. Provide "private roads," "No Parking," and other private notice signage and poles and note on plans.

   g. Lighting and landscaping shall follow the design manual and guidelines.

   h. Landscaping along the roads, alleys and pedestrian connections and in the open space/mineral rights reservation area shall be consistent with the approved Neighborhood 'D' In-Tract Landscape Guidelines.

   i. Any sidewalks that connect the taupe sidewalk along Central Pkwy to the on-site circulation sidewalk shall be taupe.

   j. Sound walls parallel to Central Pkwy that are required per the noise study shall have the same architectural treatment as the themed walls in the Neighborhood 'D' In-Tract Landscape Plans.

   k. Digital File: A digital file of the Final Improvement Plans shall be submitted to the MHCSD consistent with MHCSD File Format requirements.

   l. Record Drawings: Record Drawings shall be provided prior to acceptance of the improvements by the MHCSD.

4. Utilities:

   a. The Developer shall provide documentation for Water Treatment Capacity, Sewer Treatment Capacity, Water Storage Capacity and Storm Water Storage Capacity that has been obtained from Mountain House Developers, LLC (Resmark/MHD) for the proposed development.

   b. The Developer and its contractors shall comply with Ordinance No. 4162 "Street Opening and Pavement Restoration Regulations."

   c. Any phased development shall install all utilities required to serve the development. In addition, if any future adjacent or nearby phases of the development, or adjacent Neighborhoods, will depend on obtaining service from such utilities, then the utility lines shall be sized to serve these future developments.

d. When public utilities are to be located outside public rights-of-way but within the project boundary, the Developer shall provide public utility easements for these utilities. The easements shall be shown on all the Improvement Plans.

e. Prior to the submittal of improvement plans for the development, the Developer shall submit to the MHCSD composite schematic plans for in tract storm drains, sanitary sewers, and water distribution facilities.

f. Water service to the common areas, if applicable, shall not begin without notifying MHCSD of the intent to start irrigation. The billing process must be set up before water is turned on. Backflow prevention systems and applicable water meter facilities at the point of connection to the public water system as required by the MHCSD Standards shall also be installed.

g. All water rights shall be dedicated to the MHCSD upon approval of the Improvement Plans.

h. Transformers located in the commercial and industrial areas may be placed above ground provided they are aesthetically designed and/or shielded by landscaping subject to MHCSD and MID requirements and with prior written approval.

i. Per MHCSD's ordinance, on-site utilities shall be privately maintained.

j. Unused storm drain stubs and sewer stubs shall be cut and capped at the property line.

k. Unused water stubs shall be cut at the property line and blow-off Installed.

l. The Developer shall prepare an SB 221 report to address the Community's potable water supply needs prior to the Final Map approval.

m. All utilities such as, but not limited to, water, sewer, storm drainage, shall be placed in the 'alleyways', not the front yards or common landscaping frontage areas. All necessary easements shall be offered for maintenance and access purposes in perpetuity.

n. Any use of the Mineral Rights area identified on the plan shall comply with the requirements outlined in Section 3.3.5 of Mountain House Specific Plan II, public convenience and safety.

5. Fire Code Compliance:

a. Prior to the beginning of the final design of the facility, the Developer shall consult with Mountain House Fire regarding emergency access to the proposed development. Any requirements for emergency access shall be approved by MHCSD.

b. Install fire hydrants per MHCSD Standards and State Fire Code. The project shall include on-site fire hydrants.

c. All street standards shall comply with the State of California Fire Code provisions, as interpreted and implemented by the San Joaquin County Fire Marshall and Mountain House Fire Department.

6. **Other Obligations and Agreements:**

   a. Subdivision Improvement Agreement. Concurrence with the Final Map approval, the Developer shall execute a Subdivision Improvement Agreement with MHCSD and post the appropriate bonds based on Final Engineer's Estimate.

   b. Stormwater Management Agreement: Prior to the issuance of the first building permit, the Developer shall enter into a Stormwater Management Agreement with MHCSD.

   c. Traffic Signal at Central Parkway and Phelps: Mountain House Developers, LLC (Resmark) has agreed to include this traffic signal in the next TIF/CFF update.

   d. Vehicle Fees: MHCSD has drafted an agreement with Mountain House Developers, LLC (Resmark) to allow the District to withdraw the vehicle funds directly from the CFF/TIF payment.

   e. MHCSD Impact Fees (CFF and TIF): Prior to issuance of each building permit, the Developer shall comply with the applicable requirements of the most current MHCSD adopted CFF and TIF Ordinances and Fees in effect at the time the building permit is issued.

   f. The Developer shall pay all other permitting fees as applicable at the time of issuance of building permits.

If you have any other questions, please do not hesitate to contact me.

Regards

Anush Nejad

Anush Nejad, P.E.
Community Development Director

Cc: David Sargent, Resmark
Frank Girardi, SJC
Devon Crowe, MHCSD
File

Page 6

Pacific Gas and Electric Company

Plan Review Team
Land Management

PGEPlanReview@pge.com

6111 Bollinger Canyon Road 3370A
San Ramon, CA 94583

September 14, 2020

Frank Girardi
San Joaquin County-Community Development Department
1810 E Hazelton Ave.
Stockton, CA 95295

Re: 1401 S Tradition St - PA-2000126 (SU)

Dear Frank Girardi,

Thank you for providing PG&E the opportunity to review your proposed plans for 1401 S Tradition St dated 8/14/2020. Our review indicates your proposed improvements do not appear to directly interfere with existing PG&E facilities or impact our easement rights.

Please note this is our preliminary review and PG&E reserves the right for additional future review as needed. This letter shall not in any way alter, modify, or terminate any provision of any existing easement rights. If there are subsequent modifications made to your design, we ask that you resubmit the plans to the email address listed below.

If you require PG&E gas or electrical service in the future, please continue to work with PG&E's Service Planning department: https://www.pge.com/cco/.

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of 2 working days prior to commencing any work. This free and independent service will ensure that all existing underground utilities are identified and marked on-site.

If you have any questions regarding our response, please contact the PG&E Plan Review Team at (877) 259-8314 or pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

Girardi, Frank [CDD]

From:	Richard Hawkins <richardh@buenavistatribe.com>
Sent:	Thursday, August 27, 2020 10:09 AM
To:	Girardi, Frank [CDD]
Cc:	Mike DeSpain
Subject:	PA-2000126 (SU)
Follow Up Flag:	Follow up
Flag Status:	Flagged

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

August 27, 2020

Mr. Frank Girardi- Project Planner
Community Development Department
San Joaquin County
1810 Hazelton Avenue
Stockton, CA 95205

Dear Mr. Girardi,

Thank you for the notification dated August 14, 2020 and received August 25, 2020 about the site approval application PA-2000126 (SU) for the project near 1401 S. Tradition Street Mountain House, CA.
After review of the document and examination of the property by viewing images using the Google satellite map application, it is determined there is no objection by this office for commencement of the project.
It is noted there is included a Notice of Intent to adopt a Mitigated Negative Declaration for the project. Additional notification to Buena Vista Rancheria (BVR) of the San Joaquin County Planning Commission hearing date about the project will not be necessary. It is readily apparent this is previously cultivated land but should native cultural resources be encountered when the project work commences, BVR requests additional notification so action may be taken to protect and preserve them.

Respectfully,

Richard Hawkins
THPO Coordinator
Buena Vista Rancheria
1418 20th Street, Suite 200
Sacramento, CA 95811
richardh@buenavistatribe.com
Office: (916) 941-0011 ext. 255
Cell: (209) 890-5685
Fax: (916) 941-0012

1

Girardi, Frank [CDD]

From: Funderburg, John [CDD]
Sent: Tuesday, September 22, 2020 9:29 AM
To: Girardi, Frank [CDD]; steve.lucas@sheahomes.com
Subject: FW: District CEQA Reference No. 20200712 - Langston II - Mountain House

FYI...

From: Patia Siong <Patia.Siong@valleyair.org>
Sent: Tuesday, September 22, 2020 9:23 AM
To: Funderburg, John [CDD] <jfunderburg@sjgov.org>
Subject: RE: District CEQA Reference No. 20200712 - Langston II - Mountain House

CAUTION: This email is originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning John,

Not a problem at all.

Thank you for this email and for this additional information on the project.

Regards,
Patia Siong
Supervising Air Quality Specialist
San Joaquin Valley Air Pollution Control District
559-230-5930

From: Funderburg, John [CDD] <jfunderburg@sjgov.org>
Sent: Tuesday, September 22, 2020 8:52 AM
To: Patia Siong <Patia.Siong@valleyair.org>
Subject: District CEQA Reference No. 20200712 - Langston II - Mountain House

Good Morning Patia,

Thanks for taking my call the other day...been in back to back meetings since then...

Wanted to follow-up with you from our previous conversation regarding the project referenced above in the subject line. Community Development Department (CDD) staff has reviewed the districts comments. CDD staff has identified with the project applicant additional site development air quality compliance measures to ensure operation of the proposed project would not expose sensitive receptors to excess concentrations of air pollutants. Also, the existing Master Plan and Specific Plan II documents for Mountain House cross reference mitigation and implementation measures from the FEIR to comply with the adopted regulations and requirements of the SJVAPCD. CDD staff thanks you for the comment letter.

John

1

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

September 8, 2020

Frank Girardi
San Joaquin County
Community Development Department
1810 East Hazelton Ave
Stockton, CA 95205

Project: Initial Study/Mitigated Negative Declaration for Major Subdivision No. PA 2000126

District CEQA Reference No: 20200712

Dear Mr. Girardi,

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above from the County of San Joaquin (County). The project consists of development of a 13.31-acre parcel into 171 residential lots (Project). The Project is located at 1401 S. Tradition St., in Mountain House, CA (APN 209-450-39).

Project Description

The Project consists of the development of a 13.31-acre R-MH parcel that would 1) be divided into 171 residential lots, which would range in size from 2,035 square-feet to 2,085 square-feet, and 36 common area lots; 2) provide for the construction of 166 single family attached ("duet") homes and five detached single family homes.

Based on information provided to the District, Project specific annual emissions from construction and operation emissions of criteria pollutants are not expected to exceed any of the following District significance thresholds: 100 tons per year of carbon monoxide (CO), 10 tons per year of oxides of nitrogen (NOx), 10 tons per year of reactive organic gases (ROG), 27 tons per year of oxides of sulfur (SOx), 15 tons per year of particulate matter of 10 microns or less in size (PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

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Other potential significant air quality impacts related to Toxic Air Contaminants (see information below under Health Risk Assessment), Ambient Air Quality Standards, Hazards and Odors, may require assessments and mitigation. More information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: https://www.valleyair.org/transportation/GAMAQI_12-26-19.pdf
(PM10), or 15 tons per year of particulate matter of 2.5 microns or less in size (PM2.5).

The District offers the following comments:

1) Project Related Criteria Pollutant Emissions

1a) Construction Emissions:

Although the construction-related emissions are expected to have a less than significant impact, the District suggests that the County advise project proponents with construction-related exhaust emissions and activities resulting in less than significant impact on air quality to utilize the cleanest reasonably available off-road construction fleets and practices (i.e. eliminating unnecessary idling).

1b) Health Risk Screening/Assessment

Located directly east, west, and north of the Project, there are residential units. The Health Risk Assessment should evaluate the risk associated with residents in the area and mitigate any potentially significant risk to help limit emission exposure.

A Health Risk Screening/Assessment identifies potential Toxic Air Contaminants (TAC's) impact on surrounding sensitive receptors such as hospitals, daycare centers, schools, work-sites, and residences. TAC's are air pollutants identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health. A common source of TACs can be attributed to diesel exhaust emitted from both mobile and stationary sources. List of TAC's identified by OEHHA/CARB can be found at:
https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants

The District recommends the development projects be evaluated for potential health impacts to surrounding receptors (on-site and off-site) resulting from operational and multi-year construction TAC emissions.

i) The District recommends conducting a screening analysis that includes all sources of emissions. A screening analysis is used to identify projects which

may have a significant health impact. A prioritization, using the latest approved California Air Pollution Control Officer's Association (CAPCOA) methodology, is the recommended screening method. A prioritization score of 10 or greater is considered to be significant and a refined Health Risk Assessment (HRA) should be performed.

For your convenience, the District's prioritization calculator can be found at: http:www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION%20RMR%202016.XLS.

ii) The District recommends a refined HRA for future development projects that result in a prioritization score of 10 or greater. Prior to performing an HRA, it is recommended that the future development project applicants contact the District to review the proposed modeling protocol. A future development project would be considered to have a significant health risk if the HRA demonstrates that the project related health impacts would exceed the Districts significance threshold of 20 in a million for carcinogenic risk and 1.0 for the Acute and Chronic Hazard Indices, and would trigger all feasible mitigation measures. The District recommends that future development projects that result in a significant health risk not be approved.

For HRA submittals, please provide the following information electronically to the District for review:

- HRA AERMOD model files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodology.

More information on toxic emission factors, prioritizations and HRAs can be obtained by:

- E-Mailing inquiries to: hramodeler@valleyair.org; or
- Contacting the District by phone for assistance at (559) 230-6000; or
- Visiting the Districts website (Modeling Guidance) at: http://www.valleyair.org/busind/pto/Tox_Resources/AirQualityMonitoring.htm.

2) District Rules and Regulation

The District issues permits for many types of air pollution sources and regulates some activities not requiring permits. A project subject to District rules and regulation would reduce its impacts on air quality through compliance with regulatory requirements. In

general, a regulation is a collection of rules, each of which deals with a specific topic. Here are a couple of example, Regulation II (Permits) deals with permitting emission sources and includes rules such as District permit requirements (Rule 2010), and New and Modified Stationary Source Review (Rule 2201).

2a) District Rule 9510 (Indirect Source Review)

The proposed Project is subject to District Rule 9510 because it will receive a project-level discretionary approval from a public agency and will equal or exceed 50 Residential Units. When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.

The purpose of District Rule 9510 (Indirect Source Review) is to reduce the growth in both NOx and PM10 emissions associated with development and transportation projects from mobile and area sources associated with construction and operation of development projects. The rule encourages clean air design elements to be incorporated into the development project. In case the proposed project clean air design elements are insufficient to meet the targeted emission reductions, the rule requires developers to pay a fee used to fund projects to achieve off-site emissions reductions.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at:
http://www.valleyair.org/ISR/ISRFormsAndApplications.htm

2b) District Regulation VIII (Fugitive PM10 Prohibitions)

The Project will be subject to Regulation VIII. The project proponent is required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to construction. Information on how to comply with Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/PM10/compliance_PM10.htm.

2c) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations). In the event an existing building will be renovated, partially demolished or removed, the project may be subject to District Rule 4002 (National Emission Standards for Hazardous Air Pollutants).

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to this Project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

3) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Will Worthley by e-mail at will.worthley@gmail.com or by phone at (559) 230-5925.

Sincerely,

For Arnaud Marjollet
Director of Permit Services

AM: ww

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Attachment C
Environmental Review

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SAN JOAQUIN COUNTY
Greatness grows here.

Community Development Department
Planning · Building · Neighborhood Preservation

MITIGATED NEGATIVE DECLARATION

TO: ☒ Office of Planning & Research
P. O. Box 3044
Sacramento, California 95812-3044

☒ County Clerk, County of San Joaquin

FROM: San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, California 95205

PROJECT TITLE: Major Subdivisiion No. PA-2000126

PROJECT LOCATION: The project site is located east of, and adjacent to, Central Pkwy.; and is bounded on the north, east, south, and west by Ramsey Dr., Tradition St., Phelps Dr., and Central Pkwy; Mountain House, San Joaquin County. (APN/Address: 209-450-39/1401 S. Tradition St., Mountain House) (Supervisorial District: 5)

PROJECT DESCRIPTION: Neighborhood D proposes the development of a 13.31-acre R-MH parcel (Parcel 'Q', or Tract 4047 in Neighborhood D) that would: 1) be divided into 171 residential lots, which would range in size from 2,035 square-feet to 2,085 square-feet (average lot size of 2,235 square-feet), and 36 common area lots; 2) provide for the construction of 166 single family attached ("duet") homes and five detached single family homes with the following characteristics/amenities: a) two-story construction, with homes ranging in size from approximately 1,777 square-feet to 2,073 square-feet of living area with three to four bedrooms; b) two-car garage per home; c) private back yard and side yard per home; d) homes constructed in the Mission, Prairie, Traditional and Farmhouse architectural themes (to facilitate diversity in colors, materials, roof lines and street frontage); and e) homes fronting onto the loop road and onto alleys within the project, and onto public streets generally on the perimeter of the project; 3) provide internal circulation featuring: a) a loop street and alleys, with no parking along them and with a width of 22 feet between curbs; b) sidewalks on both sides of the loop street, and a sidewalk on one side of the alleys; and c) two access points to public streets: one to Ramsey Drive, between Central Parkway and Tradition Street; and one to Phelps Drive, between Central Parkway and Tradition Street; 4) provide guest parking scattered throughout the project for 92 guests; 5) provide a homeowner's association for the maintenance of common area lots (e.g., private streets, landscaping, guest parking areas); and 6) be developed at a density of 12.85 dwelling units per acre.

The Property is zoned R-HM (Medium-High Density Residential) and the General Plan designation is R/MH (Medium-High Density Residential).

PROPONENT: Shea Mountain House, LLC / Mountain House Developers / Shea Homes

---

This is a Notice of Intent to adopt a Mitigated Negative Declaration for this project as described. San Joaquin County has determined that through the Initial Study that contains proposed mitigation measures all potentially significant effects on the environment can be reduced to a less than significant level. The Mitigated Negative Declaration and Initial Study can be viewed on the Community Development Department website at www.sjgov.org/commdev under Active Planning Applications.

Date: August 17, 2020

Contact Person:
Frank Girardi Phone: (209) 468-8469 FAX: (209) 468-3163 Email: fgirardi@sjgov.org

1810 E. Hazelton Avenue | Stockton, California 95205 | (209) 468-3121 | www.sjgov.org/commdev

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INITIAL STUDY/NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Shea Homes LP

PROJECT TITLE/FILE NUMBERS: PA-2000126 (SU)

PROJECT DESCRIPTION: Major Subdivision- Neighborhood D proposes the development of a 13.31-acre R-MH parcel (Parcel 'Q', or Tract 4047 in Neighborhood D) that would: 1) be divided into 171 residential lots, which would range in size from 2,035 square feet to 2,085 square feet (average lot size of 2,235 square feet), and 36 common area lots; 2) provide for the construction of 166 single family attached ("duet") homes and five detached single family homes with the following characteristics/amenities: a) two-story construction, with homes ranging in size from approximately 1,777 square feet to 2,073 square feet of living area with three to four bedrooms; b) two-car garage per home; c) private back yard and side yard per home; d) homes constructed in the Mission, Prairie, Traditional and Farmhouse architectural themes (to facilitate diversity in colors, materials, roof lines and street frontage); and e) homes fronting onto the loop road and onto alleys within the project, and onto public streets generally on the perimeter of the project; 3) provide internal circulation featuring: a) a loop street and alleys, with no parking along them and with a width of 22 feet between curbs; b) sidewalks on both sides of the loop street, and a sidewalk on one side of the alleys; and c) two access points to public streets: one to Ramsey Drive, between Central Parkway and Tradition Street; and one to Phelps Drive, between Central Parkway and Tradition Street; 4) provide guest parking scattered throughout the project for 92 guests; 5) provide a homeowner's association for the maintenance of common area lots (e.g., private streets, landscaping, guest parking areas); and 6) be developed at a density of 12.85 dwelling units per acre.

The project is located east of, and adjacent to, Central Parkway, and is bounded on the north, east, and south by Ramsey Drive, Tradition Street, and Phelps Drive, respectively.

ASSESSORS PARCEL NO.: 269-450-39

ACRES: Neighborhood D (13.31 acres)

MASTER PLAN: R/MH (Medium- High Density Residential

ZONING: R-MH (Medium- High Density Residential)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
171 Single-Family residential units

SURROUNDING LAND USES:

NORTH: Residential
SOUTH: Community Commercial
EAST: Residential
WEST: Residential

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (note date); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (note report title, date, and consultant). Copies of these reports can be found by contacting the Community Development Department.

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

   ☐ Yes ☒ No Nature of concern(s): _____

2. Will the project require approval or permits by agencies other than the County?

   ☒ Yes ☐ No Agency name(s): **Mountain House Community Services District**

3. Is the project within the Sphere of Influence, or within two miles, of any city?

   ☒Yes ☐ No City: **City of Tracy**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

☒ Aesthetics	☐ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gases Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☒ Noise
☒ Population/Housing	☒ Public Services	☐ Recreation
☒ Transportation/Traffic	☒ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

PREPARED BY: Frank Girardi

TITLE: Associate Planner

DATE: August 17, 2020

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Discussion:

a–d) The proposed Major Subdivision application would facilitate the development of a 13.31-acre R-MH (Medium-High Density Residential) parcel and will not affect the existing visual character or quality of the site and its surroundings. The proposed visual and residential land use improvements for the project site are subject to Design Review and existing community approvals to ensure the aesthetics, character, and quality envisioned for the community are maintained. Also, no significant new light and glare impacts would result from the project. Therefore, any impacts on the existing visual character or surrounding residential development will be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agriculture use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Discussion:

a-e) The proposed Major Subdivision application will not affect agricultural uses, agricultural zoning within or adjacent to Mountain House nor will it effect existing Williamson Act contracts. There are no Williamson Act contracts within the project area. Therefore, the proposed application request(s) will have no impact on agriculture and forestry resources.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Impact Discussion:

a-e) The proposed Major Subdivision application would facilitate the development of a 13.31-acre R-MH (Medium-High Density Residential) parcel. The project site is within the San Joaquin Valley Air Basin, which has been classified as "non-attainment" for ozone and fine particulate matter - dust (PM-10) as defined by the Federal Clean Air Act. The San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) has been established by the State in an effort to control and minimize air pollution.

The District maintains permit authority over stationary sources and the proposed project may be subject to District Rules and Regulations. Based on information provided to the District, the proposed project would equal or exceed 50 residential dwelling units and the District concluded that the proposed project is subject to District Rule 9510 (Indirect Source Review). The applicant (Shea Homes LLC) has indicated that they will comply with District 9510 and mitigate the project's impact on air quality through product design elements or by payment of applicable off-site mitigation fees.

Therefore, as a result of the project applicant complying with the rules and regulations of the San Joaquin Air Pollution Control District, the projects impact on air quality standards will be reduced to less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Impact Discussion:

a-f) The California Department of Fish and Wildlife Natural Diversity Database does not list any rare, endangered, or threatened species or habitat located on or near the site. Referrals have been sent to the San Joaquin Council of Governments (SJCOG) and SJCOG determined that the applicant is subject to and may participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The applicant has chosen to participate in the SJMSCP.

Pursuant to the Final EIR/EIS for San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

b) The project site is not located in a riparian habitat as there is no river, stream or other waterway on the site, therefore, impacts will be less than significant.

c) The project will not have an effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means, because the project is not within an identified protected wetland. Therefore, impacts will be less than significant.

f) The project will not conflict with the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because the project applicant will participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Impact Discussion:

a – d) The development approval will include conditions of approval and mitigation measures to avoid potential impacts to cultural resources. In the event human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5).

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Impact Discussion:

a-e) a) The geology of San Joaquin County is composed of high organic alluvium, which is susceptible to earthquake movement. The project will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. A geotechnical report was completed (June 17, 2020) and all recommendations from the geotechnical report shall be incorporated into the construction plans and included in the conditions of approval. Therefore, impacts to seismic-related (or other) landslide hazards will be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GASES EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Discussion:

a-b) The San Joaquin Valley Air Pollution Control District (SJVAPCD) has published the "Guidance for Assessing and Mitigating Air Quality Impacts", that would be used to analyze air quality and greenhouse gas (GHG) impacts associated with the project. With the rules and regulations of the San Joaquin Air Pollution Control District added to the Conditions of Approval for the project, the impact of the project for greenhouse gas emissions will be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Impact Discussion:

a-h) The proposed application would not result in, create or induce hazards and associated risks to the public. Construction activities for the project typically involve the use of toxic or hazardous materials such as paint, fuels, and solvents. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid potential health and safety risks associated with hazardous materials. No significant impacts are anticipated related to the transport, use, or storage of hazardous materials during construction activities are anticipated.

The nearest airport is the Byron Airport, located approximately 5 miles northwest of the project site. The proposed structures will not exceed 50 feet in height. Project referrals have been sent to Caltrans Division of Aeronautics, Contra Costa County ALUC, SJCOG ALUC, and Byron Airport. Any comments or conditions of approval received from the agencies will be included in the final conditions of approval to ensure any impacts are reduced to less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year floodplain hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Impact Discussion:

a-j) The proposed project's impacts on hydrology and water are expected to be less than significant. The project will be served by a public water system and a public sewer system. The applicant has provided a will-serve letter from the Mountain House Community Services District (MHCSD) confirming that MHCSD will provide sewer, storm drainage and water services to the project site. The project would be required to comply with the National Pollutant Discharge Elimination Systems (NPDES) permit program. Also, the residential development would be required to implement additional water quality Best Management Practices (BMP's). These BMP's would be determined on a case-by-case basis and approved by the MHCSD. Therefore, project impacts related to hydrology and water quality will be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐
d) Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	☐	☐	☒	☐

Impact Discussion:

a-d) The proposed project is subject to the 2035 San Joaquin County General Plan, Mountain House Master Plan, and Specific Plan II document. The current Master Plan designation is R/MH and the zoning is R-MH. The proposed development project would do the following:

1) Provide for the development of a 13.31-acre R-MH parcel (Parcel 'Q' or Tract 4047of Neighborhood D) that would be divided into 171 residential lots, which would range in size from 2,035 square feet to 2,805 square feet (average lot size of 2,235 square feet), and 36 common area lots;

2) Provide for the construction of 166 single family attached ("duet") homes and five detached single family homes with the following characteristics/amenities: a) two-story construction, with homes ranging in size from approximately 1,777 square feet to 2,073 square feet of living area with three to four bedrooms; b) two-car garage per home; c) private back yard and side yard per home; d) homes constructed in the Mission, Prairie, Traditional and Farmhouse architectural themes (to facilitate diversity in colors, materials, roof lines and street frontage); and e) homes fronting onto the loop road and onto alleys within the project, and onto public streets generally on the perimeter of the project;

3) Provide internal circulation featuring: a) a loop street and alleys, with no parking along them and with a width of 22 feet between curbs; b) sidewalks on both sides of the loop street, and a sidewalk on one side of the alleys; and c) two access points to public streets: one to Ramsey Drive, between Central Parkway and Tradition Street; and one to Phelps Drive, between Central Parkway and Tradition Street;

4) Provide guest parking scattered throughout the project for 92 guests;

5) Provide a homeowner's association for the maintenance of common area lots (e.g., private streets, landscaping, guest parking areas; and be developed at a density of 12.85 dwelling units per acre.

A K-6 school and neighborhood park are located immediately east-northeast of the project site and the proposed residential development would not result in any adjacent land use conflicts with the existing uses. As such, the building placement and residential architecture located near the school and park uses, shall reflect the common theme established for the neighborhood in terms of form, detail, materials and colors. (SP II 4.6, Neighborhood Center Focus Areas, SP II Implementation Measure No. 40)

The Master Plan and Specific Plan II documents contain over 300 policies and implementation measures addressing land use and planning, and this residential development project and Major Subdivision application are consistent with those goals, objectives, and implementation measures of these documents. Also, the project site is subject to Mountain House Residential Design Manual and Design Review to ensure these implementation measures are maintained. Therefore, the proposed residential development project and Major Subdivision application will have a less than significant impact on existing land uses and planning policies and plans.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Discussion:

a, b) The project will not result in the loss of availability of a known mineral resource of a resource recovery site because the site does not contain minerals of significance or known mineral resources. San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology.

The project will retain an approximately 1.0 acre minimally developed and landscaped lot at the corner of Phelps Drive and Tradition Street for potential mineral rights access. Therefore, the project will have less than a significant impact on the availability of mineral resources or mineral resource recovery sites within San Joaquin County and the Mountain House community.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Impact Discussion:

a-f) The development project may have equipment utilized in the grading of the site that will temporarily increase the area's ambient noise levels. Underlying projects when approved will be required to comply with Development Title Section 9-1025.9 (c) (3) which states that:

> **Noise sources associated with construction are exempt from the provisions of the Noise Ordinance provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day.**

As such, noise generation from the proposed underlying projects will be reduced to less than significant with this added condition.

Development Title Section 9-1025.9 lists the Residential use type as a noise sensitive land use. Development Title Section 9-1025.9(d) states that the Review Authority shall require the preparation of an acoustical study in instances where it has been determined that a project may expose existing or proposed noise sensitive land uses to noise levels exceeding the noise standards specified in Table 9-1025.9.

An Environmental Noise Analysis was prepared by Illingworth and Rodkin on July 16, 2020 and it was determined that the exterior noise levels at the backyards of residences nearest to Central Parkway would exceed the 65 dBA L_{dn} threshold for San Joaquin County. If approved the following conditions shall apply:

NOISE WALL: A six-foot noise wall made of concrete or masonry block is required between the residences and connect to each residence (along the western facades) of the proposed lots facing Central Parkway and the wall shall be included in the improvement plans. (Development Title Section 9-1150.10)

Interior noise levels within new residential units are required to be maintained at or below 45 dBA L_{dn}. The proposed lots adjacent to Central Parkway would be set back approximately 65 feet from the centerline of the roadway. The exterior-facing rooms along the eastern facades as well as the northern facades of and southern facades, would have direct line-of-sight to the roadway without any shielding from adjacent buildings. At the 65-foot setback, the rooms facing the eastern building facades would be exposed to future exterior noise levels ranging from 69 to 70 dBA L_d. Therefore, the first row of residences adjacent to Central Parkway would require sound-rated construction materials with the inclusion of adequate forced-air mechanical ventilation to achieve the 45 dBA L_{dn}. Attaining the necessary noise reduction from exterior to interior spaces is readily achievable with proper wall construction techniques, the selections of proper windows and doors, and the incorporation of forced-air mechanical ventilation systems. The mentioned noise insulation features would adequately reduce interior noise levels in all units to 45 dBA Ldn or less, satisfying the interior noise thresholds of 45 dBA for San Joaquin County. The above recommendations will be incorporated into the final design of the proposed residences. Therefore, any exposure to noise sources or excessive noise levels will be reduced to less than significant with the above conditions for a noise wall and incorporation of sound rated construction materials.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact Discussion:

a) 171 residential units are anticipated as part of the project development and will serve letters have been provided to the Community Development Department to serve the 171 residential units. Mountain House was planned with a mix of residential, commercial, and industrial development land uses and to be a "self-contained community, thus to minimize growth-inducing impacts. Because the capacity of the onsite water and wastewater plants would serve no more than the projected onsite population as specified in the existing community approvals this would eliminate this potential growth-inducing impact.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Impact Discussion:

a) The proposed project is for a 171-family residential project and this is substantially the same residential development potential assumed under the existing approved Specific Plan II document. Therefore, the project would result in a less than significant impact on public services and no additional mitigation measures are necessary.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Impact Discussion:

a-b) There is an existing neighborhood park located northwest of the proposed residential project site. No significant impacts on existing neighborhood and regional parks or other recreational parks or other recreational facilities, either at the Mountain House Community or off-site, is expected such that substantial physical deterioration of the facility would occur as result of the residential development project.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Impact Discussion:

a-f) Master Plan Chapter Nine, Transportation and Circulation addresses the expected traffic volumes and anticipates the need for and timing of circulation improvements required to serve the community and project area through buildout. The proposed project is within the scope of the existing Transportation Demand Management approval for the Mountain House Community; and the conditions of approval will include all applicable mitigation measures and policies of the Master Plan and Specific Plan II documents. As such, through the collection of local and regional traffic impact fees, the project would generate funds to be collected by the County Transportation Impact Mitigation Fee (TIMF) and MHTIF to pay for future roadway and transportation program responsibilities of the project. Therefore, the proposed residential project is not in conflict with any adopted polices or plans and will have a less than significant impact on existing traffic and roadway levels of service.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Discussion:

a-g) The project site will be served by the Mountain House Community Services District for sewer, water and terminal storm drainage. The utility infrastructure consisting, of a water distribution system, a sanitary sewer drain system, have been constructed for the development of Neighborhood D. The utilities would be extended to the proposed project site. Therefore, the project would not result in significant impacts on utilities and service systems and no additional mitigation measures are necessary.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Impact Discussion:

a-c) The proposed project will have no impact on a number of areas: Aesthetics, Agriculture, Cultural Resources, Geology and Soils, Mineral Resources, and Water Quality.

ATTACHED TENTATIVE MAP

VESTING TENTATIVE SUBDIVISION MAP
TRACT 4047 - LANGSTON II
NEIGHBORHOOD 'D'
MOUNTAIN HOUSE SAN JOAQUIN COUNTY CALIFORNIA
SCALE: 1" = 40' DATE: JULY 31, 2006
VICINITY MAP
LOCATION MAP
ZONING MAP
GENERAL NOTES:
LOT SUMMARY
PARCEL SUMMARY
LAND USE SUMMARY
RESIDENTIAL DENSITY CALCULATIONS
RESIDENTIAL LAND USE SUMMARY
TYPICAL LOT DIMENSIONS (DUET)
TYPICAL LOT DIMENSIONS (SINGLE LOT)
LEGEND:
INDEX OF SHEETS:
TM-1 VESTING TENTATIVE SUBDIVISION MAP
TM-2 PRELIMINARY GRADING PLAN
TM-3 PRELIMINARY UTILITY PLAN
TM-4 PRELIMINARY STREET LIGHTING PLAN
TM-5 PRELIMINARY PEDESTRIAN AND OPEN SPACE PLAN
TM-6 PRELIMINARY COMMUNITY EDGE MAP
TM-7 PRELIMINARY WALL PLAN
TM-8 PRELIMINARY PARKING PLAN
L-1.1 OVERALL LANDSCAPE PLAN
cbg
TM-1

Attachment D
Findings for Major Subdivision

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FINDINGS FOR MAJOR SUBDIVISION

1. The proposed subdivision is consistent with the General Plan, the Master Plan, any applicable Specific Plan, any applicable Special Purpose Plan, the Public Financing Plan, and any other adopted plan adopted by the County.

   - **This finding can be made since the analysis conducted by the Community Development Department (CDD) has shown that the proposed subdivision is consistent with all applicable adopted plans.**

   - **With respect to the General Plan, the consistency review found that the proposed subdivision meets General Plan requirements for orderly and compact development (e.g., compatible siting of land uses). The project is consistent with General Plan policies since: 1) the infrastructure planned meets the requirements and standards of the County and the Mountain House Community Services District (MHCSD); 2) all necessary on-site and off-site easements and dedications for the maintenance of the water, sewer, and storm systems shown on the proposed Tentative Map will be provided; 3) the waste management requirements of the County and the MHCSD will be met; and 4) parking improvements adequate to serve the proposed project will be constructed.**

   - **With respect to the Master Plan and Specific Plan II, the consistency review found that the proposed subdivision addresses the affordable housing objectives expressed in these plans by meeting Master Plan /Specific Plan II requirements for housing diversity and density of development (within the Minimum and Maximum density range for the residential land uses proposed for development, per Master Plan Section 3.3). To meet Master Plan/Specific Plan II requirements regarding noise, future residents of the subdivision will be protected from excessive outdoor and indoor noise levels along Central Parkway, via), landscaping, wall treatments, construction requirements for homes (e.g., mechanical ventilation to allow windows to remain closed), and by notices to residents via a note on the deed of affected properties in instances where exterior noise levels up to an Ldn of 65 dB may be reached. Additionally, the Tentative Map would be required to fully mitigate the impacts to Lammersville Unified School District by complying with the applicable provisions of the School Facilities Mitigation Agreement. To ensure that public improvements are developed to acceptable standards, said improvements would be conditioned to comply with all Community Approvals, including the applicable provisions of the MHCSD's Parks, Recreation and Leisure Plan and the MHCSD Design Manual.**

   - **With respect to other adopted plans—those adopted by the MHCSD, the consistency review conducted by the MHCSD has determined that the proposed subdivision, as conditioned by the MHCSD, is consistent with MHCSD adopted plans and programs.**

2. The design or improvement of the proposed subdivision is consistent with the General Plan, the Master Plan, any applicable Specific Plan and any applicable Special Purpose Plan.

   - **This finding can be made since the analysis conducted by CDD has found that the design or improvements of the proposed subdivisions, as shown on the Tentative Maps and as described in the project application, meets the requirements of the General Plan, Master Plan, and Specific Plan II. The design of the proposed subdivisions provides additional housing opportunities for future residents. It meets the residential density requirements of adopted plans. It incorporates a coordinated system of automobile roadway improvements that provide efficient access within the project and to public destinations (e.g., K-8 school and Neighborhood Park). It creates distinctive and livable residential environments. In addition, all landscape, hardscape and street elements within the proposed subdivisions would be designed and constructed in accordance with the adopted MHCSD Design Manual and community approvals regarding specific themes and material variation.**

3. The site is physically suitable for the type of development proposed.

   - **This finding can be made since the analysis conducted by CDD has found that the site is physically suitable to accommodate the residential uses proposed. This analysis is based on the improvements proposed and the use of BMPs (Best Management Practices) for storm drainage improvement.**

4. The site is physically suitable for the proposed density of development.

   - **This finding can be made since the analysis conducted by CDD has found that the area proposed for development is adequate in size to accommodate the density of development proposed, consistent with the Master Plan and Specific Plan II.**

5. Neither the design of the subdivision nor any proposed improvements are likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.

   - **This finding can be made because the project site has satisfied the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The proposed subdivisions would also be subject to the Mountain House community monitoring and mitigation monitoring programs. In addition, the project incorporates all pertinent mitigation measures identified in the Mountain House Master Plan Master EIR, and the Initial Study did not find any additional potentially significant impacts.**

6. The design of the subdivision or type of improvement is not likely to cause significant public health problems.

   - **This finding can be made since CDD has concluded (based on the Initial Study) that the design of the subdivisions, as conditioned, would either have no impact or less than significant impact on the health of future residents.**

7. The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.

   - **This finding can be made because there are no public easements within the subdivision. Additionally, as a Condition of Approval, all roads for the project shall be private and must meet the minimum 20' width and be designed and constructed per the MHCSD acceptable standards and specifications.**

8. Any land or improvement to be dedicated to a public agency is consistent with the General Plan, the Master Plan, any applicable Specific Plan, any applicable Special Purpose Plan, and any other applicable plan adopted by the County.

   - **This finding can be made since the lands or improvements to be dedicated to the MHCSD are consistent with the Public Land Equity Program and/or required to meet the MHCSD Design Manual, both of which are implementation measures for the General Plan, Master Plan, and Specific Plan II.**

9. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as required by Government Code 66473.1.

   - **This finding can be made because the design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as required by the Government Code.**

10. All applicable provisions of the Mountain House Development Agreement have been met.

    - **This finding can be made since the consistency analysis that has been conducted has found that the proposed subdivision is consistent with the provisions of the Master Development Agreement (i.e. the Mountain House Development Agreement) and the Specific Plan II Development Agreement, both of which requires consistency with adopted community plans.**

Attachment E
Conditions of Approval

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CONDITIONS OF APPROVAL

PA-2000126
MOUNTAIN HOUSE DEVELOPERS, LLC

Major Subdivision Application No. PA-2000126 was approved by the Planning Commission on . The effective date of approval is . These tentative map approvals will expire on , which is 10 years from the effective date of approval, unless (1) all Conditions of Approval have been complied with and (2) a Final Map has been filed with and accepted by the County Surveyor.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be complied with prior to approval of the Final Map. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified and other ordinance requirements may apply.

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact: [209] 468-3121)

GENERAL

a. Tentative Map Compliance: The Final Map shall be in substantial compliance with the Tentative Map dated July 27, 2020, and all Conditions of Approval.

   1. The project shall comply with applicable policies of the Mountain House Master Plan and all other applicable Community Approvals.

   2. Minor modifications to street and lot configurations may be allowed by the Community Development Director without requiring a new subdivision map application or a revision to approved actions application.

   Timing: Prior to Final Map approval and any other Development Approvals subsequent to the Tentative Map.

b. Subsequent Approvals: All subsequent discretionary and ministerial approvals shall be subject to Design Consistency Review and shall be consistent with the conditions of approval for the Tentative Map. The Final Map shall be recorded containing the following note:

   "All subsequent discretionary and ministerial approvals within the boundaries of this subdivision map shall be subject to Design Consistency Review and shall be consistent with the conditions of approval adopted for the Tentative Map."

   Timing: Prior to Final Map approval and prior to issuance of development permits.

c. Consistency: The Final Map, improvement plans and all subsequent development and building applications within the boundaries of the Tentative Map shall be reviewed by the San Joaquin County Community Development Department and found consistent with the approved Tentative Map, including all conditions of approval, the Mountain House Master Plan, Specific Plan I, Development Title, and all other applicable Community Approvals.

   Timing: Prior to approvals and prior to issuance of development permits.

FEES

d. General. Development within the project shall be subject to the payment of all applicable and lawfully enacted County fees, subject to the provisions of the Master Plan Development Agreement (i.e., the Amended and Restated Master Plan Development Agreement By and Between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property Within the Mountain House Community {"Development Agreement"}) and the Specific Plan II Development Agreement (Specific Plan II Addendum to Development Agreement By and Between County of San Joaquin and Trimark Communities, LLC and Subsequent Development Agreement By and Between

County of San Joaquin and Trimark Communities, LLC Relative to the Development of a Portion of the Mountain House Community (Specific Plan II)) {"SPII Development Agreement}}). [Development Agreement Section 2.5.3]

e. Specific. The applicant for all subsequent development within Neighborhood C shall pay the Affordable Housing Impact Fee in effect at the time of building permit approval. [Development Agreement Section 2.5.3; SPII Development Agreement, Exhibit B-1 (C); and Mountain House Development Title Chapter 9-1270M]

f. Final Map Digital File: A digital file of the Final Map shall be submitted to the Community Development Department. The digital file format shall be consistent with requirements of the County Assessor and Community Development Department GIS division.

Timing: prior to approval of Final Map.

g. Road Names: All subdivision road names shall be submitted to the Community Development Department for approval by the Director. Said road names shall comply with the "Standards for Road Names and Road Name Changes, Public and Private" of San Joaquin County. [Development Title Section 9-1150.18]

Timing: prior to approval of Final Map.

h. Monitoring Program: The Final Map(s) shall comply with the Mountain House Master Plan and Specific Plan II San Joaquin County Mitigation Monitoring Program.

i. Monitoring Agreement: The applicant or the applicant's assignee shall fund the Community Monitoring and Mitigation Monitoring Programs. The applicant or the applicant's assignee shall also fund the County's efforts to monitor compliance with the Tentative Map conditions of approval. [General Plan Community Organization and Development Policy (19)(j)]

Timing: Ongoing.

<u>LAND USE</u>

j. Residential Development:

Compliance with Fire Prevention Standards. The R/MH housing units shall each be provided with a residential fire sprinkler system, or an emergency access road complying with the Fire Access Road Standards, as adopted by the Board of Supervisors by Ordinance 4178, on November 8, 2002, these shall be provided around each building structure containing R/MH housing units.

Timing: Condition shall be met prior to approval of building permits for R/MH or R/H housing units.

k. Architectural Design Theme: A consistent architectural theme shall be used throughout the residential development project, and implemented through Design Manuals. [SPII Implementation Measure 4.6 (13)].

Timing: Improvement Plans approved by CDD and MHCSD prior to approval of Final Map for [Neighborhood C – Parcel 'E"].

l. Pedestrian Pathways: The Final Map shall maintain, as proposed, all feasible pedestrian connections to schools and at the end of cul-de-sacs. In instances where the proposed location of a through-block connection is determined by the Community Development Director to be in conflict with the health, safety and welfare of community residents, such connection may be eliminated.

Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

m. Fire Access Road Standards: All streets shall comply with the San Joaquin County Fire Chiefs

Association, Fire Access Road Standards as adopted by the Board of Supervisors by Ordinance 4178, on November 8, 2002.

Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

n. Public Area Landscaping and Architecture: The applicant shall submit a landscape theme in the landscape improvement plans for the Tentative Map. Landscaping themes shall be distinct for each neighborhood. Landscaping and architectural design of public areas shall implement the common design theme for the neighborhood and shall be consistent with the MHCSD Design Manual, Roadway Landscape Plans, and/or other applicable neighborhood design criteria. [SPII Implementation Measure 4.6 (12)]

Timing: Improvement Plans, Building Permits.

o. Design Guidelines: All proposed single family development and all proposed commercial development shall comply with the applicable provisions of the Trimark Communities, LLC Single Family Residential Design Manual and the Commercial, Office & Industrial Design Manual, as amended. For lands controlled by Trimark Communities, LLC, compliance shall be evidenced by written approval by Trimark Communities, LLC or its Design Review Committee, in its sole discretion. For non-Trimark properties, compliance shall be determined by San Joaquin County. [Specific Plan II Implementation Measure 4.3.3 (1)]

Timing: Condition shall be met prior to issuance of building permits.

p. PLEP Requirement: For the purposes of the Public Land Equity Program (PLEP), the public land dedication requirement for the Tentative Map is 2.82 acres. The subdivider shall correct said Public Land Deficit by using one or more of the following methods: 1) Dedicating Public Land which is not on the shown on the Tentative Map but which is within the Mountain House Community to the Applicable Public Agency, sufficient in acreage to meet said Public Land Deficit; 2) transferring fee title ownership of Private Land which is not needed for public facilities or services but which is within the Mountain House Community to MHCSD, sufficient in acreage to meet said Public Land Deficit; and/or 3) submitting land vouchers to the MHCSD, sufficient in acreage to meet said Public Land Deficit. (Mountain House Development Title, Chapter 9-1245M regarding the Public Land Equity Program, and Chapter 9-110M regarding definitions for “Public Land Deficit”, “Applicable Public Agency”, “Private Land”, and “land voucher”.) If the PLEP, which includes the PLEP Technical Report, is revised prior to the approval of the first Final Map, the subdivider shall comply with the methods for correcting any Public Land Deficit that are specified in said revised PLEP.

Timing: Condition shall be satisfied prior to approval of the Final Map or as required by the Applicable Public Agency.

q. Right To Farm Recordation And Notification: The deed of each parcel and of each condominium unit shall include the following recording notification, as specified by San Joaquin County Ordinance 4217 which added Section 6-9004 et. seq. to Chapter 1 of Division 9 of the San Joaquin County Ordinance Code regarding the Right to Farm Notice: “All persons purchasing lots within the boundaries of this approved map should be prepared to accept the inconveniences or discomforts associated with agricultural operations or activities, such as noise, odors, insects, dust or fumes. San Joaquin County has determined that such inconveniencies or discomforts shall not be considered to be a nuisance.”

Timing: Prior to approval of Final Map.

<u>NOISE</u>

r. Outdoor Noise Levels: Best available noise reduction measures shall be implemented by the applicant to reduce noise levels in primary outdoor use areas (backyards) of new residential development to an Ldn of 60 dB.

Timing: Inclusion of note on the Final map approved by CDD prior to Final Map approval, and inclusion of note on deed prior to issuance of building permits.

s. Interior Noise Levels: Interior noise levels for housing proposed to be located in areas exposed to an exterior noise level of an Ldn above 60 dB shall be maintained at or below an Ldn of 45 dB. [SPII Implementation Measure 11.2.1 (4)]

Timing: Compliance verified prior to the issuance of building permits.

t. **NOISE WALL:** A six-foot noise wall made of concrete or masonry block is required between the residences and connect to each residence (along the western facades) of the proposed lots facing Central Parkway and the wall shall be included in the improvement plans (Figure 1., Noise Measurement Locations, Env. Noise Analysis July 16, 2020) (Development Title Section 9-1150.10)

Timing: Improvement plans approved by CDD and MHCSD prior to Final map approval.

u. Construction Noise: The following measure shall be implemented during construction:

Construction shall be restricted to the hours of 6:00 AM to 8:00 PM on weekdays. Extended hours which may include Saturdays and Sundays may be allowed through prior notice to adjacent residents and landowners, and prior approval of the MHCSD for infrastructure construction and CDD for building permits.

All internal combustion engines shall be equipped with exhaust mufflers that are in good condition and appropriate for the equipment.

Timing: Inclusion of the above measures as notes on Improvement Plans approved by CDD and MHCSD prior to Final Map approval.

GEOLOGY AND SOILS

v. Seismic Safety: The applicant shall comply with the applicable provisions of the MHCSD Emergency Preparedness Plan.

Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps. [SPII Implementation Measure 6.8.3 (1)]

w. Geotechnical Investigation Recommendations: The applicant shall follow the recommendations of the Geotechnical Update, Langston II, Mountain House, California, prepared in June 17, 2020 by *EN*GEO Inc.

Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps, and the incorporation of all recommendations of the geotechnical engineering study into site preparation and construction of each dwelling prior to approval of building permits. [SP II Implementation Measure 6.8.3 (2); San Joaquin County Development Title, Chapter 9-905]

HAZARDS

x. Hazardous Waste: Handling, use and storage of hazardous chemicals or materials including, but not limited to, asbestos shall be carried out in compliance with all applicable safety standards and coordinated County programs. Applicable standards shall be made part of the construction specifications for contractors.

Timing: Inclusion of note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps. [SPII Implementation Measure 6.7 (1)]

y. Pre-Construction Safeguards. Prior to any construction, appropriate plans, operating procedures and safeguards shall be undertaken to insure safety in the area of fuel lines and pipelines, consistent with the MHCSD Emergency Preparedness Plan (see Emergency Pipelines Safety Plan). [SPII

Implementation Measure 6.8.1 (1)]

BIOLOGICAL RESOURCES

z. Participation in HCP: The Tentative Map shall comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJCMSCP), including all required take avoidance and pre-construction survey requirements [SPII Implementation Measure 7.3.1 (1)]

Timing: Prior to approval of Final Map.

aa. Endangered Species Act: In carrying out the operations of the Tentative Map, the applicant shall take no action that violates the California Endangered Species Act or the Federal Endangered Species Act. Compliance with said laws shall be the sole responsibility of the applicant and the applicant agrees to indemnify, defend and hold the County harmless from and against any claim or action by affected State agencies, or affected Federal agencies or other third party, as to the project's compliance with said laws. [SPII Implementation Measure 7.3.1 (2)]

Timing: Improvement plans prior to Final Maps and ongoing.

AIR QUALITY

bb. Residential Emissions: Construction plans for residential dwellings shall incorporate the following items:

Natural gas lines outlets shall be provided to backyards to encourage usage of natural gas barbecues.

220 volt electrical outlets for recharging electric automobiles shall be provided in each garage. Electrical outlets shall be located on the outside of single family homes to accommodate electric lawn maintenance equipment and electric barbecues.

No wood burning fire places, unless otherwise provided by the San Joaquin Valley Air Pollution Control District ("SJVAPCD"). If fireplaces are designed to be natural gas heating appliances of a zero clearance design, there is no limitation on the number of fireplaces per unit.

Low nitrogen oxide (NOx) emitting and/or high efficiency water heaters shall be required for all dwelling units.

Timing: prior to issuance of building permits. [SPII Implementation Measure 10.5 (1)]

CULTURAL RESOURCES

cc. Unknown Pre-Historic/Historic-Period Resources: If, during the course of any grading activity or construction, subsurface concentrations of prehistoric or historic-period materials are encountered, the San Joaquin County Community Development Department (CDD) shall be contacted immediately. All work in the vicinity of the find shall be shall be halted until an archaeologist can evaluate the materials and make recommendations for further action.

Timing: At the time of the find until permission to proceed is granted by CDD.

dd. Unknown Human Remains: The applicant shall comply with the County's Development Title (Chapter 9-1053M) regarding the uncovering of human remains or of a human prehistoric burial site during the course of any grading or construction. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of the Guidelines for California Environmental Quality Act.

Timing: At the time of the find until permission to proceed is granted by CDD.

2. COUNTY COUNSEL

   a. HOLD HARMLESS PROVISION: Pursuant to Section 66474.9 of the Government Code, the subdivider shall defend, indemnify, and hold harmless the local agency or its agents, officers, and employees from any claim, action, or proceeding against the local agency or its agents, officers, or employees to attack, set aside, void, or annul an approval of the local agency, advisory agency, appeal board, or legislative body concerning a subdivision, which action is brought within the time provided for in Section 66499.37 of the Government Code.

3. MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT (Contact: [209] 831-2300)

   a. General Requirements:

      1. Improvement Standards: All improvements, including but not limited to improvement plans, specifications, and master utility plans, shall be in conformance with Community Approvals, including but not limited to the Improvement Standards and Specifications of the Mountain House Community Services District (MHCSD), the MHCSD Design Manual, master utility plans, and other standards and plans adopted by the MHCSD. These improvement plans and specifications must be approved by the MHCSD prior to the approval of the Final Map. The plan check fees shall be paid with the submittal of the improvement plans, and the field inspection services costs shall be paid to the MHCSD prior to the signing of the improvement plans. If the actual costs exceed the estimated plan check and/or inspection costs, the Developer shall pay the balance within 30 days upon receiving an Invoice from the MHCSD.

      2. Funding of MHCSD Development-related Services: All development-related services performed by the MHCSD not already funded by other applicable MHCSD funding mechanisms, including special taxes on any development project, will be paid by the Developer at the full cost, including overhead as determined by the MHCSD General Manager, subject to compliance with all applicable nexus laws and existing agreements between the MHCSD and Developer. All Costs incurred by the MHCSD for any development project shall be paid by the Developer in accordance with the MHCSD Development Project Fees for Deposit and Reimbursement Agreement with Shea Development.

      3. All onsite easements and dedications shown on Tentative Plans shall be dedicated to the MHCSD or offer of dedication to the MHCSD shall be recorded on the Final Map. Dedication of public rights-of-way shall be in conformance with the adopted Public Land Equity Program (PLEP). Any easements to be abandoned that belong to Byron Bethany Irrigation District (BBID) shall not be abandoned without prior approval of BBID.

      4. Groundwater Rights: Groundwater rights shall be dedicated to the MHCSD upon approval of Improvement Plans.

      5. Geotechnical Report: All infrastructure designs shall be shown on the grading and improvement plans and shall comply with and incorporate the recommendations of the Geotechnical Engineering Studies. The condition shall be met before approval of the Improvement Plans.

      6. Environmental Hazards: Comply with all applicable recommendations of the Environmental Site Assessment prepared for the project. The condition shall be met prior to beginning any construction on the related final map.

      7. Grading: Except where allowed otherwise by the MHCSD, the grading of the project shall be such that all stormwater runoff shall drain to public streets, public alleys, Mountain House Creek, Old River, or drainage facilities within easements for storm drainage purposes.

      8. Truck Management Plan: Traffic shall comply with the Construction Truck Management Plan administered by the MHCSD. Project construction plans shall include specifications to the contractor outlining compliance requirements. A traffic control plan showing construction traffic routes within the MHCSD's boundary shall be provided for approval by the MHCSD prior to the

commencement of any construction. This plan is required from the Developer, the builders, and all contractors and subcontracts working within MHCSD's boundary. The Developer shall pay all review fees prior to the approval of the plan.

9. U.S.A. Requirement: U.S.A. shall be contacted 48-hours prior to any lateral crossing of a joint trench or trenching within the right-of-way.

10. Hold Harmless Provision: The Developer shall defend, indemnify, and hold harmless the MHCSD, its agents, officers, and employees, from any claim, action, or proceeding against the MHCSD, its agents, officers, or employees, to attack, set aside, void, or annul an approval of MHCSD concerning any MHCSD condition, which action is brought within the time provided for in Section 66499.37 of the Government Code.

b. Best Management Practices:

1. The Developer shall comply with MHSWMP policies, MHSWMP mitigation measures, and Phase I and II NPDES permit requirements, including the preparation and implementation of an SWPPP that outlines B.M.P.s to be followed to minimize erosion and sedimentation during project construction and operation.

2. The Developer shall install catch basin filters, Water Decontaminator per MHCSD Standard Specification and Details, and/or other source control Best Management Practices (B.M.P.s) for runoff from the project prior to issuance of the building permit.

3. Construction-Related Erosion: The Developer and/or contractor shall comply with applicable NPDES General Construction Activities Storm Water Permit requirements established by the Clean Water Act. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Construction Activities Storm Water Permit (General Permit) shall be obtained for project development prior to the issuance of grading permits. The Developer and/or contractor shall obtain coverage under the General Permit by filing a Notice of Intent with the State Water Resource Control board's (SWRCB) Division of Water Quality. The filing shall describe erosion control and stormwater treatment measures to be implemented during and the following construction and provide a schedule for monitoring performance. MHCSD approved B.M.P.s shall serve to control point and non-point source pollutants in stormwater and shall constitute the project's stormwater pollution prevention program (SWPPP) for construction activities. Timing: All applicable permits shall be obtained prior to the issuance of grading permits for the project.

4. Project Developer shall develop and submit a Project Stormwater Plan that identifies the methods to be employed to reduce or eliminate stormwater pollutant discharges through the construction, operation, and maintenance of source control measures, low impact development design, site design measures, stormwater treatment control measures, and hydromodification control measures.

5. Runoff from non-residential areas shall be pretreated on-site before discharge into the MHCSD public stormwater collection system.

6. Catch basin inserts-(Decontaminators) shall be installed in each storm drain. The decontaminator shall comply with MHCSD Detail SD-22. The type of decontaminators has to be pre-approved by MHCSD."

7. "A 'No Dumping' marker shall be installed at each catch basin after the catch basin is installed per Detail SD-04."

8. Grates and Inlets shall be protected with geo-fabric material during any nearby construction.

9. The contractor will be responsible for purchasing, installing, maintaining all the catch basins and other storm drain Inlets and decontaminators before, during, and after construction, In perpetuity.

10. Recyclable Construction Waste: Recycling of construction wastes, such as wood and metal, shall be made part of the improvement plans and construction specifications for contractors in compliance with MHCSD requirements.

11. Designated Waste Hauler Provider: The MHCSD's designated waste hauler, West Valley Disposal, shall be used for disposal of waste material and recycling o recyclable materials. No other waste haulers are allowed.

12. Construction Water Usage: An encroachment/hydrant permit is required prior to using water for construction purposes from a hydrant or any other potable water source.

c. Roadway, Lighting, and Landscape Improvements:

1. All roadways, which in this project shall be private, must meet the minimum 20-foot width and be designed and constructed per the MHCSD acceptable-standards and specifications.

2. No parking signs or red curb shall be erected.in all areas where there is to be no parking allowed.

3. A sidewalk connectivity plan shall be shown and submitted for the entire project area and with the surrounding adjacent areas. This plan shall also address pedestrian access off roadway scenarios.

4. Show all handicap ramps and associated crosswalk and signage in all pertinent plan sheets.

5. Show all alleyways/driveways details to address pedestrian and parking.

6. Provide "private roads," "No Parking," and other private notice signage and poles and note on plans.

7. Lighting and landscaping shall follow the design manual and guidelines.

8. Landscaping along the roads, alleys and pedestrian connections and in the open space/mineral rights reservation area shall be consistent with the approved Neighborhood 'D' In-Tract Landscape Guidelines.

9. Any sidewalks that connect the taupe sidewalk along Central Pkwy to the on-site circulation sidewalk shall be taupe.

10. Sound walls parallel to Central Pkwy that are required per the noise study shall have the same architectural treatment as the themed walls in the Neighborhood 'D' In-Tract Landscape Plans.

11. Digital File: A digital file of the Final Improvement Plans shall be submitted to the MHCSD consistent with MHCSD File Format requirements.

12. Record Drawings: Record Drawings shall be provided prior to acceptance of the improvements by the MHCSD.

d. Utilities:

1. The Developer shall provide documentation for Water Treatment Capacity, Sewer Treatment Capacity and Water Storage Capacity that has been obtained from Mountain House Developers, LLC (Resmark/MHD) for the proposed development.

2. The Developer and its contractors shall comply with Ordinance No. 4162 "Street Opening and Pavement Restoration Regulations."

3. Any phased development shall install all utilities required to serve the development. In addition, if any future adjacent or nearby phases of the development, or adjacent Neighborhoods, will depend on obtaining service from such utilities, then the utility lines shall be sized to serve these

future developments.

4. When public utilities are to be located outside public rights-of-way but within the project boundary, the Developer shall provide public utility easements for these utilities. The easements shall be shown on all the Improvement Plans.

5. Prior to the submittal of improvement plans for the development, the Developer shall submit to the MHCSD composite schematic plans for in tract storm drains, sanitary sewers, and water distribution facilities.

6. Water service to the common areas, if applicable, shall not begin without notifying MHCSD of the intent to start irrigation. The billing process must be set up before water is turned on. Backflow prevention systems and applicable water meter facilities at the point of connection to the public water system as required by the MHCSD Standards shall also be installed.

7. All water rights shall be dedicated to the MHCSD upon approval of the Improvement Plans.

8. Transformers located in the commercial and industrial areas may be placed above ground provided they are aesthetically designed and/or shielded by landscaping subject to MHCSD and MID requirements and with prior written approval.

9. Per MHCSD's ordinance, on-site utilities shall be privately maintained.

10. Unused storm drain stubs and sewer stubs shall be cut and capped at the property line.

11. Unused water stubs shall be cut at the property line and blow-off Installed.

12. The Developer shall prepare an SB 221 report to address the Community's potable water supply needs prior to the Final Map approval.

13. All utilities such as, but not limited to, water, sewer, storm drainage, shall be placed in the 'alleyways', not the front yards or common landscaping frontage areas. All necessary easements shall be offered for maintenance and access purposes in perpetuity.

14. Any use of the Mineral Rights area identified on the plan shall comply with the requirements outlined in Section 3.3.5 of Mountain House Specific Plan II, public convenience and safety.

e. Fire Code Compliance:

1. Prior to the beginning of the final design of the facility, the Developer shall consult with Mountain House Fire regarding emergency access to the proposed development. Any requirements for emergency access shall be approved by MHCSD. Install fire hydrants per MHCSD Standards and State Fire Code. The project shall include on-site fire hydrants.

2. Install fire hydrants per MHCSD Standards and State Fire Code. The project shall include on-site fire hydrants.

3. All street standards shall comply with the State of California Fire Code provisions, as interpreted and implemented by the San Joaquin County Fire Marshall and Mountain House Fire Department.

f. Other Obligations and Agreements:

1. Subdivision Improvement Agreement. Concurrence with the Final Map approval the Developer shall execute a Subdivision Improvement Agreement with MHCSD and post the appropriate bonds based on Final Engineer's Estimate.

2. Stormwater Management Agreement: Prior to the issuance of the first building permit, the Developer shall enter into a Stormwater Management Agreement with MHCSD.

3. Traffic Signal at Central Parkway and Phelps: Mountain House Developers, LLC (Resmark) has agreed to include this traffic signal in the next TIF/CFF update.

4. Vehicle Fees: MHCSD has drafted an agreement with Mountain House Developers, LLC (Resmark) to allow the District to withdraw the vehicle funds directly from the CFF/TIF payment.

5. MHCSD Impact Fees (CFF and TIF): Prior to issuance of each building permit, the Developer shall comply with the applicable requirements of the most current MHCSD adopted CFF and TIF Ordinances and Fees in effect at the time the building permit is issued.

6. The Developer shall pay all other permitting fees as applicable at the time of issuance of building permits.

4. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000)

   a. The Traffic Impact Mitigation Fee will be required when parcels are developed. The fee is due and payable at the time of the building permit application.

   b. The Regional Transportation shall be required when parcels are developed. The fee is due and payable at the time of the building permit application.

5. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420)

   a. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

6. LAMMERSVILLE UNIFIED SCHOOL DISTRICT (Kirk Nicholas, 209-836-7400)

   a. The developer shall enter into full mitigation agreements with the Lammersville Unified School District (LUSD). (Master Plan Implementation Measure 5.1.3 (j); Specific Plan II Implementation Measure 5.2.1)

      Timing: Condition shall be met prior to approval of the Final Map.

Attachment F
ENGEO Executive Summary for Phase I Environmental Site Assessment

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EXECUTIVE SUMMARY

ENGEO conducted a phase I environmental site assessment for the property located at East Ramsey Drive in Mountain House, California (Property). The Property is approximately 13.3 acres in area and is identified by Assessor's Parcel Number (APN) 209-450-39.

The Property consists of a sheet-graded parcel. Review of historical records indicates that the Property was used for agricultural purposes dating back to at least 1937 until 2012, after which the parcel was sheet graded and surrounding roadways completed. The Property has remained undeveloped since it was graded sometime after 2012.

This assessment included a review of local, state, tribal, and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources. A reconnaissance of the Property was conducted to review site use and current conditions to check for the storage, use, production or disposal of hazardous or potentially hazardous materials and interviews with persons knowledgeable about current and past site use.

The site reconnaissance and records review identified documentation but no physical evidence of soil or groundwater impairments associated with the use or past use of the Property; a past release from petroleum pipelines (as explained below) impacted soil and groundwater. A review of regulatory databases maintained by county, state, tribal, and federal agencies found no documentation of hazardous materials violations or discharge on the Property and did not identify contaminated facilities within the appropriate American Society for Testing and Materials (ASTM) search distances that would reasonably be expected to impact the Property.

Based on the findings of this assessment, no RECs or controlled RECs were identified for the Property.

The following historical REC was identified.

In 2006 and 2007, about 165,000 cubic yards of soil contaminated with petroleum hydrocarbons from two former pipelines, which were removed from operation in the 1960s, were excavated from 25 areas of concern in Neighborhoods B, C, and D. Residual hydrocarbons remained in soil after the remediation; however, the RWQCB concluded the remaining petroleum impact does not pose a threat to human health, the environment, or the waters of the State. No Further Action status was granted in November 2011.

ENGEO has performed a phase I environmental site assessment in general conformance with the scope and limitations of ASTM E1527-13 and the standards and practices of the All Appropriate Inquiry – Final Rule (40 Code of Federal Regulations Part 312).

It is our opinion that the findings of this study are based on a sufficient level of information obtained during our contracted scope of services to render a conclusion as to whether additional appropriate investigation is required to identify the presence or likely presence of a REC.

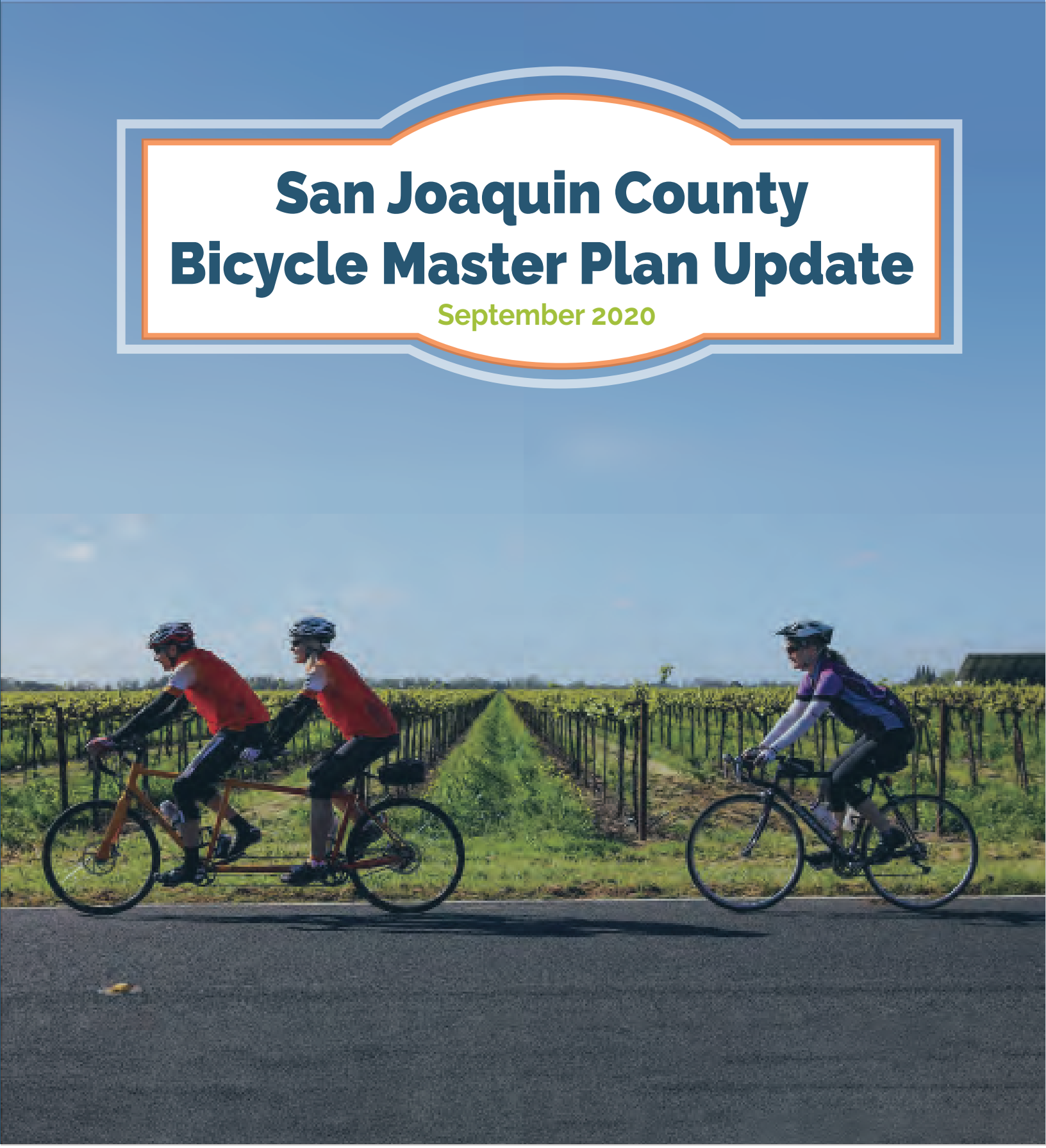
The data gaps identified during this process, if any, do not affect the conclusions as to the presence or lack of presence of RECs at the Property.

This assessment has revealed no evidence of RECs in connection with the Property, and the Property is suitable for residential development. ENGEO recommends no further environmental studies at this time.

DRAFT

San Joaquin County Bicycle Master Plan Update

September 2020



Prepared For

SAN JOAQUIN COUNTY
Greatness grows here.

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PLANNING + DESIGN

ACKNOWLEDGMENTS

San Joaquin County would like to acknowledge:

San Joaquin County Board of Supervisors:

Miguel Villapudua, District 1

Katherine Miller, Chair, District 2

Tom Patti, Vice-Chair, District 3

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01.

INTRODUCTION

San Joaquin County has undertaken the process to update its 2010 Bicycle Master Plan. This Bicycle Master Plan Update (Plan) is the product of this process. The Plan is intended to provide a blueprint for creating a safe, comfortable, and efficient bicycle network and bicycling experience for the County's residents and visitors in the years to come.

The Plan presents policies, bicycle infrastructure projects, programs, and action plans to support the improvement and expansion of the County's bicycling network.

The recommendations presented apply to the unincorporated areas of San Joaquin County. Although connections to the bicycle network of incorporated cities like Stockton, Tracy, and Manteca were considered, this Plan's sphere of influence applies to the unincorporated areas only.

The Plan's recommendations were developed through engagement of and input from stakeholders throughout San Joaquin County. Other key considerations included improvements made to the network since 2010, safety data, and levels of traffic stress.

Plan Contents

Chapter 1: Introduction lays out the purpose of this Plan Update and provides an Executive Summary of the Plan's contents.

Chapter 2: Existing Conditions provides background information on the current state of bicycling San Joaquin County.

Chapter 3: Goals, Objectives, Policies presents the County's policy framework which served as a foundation for this Plan.

Chapter 4: Public Engagement describes the process through which stakeholders were invited to guide the development of the Plan and its recommendations.

Chapter 5: Recommended Projects describes and illustrates the county-wide bicycle network recommendations.

Chapter 6: Recommended Programs describes the county-wide bicycle programmatic recommendations. These are intended to complement future improvements to the network and advance safe and accessible bicycling for more County residents and visitors.

Chapter 7: Implementation describes the implementation process, identifies high priority projects, and provides potential funding sources for the program and network improvements recommended in this Plan.

Appendices provide additional documentation on the project recommendations, prioritization results, and outreach materials.

Executive Summary

Vision Statement: *San Joaquin County is a place where bicycling is encouraged as a safe and practical means of transportation that provides access to schools, parks, shopping, trails, beautiful scenery, and other community destinations.*

This Plan establishes a long-term vision for improving bicycling in San Joaquin County through policy, program, and project recommendations. Through the implementation of this Plan, the County can further its goal of encouraging bicycling throughout the community and prioritizing the health of its residents and environmental sustainability. This Executive Summary provides an overview of the challenges and opportunities currently experienced by bicyclists in the County, along with a high-level summary of the Plan's goals and implementation framework.

Needs and Challenges

- San Joaquin County has invested in over 30 miles of bicycle facilities but the reach of this network is limited.
- The lack of comfortable bikeways along many roadways leave people who want to bike disconnected from the many destinations within San Joaquin County.
- Travel along, and crossings of, the highways that crisscross San Joaquin County are significant barriers for people bicycling.
- These factors likely contribute to the small percentage of people who bicycle to work and other destinations. Over 90% of residents drive to work (ACS 2019).[1]

Opportunities

- San Joaquin County has a reputation for beautiful scenery. With flat topography and a temperate climate, San Joaquin County is ideal for bicycling. This fact can be used to expand interest in bicycling among residents and visitors of San Joaquin County.
- There is a strong existing recreational bicycle riding culture in San Joaquin County. In the past, this culture has predominantly been road-bicycling; however, the COVID-19 pandemic led to an increase in casual recreational bicycling. This culture can be leveraged to expand bicycle ridership in the County for utilitarian trips (riding a bike to work, school, shopping, or to run other errands) as well as expanding interest in recreational riding (such as riding a bike to a destination for pleasure or exercise).
- There are several possibilities for 'Vision Projects' in San Joaquin County. These projects can enhance connectivity across the County, while also establishing the County as a destination for bicycle tourism.
- Many neighborhood streets within unincorporated towns are good candidates for bicycle boulevards, with slower speeds and lower traffic volumes. This produces a safer environment for those bicycling and walking in this area, as well as helping facilitate a 'Main Street' feel for visitors.
- There are many low-cost bicycle infrastructure and programmatic recommendations that San Joaquin County can begin implementing in the near-term.
- The build-out of the bicycle network and implementation of intersection improvements can transform San Joaquin County into a more connected and accessible county.

1 United State Census Bureau. (2019) San Joaquin County, California. Retrieved from https://censusreporter.org/data/table/?table=B08006&primary_geo_id=05000US06077&geo_ids=05000US06077,04000US06,01000US

Bicycle Master Plan Update Goals

In the first stages of this planning process, the consultant team collaborated with San Joaquin County Department of Public Works (SJCDPW) staff to review and revise the goals, objectives, and policies of the 2010 Master Plan. As part of this, they also reviewed any bicycle- related goals, objectives and policies in the County General Plan and other relevant County documents adopted since the 2010 Bicycle Master Plan.

A final set of goals, objectives, and policies was approved by SJCDPW. Taken together, these provided key guidance for development of the overall Plan, community outreach, and identification of project recommendations. The five goals are:

- Invest in a high quality, low stress, and efficient bikeway network in San Joaquin County.
- Make the transportation network more accessible to bikes now and in the future.
- To expand ridership, systematically improve safety for people who currently ride bicycles in San Joaquin County and those who may wish to do so in the future.
- Promote ridership and bicycling skills through education and encouragement programs.
- Increase accessibility of bicycling in San Joaquin County by incorporating equity into considerations for bicycle infrastructure investments and programs.

The detailed objectives and policies that support the five goals can be found Chapter 3. As explained in Chapter 3, the Goals, Objectives, and Policies framework works in tandem with project evaluation criteria. The criteria are specific factors that are assigned points and used to score and prioritize the project recommendations throughout the County.

Implementing This Plan

This Plan recommends over 500 miles of new and upgraded on-street bicycle facilities, nearly 40 miles of off-street shared-use paths, and Spot Improvements (improvements at intersections to make it safer and easier for pedestrians and bicyclists to cross) at seven locations.

Recognizing that the County has limited resources, this Plan constructed a framework for prioritizing the recommended projects. This framework identifies projects that produce the greatest benefits to the community. The prioritization process utilized seven criteria to evaluate each recommended project: Safety, Connectivity, Demand, Feasibility and Cost, Equity, Community Priorities, and Competitiveness.

The prioritization process produced 32 high priority projects, as shown in Table 1-1. For a complete list of projects and location details, see Chapter 7 and Appendix C.

Table 1-1: Prioritization Process Results

High Priority	
Total Number of Projects	*Mileage*
32 projects	57.2
Medium Priority	
Total Number of Projects	*Mileage*
71 projects	227.0
Low Priority	
Total Number of Projects	*Mileage*
79 projects	359.3

The projects were evaluated on a 0-7 point scale. Projects that received four or more points were categorized as high priority, projects that scored 2-3 points were categorized as medium priority, and projects that received one point were categorized as low priority.

02.

EXISTING CONDITIONS

San Joaquin County is situated in the heart of California's Central Valley, a region renowned for its mild climate and proud agricultural heritage. The topography of San Joaquin County is flat, making it ideal for bicycling. San Joaquin County is also home to many scenic corridors. These factors present many opportunities to foster a vibrant bicycling community.

San Joaquin County Today

San Joaquin County lays in the middle of California's Central Valley. The County is bounded by the Sierra foothills to the east, the San Francisco Bay Area to the west, Sacramento County (home to California's capitol) to the north, and Stanislaus County to the south. The County is renowned for its Mediterranean climate, its diverse geography, and its productive agricultural sector.

San Joaquin County is a semirural county with a strong agricultural history that continues to this day. Much of the land in the County's unincorporated areas (regions administered and overseen directly by San Joaquin County) is devoted to agriculture. San Joaquin County's harvests are valued at an impressive $2.6 billion.[1]

Many of San Joaquin County's residents are concentrated in its incorporated cities (areas administered and overseen directly by the municipalities, or cities, such as Stockton, Lodi, or Manteca). Because of the concentration of residents within cities, San Joaquin County has a comparatively high population density, despite its rural nature outside of the cities.[2] This concentration of people in smaller areas produces an opportunity to shift trips to bicycling, as distances between potential destinations (like work, school, or the stores) are much shorter than other areas in the County. This trend of urbanization (or increasing concentration of people in cities) is accelerating due to the overflow of residents and commuters of the San Francisco Bay Area.

Bicycling in San Joaquin County Today

San Joaquin County is known for its beautiful bike rides, and strong recreational biking culture. There is the potential for high-quality recreational riding as well as commuter bicycling. Biking in San Joaquin County can be stressful for the inexperienced cyclist. Few roads in the County have bicycle facilities. Many destinations, including employment centers, parks, and recreational or tourist sites , like local vineyards, lack connections to the bicycle network in San Joaquin County.

While the bicycling network throughout the county has grown and generally become more connected in the last ten years, there are still several challenges and opportunities.

Recreational bicycling continues to grow in popularity but is generally enjoyed by residents and visitors with a higher degree of confidence and less concern about proximity of passing vehicles.

Bicycling for everyday transportation and commuting remains very limited. Connectivity between key facilities and destinations is still lacking in locations and several routes are defined by shoulders that lack a designated bicycle facility such as a standard bicycle lane or a buffered bicycle lane.

1 Goldeen, Joe. "Almonds top grapes to become SJ's biggest crop". recordnet.com. Retrieved June 9, 2020.

2 United State Census Bureau. (2019) San Joaquin County, California. Retrieved from https://censusreporter.org/data/table/?table=B08006&primary_geo_id=05000US06077&geo_ids=05000US06077,04000US06,01000US

Demographics

San Joaquin County is home to 762,148 residents. The rapid growth the County has experienced in recent years is in part due to the transfer of growth pressure from the San Francisco Bay Area. More than 100,000 employees commute into the County each day from surrounding counties.

The median age of county residents is 34.5 years. Children and young adults under the age of 24 account for approximately 34 percent of the County's total population, while those aged 65 and over account for about 12 percent of the population. People aged 5-17 years old represent over 20 percent of the County's total population. In the context of this Plan Update, it's important to note that this cohort is less likely to have access to a motorized vehicle for transportation given age and economic resources. This cohort is more likely to be partially or entirely reliant on other modes for everyday mobility including bicycling, walking, and transit. About 3 percent of workers over the age of 16 walk, bike, or take public transit to work, and 1.8 percent do not have access to a vehicle.[1]

The median household income in San Joaquin County is $61,145, lower than the state of California's median of $75,277. About 14% of the population is below the poverty line in San Joaquin County.[2]

1 U.S. Census Bureau (2018). Means of Transportation to Work by Vehicles Available for Workplace Geography American Community Survey 1-year estimates. Retrieved from https://censusreporter.org

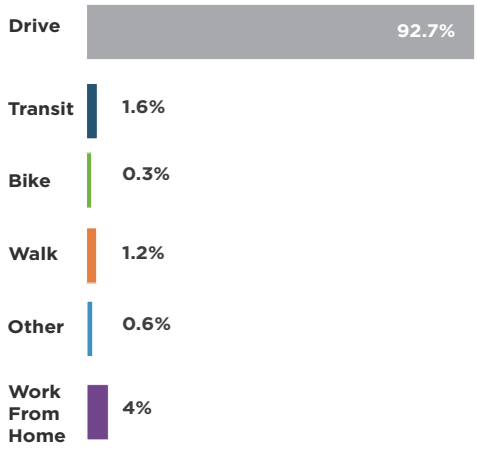
2 United State Census Bureau. (2019) San Joaquin County, California. Retrieved from https://www.census.gov/quickfacts/sanjoaquincountycalifornia

Commute Trends

The American Community Survey (ACS) is a survey that is administered by the Census Bureau. The ACS provides vital insight about our nation and its people on a yearly basis. According to the ACS, in 2018 over 90 percent of the commuters in San Joaquin County commute by driving alone. These numbers can likely be attributed to the County's low-density development and zoning patterns, as well as personal preferences. Currently only 0.3 percent of residents report bicycling as their primary mode of transportation to work.[1]

It should be noted that this data does not always account for commuters with multiple modes of travel to and from work. Because the census data fails to capture people who commute by walking or bicycling only one or two days per week, the number of actual commuter walking and biking trips could be higher than what is represented through census numbers. Furthermore, the Census only asks about one's primary mode of transportation, and respondents generally choose the mode by which they travel the longest distances. As such, somebody who walks or bikes to transit, for example, may not have that part of the trip counted.

Figure 2-1: Commute by Means of Transportation



1 United State Census Bureau. (2019) San Joaquin County, California. Retrieved from https://censusreporter.org/data/table/?table=B08006&primary_geo_id=05000US06077&geo_ids=05000US06077,04000US06,01000US

Existing Bicycle Network

Relatively few bicycle facilities of any class currently exist within the county. Most that do are located within the county's incorporated cities. The bicycle facilities that have been implemented in the unincorporated areas of the county are concentrated along, or near, the borders of larger incorporated communities like Stockton, Lodi, and Manteca or in newer developments, like Mountain House. Table 2-1 below lists the mileage of existing bicycle facilities in the unincorporated areas of San Joaquin County. Figure 2-2 on page 13 displays existing bicycling facilities in San Joaquin County. Existing bicycle facilities are shown within incorporated cities so that the overall county bicycle network can be better understood.

Much of the existing network is made up of Class III Bicycle Routes around the incorporated areas in the County. Very few roads in the County have bicycle facilities. Only 33.5 miles (1.9%) of the County's 1756 miles of roads have any kind of bicycle facility in the unincorporated areas.

Table 2-1: Existing Bikeway Network

Facility Type	Mileage
Class I Shared-Use Path	8.1 miles
Class II Bicycle Lane	4.2 miles
Class III Bicycle Route	21.2 miles
Complete Network	33.5 miles

* Some facilities, such as the California Aqueduct Trail, are included in mileage counts, but are not under the jursidiction of San Joaquin County.

Barriers to Bicycling

San Joaquin County can be an ideal location for bicycling. It experiences mild winters and has scenic corridors throughout the County. However, there are barriers that hinder bicycle interest and ridership in San Joaquin County. Among these are the sparse existing bicycle network, long distances between destinations in the unincorporated areas of the County, and the prevalence of high-stress roadways along the direct routes between destinations.

Sparse Existing Bicycle Network

Although the County has made progress in installing bicycle facilities since the 2010 Bicycle Plan, the bicycle network is disjointed in the unincorporated areas of the County. Many destinations lack connectivity to the bicycle network in San Joaquin County, including connections between many of the cities.

Long Distances Between Destinations

During the previous decade, development in San Joaquin County has increased significantly. However, even as the County follows the urbanization trend of the rest of the country, much of the County's land is devoted to its productive agricultural sector. This makes the distance between destinations in the unincorporated areas too long for some to feasibly ride a bicycle for anything besides recreational riding.

High-Stress Roadways

Many popular destinations in San Joaquin County are not accessible via low stress roadways, which may dissuade people who are interested in bicycling, but are inexperienced or uncomfortable riding on higher stress roadways. The LTS of the County's roadways are shown in Table 2-4 and Figure 2-10 later in this chapter.

Existing Bicycle Facility Types

Class I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking, making them comfortable for people of all ages and abilities.
- Typically located immediately adjadent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

Class III

Signed Bicycle Route

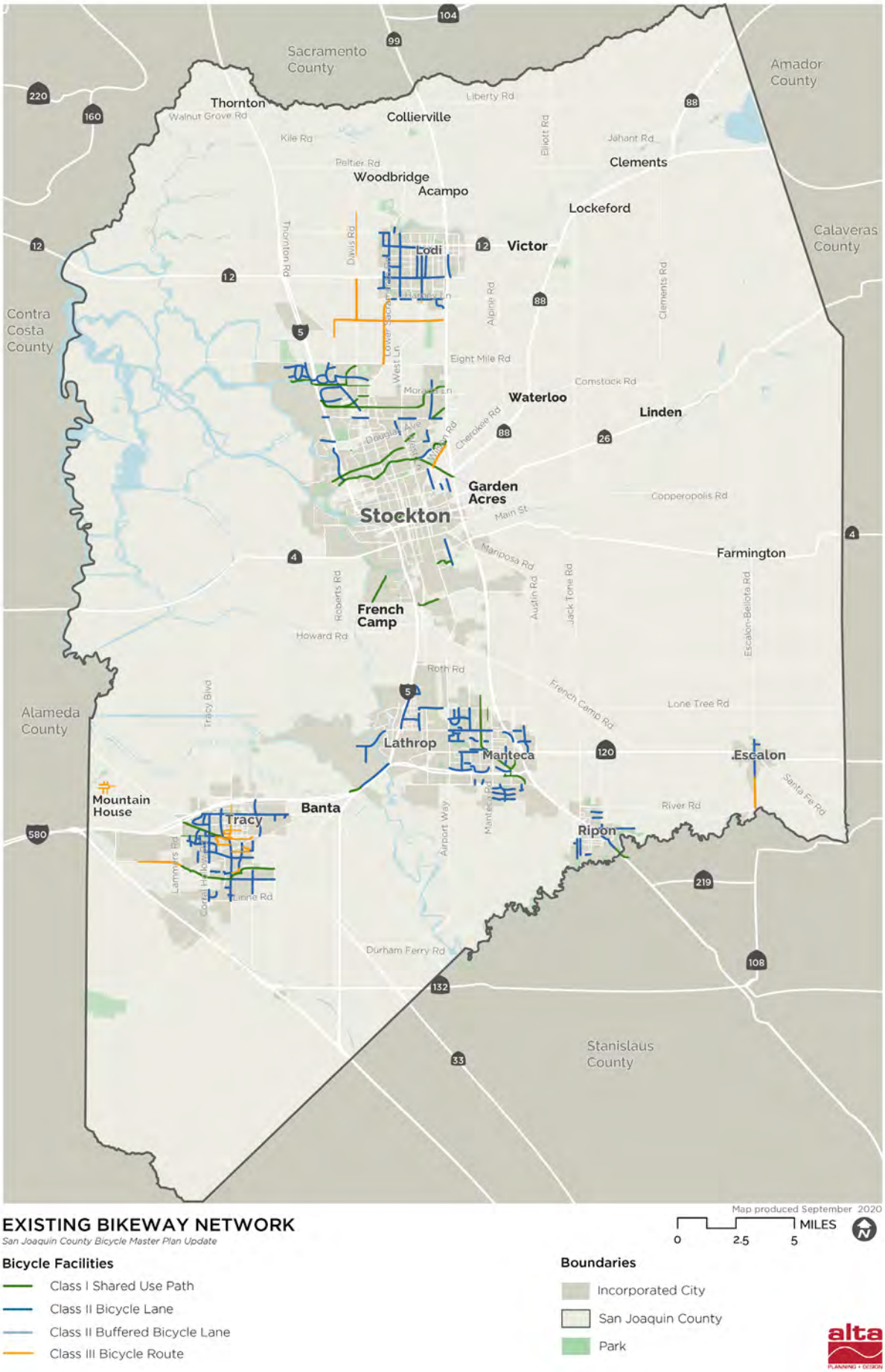
- Signs and/or pavement markings indicate that people biking share the travel lane with motor vehicles.
- Comfortable facility for more confident bicyclists.
- Often located on roadway shoulders where sufficient width exists.
- Recommended when space for a bicycle lane may not be feasible.

Class II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

Figure 2-2: Existing Bikeway Network



Bicycling Safety in San Joaquin County Today

The safety of bicycling in San Joaquin County now and in the years ahead is a key element of this Plan Update. Safety for people bicycling, walking, and driving is a priority of the County.

Addressing real and perceived safety concerns is crucial to fostering a bicycling culture and making bicycling more accessible to people of all ages and abilities in San Joaquin County.

Collisions are, unfortunately, an occurrence for almost any transportation system. A collision does not, by default, mean a facility is unsafe but it does provide an important data point for determining how that facility or the system on the whole is serving bicyclists.

Understanding the locations, causes, and severity of past collisions provides insight into how and where to address safety concerns in San Joaquin County. This analysis provided a foundation for recommendations in Chapters 5 and 6.

Collision Analysis Methodology

This analysis uses county-wide collision data for the five most recent years available (2013-2017). The data is from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and was accessed through UC Berkeley's Transportation Injury Mapping System (TIMS).

All collision records for San Joaquin County were pulled and then filtered to remove those that occurred within city boundaries. A buffer of 100 feet was applied to capture and include collisions that occurred on city/county boundaries, given the high number of county pockets within urbanized areas and possible discrepancies in reporting location. Collisions that were listed as "Property Damage Only" were also removed.

Data Limitations

Official motor vehicle collision data such as SWITRS have been shown to underestimate the number of bicycle collisions that occur. SWITRS data is almost entirely limited to motor vehicle-related collisions that occur on public roadways and in which a police report was filed, which creates a sample bias. Bicyclist involved collisions may not be reported if they do not involve motor vehicles, if they occur in non-roadway locations such as parking lots or trails, or if a police report is not filed, which is the case in many less-serious collisions.

Collision Analysis Findings

A total of 162 bicycle-related collisions were reported in San Joaquin County during the study period, with an average of 32 collisions per year. The number of collisions per year varied, with the highest number of collisions (43 collisions) occurring in 2015.

Bicycle-related collisions were most likely to result in either 'Other Visible Injury" or "Complaint of Pain," although 22 percent resulted in a fatality or severe

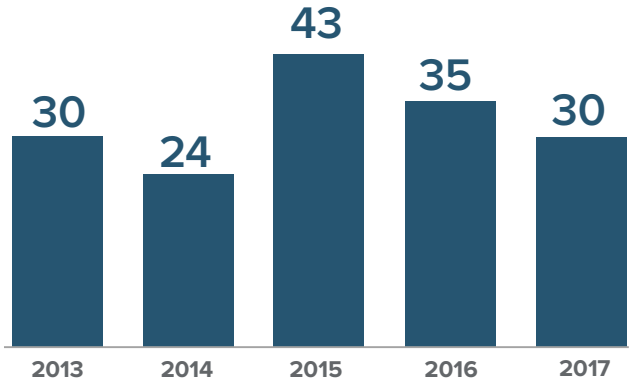


Figure 2-3: Number of bicyclist involved-collisions by year

injury (FSI). Figure 2-4 on the right shows collision severity type percentages.

The complete Safety Analysis can be found in Appendix D.

Collision Trends

Bicycle involved collisions are mapped in Figure 2-6 on page 16.

Key takeaways from this analysis include:

- Of the 162 vehicle-bicyclist collisions that occurred during the study period, 35 resulted in a fatality or a severe injury.
- Bicyclist-involved collisions accounted for 2.4% of all traffic collisions, and 4.2% of FSI collisions within the county. These are disproportionately higher than the county's bicycle mode share (0.6%).
- The three most frequent bicycle collision factors include riding on wrong side of road (39 total), improper turning (34 total), and automobile right-of-way (27 total). Improper turning denotes collisions where the driver did not take appropriate care while turning and caused a collision. Automobile right-of-way is often applied to collisions that happen on roads without bicycle facilities, where bicyclists are more likely to violate right-of-way laws. The occurrence of 27 collisions within this category warrants consideration of a high priority on closing gaps within the existing network of bicycling facilities.
- San Joaquin County's bicycle-related collisions happen disproportionately during commute hours and weekdays.

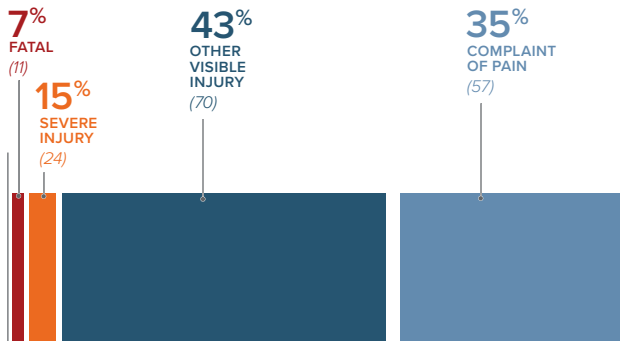


Figure 2-4: Severity of bicyclist involved-collisions

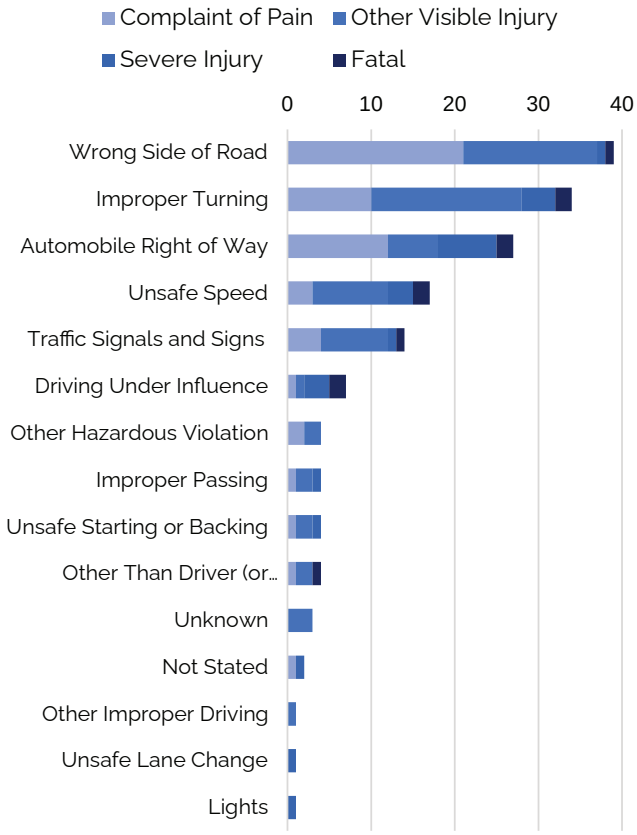
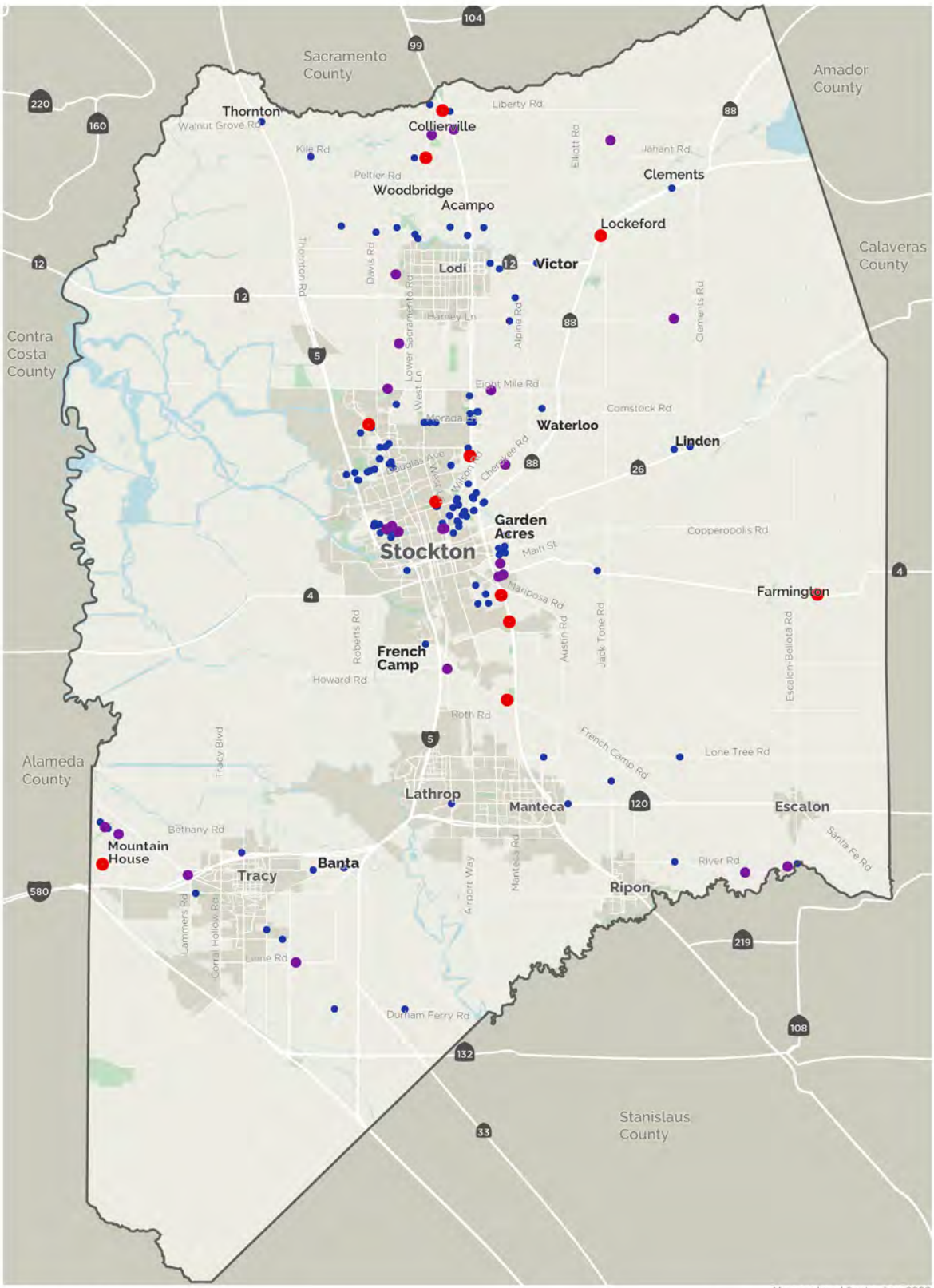


Figure 2-5: Figure 2-5: Number of bicyclist involved-collisions by Primary Collision Factor

Figure 2-6: Collisions



SAFETY ANALYSIS

San Joaquin County Bicycle Master Plan Update

Map produced September 2020

0 2.5 5 MILES

Bicycle-Involved Collisions (2013-2017)

- Fatal
- Severe Injury
- Other Collision

Boundaries

- Incorporated City
- San Joaquin County
- Park

Multi-Collision Corridors

In order to better understand the distribution of bicycle related collisions, the project team reviewed roads with multiple collisions. Pedestrians were included in this analysis to assess protection for active transportation at large.

Thirteen multiple-collision corridors were identified through this analysis as listed in Table 2-2 and shown in Figure 2-7. These are corridors where at least 2 collisions involving bicyclists occurred and where 3 or more collisions involving bicyclists or pedestrians occurred between 2013 and 2017. It should be noted that recent safety improvements have been made to the East Main Street and Thornton Road corridors.

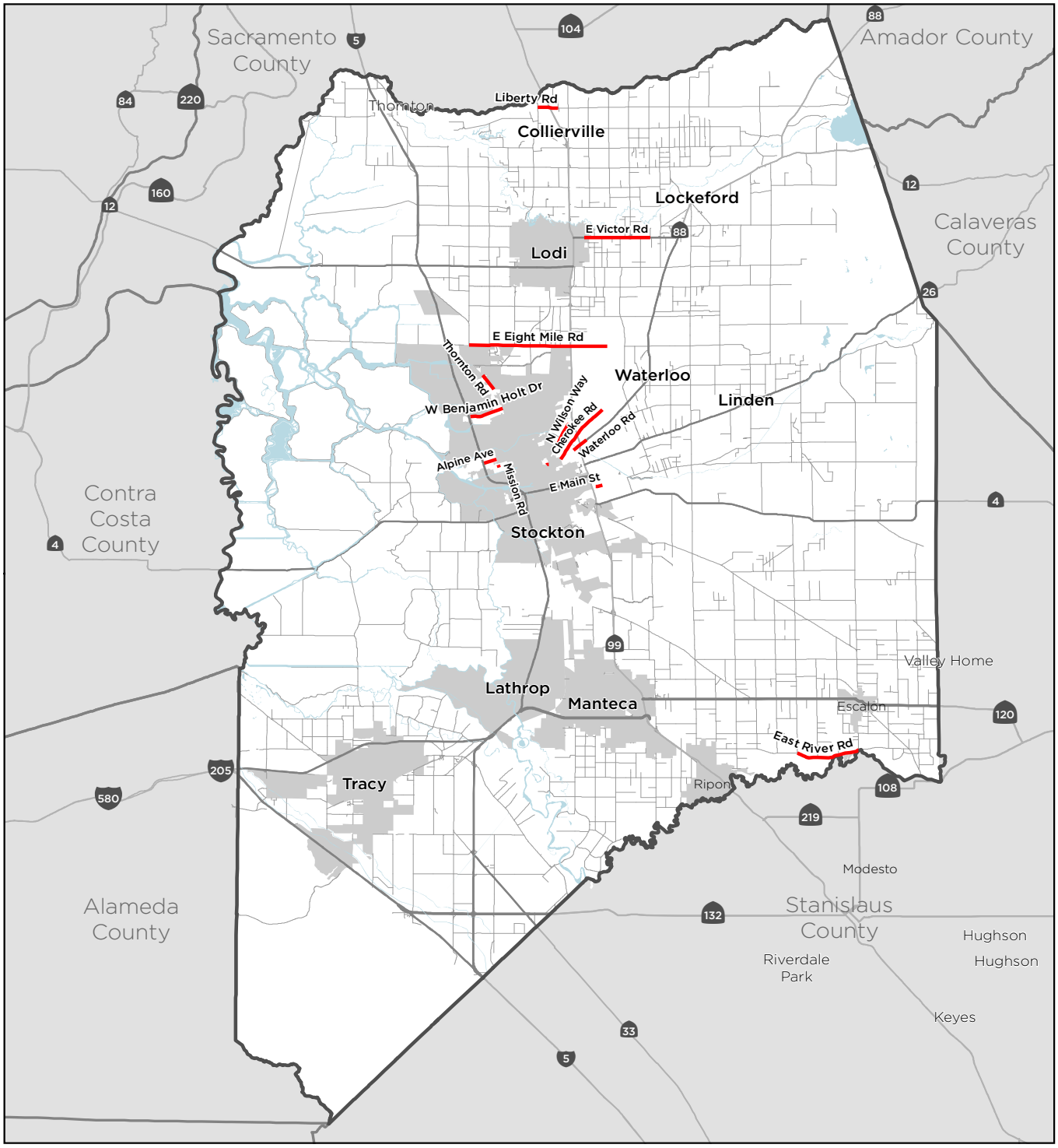
Identifying where collisions have historically occurred does not necessarily mean a street or road is inherently dangerous. This analysis allows for a deeper understanding for the reason and locations of bicyclist- and pedestrian-involved collisions in San Joaquin County. By better understanding these reasons and locations, improvements can be made to effectively address any real or perceived safety concerns.

Table 2-2: Multi-Collision Corridors

Roadway	From	To
N Wilson Way	Sanguinetti Lane	E McAllen Road
E Harding Way	Stanford Avenue	N Airport Way
Cherokee Road	Sanguinetti Lane	Lagorio Way
Thornton Road*	Encino Avenue	Wagner Heights Road
E Eight Mile Road*	Thornton Road	Hildreth Lane
East River Road	Van Allen Road	McHenry Avenue
W Benjamin Holt Drive	Plymouth Road	Pacific Avenue
E Main Street	Carroll Avenue	S Olive Avenue
Liberty Road	Lower Sacramento Road	N Nichols Road
Alpine Avenue	Plymouth Road	Mission Road
Mission Road	Bristol Avenue	County Club Boulevard
Waterloo Road	Wilcox Road	Chronicle Avenue
E Victor Road	N Guild Avenue	Kroll Road

*Portions of the Thornton Road and E Eight Mile Road segments are within incorporated city jurisdiction.

Figure 2-7: Multi-Collision Corridors



Multi-Collision Corridors

Identified Multi-Collision Corridors

0 5 10 MILES

Data Sources:
San Joaquin County
TIMS/SWITRS 2013-2017

Collision Hotspot Analysis

Since bicycle collisions only account for a small percentage of total collisions in San Joaquin County, a weighted collision analysis was conducted to better understand where safety issues may exist within the county, regardless of travel mode. Weighting the collisions by travel mode and severity made it possible to analyze all collisions, while retaining a focus on bicycle collisions. Figure 2-4 shows where high, medium, and low concentrations of collisions occurred throughout the county over the five year period.

The analysis was informed by Crash Costs for Highway Safety Analysis,[1] a study done by the Federal Highway Administration. It used the Economic Property Damage Only (EPDO) method to weight collisions. Based on sensitivity testing of the weights, the baseline weights were simplified into fewer categories (FSI vs. non-FSI) and scaled down so that the justifiable weights were not over-emphasizing FSI collisions relative to the general patterns of collisions across the study area. This tool used the analysis factors to weight bicycle, pedestrian, and vehicular collisions based on the severity of the collision. FSI collisions received a weight of 10 for all three categories, while a collision with an evident or possible injury received a weight of 1 in all categories.

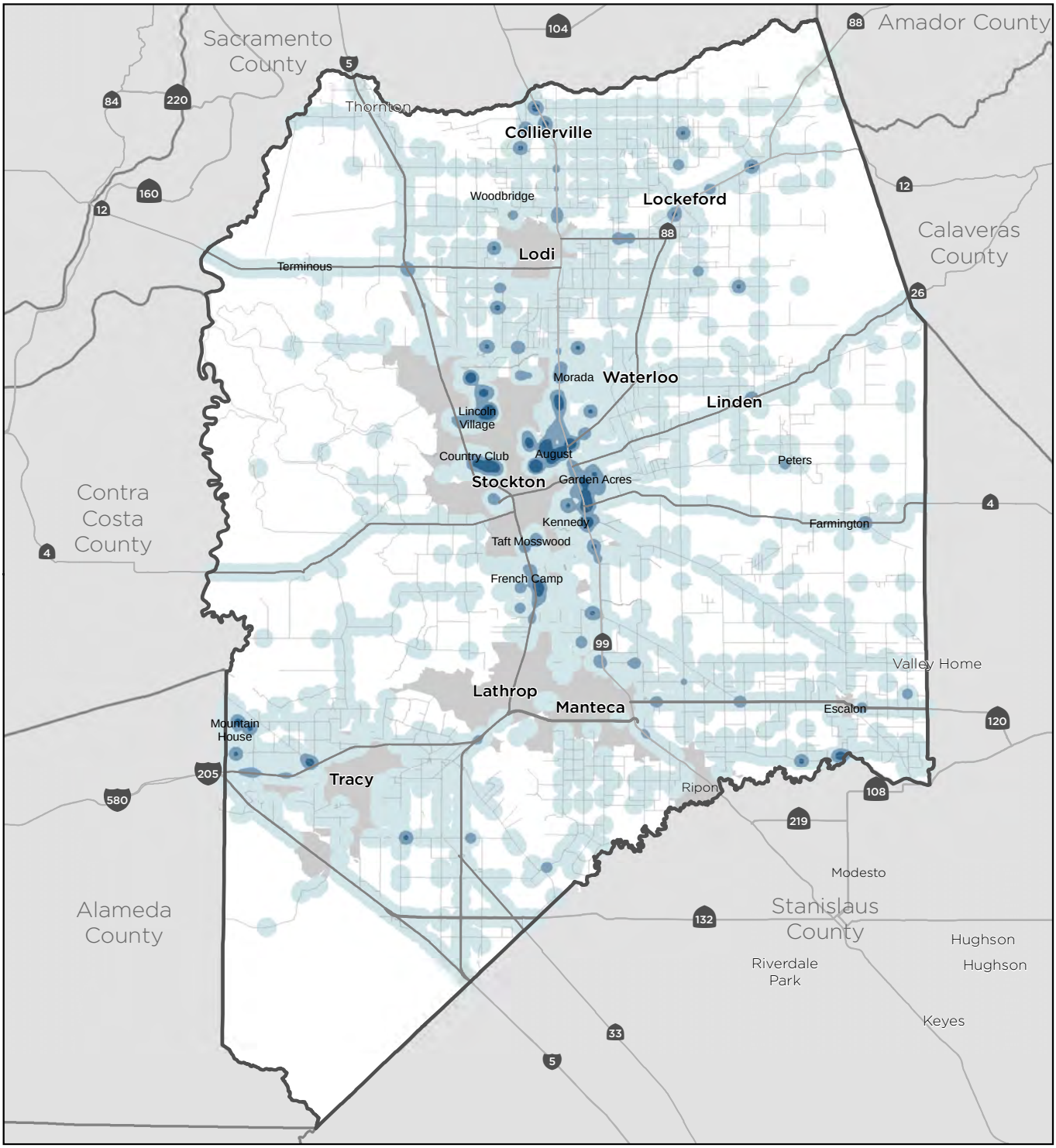
A second weighting was performed to prioritize bicycle safety. This was accomplished by assigning the highest weight to bicycle FSI collisions. Pedestrian FSI collisions received the second highest weight, followed by motor vehicle collisions. Table 2-5 shows the weights assigned to each collision type.

Table 2-3: Collision Weight Scores

Type of Collision	Weight for FSI Collision	Weight for Evident or Possible Injury Collision
Bicycle	10	1
Pedestrian	5	0.5
Vehicle	0.5	0.05

1 Federal Highway Administration (2018). Crash Costs for Highway Safety Analysis (FHWA-SA-17-071). Retrived from https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Figure 2-8: Collision Hotspots



Weighted Crash Density

High Medium Low

Data Sources:
San Joaquin County
TIMS/SWITRS 2013-2017

Types of People Bicycling

Research indicates that the majority of people in the United States would bicycle if dedicated bicycle facilities were provided. However, only a small percentage of Americans (1-3 percent)[1] are willing to ride if no facilities are provided. This research into how people perceive bicycling as a transportation choice has indicated that most people fall into one of four categories, illustrated below.

Figure 2-9: Bicycling comfort survey results

1-3%

STRONG & FEARLESS

Very comfortable and willing to ride on streets with no designated bike facilities

5-10%

ENTHUSIASTIC & CONFIDENT

Very comfortable riding but prefer streets with designated bike lanes

50-60%

INTERESTED, BUT CONCERNED

Comfortable on trails & streets with buffered or separated bikeways and interested in biking more

30%

NOT CURRENTLY INTERESTED

Physically unable or very uncomfortable biking even on streets with separated bikeways

1 Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Research Board, 2587: 90-99, 2016.

LTS In San Joaquin County

Bicycle Level of Traffic Stress (LTS) quantifies perceived levels of roadway stress for bicyclists based on several factors. The analysis uses roadway network data, including number of lanes, posted speed limit, traffic volumes, and the presence of existing bike facilities to determine bicyclist comfort level. This analysis identifies locations within the County's road network that may attract or deter people from riding bicycles.

The methodology includes four levels and the types of riders that would feel comfortable riding on that particular road.[1]

- LTS 1: Low Traffic Stress, which requires less attention and is suitable for all ages and abilities.
- LTS 2: Lower Traffic Stress, which requires more attention and is suitable for the average adult. Vehicle speeds and volumes are slightly higher.
- LTS 3: Moderate Traffic Stress, which is suitable for observant, confident adults. Vehicle speeds and volumes are moderate.
- LTS 4: High Traffic Stress, which is suitable for skilled and experienced bicyclists.

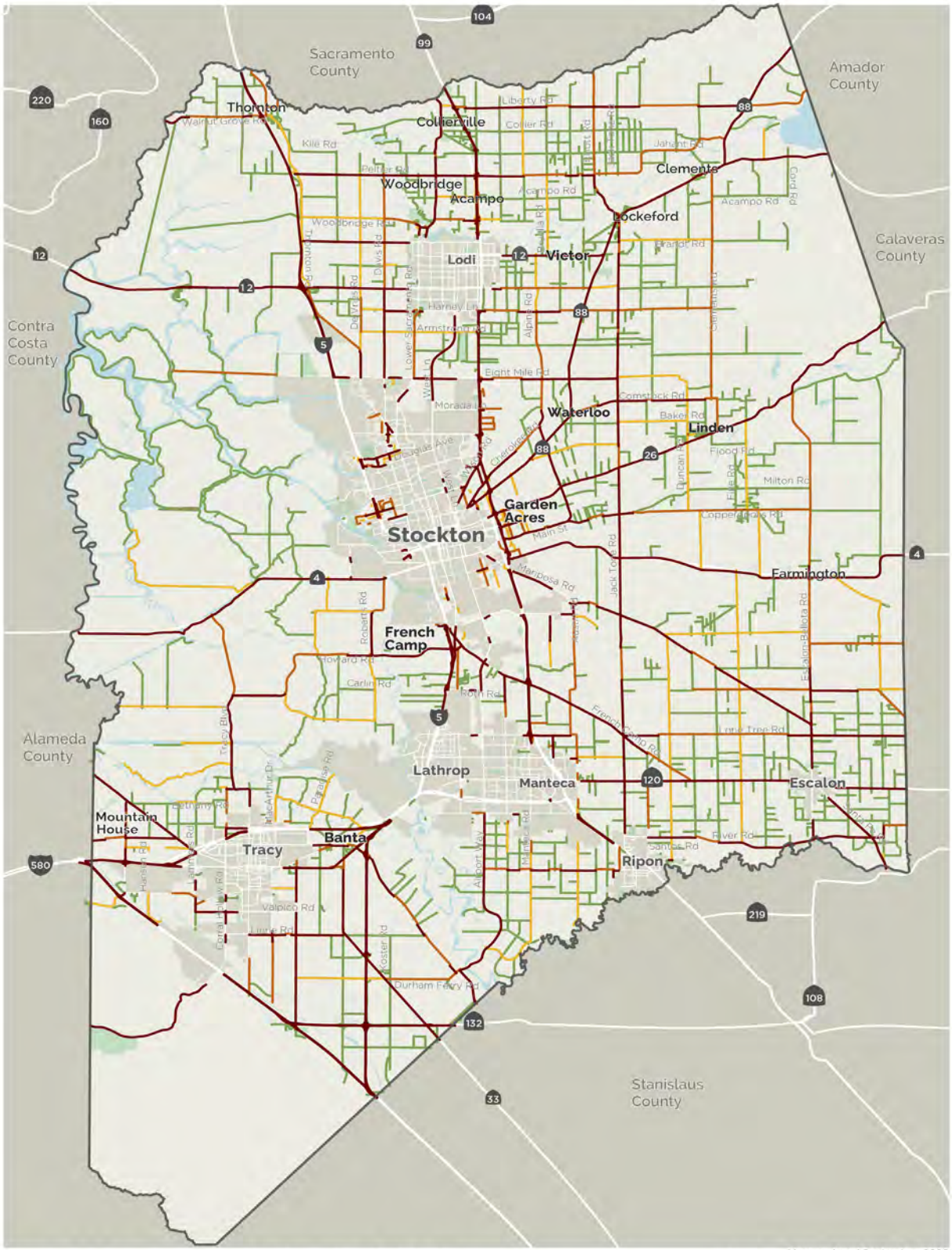
Proportionally, a lower percentage of roads are designated as LTS 2 or LTS 3 (Figure 2-10 and Table 2-4).

Table 2-4: LTS of San Joaquin County Roadways

LTS Designations	Mileage	% of Total Roadways
LTS 1	916 miles	52%
LTS 2	163 miles	9.2%
LTS 3	198 miles	11.2%
LTS 4	586 miles	33.3%

1 Oregon Department of Transportation. Analysis Procedures Manual Version 2. Updated May 2020. https://www.oregon.gov/ODOT/Planning/Documents/APMv2_Ch14.pdf

Figure 2-10: Bicycle Levels of Traffic Stress



BICYCLE LEVELS OF TRAFFIC STRESS (BLTS)

San Joaquin County Bicycle Master Plan Update

Map produced September 2020

0 2.5 5 MILES

BLTS RATING

- 1
- 2
- 3
- 4

Boundaries

- Incorporated City
- San Joaquin County
- Park

Disadvantaged Communities

Disadvantaged communities are often affected disproportionately by transportation policy and investments. Residents of these communities are often less likely to have access to a motorized vehicle, more reliant upon walking, biking, and transit, and stand to benefit most from local air and environmental quality improvements. Prioritizing bikeability in San Joaquin County within disadvantaged communities acknowledges that active transportation options provide economic, social, and health-promoting opportunities.

San Joaquin County has a proportionally large number of disadvantaged communities.

CalEnviroScreen

For this analysis, CalEnviroScreen was utilized to identify disadvantaged communities within the county. CalEnviroScreen identifies communities that are most affected by sources of pollution and where communities are especially vulnerable to pollution's effects. CalEnviroScreen 3.0 is a tool developed by the California Environmental Protection Agency (CalEPA) and the Office of Environmental Health Hazard Assessment (OEHHA) that utilizes concentration of pollution and sociodemographic data to assess social and environmental equity.

The tool combines data related to pollution exposure (such as local PM2.5 concentrations) and population characteristics (such as percentage of households below the poverty line) to assign a score to each census tract in California. The disadvantaged community designation is defined by CalEPA according to the guidelines set forth in SB 535.

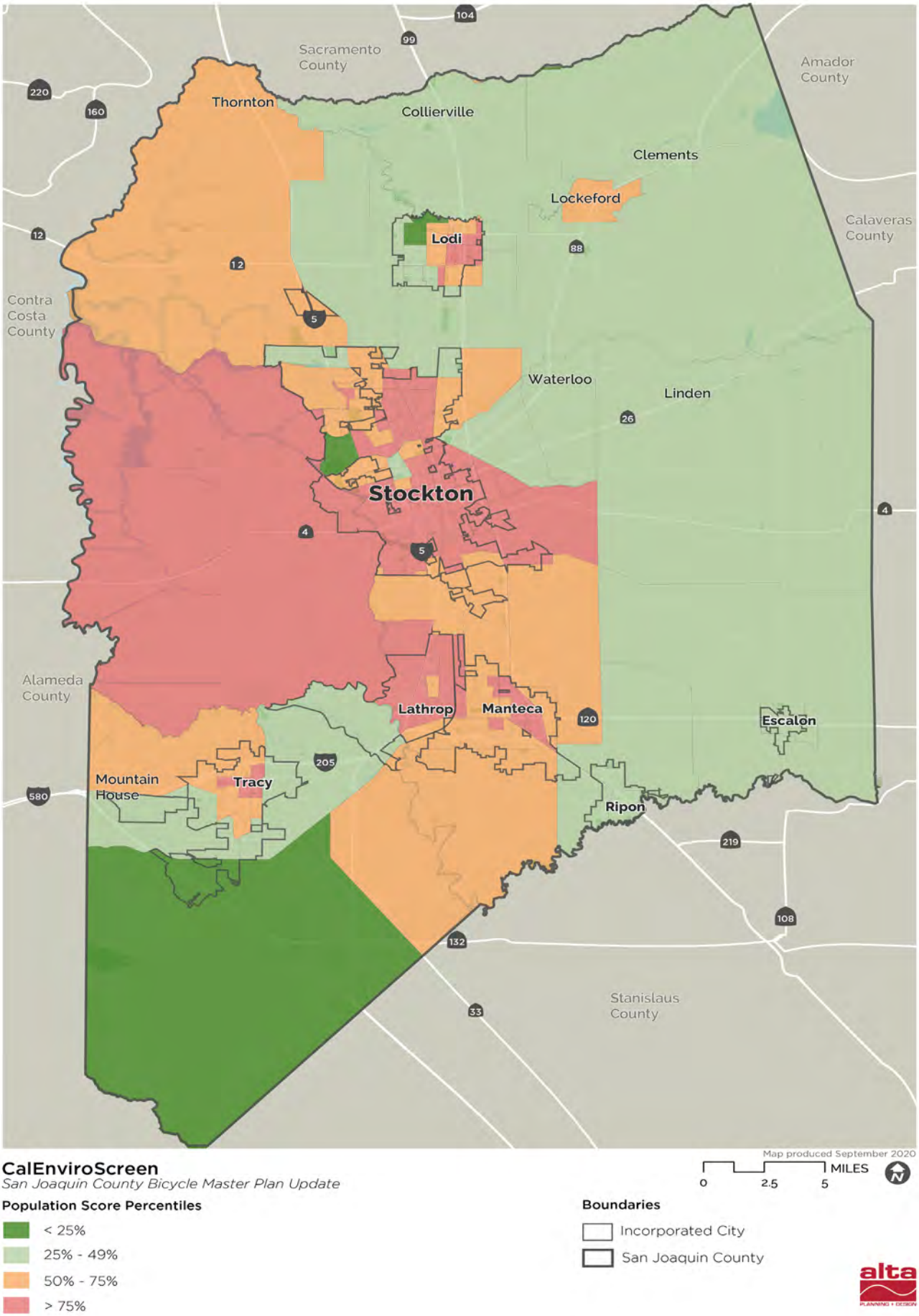
An area with a higher score experiences a much higher pollution burden than those areas with lower scores. An area is considered a disadvantaged community if it is one of the 25% highest scoring census tracts in CalEnviroScreen.

Figure 2-11 on the following page maps the CalEnviroScreen percentile scores throughout San Joaquin County.

CalEnviroScreen Scores

Disadvantaged communities, which appear in red on the map, are those that have a percentile score of 75% or higher. As shown, the eastern portion of the County has a lower score than its western parts. In particular, areas in and around cities like Stockton, Lathrop, Manteca, Lathrop, and Lodi received the highest scores across the County.

Figure 2-11: CalEnviroScreen Scoring



03.

GOALS, OBJECTIVES, AND POLICIES

The Bicycle Master Plan Update is a blueprint for how San Joaquin County can achieve its vision of being a bikeable community. The Goals, Objectives, and Policies presented in this chapter work towards this vision.

What Are Goals, Objectives, and Policies?

The Alta team worked with SJCDPW staff to review and revise the goals, objectives, and policies from the 2010 County Bikeway Plan. The framework presented below is a result of that collaboration.

- Goals are broad statements of purpose that reflect the community's collective vision of the future. The Goals guided the development of this Plan and the included recommendations.
- Objectives provide detailed descriptions of the goals. They describe specific conditions that are desirable in order to attain a given goal.
- Policies are coordinated by the County to achieve the identified goals and objectives.

The 2016 County General Plan contains several policies that support the furtherance of safe and accessible bicycling for all ages and abilities. These are also summarized below.

Taken together, these goals, objectives and policies provided direction for the development of recommendations presented in Chapter 5 and support the future implementation of them.

It's evident from a policy standpoint that the County is committed to improving its bicycling network; its safety, connectedness, and accessibility. The recommendations made in Chapter 5 are therefore founded on a very solid, forward thinking policy foundation.

Relationship to Other Documents

San Joaquin County General Plan

The 2016 General Plan guides the long term physical development of the county. The Bicycle Plan Update addresses many of the goals and policies laid out in the Transportation and Mobility chapter of the General Plan, including but not limited to those under TM-1.3 (Multimodal System), TM-1.10 (Eliminate Gaps) and TM-2.2 (Urban Complete Streets). Other county policies that this Bicycle Master Plan Update align with are identified later in this chapter.

San Joaquin County's Bicycle Plan (2010)

The 2010 Bicycle Plan provided the vision for creating a comprehensive bicycling network in San Joaquin County. This Plan builds on the on the robust recommendations provided in the previous Plan, accounts for improvements made in the last ten years, and brings the recommendations up to date with current best practices.

GOAL 1

Invest in a high quality, reduced stress, and efficient bikeway network in San Joaquin County.

Objective 1A: Construct bikeways identified in the San Joaquin County Bicycle Master Plan and provide for the maintenance of existing and new facilities.

Policy 1.1: Prepare and maintain a bikeway plan that identifies existing and future needs, and provide specific recommendations for facilities and programs, including provisions for bicycle use and bikeways in all new developments.

Policy 1.2: Create a bikeway system that is cost-effective to construct and maintain; respects landowners, utilities, agriculture, and special districts' property rights; and minimizes the potential for conflicts with other types of vehicles and users.

Policy 1.3: Require all bikeways to conform to design standards contained in the California Highway Design Manual, Chapter 1000: Bike Transportation Design and Topic 1002: Bike Facilities, unless otherwise established by San Joaquin County.

Policy 1.4: Update local roadway design standards, if necessary, to include sufficient pavement sections and adequate rail height to accommodate bikeway facilities, e.g., appropriate space for Class I, II, III and IV bikeways. Including standards as defined in the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide is recommended.

Policy 1.5: Consider a proposed route's importance in providing access to regional bikeway facilities when recommending local routes for implementation.

Policy 1.6: Coordinate with agencies such as Caltrans, adjacent counties, and the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy regarding the implementation of the proposed system.

Policy 1.7: Provide connections to the proposed system from all existing and planned transit facilities, stations, and terminals in San Joaquin County.

Objective 1B: Work to fund construction of the bicycle improvements in this Plan and maximize the amount of local, state, and federal funding for bikeway facilities that can be received by agencies in San Joaquin County.

Policy 1.8: Maintain current information regarding regional, state, and federal funding programs for bikeway facilities along specific funding requirements and deadlines.

Policy 1.9: Prepare joint grant applications with other local and regional agencies for state and federal funds, as appropriate.

Policy 1.10: The County should pursue non-traditional revenue streams that enable it to partner with other agencies and organizations to deliver projects that might not be financially feasible through the sole expenditure of limited County revenue.

Policy 1.11: Prioritize bike facilities in traditionally underserved communities to promote equitable access to San Joaquin County's bicycle network.

Policy 1.12: Prioritize low-stress bicycle facility implementation to promote safe network connectivity and access for bicyclists.

GOAL 2

Make the transportation network more accessible to bikes now and in the future.

Objective 2: Encourage future development projects to include on-site circulation for bicycle travel, on-site bicycle parking, and connections to the proposed system to encourage ridership.

Policy 2.1: For any development / redevelopment projects involving changes to County roadways, determine if those changes present an opportunity for timely or more cost-efficient implementation of Plan recommendations.

Policy 2.2: Encourage future, large-scale development to provide support facilities such as bicycle racks, personal lockers, and showers at appropriate locations such as parks, major recreational destinations, park-and-ride facilities, employment centers, schools, and commercial centers.

Policy 2.3: Consider landowner concerns when planning and acquiring off-street bikeway easements.

Policy 2.4: Meet the requirements of the Americans with Disabilities Act when constructing facilities contained in the proposed system.

Policy 2.5: Encourage the County / Development Services Division to evaluate and accommodate for bicyclist access to parks and schools when reviewing circulation plans for subdivisions and other developments.

Policy 2.6: Explore the development of an annual or semi-annual maintenance program to monitor and maintain the conditions of bicycle facilities on County roads including the removal of potential hazards from bike lanes and routes such as overgrown vegetation, debris deposits (e.g. glass, sediment, etc).

GOAL 3

To expand ridership, systematically improve safety for people who currently ride bicycles in San Joaquin County and those who may wish to do so in the future.

Objective 3: Improve safety for people riding bicycles by understanding and addressing collision trends and applying proven countermeasures.

Policy 3.1: Consider and incorporate standard signing and traffic controls to ensure a high level of safety for the bicyclist and motorist.

Policy 3.2: Consider and incorporate proven safety countermeasures as identified by the Federal Highway Administration to address common collision factors for bicyclists.

Policy 3.3: Review the number, locations, and contributing factors of bicycling related collisions to identify and implement ongoing improvements at key locations throughout the transportation network.

Policy 3.4: Review bicycle collision factors in traditionally under-served communities to devise strategies and infrastructure recommendations.

GOAL 4

Promote ridership and bicycling skills through education and encouragement programs.

Objective 4: Develop and implement ridership encouragement programs aimed at youth, adult bicyclists, and motorists. Increase public awareness of bicycling, available resources, and facilities.

Policy 4.1: Work with local law enforcement agencies, local and regional bicycle coalitions, and local school districts to cooperatively develop or select from existing materials a comprehensive bicycle education program that is taught to school children in San Joaquin County.

Policy 4.2: Support the development of adult and youth bicycle education, encouragement and safety programs. Programs could include: bicycle rodeos for youth, 'Bicycling 101' courses for adults, targeted enforcement to help educate motorists and bicyclists on legal and safe behavior, or similar programs.

Policy 4.3: Publicize the health, economic, and environmental benefits of bicycling.

Policy 4.4: Distribute bicycle education and enforcement programs throughout the County. Communities traditionally underserved should receive priority consideration, and partnerships should be developed with existing community organizations to facilitate program implementation.

GOAL 5

Increase accessibility of bicycling in San Joaquin County by incorporating equity into considerations for bicycle infrastructure investments and programs.

Objective 5: Incorporate equity and sustainability considerations into investment decisions to make the bicycle network in San Joaquin more accessible to users of all abilities and backgrounds.

Policy 5.1: Invest in bicycle infrastructure in traditionally underserved communities. Prioritize low-stress bicycle facilities in traditionally underserved communities.

Policy 5.2: Partner with traditionally underserved communities in public engagement efforts. Work with the communities to develop culturally-appropriate outreach and engagement methods and practices.

Policy 5.3: Solicit and meaningfully consider community input in the design and location of bikeway facilities.

Policy 5.4: Identify and address gaps in infrastructure which produce larger barriers for traditionally underserved communities.

Policy 5.5: Estimate reductions in greenhouse gas (GHG) emissions and vehicle miles traveled (VMT) as a result of changes in mode split and support the development of reductions goals.

Relevant Goals and Policies

San Joaquin County General Plan

The San Joaquin County General Plan (General Plan) includes a chapter on Land Use, Community Development, and Transit and Mobility, including discussion of Congestion Management and Transportation Control Measures. The General Plan identifies goals and policies that support bicycling and walking. The General Plan also includes policies to require new Rural and Urban Complete Streets in new developments and the potential reconstruction of streets that do not have bicycle and pedestrian amenities if there is community support and it is financially feasible. There are additional policies that relate to expansion of the existing bicycle network.

Goals and Policies

Goal TM-1

To maintain a comprehensive and coordinated multimodal transportation system that enhances the mobility of people, improves the environment, and is safe, efficient, and cost effective.

Goal TM-2

To improve County roadways to include pedestrian, bicycle, and transit facilities to better serve people who use these active transportation modes.

Policy TM-1.3: Multimodal Systems

The County shall encourage, where appropriate, development of an integrated, multimodal transportation system that offers attractive choices among modes including pedestrian ways, public transportation, roadways, bikeways, rail, waterways, and aviation, and reduces air pollution and greenhouse gas (GHG) emissions.

Policy TM-1.10: Eliminate Gaps

The County shall strive to eliminate "gaps" in roadways, bikeways, and pedestrian networks by planning and seeking funding to construct grade-separated crossings of rail lines, canals, creeks, and other barriers to improve connectivity and encourage construction of new bikeways and pedestrian ways in and between existing communities, where appropriate.

Policy TM-4.1: Pedestrian and Bicycle Network Continuity

The County shall strive to eliminate gaps in the rural bicycle network by constructing or designating new bicycle facilities, where appropriate, and in accordance with the San Joaquin County Bicycle Master Plan.

Policy TM-4.3: Bicycle Safety

The County shall support bicycle safety programs for children and commuters in the County.

Policy TM-4.6: Bicycle Route System

The County shall encourage bicycle facilities and routes in unincorporated areas to interface with city bicycle routes and provide for inter- and intra-county bicycle circulation.

Policy TM-4.7: Bicycle Connectivity

The County shall support development of the bicycle system to connect residential areas with commercial areas, employment centers, educational facilities, local and regional recreational facilities, and other major attractions.

Policy TM-4.8: Bicycle Route Facilities

The County shall ensure County roads planned as part of the regional bicycle route network are constructed to have adequate width.

Policy TM-4.10: Bicycle Master Plan

The County shall maintain the Bicycle Master Plan and implement it, as funding is made available.

Policy LU-3.4: Walkable and Bikeable Streets

The County shall encourage new streets within Urban and Rural Communities. The County shall also encourage City Fringe Areas to be designed and constructed to not only accommodate auto and truck traffic, but also to serve as comfortable pedestrian and cyclist environments and to reflect public health goals by encouraging physical activity. These should include, but not be limited to:

- Street tree planting adjacent to curbs and between the street and sidewalk to provide a buffer between pedestrians and automobiles, where appropriate;
- Minimize curb cuts along streets, sidewalks on both sides of streets;
- Bicycle lanes and walking paths, where feasible on collectors and arterials, and traffic calming devices such as roundabouts, bulb-outs at intersections, and traffic tables.

04.

PUBLIC ENGAGEMENT

Community input was sought to establish the vision for this Plan, understand biking needs in the County, and to refine the recommendations.

Public Engagement

The County and the project team employed a variety of methods over the course of the project to inform stakeholders about the Plan update, to request input on existing conditions, and to help inform recommendations. These are summarized below and include:

- Small group presentations
- Pop-up events
- A project-specific web page with an interactive map and survey
- Notifications to County Board of Supervisors
- Press releases
- Social media posts
- Materials at County community centers
- Flyers and postcards

County residents provide feedback on the Plan

Small Group Presentations

Project presentations were made early in the Plan development process to Municipal Advisory Councils (MACs) throughout the northern part of the County. MACs are comprised of residents from unincorporated communities, and serve as an advisory body to the Board of Supervisors on matters important to the well-being of residents. A total of four MAC presentations were made including:

- Woodbridge - September 6, 2019
- Thornton - November 6, 2019
- Morada - November 12, 2019
- Lockeford - November 21, 2019

Each MAC meeting was also open to members of the public, who were given the opportunity along with council members to ask questions of the project team and provide feedback on the needs and interests of their respective community. While needs varied by community, common themes included a desire for safe routes to local schools and the need for better bicycle and pedestrian connectivity from residential neighborhoods to main street commercial destinations. Attendees were also provided with comment cards and project postcards to distribute to friends and neighbors that included a link to the project web page and online survey.

In addition, a focused network design working session was held with key stakeholders in early 2020 to discuss countywide connectivity and solicit initial feedback on routes to change, add, and prioritize. Representatives were invited from the San Joaquin Bike Coalition, Stockton Bicycle Club, Bike Lodi, Central Valley Velo, and local agencies, given their extensive knowledge of the transportation system in the County and involvement in other planning efforts throughout the region. Using enlarged maps of the County showing the location and type of previously planned facilities, stakeholders provided

direct comment on the barriers and opportunities. The resulting discussions and map comments focused on a few key themes – how to provide connectivity between cities, preferred routes for recreational riding, and existing network barriers (including information on how bicyclists currently navigate around them).

Recommendations from the network design working session were used to help inform development of the overall proposed project list and bicycle network.

Pop-up Events

A series of pop-up events were hosted early in the project to raise awareness about the Plan update and gain insight on residents' experience of bicycling in San Joaquin County. Pop-ups were hosted in coordination with other established events across the County to reach a broader cross-section of the community and hear from residents who may not normally participate in traditional planning efforts. The five events members of the project team attended were:

- September 5, 2019 | 5:00 pm - 8:00 pm
  Lodi Farmers' Market
- September 13, 2019 | 5:00 pm - 6:00 pm
  Stockton – Full Moon Ride
- October 6, 2019 | 11:00 am - 2:00 pm
  Escalon – Sunday in the Park
- October 12, 2019 | 10:00 am - 4:00 pm
  Manteca – Great Valley Bookfest
- October 27, 2019 | 9:00 am - 1:00 pm
  Mountain House Farmer's Market

At each of these pop-up events, the project team had a table display that included an enlarged map of the county, comment cards, and a handout with a link to the project web page where an interactive comment map and survey were available. Event attendees were invited to provide input through comment cards and by noting specific locations on the county map where they would like to travel by bike, or experienced challenges. Many attendees expressed the desire for greater connectivity between communities, more family-friendly places to ride, and the need for greater education for all road users.

Project-Specific Web Page

As a means of promoting and branding the project

County resident provides feedback on the Plan

for greater public recognition and participation, a project-specific web page was created. The page provided county staff and the project team with a singular 'platform' where project information and updates could be provided. The page was available through the link bikesjc.org. It included information on ways in which stakeholders could participate in the Plan update process, a list of upcoming and past events, and a 'Contact Us' form that people could complete to be added to the project subscriber list.

Most recently, the project web page was used to host the six project recommendation maps that can be found in Chapter 5. To provide the optimal scale for public review and comment, the project team divided the county into six areas and created associated maps so recommendations could more easily be viewed.

Interactive Online Map

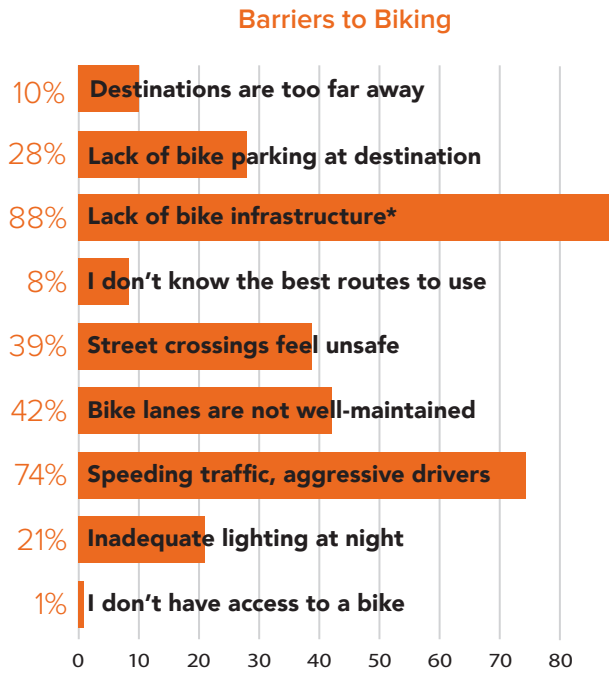
The project web page also provided an online, interactive map that allowed visitors to the site to pinpoint barriers to bicycling and identify desired routes and places of interest. In total, members of the public provided 110 inputs on the map, which were considered in the development of the draft project recommendations.

Online Survey

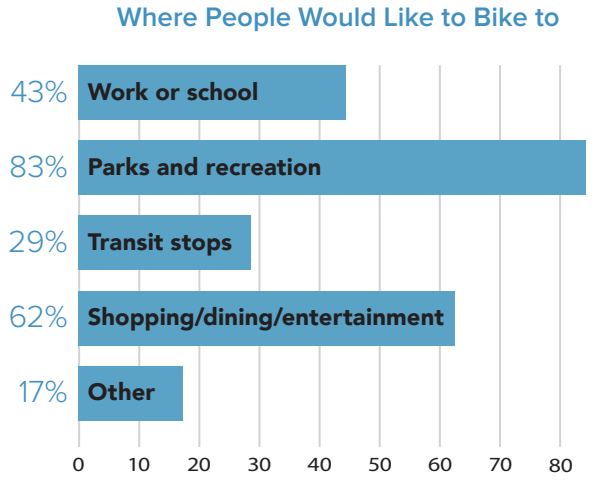
The online project survey was another key tool used to collect input from the public throughout the county. It was broadly promoted to a variety of audiences to maximize participation. The project consultant team worked with county staff to draft and finalize the content and sequence of the questions that were ultimately included. The survey was available in both English and Spanish for a four-month period between early September 2019 and early January 2020. In the end, a total of 123 people completed the survey, providing valuable input on constraints, opportunities, solutions, values, and destinations relating to the county's bicycling network.

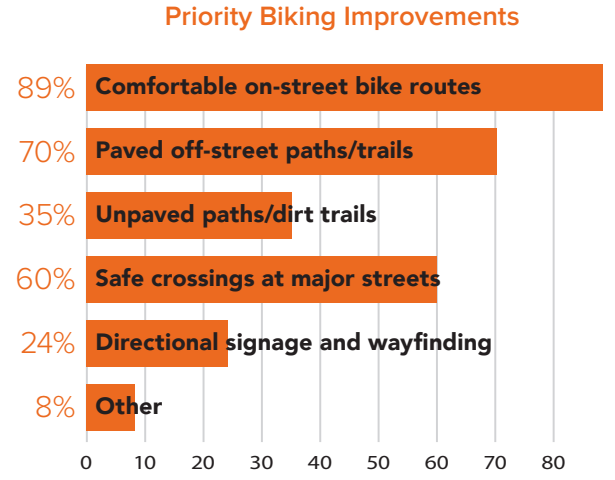
Overall, 123 individuals completed an online survey. Respondents indicated that their top three barriers to biking in San Joaquin County were lack of bicycle infrastructure (88 percent), speed traffic and aggressive drivers (74 percent), and poorly maintained bicycle lanes (42 percent). Their top three choices for priority biking improvements were comfortable on-street bicycle routes, paved off-street paths/trails, and safe crossings at major streets. When asked where they would like to bike, respondents' top three destinations were parks and recreation, shopping/dining/entertainment, and

Figure 4-1: Online Survey Results



*Bike lanes, shared-use paths, marked shared roadways, etc.





work or school. These results are shown in Figure 4-1.

Question 13 of the survey was open-ended, offering respondents to share additional input rather than select a response from a pre-determined list. Fifty-seven (57) of the 123 respondents provided additional input, offering unique insights that were considered in the development of the Plan recommendations. Some key themes that emerged from the input were the desire for increased roadway safety for bicyclists, improved connections between existing bicycle facilities or routes, reducing motor vehicle speeds throughout the county, and providing more comfortable, lower stress options for students and families of students to walk and bicycle to and from schools. While not representative of all the input provided, the following comments convey the general natures of opinions shared.

"It would be nice if the county connected the cities in the county on rural roads with bike paths . That way riding from city to city would be safer on country roads."

"Even though I do not have children, I am very concerned with the health of our citizens. I grew up when it was safe to walk and ride a bike to school. Now as an adult, I do not even feel safe on my daily walks. We need to make exercising safe in all our communities."

Other Outreach Tactics

Beyond the outreach described above, several other techniques were used to inform the public and key stakeholders about the Plan update and to solicit input to inform project recommendations.

"I'd focus on implementing the routes that have the highest possible VMT reductions associated with them because reducing GHG emissions should be an overriding priority right now. I'd imagine those routes would probably be daily commutes to school and work."

"San Joaquin County seems to be openly hostile to bicyclists. I generally leave and go to other nearby locations (Livermore, Pleasanton) where bicycles are much more accepted."

"Significant problem has always been bike lanes/sidewalks/shoulders that are discontinuous, i.e. that end abruptly w/o connecting to another rideable entity."

"Would appreciate drivers being educated on the rights of bike riders and how to share the roads with them."

Board of Supervisors

During the summer and fall of 2019, County staff notified the Board of Supervisors of the Plan update, encouraged them to complete the online survey, and invited them to provide input through the online interactive map. In addition, the Board of Supervisors was encouraged to use their existing communication channels to inform their constituents about the project web page, the map, and survey to extend the reach of public participation.

In the summer of 2020, prior to release of the complete Draft Plan, the project consultant team developed project maps specific to each district to give the Board of Supervisors an advance opportunity to view and ask questions about recommendations within their districts. This included an identification of near-term projects that, because of facility type, location or both, have an increased likelihood of being implemented within 12 to 18 months of Plan adoption.

Press Releases

In December 2019, the County's Public Information Officer issued a press release to numerous media outlets throughout San Joaquin County. The release highlighted the reasons why the 2010 Master Plan was being updated and encouraged members of the public to provide their input through the online survey and interactive map.

Project presentation at Municipal Advisory Council meeting.

The County issued another press release in July 2020 to announce that draft project recommendation maps were available on the project web page for public review and input. Again, the release was distributed to numerous media outlets throughout the County. The release also announced the dates and times of two free virtual workshops available to the public and provided registration links.

The virtual workshops were held on August 25 and 27 between 5:30 – 6:30 pm. During these sessions, County staff and members of the consultant team provided attendees with information on the status of the Plan update and summarized project recommendations. Both sessions included an e-polling exercise through which attendees were asked:

> ***"This update represents a pivotal opportunity for us to hear what the community wants and needs for improved bicycling facilities. With more bike riders on the road than ever before, the Bicycle Master Plan will provide a guide for how we plan for bicycles on our roadways, and how we can enhance safety, expand and interlink routes and increase ridership throughout the County," stated Public Works Director, Kris Balaji.***
>
> **– December 2019 Press Release**

- Where should the County prioritize creating better connectivity for bicyclists?
- What are your priorities for bicycling improvements in San Joaquin County?

The most common response to the first question was connections to schools followed by connections to transit, and then connections to employment centers, libraries and community centers, and between neighborhoods. The most common response to the second question was comfortable on-street bicycle routes followed by paved off-street paths / trails and then safe crossings at major streets.

Social Media

In concert with the two press releases, County staff posted comparable information on the Department of Public Works' Facebook page, which currently has 423 followers. A total of eight posts were made over the course of the project. Four posts were made in January 2019 to announce and promote the project web page, interactive map, and survey. Subsequently, in step with the second press release in August 2020, the County posted four additional updates to make the public aware of the draft project recommendation maps and the workshops on August 25th and 27th.

Community Center Outreach

There are eight community centers located throughout the county. Members of the consultant team made contact with the center Directors at each facility to tell them about the project and encourage them to post English and Spanish flyers in highly visible locations (announcement board and at the front counter). Each Director indicated a willingness to do so and received materials for posting.

Flyers and Postcards

As previously mentioned, one-page flyers and postcards in both English and Spanish were distributed to the public and key stakeholders throughout the project such as the MAC meetings, pop events, and Supervisor briefings.

Draft Plan Input

Upon its completion, the Draft Master Plan update was posted on the project web page for public review and comment. The County again provided

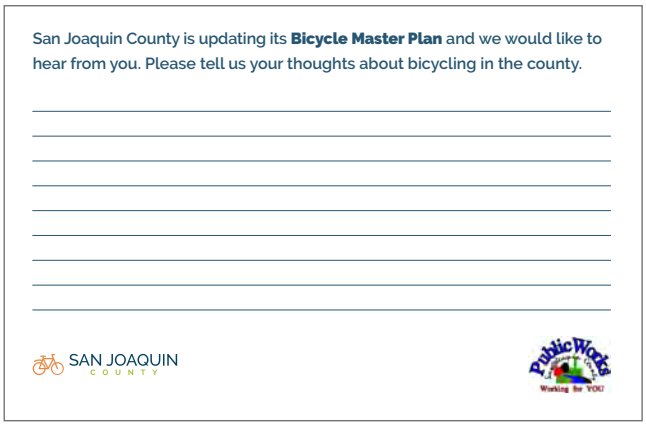


Figure 4-2: Comment card used at outreach events to capture input

Figure 4-3: Postcard used to advertise outreach opportunities for this Plan

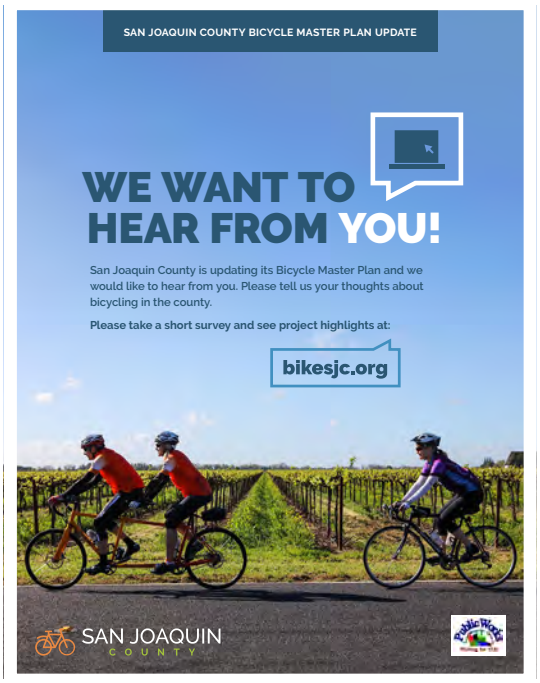


Figure 4-4: Poster used to advertise outreach opportunities for this Plan

notification through its Facebook page and members of the public and stakeholders that have provided their contact information over the course of the project were also notified. The draft Plan was available for review and comment for a two-week period. Comments received will be considered and addressed in development of the Final Plan update.

05.

RECOMMENDED PROJECTS

Safe and accessible bicycling begins with a robust network that meets people where they are.

Built on the needs and opportunities identified through the evaluation of existing conditions and robust community input, this chapter identifies and recommends the projects and plans for San Joaquin County to implement.

Project Development

Recommended projects included in this chapter were developed in accordance with current best practice and were guided through the extensive outreach process outlined in Chapter 4.

The input from the public will ensure that these facilities link communities throughout San Joaquin County with a safe and accessible network of bicycling infrastructure.

Special consideration was given to projects on roads where past collisions involving bicyclists and pedestrians occurred, including the multi-collision corridors identified in Chapter 2. Recommended projects on these corridors aim to improve the safety of all people traveling on these roads.

The project team developed seven major criteria to evaluate project's impact as listed below. These criteria were also used to prioritize each project, which is covered in Chapter 7.

- Improve safety at locations and along corridors where a collision involving a bicyclist has occurred. These projects will improve the safety for bicyclists in these areas.
- Improve or provide a connection to key destinations such as train stations or schools. These bicycle facilities will serve new, as well as existing, bicyclists.
- Serve the highest number of people. The bicycle network should serve all San Joaquin County residents, not just current riders.
- Be feasibly implemented within a one to five-year time frame. Prioritizing projects to be implemented in the near term ensures that concrete changes can be made to the network in a reasonable time frame.
- Improve bicycling access equitably and benefit CalEnviroScreen disadvantaged communities. Disadvantaged communities rely on active transportation. Servicing these communities is a priority of this network.
- Align with priorities identified by the local communities within the County. Creating a network that serves existing community members was a priority in this process.
- Rank well in competitive grant processes. Pursuing projects that will secure funding will aid the implementation of these projects.

Bicycle Network Projects

Bicycle network projects are categorized based on the four classifications recognized by Caltrans, along with two subclassifications, described in detail in Chapter 2 and the Bicycle Facility Guidelines in Appendix A. Facilities recommended in this Plan include:

- Class I Shared Use Path: Dedicated paths for walking and bicycling completely separate from the roadway
- Class II Bicycle Lane: Striped lanes for people bicycling
  - » Class II Buffered Bicycle Lane: Visually separated from traffic and/or parking, but lack any physical separation
- Class III Bicycle Routes: Signed routes for bicyclists on low-speed, low-volume streets where lanes are shared with motorists
  - » Class III Bicycle Boulevard: Bicycle routes that are further enhanced with traffic calming features or other treatments to prioritize bicyclist comfort
- Class IV Separated Bikeway: On-street bicycle facilities with a physical barrier between the bicycle space and motor vehicle lanes, including bollards, curbs, or parking

Over 640 miles of updated and new bicycle projects are proposed in this Plan Update. This would be more than 10 times the current 43 miles of bikeways in the County. A summary of existing and proposed bicycle network improvements is provided in Table 5-1 on the following page, and mapped in Figures 5-1 to 5-6. A full detailed list of recommended bicycle projects can be found in Appendix B.

As part of the outreach process, a high demand was recognized for recreational routes on rural serving roads. Many of these roadways are currently used by confident bicyclists for recreational use, while also offering limited opportunities for improvement due to constraints such as available right of way, existing pavement width, or heavy agricultural use. As such the installation of a Class II facility may prove challenging. Improved shoulders, ideally with a minimum width of 4-6 feet, are recommended for many of these routes identified as future Class III bicycle routes in the Plan to provide a more comfortable riding experience. In the interim, a comprehensive signage program should be developed in partnership with local bicyclists to denote these routes and alert road users to the possible presence of bicyclists. Opportunities to install a lower stress facility and upgrade from the proposed Class III should be considered wherever possible, should further evaluation indicate it is feasible to do so.

On some rural roadways, Class II facilities have been recommended where they can provide connection between destinations, are more heavily used by bicyclists (or offer the potential for heavier use), or have fewer construction constraints.

Network Connectivity

The recommended network significantly increases access to the destinations that San Joaquin County residents routinely access and care about. By increasing access to these facilities and destinations, this Plan will help create a more bikeable environment in San Joaquin County.

Table 5-1: Recommended Bikeways Mileage by Facility Type

Bikeway Type	Existing Mileage	Proposed New Facility Mileage	# of Proposed Projects	Total Existing + Proposed Mileage
Class I Shared-Use Path	8.1	39.8	16	47.9
Class II Bicycle Lane	4.2	184.1	57	188.3
Class II Buffered Bicycle Lane	0	18.2	6	18.2
Class III Bicycle Route	21.2	288	72	309.2
Class III Bicycle Boulevard	0	8.4	14	8.4
Class IV Separated Bikeway	0	4.4	2	4.4
Corridor Study	0	100.5	10	100.5

Types of Proposed Bicycle Facilities

Class I

Shared-Use Path

- Paths completely separated from motor vehicle traffic used by people walking and biking, making them comfortable for people of all ages and abilities.
- Typically located immediately adjacent and parallel to a roadway or in its own independent right-of-way, such as within a park or along a body of water.

Class II

Bicycle Lane

- A dedicated lane for bicycle travel adjacent to traffic.
- A painted white line separates the bicycle lane from motor vehicle traffic.

Class IIB

Buffered Bicycle Lane

- A dedicated lane for bicycle travel separated from vehicle traffic by a painted buffer.
- The buffer provides additional comfort for users by providing space from motor vehicles or parked cars.

Class III

Bicycle Route

- Recommended when space for a bicycle lane may not be feasible or may conflict with agricultural uses, or on routes used by more confident bicyclists for recreational riding.
- Often located on roadway shoulders where sufficient width exists.
- Minimum shoulder width of 4-6 feet is recommended.
- Where shoulders do not currently exist, signs and/or pavement markings indicate that people biking share the travel lane with motor vehicles.

Class IIIB

Bicycle Boulevard

- Calm, local streets where bicyclists have priority but share roadway space with motor vehicles.
- Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters to keep these streets more comfortable for bicyclists.

Class IV

Separated Bikeway

- An on-street bikeway separated from motor vehicle traffic by a curb, median, planters, parking delineators, or other physical barrier.

Spot Improvements

Six select intersections throughout the county's road network have been recommended for spot improvements. These were selected based on a review of collision data and the LTS findings presented in Chapter 2 of this Plan. Generally speaking, these are intersection-specific improvements intended to increase safety for all modes with a focus on access for and safety of more vulnerable roadway users, namely bicyclists and pedestrians. They types of improvements recommended for consideration include:

- Retrofit of curb ramp angles to align with existing crosswalks
- Restriping crosswalk lines with high durability paint where existing paint is faded
- Restriping travel lane edge lines with high durability paint at intersections where they are faded.
- Moving painted stop bars (lines) back from intersection(s) to reduce potential for stopping vehicles to encroach on intersections and potential conflicts with motorized and non-motorized vehicles passing through the intersections
- Placement of stop signs and Watch for Bicycles signs.

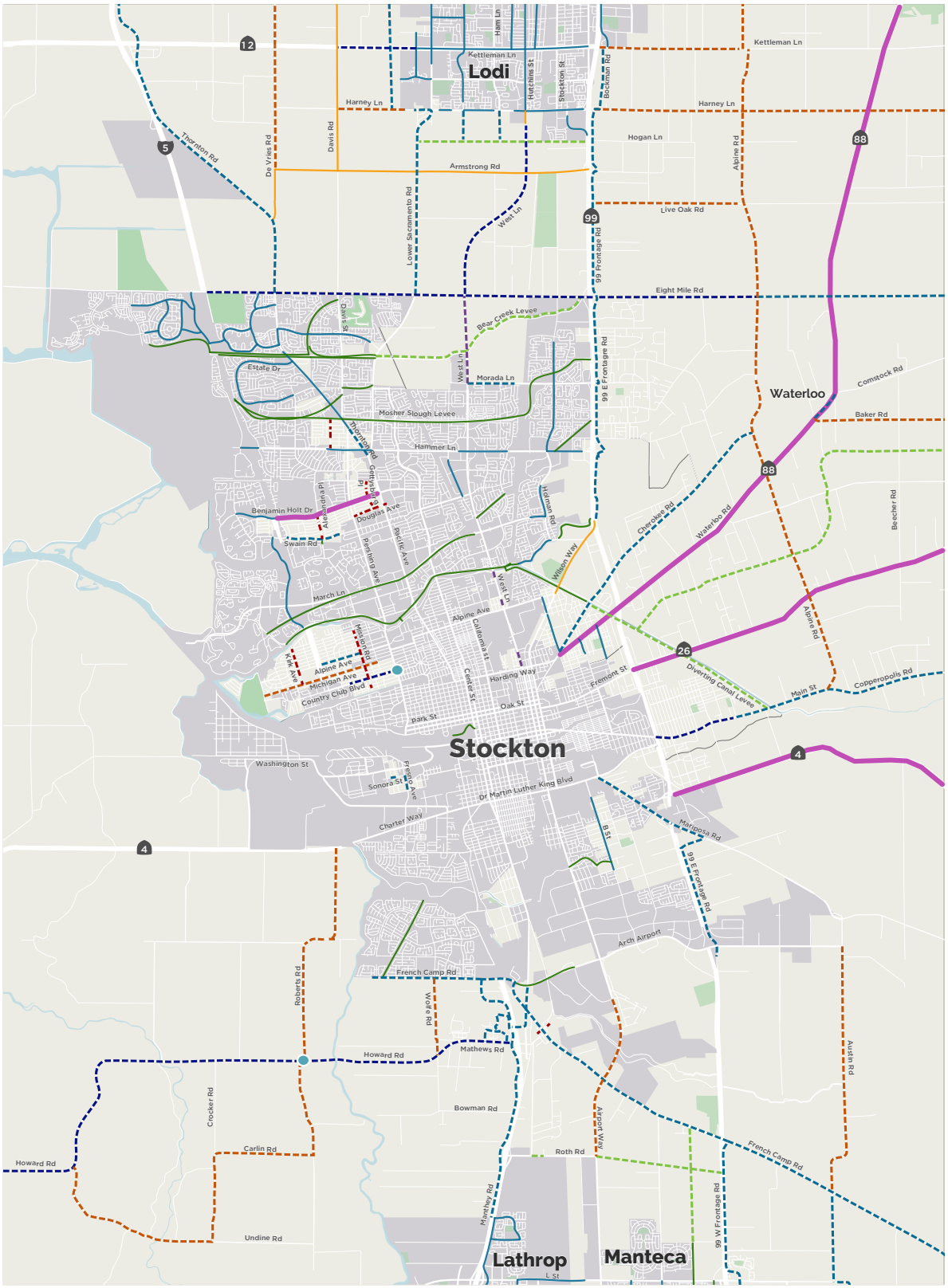
The improvements being recommended for consideration at the six intersections are mapped in Figures 5-1 to 5-6, and described in a detailed list of recommended bicycle projects in Appendix B.

End of Trip Facilities

The county will encourage the construction of bicycle storage facilities at major transportation terminals and employment centers, such as downtowns and retail centers.

Bicycle lockers should also be located in the most dense areas to serve people shopping or running multiple errands who would like a secure place to store their bicycle and deposit purchases or other items during their trip.

Figure 5-1: Proposed Bikeway Network (Central)



PROPOSED BIKEWAY NETWORK (Central)

San Joaquin County Bicycle Master Plan Update

MILES 0 1 2

Bicycle Facilities

Existing Proposed

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Boulevard
- Class IV Separated Bikeway

Improvements

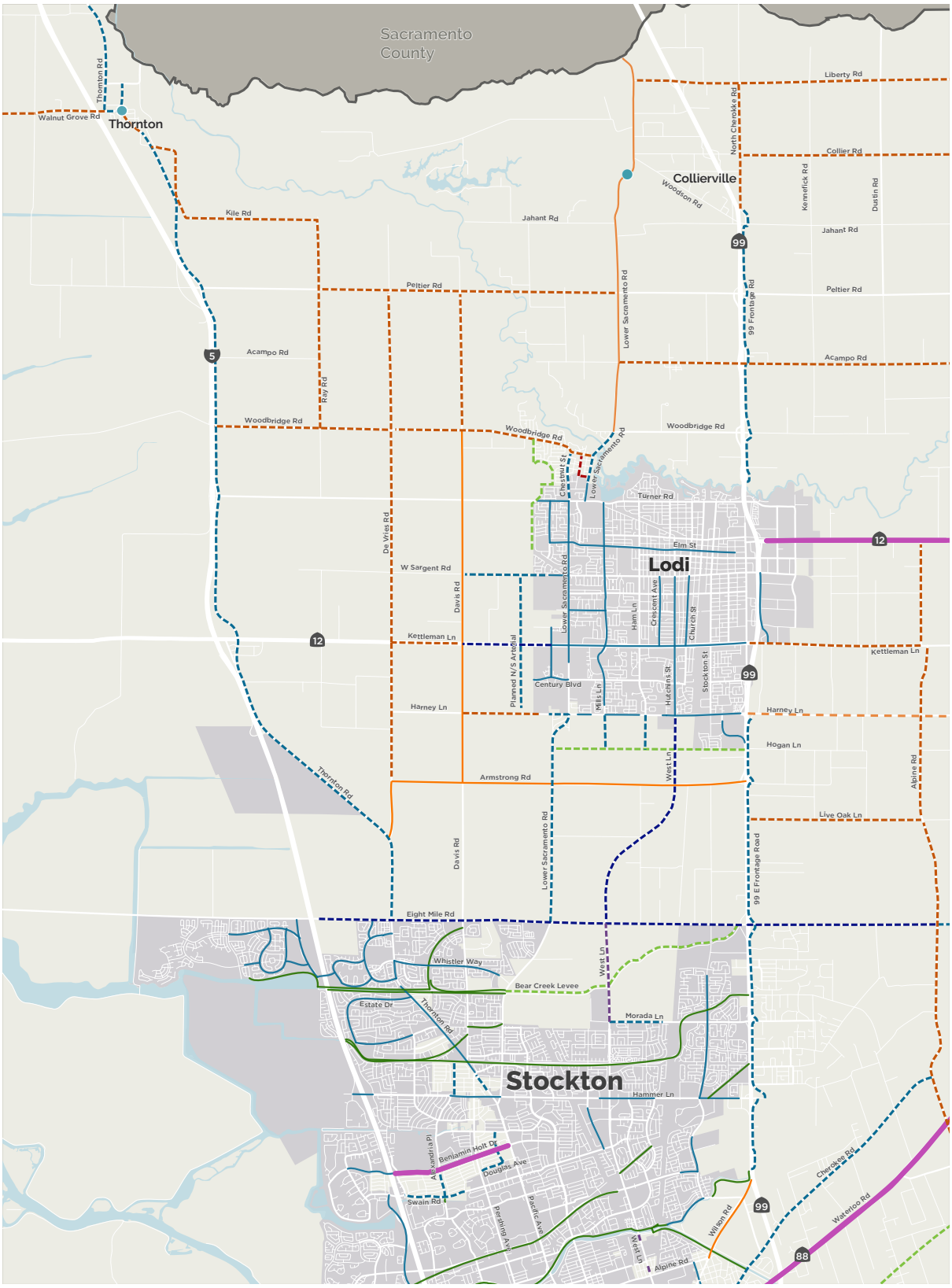
Proposed

- Study*
- Spot Improvement

**Will require further study and / or coordination with CalTrans to determine feasibility and appropriateness of facility type and location*

- Incorporated City
- San Joaquin County
- Other County

Map produced September 2020



PROPOSED BIKEWAY NETWORK (Northwest)

San Joaquin County Bicycle Master Plan Update

MILES 0 1 2

Bicycle Facilities

Existing *Proposed*

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Boulevard
- Class IV Separated Bikeway

Improvements

Proposed

- Study*
- Spot Improvement

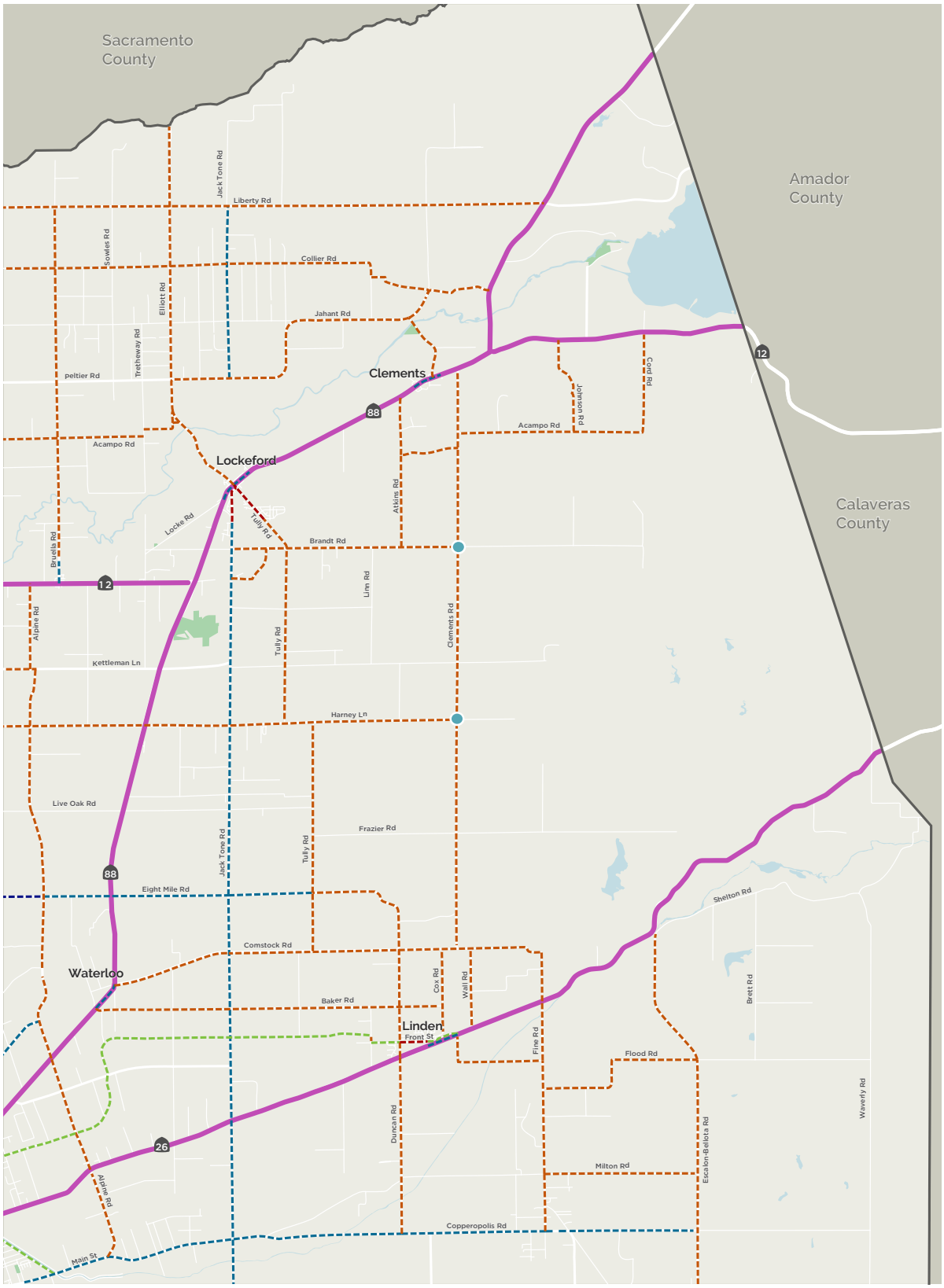
**Will require further study and / or coordination with CalTrans to determine feasibility and appropriateness of facility type and location*

Boundaries

- Incorporated City
- San Joaquin County
- Other County

Map produced September 2020

Figure 5-3: Proposed Bikeway Network (Northeast)



PROPOSED BIKEWAY NETWORK (Northeast)

San Joaquin County Bicycle Master Plan Update

Bicycle Facilities

Existing Proposed

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Boulevard

Improvements

Proposed

- Study*
- Spot Improvement

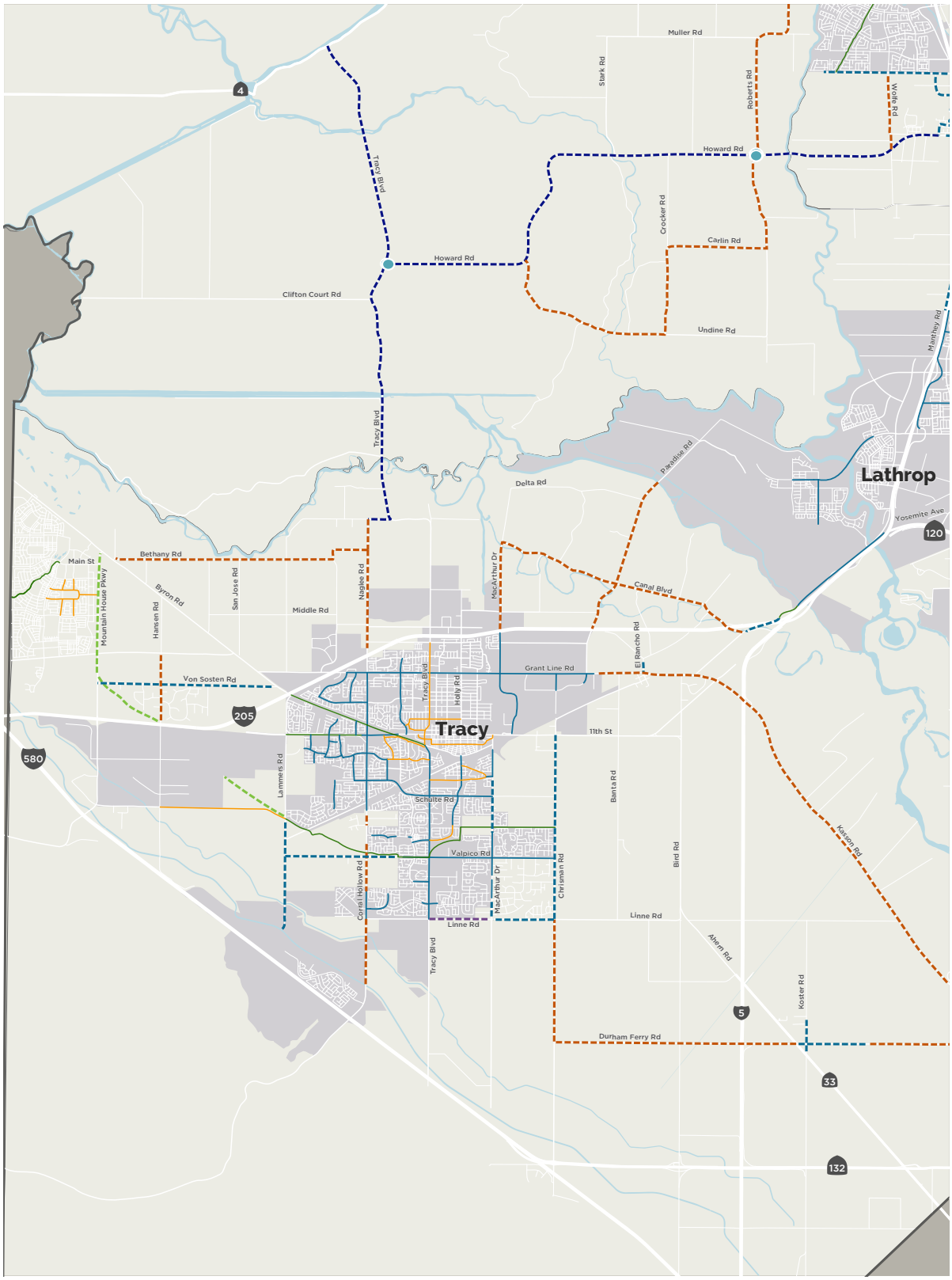
**Will require further study and / or coordination with CalTrans to determine feasibility and appropriateness of facility type and location*

Boundaries

- Incorporated City
- San Joaquin County
- Other County

0 1.5 3 MILES

Map produced September 2020



PROPOSED BIKEWAY NETWORK (Southwest)

San Joaquin County Bicycle Master Plan Update

MILES 0 1 2

Bicycle Facilities

Existing Proposed

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Boulevard
- Class IV Separated Bikeway

Improvements

Proposed

- Study*
- Spot Improvement

**Will require further study and / or coordination with CalTrans to determine feasibility and appropriateness of facility type and location*

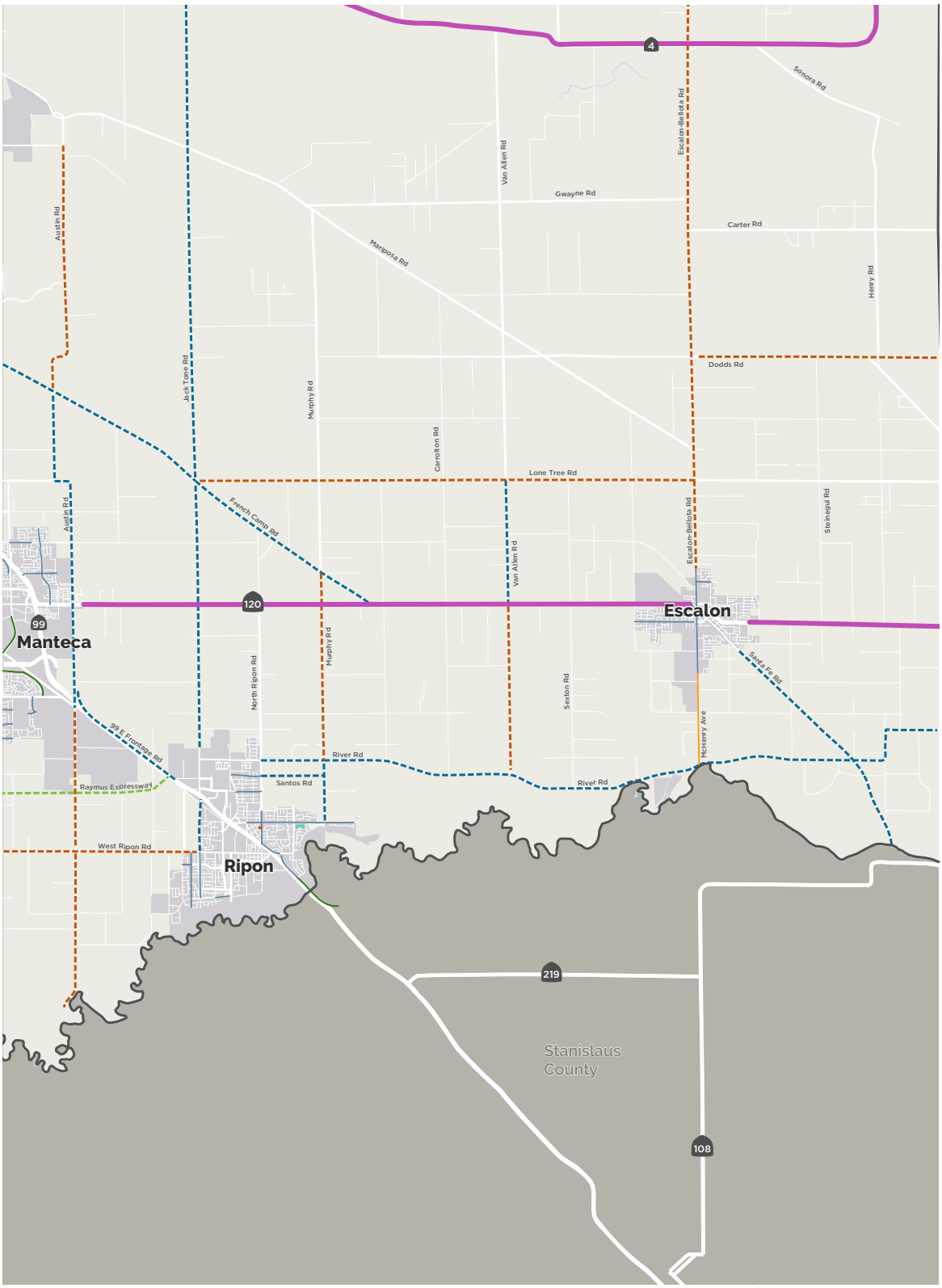
Boundaries

- Incorporated City
- San Joaquin County
- Other County

alta PLANNING + DESIGN

Map produced September 2020

Figure 5-5: Proposed Bikeway Network (Southeast)



PROPOSED BIKEWAY NETWORK (Southeast)

San Joaquin County Bicycle Master Plan Update

MILES 0 1 2

Bicycle Facilities

Existing Proposed

- Class I Shared Use Path
- Class II Bicycle Lane
- Class III Bicycle Route

Improvements

Proposed

- Study*
- Spot Improvement

**Will require further study and / or coordination with CalTrans to determine feasibility and appropriateness of facility type and location*

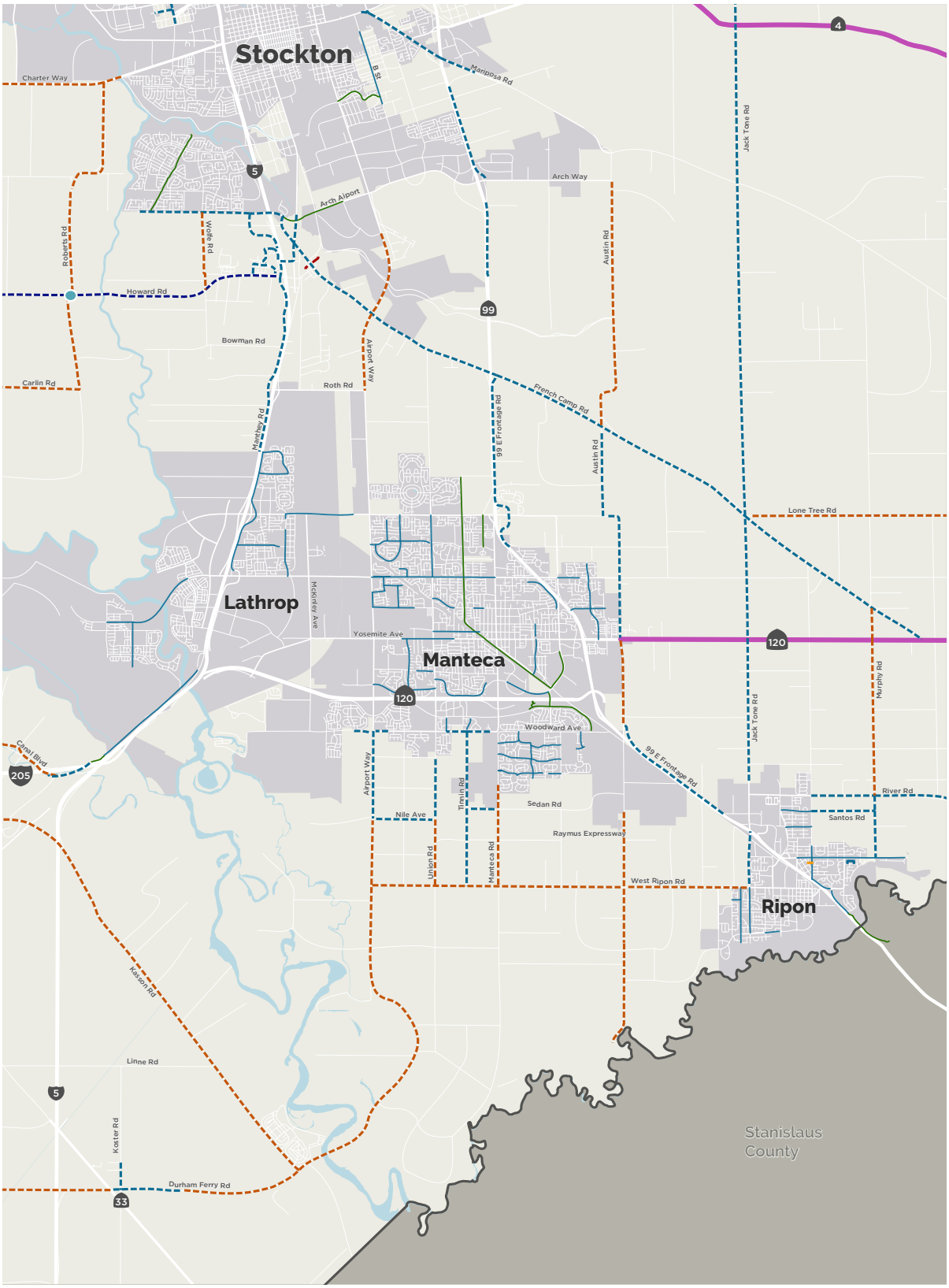
Boundaries

- Incorporated City
- San Joaquin County
- Other County

alta PLANNING + DESIGN

Map produced September 2020

Figure 5-6: Proposed Bikeway Network (South)



PROPOSED BIKEWAY NETWORK (South)

San Joaquin County Bicycle Master Plan Update

MILES 0 1 2

Bicycle Facilities

Existing Proposed

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered Bicycle Lane
- Class III Bicycle Route
- Class III Bicycle Boulevard
- Class IV Separated Bikeway

Improvements

Proposed

- Study*
- Spot Improvement

**Will require further study and / or coordination with CalTrans to determine feasibility and appropriateness of facility type and location*

Boundaries

- Incorporated City
- San Joaquin County
- Other County

alta PLANNING + DESIGN

Map produced September 2020

Conceptual Greenways

During the planning phase of this project, conceptual greenways were identified as long term vision projects. These projects occupy a different time horizon than the projects listed in this chapter.

Long term vision projects require further collaboration and discussions between the relevant stakeholders. Often, these projects were identified on land or right of way not owned by the County. Acquiring access to these parcels or right of way would require extensive discussions between the owners and County.

Bear Creek Levee Pathway/Trail

This project will extend an existing, heavily used Class I path from Lower Sacramento Road in Stockton northeast to Eight Mile Road. By creating a new low stress facility, the Bear Creek Trail extension will encourage physical activity and increase opportunities for recreational bicycling, as well as non-motorized access to community destinations like the forthcoming North Stockton Library and Ronald E. McNair High School. At the eastern end of the project, the trail will connect to proposed bicycle lanes on Eight Mile Road and the 99 Frontage Road, providing additional connectivity to the communities of Lodi, Morada, and Waterloo to the North, South, and East, respectively.

Stockton Diverting Canal

The Stockton Diverting Canal is a 3.3 mile segment of gravel levee extending from Cherokee Road to Main Street in an unincorporated pocket of Stockton. At the western end, and existing Class I path traces the Calaveras River through the City of Stockton, and is a heavily used corridor for trips by bike and on foot. Paving this section of the canal as a Class I path would formalize the existing bicycle and pedestrian trips that occur along the project length, and extend opportunities for recreation and healthy activity. The Canal Trail would create a low-stress connection to planned facilities on Main Street and Copperopolis Road, as well as to the Garden Acres community, which meets the CalEnviroScreen criteria for disadvantaged communities.

Linden Rails to Trails Greenway

This project would utilize an abandoned railroad corridor to create a transformative greenway through San Joaquin County. Beginning at the proposed Class I path on the Stockton Diverting Canal, the Linden Greenway would extend 9 miles, traveling east through scenic agricultural terrain before connecting with the unincorporated community of Linden near the Linden High School. This project would provide a low stress alternative to travel east and west through the County, allowing bicyclists to avoid high traffic corridors like State Route 26 or 88. The route would also travel near several agricultural processing facilities, and could serve workers traveling to those employers. By creating a new scenic, low-stress facility, the Linden Greenway may also attract bicycle tourism, thereby supporting broader economic development opportunities.

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06.

RECOMMENDED PROGRAMS

Making San Joaquin County better for people riding a bike means investing not only in infrastructure, but also programs that encourage bicycling.

What are Programs?

When paired with a safe and accessible bicycle network, programs can help people of all ages and abilities realize the full potential of San Joaquin County's existing and future bicycle network. Some programs teach community members about the range of available transportation choices and make sure they have the skills and know-how to be safe from traffic while bicycling. Others promote bicycling for both transportation and recreation through events, activities, and incentives. When paired with safe and comfortable bicycle networks, programs play a role in fostering safe bicycling behavior, especially among youth, at low or no cost. In addition to teaching bike riding and bike maintenance skills, programs can also provide safe places for people to find community through bicycling.

Existing Programs

San Joaquin County will build on existing countywide programs to help increase bicycle ridership, make bicycling safer, and integrate biking into residents' everyday life. Building on the success of these programs is crucial to maintaining momentum in increasing accessibility of bicycling in San Joaquin County.

Bike to Work Month

To encourage more bicycle commuting, events are held around the country throughout the whole month of May. In San Joaquin County, Dibs, the San Joaquin Bike Coalition, and the cities of Tracy, Stockton, Manteca, Lodi, and Escalon all partner to provide bike month events and group rides at many different locations.

Recommended Programs

The broad range of programs described below present several options for further cultivating and sustaining a bicycle-friendly culture throughout San Joaquin County. Intended to work in tandem with and support the gradual implementation of the projects in this Plan, the County should consider co-development and implementation of these programs as either a lead agency or a supporting partner when funding and staffing resources allow. It is recommended that County staff determine which program or combination of programs would provide the greatest benefit to existing and prospective bicyclists and establish a prioritized list that can be used as a roadmap for partnering discussions with stakeholder organizations (e.g. bicycle advocacy organizations throughout the County) and for grant applications to outside agencies (e.g. Caltrans or San Joaquin Council of Governments). While not required under this Plan, these programs would, if implemented, help create a more bicycle-friendly county for all ages and abilities.

Safe Routes to School Program

San Joaquin County residents would benefit from a robust Safe Routes to School (SRTS) program. SRTS programs have many goals including:

- Teaching students the rules of the road, so they are more prepared to navigate their community using active transportation and eventually become safe drivers;
- Encouraging active modes of getting to school, which will help students arrive at school more alert and ready to learn;
- Decreasing the prevalence of childhood obesity through increased physical activity; and
- Reducing traffic congestion around schools and cut-through traffic on residential streets due to school drop-off and pick-up.

The County can work with local school districts to seek grant funding for a SRTS Plan that documents existing active transportation infrastructure and evaluates existing program activities, and identifies priority programs and infrastructure projects at schools. The SRTS Plan would also include suggested routes to school maps for each school, which help families plan their walking or bicycling trip to school by highlighting active transportation facilities.

A SRTS program could first be piloted at select schools to assess interest in and viability of a countywide program.

Bicycle Safety Education Classes

Bicycle safety education classes can build confidence and improve safety by incorporating both presentations and on-bike practice, covering rules of the road and safe bicycling skills. This program can build off of the success of similar programs dedicated to educating school children on the benefits of bicycling and bicycling safety

Bicycle safety education classes can encourage bicyclists of all ages.

protocol.

The League of American Bicyclists offers multiple courses that are taught by League Certified Instructors in the area. Additionally, the County can also partner with local bicycling advocacy groups to offer educational opportunities to residents. The County can further support these efforts by advertising classes, providing meeting space, or by direct funding of classes.

While the aforementioned classes tend to be better for adults or teenagers, younger children can benefit from in-classroom education related to safe walking and bicycling. As part of the aforementioned SRTS program, the County can work with school districts to develop school curriculum for students to learn basic traffic and safety rules in addition to incorporating lessons across biology, earth science, math, and art that focus on the benefits of active transportation.

Bicycle Safety Campaign

Bicycle and pedestrian safety campaigns encourage all road users to abide by local laws and to be courteous to other users. They can be targeted at just one user type (e.g., drivers) or at multiple users. For example, many other California jurisdictions have implemented Street Smarts campaigns that aim to educate communities about safe driving, bicycling, and walking behavior to reduce traffic-related collisions and injuries. Street Smarts campaigns are promoted through public service announcements on local radio stations, features in local print publications, social media posts, and through signs on street poles, in front of schools, in residents' yards, and more.

Custom Street Smarts materials, Santa Cruz, CA

Local stakeholders such as the Bicycle and Pedestrian Advisory Board, County schools, business owners, civic leaders, and community advocates can help develop safety campaign goals based on local concerns and issues. These stakeholders can also contribute to the development of campaign messaging and branding. Additionally, the County can host a Traffic Safety Poster Contest for local student artwork or use photos of San Joaquin County streets that will be familiar to local residents to ensure that campaign branding speaks to local communities.

Open Streets and Demonstration Events

Open streets events temporarily close streets to car traffic, allowing people to use the streets for activities like bicycling, skating, walking, and other social and physical activities. These events are great for bringing the community together

Community bicycle rides bring the community together.

and promoting active transportation and public health. Open streets events are also excellent at building community; they bring together neighbors, businesses, and visitors alike.

Open streets events also provide the County with additional opportunities to engage with the public about how their streets can better serve their needs. For example, the County can use open streets events as an opportunity to demonstrate new infrastructure ideas such as separated bikeways. These events provide an opportunity for the County to receive feedback on new ideas at the moment people are experiencing their streets in a new way.

Demonstration projects can also be done as standalone events (i.e., without a full open streets event). Unlike open streets events, demonstration projects typically maintain vehicle access so community members are able to experience how an existing street could function with projects such as new crossings, bicycle lanes, and more. Demonstrating potential future projects enables the County to work with local stakeholders to test out project ideas for a day or a few weeks before building permanent infrastructure.

Social Rides

Supporting social bicycle rides in San Joaquin County can provide many benefits to the community. People who are uncomfortable bicycling alone or who are unfamiliar with the best routes to use will benefit from having a group to show them the way. Rides can also be used as informal education opportunities to remind participants about safe bicycling behavior and sharing the road, or combined with other efforts like tours of historic neighborhoods. Rides can also target specific user groups, such as families with young children or women.

The County can pursue grants to fund and promote social rides and can partner with local community-based organizations to host rides.

Neighborhood Bike Stops

Certain locations throughout San Joaquin County currently provide bike parking options, but the County is lacking other amenities such as bike self-repair/fix-it stations. Being able to fix bikes and have access to water in a secure and welcoming place would allow County residents and visitors to engage in outdoor physical activity more frequently and more comfortably. The County can look into adding bicycle fix-it stations and hydration stations to various key destinations such as near a trail entrance, park, or public library.

Bike Rack Program

A bike rack program can help the County coordinate and streamline bike parking installations countywide, make sure bike racks are properly installed (e.g., they do not block sidewalks), and strengthen relationships with local artists, businesses, and community-based organizations. Custom branded bicycle racks double as public art and as ways to highlight San Joaquin County's identity as a bicycle-friendly community. The bike parking program can be designed to allow for local artists, businesses, or organizations to design their own bike racks.

Where appropriate, the County could also coordinate with local businesses to provide bicycle lockers or other secure long-term parking for employees and visitors. Secure long-term parking is a key component of the bicycle network to encourage employees to bicycle instead of driving, and helps prevent bicycle theft. Like bicycle racks, these corrals and lockers could feature custom branding for the County or the businesses they are located at.

The County can develop and implement a request system that allows businesses and other interested parties to apply for a complimentary bike rack. Such a program would be contingent upon the County or regional entity such as the San Joaquin Council of Governments being financially able to establish an annual set-aside to fund the program.

Bike Friendly Business Program

By recognizing businesses who support bicycling, the County can support the local economy while fostering partnerships with the Chamber of Commerce and business owners to build community support for bicycling projects and programs. Using the League of American Bicyclists' Bicycle Friendly Business program as a framework, the County can implement a local program to recognize businesses who make it easy and convenient for both employees and customers to arrive by bicycle.

A Bike Friendly Business program typically requires businesses to adopt various strategies that accommodate the needs of customers and employees. For employees, offering secure long-term parking for bicycles can be a key factor in encouraging employees to ride a bicycle to work more often. This could include a secure gated bicycle parking area, access to bicycle lockers, or some other safe parking option. Providing changing areas, showers, or lockers to store belongings can also make it more convenient for employees to bicycle to work.

Example of a local Bike Friendly Business sign, Oregon

To encourage customers to ride bicycles more often, member businesses and organizations can be asked to provide free access to a variety of bicycle-related amenities, such as:

- A bicycle rack, potentially customized to the business (see the Bike Rack Program on the previous page for more information)
- Bicycle information, such as a map of existing County bikeways
- Public restrooms
- Shelter from inclement weather
- Discounts or incentives.

Being designated as a Bike Friendly Business would be a great way for businesses in San Joaquin County to show their employees and customers that they care about the environment, health and wellness, and their community.

Walk and Roll to School Days

The County can work with local school districts to host Walk and Roll to School Days, events that encourage students and families to try bicycling to school. They can be hosted as part of a full SRTS program, or as standalone events. A national event, Bike to School Day is held in early May and Walk to School Day is held in October each year. Many communities choose to celebrate walking and bicycling on both days, in addition to roller skating, skateboarding, and scootering.

Families that live too far from their school to walk or bicycle the full distance can be encouraged to park at a District-designated location a few blocks away from campus. From there, parents and students can complete their trip to school by walking or rolling, often with other parents and students.

The County, District, school staff, and/or parent volunteers can set up a welcome table for participating students, and may opt to provide

refreshments, small incentive prizes, or an interactive poster that allows students to record their mode of transportation used that day.

Once established on an annual basis, Walk and Roll to School Days can be expanded by adding monthly or weekly events, coordinating friendly competitions between classrooms, or by organizing groups to walk or bicycle together.

Adopt-a-Road and Adopt-a-Trail

Adopt-a-Road and Adopt-a-Trail programs provide an opportunity for community groups, businesses, or clubs to adopt a section of a road or trail. They then support their section of the road/trail with financial contributions and/or volunteer work. This offers residents a chance to keep roadways and trails near in or their neighborhood in good condition, and provides businesses the opportunity to enhance the streetscape near their place of business. The County can look into opportunities to partner with local organizations, groups, and businesses to enhance street and trail segments.

Full Moon Riders community bicycle ride and event.

Share The Trail

The County can adopt a Share the Trail program the encourages residents and community members to walk, bike, and roll together safely on local San Joaquin County trails. Share the Trail programs often feature a combination of educational materials and community events that teach trail etiquette for all trail users. These events can be standalone events or included as a part of other County events, such as Bike to Work Month. Educational materials can be posted at trail entrances, rest stops, visitor centers, and can be distributed at County events.

Wayfinding

Wayfinding systems help people biking and walking navigate to community destinations such as transit stations, parks, libraries, schools, and commercial areas. They can also provide walking or biking time to destination information, helping people orient themselves, and encouraging the discovery of new places or services. Wayfinding can also be used to highlight the local identity of the County or a

Example of a Confirmation Sign, Oakland, CA

community.

The County can engage with communities in a collaborative design process to develop wayfinding targeted at bicyclists. There is potential to customize the signage along specific routes, such as along the Class IIIB bike boulevards recommended in Chapter 5. To do so, the County can work with community members and local organizations to develop wayfinding signage that incorporates community identity, but is still tied to the existing wayfinding signage.

To provide a more comfortable experience, sometimes bike facilities are shifted off of high-stress roads onto parallel lower-stress routes. When bikeways change designations, it is not always clear how to navigate to the nearest route. The County can evaluate wayfinding needs where low-stress bikeways end and install wayfinding to nearby routes.

Enforcement Programs

The San Joaquin County Sheriff's Office currently conducts enforcement programs to ensure safe behavior of drivers and bicyclists, including obeying speed limits and traffic laws.

This Plan recommends continuing these efforts, with a focus on those behaviors that create the greatest risk or potential conflict, and care should be taken that programs do not unfairly target specific demographics or modes of transportation. This Plan also recommends continuing current educational enforcement activities, where officers stop individuals and discuss the unsafe behavior observed without issuing citations.

Behaviors and locations for targeted enforcement should be reviewed each year based on collision data and community input. Current behaviors cited as challenges during public outreach for this Plan include drivers failing to stop at red lights, parking in bicycle lanes, bicyclists crossing streets at undesirable locations, and bicyclists riding on the wrong side of the road.

Annual Report Card

The County can develop an Annual Report Card program to help assess progress made towards meeting the goals and objectives outlined in Chapter 3 and the infrastructure and programs outlined in Chapters 5 and 6. The League of American Bicyclists issues annual report cards for states, communities, and universities throughout the country, which could serve as a model for San Joaquin County's Annual Report Card program.

Metrics tracked through the Report Card could include number or mileage of installed bicycle projects, number of community members

07.

IMPLEMENTATION

An updated San Joaquin County Bicycle Master Plan sets the framework for where and what kinds of improvements need to be completed to improve our bicycle network. This chapter describes the process for evaluating project recommendations in order to help San Joaquin County prioritize projects and outlines opportunities to fund them.

Bicycling in the San Joaquin County of Tomorrow

This chapter provides a roadmap for achieving the vision and goals established at the beginning of the Plan by outlining a prioritization strategy, cost estimates, maintenance, and funding sources. This Plan is compliant with the California Active Transportation Program requirements and the California Environmental Quality Act.

San Joaquin County is responsible for the implementation of bicycle infrastructure projects and programs within its unincorporated communities, though in some cases, coordination with regional or local other agencies may be needed. Additionally, a safer and more active San Joaquin County is not possible without the involvement of community members, as residents have invaluable local knowledge about the streets in their communities. As the County moves forward with the implementation of the bicycle projects identified in this Plan, additional community engagement and outreach will continue to be an essential part of the process.

The County will regularly evaluate how well performance measures set forth in this Plan are met and whether the recommendations established in this Plan still meet the needs of residents and visitors in the future. The County aims to track progress on implementation annually, if feasible.

In addition, the recommendations in this Plan should be re-evaluated at least every five years to ensure that these still constitute best practices and reflect the long-term vision for a safer and more active San Joaquin County.

Prioritization

A prioritization process enables the County to identify highest priority projects and phase the implementation of projects over the years. Some projects can also be implemented as part of routine roadway maintenance programs. Furthermore, this prioritization process is aligned with the State's Active Transportation Program grant criteria, which is the primary source of state funding the County pursues for pedestrian and bicycle infrastructure.

The intent of evaluating projects is to create a strategic list to guide implementation. The project list and evaluation results are flexible concepts that serve as guidelines. Over time, as development occurs or other changes to land uses and the transportation network take place, this framework can be used to reevaluate remaining projects and continue pursuing implementation of this Plan. A detailed list of all projects is included in Appendix B.

Prioritization Framework

A prioritization framework was developed to assess where projects would provide the greatest value to the community. A higher ranked project indicates a higher bicyclist need based on the criteria outlined in Table 7-1. A higher ranked project could also indicate that it may be easier to implement based on lower cost or few environmental impacts.

The prioritization process assigns a number value to all projects, including spot improvements. The possible points assigned to a project ranges from 0 to 7 based on the criteria outlined in Table 7-1. Projects that score higher were identified as higher priority projects.

Table 7-1: Prioritization Framework Weighting

Criteria	Measure	Points
Safety	Number and severity of nearby collisions on a corridor, with extra weight given to bicyclist-involved collisions.	0 or 1
Connectivity	Lowers the stress of corridors that provide access to key destinations. This can be done by reconfiguring high-stress streets in order to lower driving speeds, or by upgrading or adding bicycle facilities.	0 or 1
Demand	Project location is on a corridor with higher levels of pedestrian and bicycle traffic, or in areas with higher population densities.	0 or 1
Feasibility and Cost	Project has few issues or environmental impacts that require additional analysis, and can utilize funding efficiently.	0 or 1
Equity	Project serves people of all ages and demographics, especially those located in CalEnviroScreen disadvantaged communities.	0 or 1
Community Priorities	Project was identified by the local community in community planning and engagement events, and adheres to the local community's priorities.	0 or 1
Competitiveness	Promotes and adheres to the eight Caltrans sustainability grant program objectives: sustainability, preservation, mobility, safety, innovation, economy, health, and social equity.	0 or 1

Prioritization Methodology

The prioritization process utilized seven criteria to identify priority projects.

Safety

Bicyclists face unique safety concerns, and improving safety conditions can make the transportation network more accessible and attractive to people of all ages and abilities. The preferred safety evaluation criterion is the number of safety barriers that would be removed if a project was implemented. This evaluation criterion relies on expert analysis to identify challenges presented by the existing design of a travelway and potential opportunities presented by the proposed project. It allows for a more nuanced view of safety in a rural area like San Joaquin County, where low numbers of reported walking- or bicycling-related collisions may not accurately represent challenges or capture how these challenges limit a person's willingness or bicycle.

Connectivity

Projects that connect residents to employment centers, grocery stores, community centers, schools, and shops can have a large influence on one's willingness to walk or bicycle for short-distance trips. The preferred connectivity criterion is the lowering of the stress-levels of corridors that connect major destinations.

Demand

Forecasting demand helps identify projects that are more likely to be well used by local residents and visitors to San Joaquin County. Projects located on, or near, corridors with high levels of pedestrian and bicycle traffic or in areas with higher population densities will score higher through this criterion.

Feasibility and Cost

Improving the health of San Joaquin County's residents and visitors, the environment, meeting demand, and improving connectivity, safety, and equity come at a price. Being able to weigh the benefits of a proposed project against its costs helps place projects on an even playing field for evaluation. While a large project may show considerable benefits, its costs may be prohibitive and require substantial outside funding. Likewise, a small project may not show as many benefits as other projects, but its relatively low cost may make it a more cost-effective choice for implementation. The cost-effectiveness evaluation criterion is the estimated capital costs of a given proposed project. The feasibility evaluation criterion evaluates if a project needs additional analysis before implementation or not.

Equity

Without access to multiple transportation options, some people may have difficulty getting to work, accessing healthy food, going to school, or engaging in social activities. Ensuring equitable access to walking and bicycling facilities for transportation is particularly important for communities that have been historically disadvantaged, do not have access to a motor vehicle, rely heavily on walking and bicycling for their daily transportation needs, or are otherwise disconnected from active transportation opportunities. The preferred equity evaluation criterion is the diversity of population served by the population. Extra weight is given to a project that serves a population identified as disadvantaged through the CalEnviroScreen methodology (Chapter 3).

Community Priorities

Community input was prioritized throughout this planning process. This criterion evaluates if the location or facility of a project was identified through the public engagement process. Alternatively, this criterion can evaluate if a project achieves a local community priority (such as improving access to a particular set of destinations like schools, grocery stores, or employment centers) that was identified during the public outreach process.

Competitiveness

Many of the projects recommended in this Plan will require outside funding to ease the burden of implementing these facilities on San Joaquin County. A list of external funding sources is provided later in this chapter. Among these, the Active Transportation Program grant administered by Caltrans is the largest funding source for active transportation projects across the state of California. Given this, projects that adhere to the eight Caltrans sustainability grant program objectives will score higher in this criterion. Ensuring that projects will be eligible for funding will be vital for implementing the projects recommended in this Plan.

The results from this prioritization methodology are provided on the following pages. In addition, a set of projects that were identified as "Faster Implementation" are also provided in this chapter. These projects were identified as high-need, low-hanging fruit that could be implemented quickly.

Prioritization Results

As shown in Table 7-2 and Figure 7-1, projects that score 4 or more points are categorized as high priority. Projects receiving a score between 2 and 4 are categorized as medium priority. Projects scoring less than 2 are categorized as low priority.

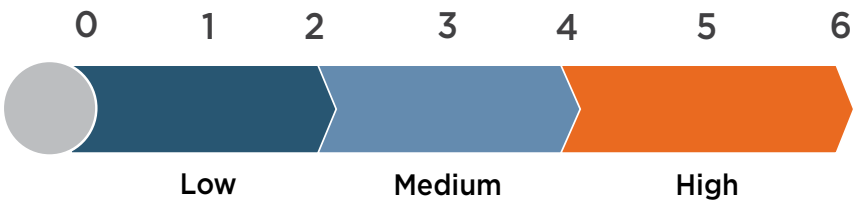
Although this process evaluates each project's benefits and ranks them accordingly, consideration should be given to facility implementation with larger roadway projects. Where feasible, bikeway recommendations should be incorporated into roadway repaving projects. This would reduce the cost burden and planning process for each project implemented through this avenue.

A full list of project prioritization and scoring can be found in Appendix C.

Table 7-2: Project Prioritization Results

High Priority	
Type of Project	*31 Total Projects*
Class I Shared-Use Path	3 projects
Class II Bicycle Lane	8 projects
Class IIB Buffered Bicycle Lane	2 projects
Class III Bicycle Route	1 projects
Class IIIB Bicycle Boulevard	11 projects
Class IV Separated Bikeway	2 projects
Corridor Study	4 projects
Medium Priority	
Type of Project	*71 Total Projects*
Class I Shared-Use Path	8 projects
Class II Bicycle Lane	25 projects
Class IIB Buffered Bicycle Lane	3 projects
Class III Bicycle Route	24 projects
Class IIIB Bicycle Boulevard	3 projects
Corridor Study	1 project
Spot Improvement	7 project
Low Priority	
Type of Project	*79 Total Projects*
Class I Shared-Use Path	3 projects
Class II Bicycle Lane	23 projects
Class III Bicycle Route	48 projects
Corridor Study	5 projects

Figure 7-1: Project Prioritization Scale



Capital Cost Estimates

Planning-level unit cost assumptions were used to develop estimated project construction costs. These unit costs are typical or average costs of infrastructure for San Joaquin County Public Works. These cost assumptions do not factor in project-specific or location-specific details that may affect actual costs, such as acquisition of right-of-way or relocation of utilities. For some projects, actual costs may differ significantly from the planning level estimates, which are listed in Table 7-3.

Costs estimates are provided in 2020 dollars due to annual inflation, cost estimates will increase in the future. Cost estimates were not developed for recommended studies in this Plan since they can vary widely based on a number of factors such as the level of community engagement conducted.

Table 7-3: Bicycle Facility Planning Level Cost Estimates

Bikeway Type	Unit	Cost Estimate (Low)	Cost Estimate (High)
Class I Shared-Use Path	Per Mile	$700,000	$1,000,000
Class II Bicycle Lane	Per Mile	$80,000	$423,000
Class II Buffered Bicycle Lane	Per Mile	$130,000	$423,000
Class III Bicycle Route	Per Mile	$75,000	$140,000
Class III Bicycle Boulevard	Per Mile	$250,000	$250,000
Class IV Separated Bikeway	Per Mile	$250,000	$1,000,000

Funding Sources

A variety of local, regional, state, and federal funding streams exist for funding bicycle infrastructure projects and programs. Some bicycle funding sources only allow use for maintenance of existing facilities, while others may be limited to new construction projects. Table 7-4 provides an overview of sources and the project types they apply to, while the following sections provide descriptions and detailed eligibilities for possible funding sources for the programs and projects presented in this Plan.

Table 7-4: Funding Eligibility

Funding Source	On-Street Bikeways	Trails	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional Sources							
Measure K Funds	•	•	•	•	•	•	•
Partner Agencies	•	•	•	•	•	•	•
Competitive Grant Programs							
Active Transportation Program (CTC)	•	•	•	•	•	•	
Sustainable Transportation Planning Grants (Caltrans)							•
Highway Safety Improvement Program (Caltrans)	•		•	•	•		
Solutions for Congested Corridors (CTC)	•	•			•		
Office of Traffic Safety (CA OTS)						•	
Recreational Trails Program (CA DPR)		•					
Affordable Housing & Sustainable Communities (CA HCD)	•			•		•	
Cultural, Community, and Natural Resources (CA NRA)		•					
Urban Greening Grants (CA NRA)	•	•	•	•			
Other State Programs							
Local Partnership Program (CTC)	•		•	•			
Road Maintenance and Rehabilitation Program (Controller's Office)	•		•	•			

Local & Regional Opportunities

General Fund & Existing Pipeline Projects

When possible, bicycle projects identified in this Plan will be incorporated into the County's annual budget for transportation improvements. Some improvements may also be folded into larger, complementary projects. For example, bicycle lane striping could be added to certain roadway repaving projects that are already in the pipeline for SJCDPW.

Measure K Funds

Measure K is a half-cent sales tax within San Joaquin County that is dedicated to repairing the roads within San Joaquin County. In 2006, voters approved an amendment that allocated 30% of the Measure's funds to supporting alternative transportation projects, including bicycle projects.

Joint Funding via Partner Agencies

Multiple local partners may be interested in joining with San Joaquin County or its communities to improve health and safety through bicycling improvements. Relationships with local governments, community groups, and philanthropic groups will be fostered. Partners can be invited to discussions about projects that would benefit all stakeholders. The County's partner agencies may also be able to provide matching or leveraging funds for competitive grant programs.

Competitive Grant Programs

As with many jurisdictions in the region, San Joaquin County relies on regional, state, and federal funding sources to implement bicycle infrastructure projects and programs. Typically, funding for active transportation projects is distributed to jurisdictions throughout California through competitive grant processes.

Transportation funding can change drastically when there are modifications to policies and new taxes and fees are adopted. In 2017, state-level funding for transportation grew through increases in the statewide gas tax and vehicle registration fee (SB 1). The California State Legislature passed these increases to address the growing backlog of roadway maintenance issues statewide, coupled with the adoption of several climate initiatives, such as cap-and-trade, which brings new revenue to the state from the sale and transfer of emission credits.

Federal transportation funding is primarily secured through grant programs run by state and regional agencies such as San Joaquin Council of Governments and Caltrans. Federal funding is perhaps the most uncertain, as the primary federal source of funding—the gas tax—has not been raised since 1993. Federal revenue for transportation is allocated through the federal surface transportation bill, which is developed and authorized by Congress infrequently.

A list of potential funding sources and the types of projects eligible for these sources is provided in the follow pages of this chapter. As the funding environment is constantly changing, many of the sources identified may be discontinued or new funding opportunities may become available.

Active Transportation Program

California's Active Transportation Program funds infrastructure and non-infrastructure projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every one to two years, typically in late Spring or Summer.

Eligible projects include construction of new bicycling or walking facilities, new or expanded program activities, or projects that include a combination of infrastructure and program components. Active Transportation Plan funding can be used for all project phases, including design, environmental documents, and securing right of way in addition to construction.

Competitive projects in past cycles tend to be those that serve schools, address high-collision locations, incorporate public health concerns, and benefit disadvantaged communities—defined by the Active Transportation Plan as those with low median household income, high pollution burdens based on CalEnviroScreen, or high percentages of students who qualify for free or reduced price meals. Typically no local match is required, although points are awarded to communities who do identify leveraging funds.

These funds are distributed by the California Transportation Commission (CTC).

Transportation Planning Grants

Caltrans Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Applications are accepted multiple times per year. Communities are typically required to provide at least an 11.47 percent local match, but staff time or in-kind donations may be used for this match.

Competitive applications typically demonstrate strong potential to reduce greenhouse gas emissions, integrate land use planning with transportation, and articulate a strong project need, including collision data, health burdens, and environmental concerns.

These funds are distributed by Caltrans.

Highway Safety Improvement Program

Caltrans offers applications for Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements.

HSIP guidelines place a strong emphasis on safety, specifically by reducing collisions. Competitive projects should be able to demonstrate a strong need based on collision data at the project location, include nationally recognized collision reduction countermeasures, are cost-effective, and are implementation-ready.

Solutions for Congested Corridors Program

Funded by SB 1, the Congested Corridors Program strives to reduce congestion in highly traveled and congested corridors through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of improvements including bicycle facilities and pedestrian facilities.

Competitive projects must be detailed in an approved corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right of way for bikes and transit, and reduce vehicle miles traveled. These funds are distributed by the CTC.

Office of Traffic Safety

Under the Fixing America's Surface Transportation (FAST) Act, five percent of Section 405 funds are dedicated to addressing nonmotorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns. These funds are distributed by the California Office of Traffic Safety.

Recreational Trails Program

The Recreational Trails Program helps provide recreational trials for both motorized and nonmotorized trail use. Eligible products include: trail maintenance and restoration, trailside and trailhead facilities, equipment for maintenance, new trail construction, and more.

These funds are distributed by the California Department of Parks and Recreation.

Affordable Housing and Sustainable Communities Program

The AHSC program funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas emissions. Projects must fall within one of three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include: affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

These funds are distributed by the California Strategic Growth Council and implemented by the California Department of Housing and Community Development.

Cultural, Community and Natural Resources Grant Program – Proposition 68

Proposition 68 authorizes the legislature to appropriate $40 million to the California Natural Resources Agency to protect, restore, and enhance California's cultural, community, and natural resources. One type of eligible project that this program can fund are projects that develop future recreational opportunities including: creation or expansion of trails for walking, bicycling, and/or equestrian activities and development or improvement of trailside and trailhead facilities, including visitor access to safe water supplies.

These funds are distributed by the California Natural Resources Agency.

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban trails that provide safe routes for travel between residences, workplaces, commercial centers, and schools.

These funds are distributed by the California Natural Resources Agency.

OTHER STATE FUNDING PROGRAMS

Road Maintenance and Rehabilitation Program

Senate Bill 1 (SB 1) created the Road Maintenance and Rehabilitation Program (RMRP) to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

These funds are distributed by the State Controller's Office with guidance from the CTC.

Local Partnership Program

This program provides SB1 funds to local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to fund road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are eligible for a formulaic annual distribution of no less than $100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

These funds are distributed by the CTC.

APPENDICES

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A:
DESIGN GUIDELINES

Overview

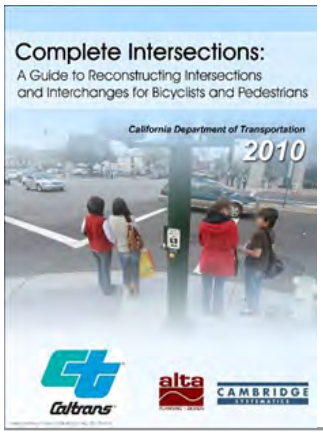
This Appendix presents facility design guidance to support completion of the Master Plan update. Taken together, the treatments presented herein present a range of options stemming from current, best practices. While it's understood that some of the treatments may not apply to the rural and semi-rural nature of the county's network, the memo intends to serve as a flexible menu of options for the development and refinement of project recommendations under Task 6.2.

The following standards and guidelines are referred to in this guide:

California Guidance

The California Manual on Uniform Traffic Control Devices (CAMUTCD) (2014) is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws and requirements with regards to signing, striping and other traffic control devices.

The California Highway Design Manual (HDM) (Updated 2015) establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation..

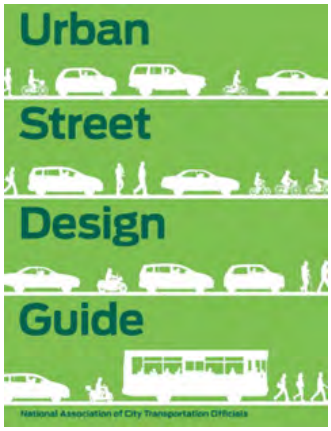


Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide that presents information and concepts related to improving conditions for bicyclists and pedestrians at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.

Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multi-modal access, livability and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets.

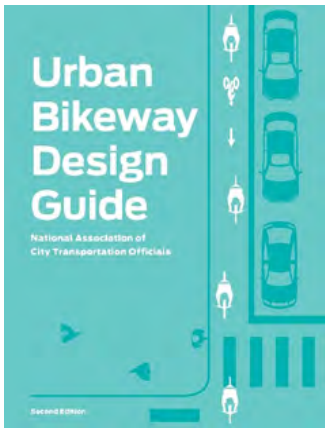
The Caltrans Memo: Design Flexibility in Multimodal Design (2014) encourages flexibility in highway design. The memo stated that "Publications such as the NACTO "Urban Street Design Guide" and "Urban Bikeway Design Guide," ... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."

National Guidance



A blueprint for designing 21st century streets, the NACTO Urban Street Design Guide (2013) unveils the toolbox and tactics cities use to make streets safer, more livable, and more economically vibrant. The Guide outlines both a clear vision for complete streets and a basic road map for how to bring them to fruition. The document charts the principles and practices of the nation's foremost engineers, planners, and designers working in cities.

Separated Bike Lane Planning and Design Guide (2015) provides national guidance on the planning and design of separated bike lane facilities. Released by the Federal Highway Administration (FHWA), this guide documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation, and design flexibility.



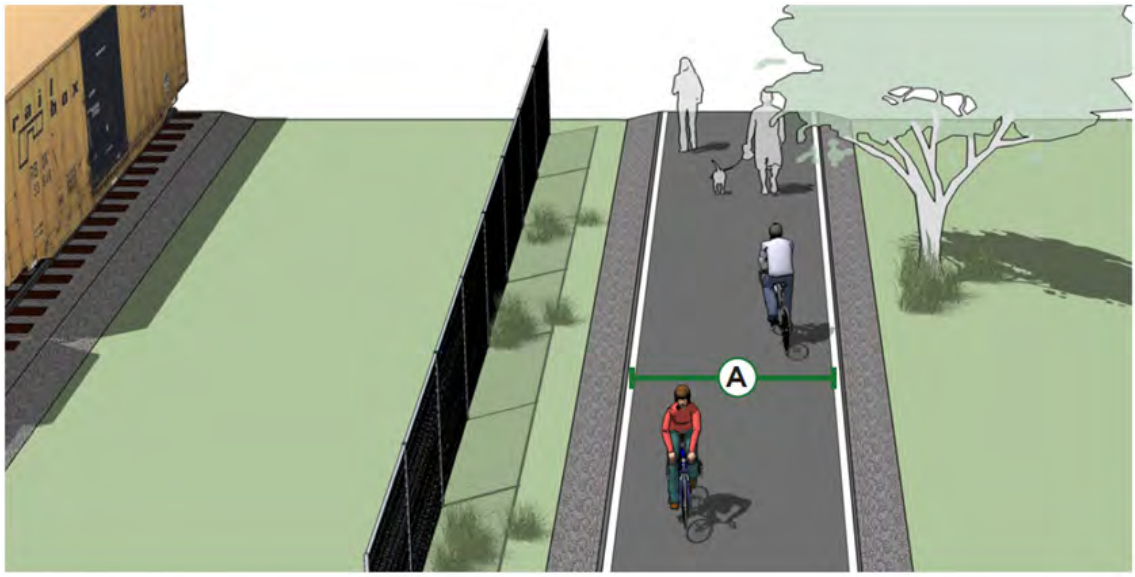
The National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide (2012) provides cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. The designs were developed by cities for cities, since unique urban streets require innovative solutions. In August 2013, the Federal Highway Administration issued a memorandum officially supporting use of the document.

FACILITY TYPES

The following facility types and related guidance will be considered in the development of recommendations under Task 6.2. A variety of factors including but not limited to safety, user experience, existing conditions and available right-of-way, and stakeholder input will inform what the appropriate recommendation is for any given location.

Shared Use Path (Class I)

Shared use paths (Class I) are off-street facilities that can provide a desirable transportation and recreation connection for users of all skill levels who prefer separation from traffic. They often provide low-stress connections to local and regional attractions that may be difficult, or not be possible on the street network. Shared Use Paths can be used throughout the county, in the more densely-populated unincorporated areas as well as serving as low-stress connections through the less densely-populated areas.



TYPICAL APPLICATION

Class 1 paths can be developed in a variety of linear corridors, open spaces, or adjacent to roadways where sufficient separation exists.

DESIGN FEATURES

A. Eight feet is the absolute minimum width allowed for a two-way travel (with 2-foot shoulders) and is only recommended for constrained situations (Caltrans HDM).

- 10 feet is recommended (but not required) in most situations and will be adequate for moderate use.
- 12 feet is recommended (but not required) for heavy use situations with high concentrations of multiple users. A separate track (5 foot minimum) can be provided for pedestrian use but is not required.

FURTHER CONSIDERATIONS

Lateral Clearance

- A 2-foot or greater shoulder on both sides of the path should be provided (but is not required). An additional foot of lateral clearance (total of 3 feet) is required by the CA MUTCD for the installation of signage or other furnishings.

- If bollards are used at intersections and access points, it's recommended they be colored brightly and/or supplemented with reflective materials to be visible at night.

Overhead Clearance

- Clearance to overhead obstructions must be an 8-foot minimum, with 10 feet recommended, according to Caltrans HDM.

Striping

- When striping is desired, it's recommended that a 4-inch dashed yellow centerline stripe be used.

- Solid centerlines can be provided (but are not required) on tight or blind corners, and on the approaches to roadway crossings.

- 4-inch solid white edge lines are optional, but will narrow the effective width of the facility.

Materials and Maintenance

- Shared use paths must be regularly maintained so that they are free of potholes, cracks, root damage, and debris. Signage and lighting should also be regularly maintained to ensure shared use path users feel comfortable, especially where visibility is limited.

- Adjacent landscaping should be regularly pruned, to allow adequate sightlines, daylight, and pedestrian-scale lighting, and so as not to obstruct the path of travel of trail users.

Approximate Cost

- The cost of a shared use path can vary, but typical costs are between $1,000,000 per mile to $4 million per mile. These costs vary with materials, such as asphalt, concrete, boardwalk and other paving materials, lighting, other amenities and ROW acquisition.

Prince Memorial Greenway connects users to downtown Santa Rosa.
Source: Peter Stetson.

Local Neighborhood Accessways

Neighborhood accessways provide residential areas with direct bicycle and pedestrian access to parks, trails, greenspaces, and other recreational areas. They most often serve as small trail connections to and from the larger trail network, typically having their own rights-of-way and easements.

TYPICAL APPLICATION

- Neighborhood accessways should be designed into new subdivisions at every opportunity and can be required by City/County subdivision regulations.
- For existing subdivisions, neighborhood and homeowner association groups are encouraged to identify locations where such connections would be desirable.

DESIGN FEATURES

A. Neighborhood accessways should remain open to the public.

- Accessways shall be designed with 12 feet minimum of right of way and 8 feet of pathway, to accommodate emergency and maintenance vehicles and be considered suitable for multi-use.
- Trail widths should be designed to be less than 8 feet wide only when necessary to protect mature trees over 18 inches in caliper, wetlands or other ecologically sensitive areas.
- Lighting and fencing may be included (but are not required) at accessways where additional security is desired.

Wayfinding Sign Types

The ability to navigate through a county is informed by landmarks, natural features, and other visual cues. Signs throughout the county should indicate to bicyclists the direction of travel, the locations of destinations and the travel time/distance to those destinations. A bicycle wayfinding system consists of comprehensive signing and/or pavement markings to guide bicyclists to their destinations along preferred bicycle routes.

D11-1c

D1-1

D11-1/D1-3a

TYPICAL APPLICATION

- There are many potential applications for wayfinding signage in a countywide bicycle network. Overall, signs can increase users' comfort with and accessibility to the bicycle network and achieve the following:
  - Help users identify the best routes to destinations
  - Help address misconceptions about time and distance
  - Help overcome a "barrier to entry" for people who are not frequent bicyclists (e.g. interested but concerned bicyclists).

DESIGN FEATURES

A. Confirmation signs indicate to bicyclists that they are on a designated bikeway, make motorists aware of the bicycle route, can include destinations and distance/time but do not include arrows.

B. Turn signs indicate where a bikeway turns from one street onto another street or from one trail to another. These can be used with pavement markings and include destinations and arrows.

C. Decision signs inform bicyclists of the designated bike route to access key destinations. These include destinations, arrows and distances. Travel times are optional but recommended.

Wayfinding signs can include a local community identification logo, as this example from Oakland, CA.

Custom street signs can also act as a type of confirmation sign, to let all users know the street is prioritized for bicyclists. This example is from Berkeley, CA.

FURTHER CONSIDERATIONS

- Bicycle wayfinding signs also visually cue motorists that they are driving along a bicycle route and should use caution. Signs are typically placed at key locations leading to and along bicycle routes, including the intersection of multiple routes.

- Too many road signs tend to clutter the right-of-way, and it is recommended that, provided the sign location satisfies established signage standards, the signs be posted at a level most visible to bicyclists rather than per vehicle signage standards.

- A county-wide bicycle wayfinding signage plan would identify:
  - Sign locations
  - Sign type – what type of sign should be used based on its intended function.
  - Destinations to be highlighted on each sign – key destinations for bicyclists
  - Approximate distance and travel time to each destination

- Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US, including those in the MUTCD.

- Check wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear and replace signage along the bikeway network as-needed.

- Language presented in the Community Wayfinding section of the MUTCD provides some flexibility on logos and colors, which may be integrated into a comprehensive system that reflects the local identify and integrates with pedestrian and vehicular wayfinding signage.

Approximate Cost

- Wayfinding signs range from $150 to $500

Wayfinding Sign Placement

Signs are placed at decision points along bicycle routes – typically at the intersection of two or more bikeways and at other key locations leading to and along bicycle routes.

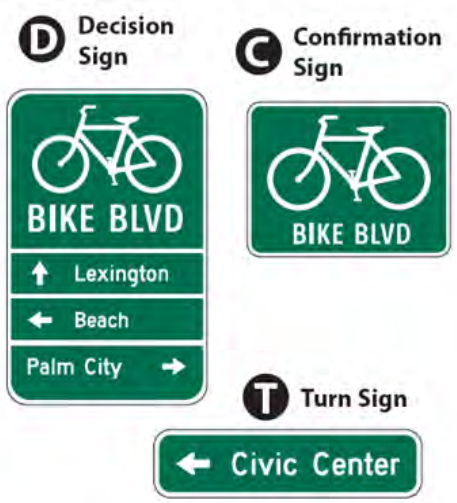
TYPICAL APPLICATION

Confirmation Signs

- Placed every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along on-street bicycle facilities, unless another type of sign is used (e.g., within 150 feet of a turn or decision sign).
- Should be placed soon after turns to confirm destination(s). Pavement markings can also act as confirmation that a bicyclist is on a preferred route.

Turn Signs

- Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through).
- Pavement markings can also indicate the need to turn to the bicyclist.



DECISION SIGNS

- Near-side of intersections in advance of a junction with another bicycle route.
- Along a route to indicate a nearby destination.

DESIGN FEATURES

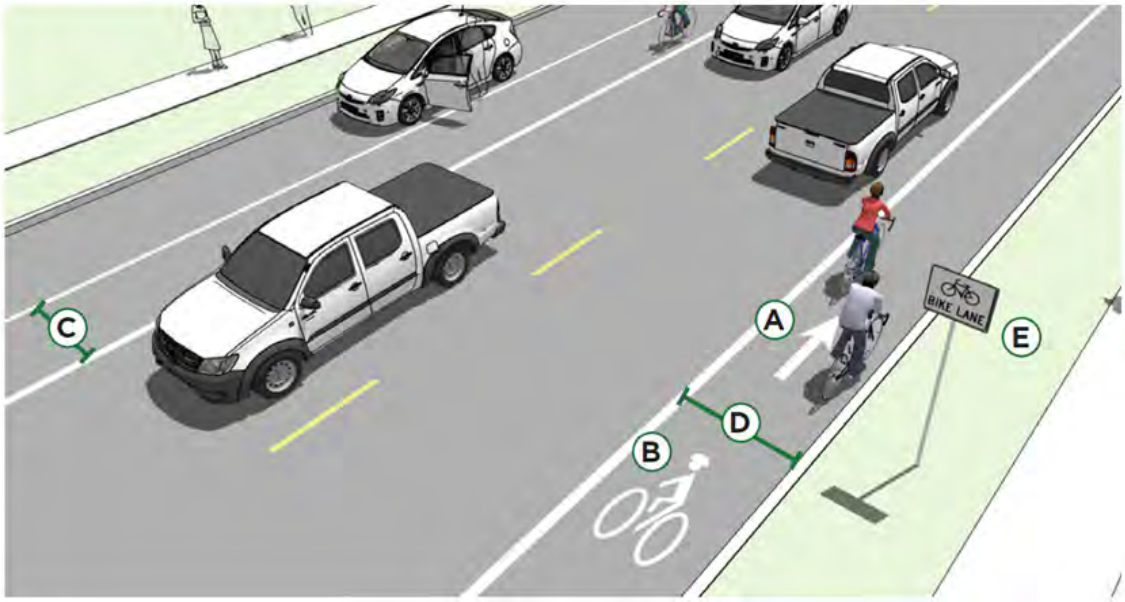
- MUTCD guidelines must be followed for wayfinding sign placement, which includes mounting height and lateral placement from edge of path or roadway.
- Pavement markings can be used to reinforce routes and directional signage.

FURTHER CONSIDERATIONS

- It can be useful to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. A particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as the downtown area) may be included on signage up to 5 miles away. Secondary destinations (such as a transit station) may be included on signage up to two miles away. Tertiary destinations (such as a park) may be included on signage up to one mile away.

On-Street Bicycle Lanes (Class II)

On-street bike lanes (Class II) are a portion of the roadway that has been designated by striping, signage, and pavement markings for the preferential or exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists.



TYPICAL APPLICATION

- Bike lanes may be used on any street with adequate space, but are most effective on streets with moderate traffic volumes (greater than 6,000).
- Bike lanes are most appropriate on streets with low to moderate speeds of 30 mph to 40 mph.
- Appropriate for skilled adult riders on most streets.
- May be appropriate for children when configured as 6+ feet wide lanes on lower-speed, lower-volume streets with one lane in each direction.

DESIGN FEATURES

A. Mark inside line with 6-inch stripe. Mark 4-inch parking lane line or "Ts" (MUCTD 9C-101).

B. Bicycle lane markings must be included at the beginning of blocks (MUTCD 9C-3) and at regular intervals along the route based on engineering judgment (MUTCD 9C.04).

C. 6 feet width is preferred adjacent to on-street parking but 5 feet is the minimum requirement.

D. 6 feet is preferred adjacent to curb and gutter (5 feet is the minimum requirement) or 3 feet minimum/ 4 feet preferred wider than the gutter pan width.

E. Signage consists of an optional R81 (CA) sign, which must be placed at the beginning of each bike lane and at major changes in direction. It should also be placed at every arterial street and at 1/2 mile intervals.

FURTHER CONSIDERATIONS

- On high speed streets (greater than or equal to 40 mph) it's recommended but not required that the minimum width for a bike lane should be 6 feet.

- On streets where bicyclists passing each other is to be expected, where high volumes of bicyclists are present, or where added comfort is desired, consider providing extra wide bike lanes up to 7 feet wide, or configure as a buffered bicycle lane.

- It may be desirable (but is not required) to reduce the width of general purpose travel lanes in order to add or widen bicycle lanes.

- On multi-lane and/or high speed streets, the most appropriate bicycle facility to provide for user comfort may be buffered bicycle lanes or physically separated bicycle lanes.

- It's required that bike lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed outside of the motor vehicle tread path in order to minimize wear from the motor vehicle path (NACTO 2012).

Manhole Covers and Grates

- Manhole surfaces should be manufactured with a shallow surface texture in the form of a tight, nonlinear pattern

- If manholes or other utility access boxes are to be located in bike lanes within 50 feet of intersections or within 20 feet of driveways or other bicycle access points, special manufactured permanent nonstick surfaces are required to ensure a controlled travel surface for bicyclists breaking or turning.

- Manholes, drainage grates, or other obstacles should be set flush with the paved roadway. Roadway surface inconsistencies pose a threat to safe riding conditions for bicyclists. Construction of manholes, access panels or other drainage elements will be constructed with no variation in the surface. The maximum allowable tolerance in vertical roadway surface will be 1/4 of an inch.

Approximate Cost

- The cost for installing bicycle lanes will depend on the implementation approach. Typical costs are $80,000 per mile for the application of a bike lane on new pavement.

Buffered Bicycle Lanes (Class II)

Buffered bike lanes (Class II) are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

TYPICAL APPLICATION

- Anywhere a conventional bike lane is being considered.
- On streets with high speeds and high volumes or high truck volumes.
- On streets with extra lanes or lane width.
- Appropriate for skilled adult riders on most streets.

DESIGN FEATURES

A. The desired minimum bicycle travel area (not including buffer) is 5 feet wide, while the absolute minimum width is 4 feet (CA MUCTD).

B. Buffered area width must be at least 18 inches wide, but should be at least two feet wide. If buffered area is 4 feet or wider, white chevron or diagonal markings should be used (CA MUTCD 9C-104).

- For clarity at driveways or minor street crossings, dotted line (skip dashing) should be considered to identify path of bicycle travel but is not required.
- There is no standard for whether the buffer is configured on the parking side, the travel side, or a combination of both.

The use of pavement markings delineates space for bicyclists to ride in a comfortable facility.

FURTHER CONSIDERATIONS

- Color may be used but is not required within the lane to discourage motorists from entering the buffered lane.
- On multi-lane streets with high vehicles speeds, the most appropriate bicycle facility to provide for user comfort may be physically separated bike lanes.
- When space is limited, NCHRP Report #766 recommends installing a buffer space between the parking lane and bicycle lane rather than between the bicycle lane and vehicle travel lane.

Approximate Cost

- The cost for installing buffered bicycle lanes will depend on the implementation approach. Typical costs are $25,000 per mile on new pavement. However, the cost of large-scale bicycle treatments will vary greatly due to differences in project specifications and the scale and length of the treatment.

Bike Route (Class III)

Bike Routes are facilities designated for bicycle travel. Bike routes can be either in-road facilities (where bicyclists share the travel lane with vehicles) or be visually separated facilities (where bicyclists ride on paved shoulder's adjacent to vehicular traffic). Bike routes should be accompanied by signs and appropriate markings to notify drivers.

TYPICAL APPLICATION

- Low volume roadways with limited roadway width and few intersections/driveways

Design Features

Paved Shoulder Bike Route

- A paved shoulder should provide 4 to 6 feet for bicyclists. The absolute minimum allowable width is 2 feet when no obstructions are present
- While not required, consider using contrasting paving materials between the paved shoulder and adjacent travel lanes to differentiate between the two.

FURTHER CONSIDERATIONS

Markings

- Wide solid white lines or buffer areas enhances the visual separation between shoulder and travel lane
- While not required, if rumble strips are installed in the roadway, consider installing bicycle-friendly rumble strips. Ideal spacing should include 12 inch spacing (center-to-center), 6-8 inches long (perpendicular to roadway), 6 inches wide (measured parallel to roadway), and 3/8" deep, according to FHWA Technical Advisory 5040.39.

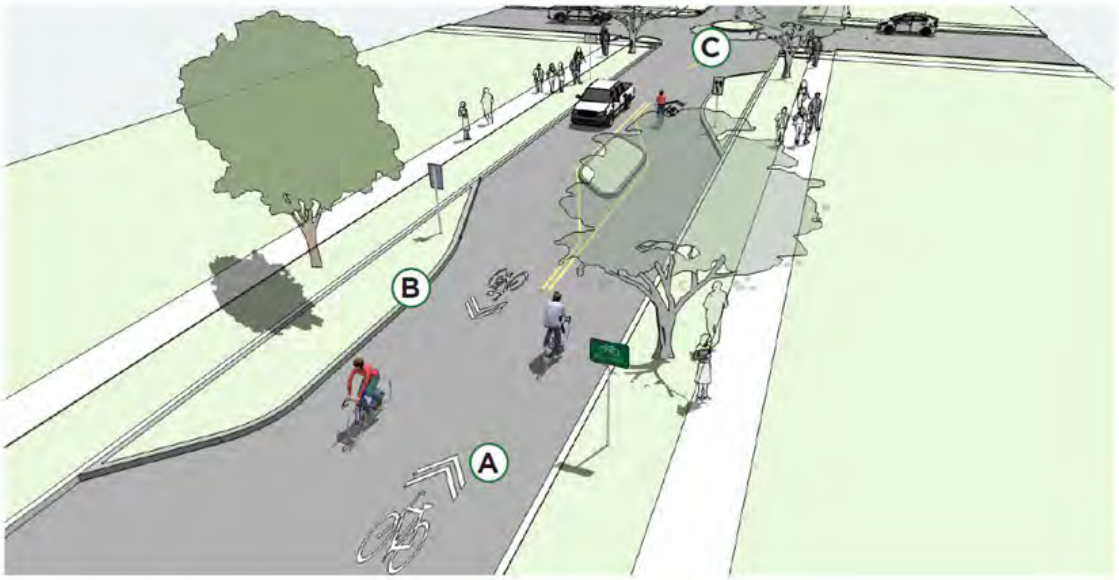
Signs

It's recommended that signs be used to alert road users of the designation of the shoulder or shared in-road facility.

- Bike Route Guide (D11-1c) signs are used to indicate to bicyclists that they are on a designated bikeway and alert motorists of the bike route.

Bicycle Boulevards (Class III)

Bicycle boulevards (Class III) are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.



TYPICAL APPLICATION

- Parallel with and in close proximity to major thoroughfares (1/4 mile or less).
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2-5 miles).
- Along routes that create sufficient network density of routes suitable for all ages and abilities.
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10 percent out of direction travel compared to shortest path of primary corridor.
- Streets with travel speeds at 25 mph or less (20 mph recommended) and with traffic volumes of fewer than 1,500 vehicles per day.

DESIGN FEATURES

A. Signs and pavement markings are the minimum treatments necessary to designate a street as a bicycle boulevard.

B. Implement volume control treatments based on the context of the bicycle boulevard, using engineering judgment. Target motor vehicle volumes range from 1,000 to 1,500 vehicles per day.

C. Intersection crossings should be designed to enhance safety and minimize delay for bicyclists and pedestrians. Treatments should not be an attractor for vehicular access.

FURTHER CONSIDERATIONS

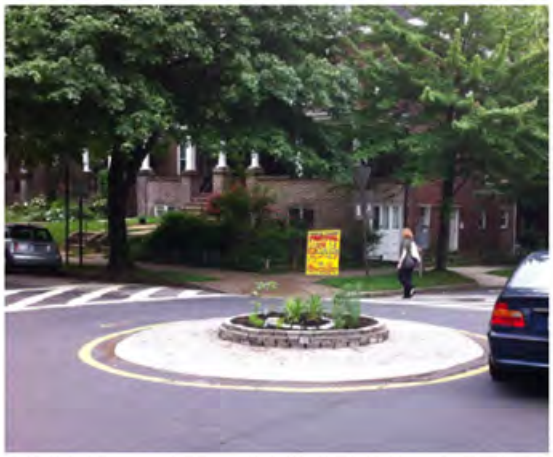
- Bicycle boulevards are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists and pedestrians, these intersections can become major barriers along the bicycle boulevard and compromise safety.

- Traffic calming can lower motorized vehicle speeds along bicycle boulevards and even deter motorists from driving on a street. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

Approximate Cost

- Costs vary depending on the type of treatments proposed. Simple treatments such as wayfinding signage and markings are most cost-effective, but more intensive treatments will have greater impact at reducing speeds and volumes, at a higher cost.

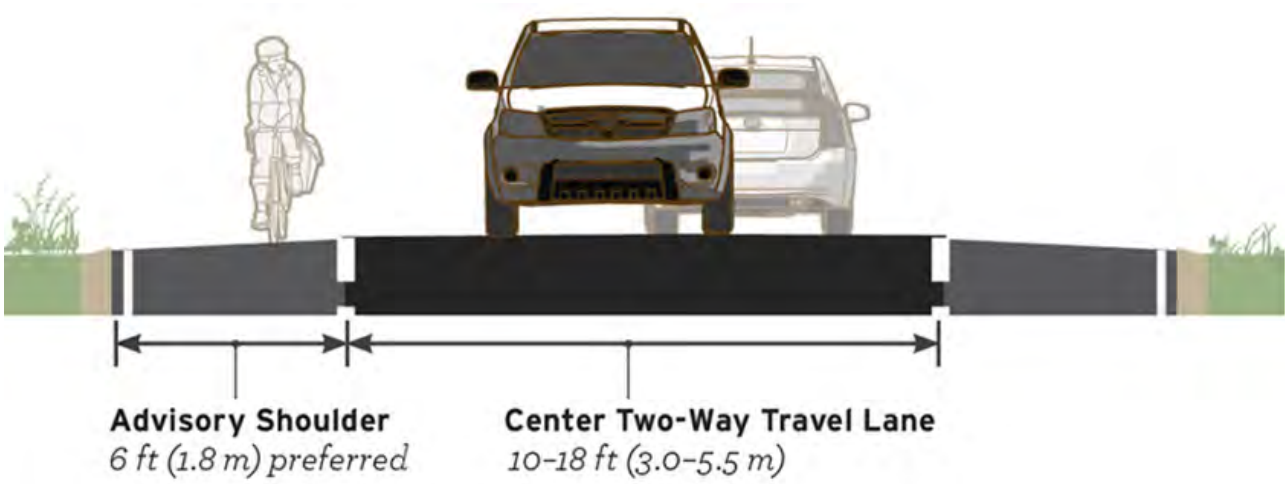
Bicycle boulevards are established on streets that improve connectivity to key destinations and provide a direct, low-stress route for bicyclists, with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority over other modes.



Neighborhood bikeways may require additional traffic calming measures to discourage through trips by motor vehicles.

Advisory Shoulder (Class III)

Advisory shoulders create usable shoulder for bicyclists and/or pedestrians on a roadway that is otherwise too narrow to accommodate one. The shoulder is delineated by pavement markings and optional pavement color. Motorists may only enter the shoulder when no bicyclists or pedestrians are present and must overtake these users with caution due to potential oncoming traffic. Width of the advisory shoulder should take preference over widening travel lanes. Wider travel lanes frequently encourage faster speeds, endangering pedestrians and bicyclists using the shoulder, as well as other drivers. Where applicable, travel lanes should be kept to 13.5 feet, with the remaining Right of Way dedicated to the Advisory Shoulder.



TYPICAL APPLICATION

- Low volume, low speed roadways with limited roadway width and few intersections/driveways

DESIGN FEATURES

Advisory Shoulder

- Unlike a conventional shoulder, an advisory shoulder is a part of the traveled way, and it is expected that vehicles will regularly encounter meeting or passing situations where driving in the advisory shoulder is necessary and safe.

- The advisory shoulder space is a visually distinct area on the edge of the roadway, offering a prioritized space for people to bicycle and walk.

- The preferred width of the advisory shoulder space is 6 feet. Absolute minimum width is 4 feet when no curb and gutter is present.

- While not required, consider using contrasting paving materials between the advisory shoulder and center travel lane to differentiate between them and minimize unnecessary encroachment and reduce regular straddling of the advisory shoulder striping.

Two-Way Center Travel Lane

The two-way center travel lane is created from the remaining paved roadway space after the advisory shoulder has been accounted for.

- Preferred two-way center travel lane width is 13.5 to 16 feet, although may function with widths of 10 to 18 feet.

FURTHER CONSIDERATIONS

Markings

- A broken lane line used to delineate the advisory shoulder should consist of 3 feet line segments and 6 foot gaps between them.
- Where additional edge definition is desired, stripe a normal solid white edge line in addition to the broken advisory shoulder line.
- If the advisory shoulder is intended for bicycle use only, bicycle lane markings and green pavement can be used (but are not required) in a similar manner to conventional bicycle lanes.
- In general, do not mark a center line on the roadway. Short sections may be marked with center line pavement markings to separate opposing traffic flows at specified locations, such as around curves, over hills, on approaches to controlled intersections, and at bridges. At these locations, consider widening the paved roadway surface to provide space for paved bicycle-accessible shoulders and conventional width travel lanes.

Intersections

- Advisory shoulder designs work best on road segments without frequent stop or signal controlled intersections that require vehicles to stop within the roadway. The designer should strive to maintain the visual definition of the advisory shoulder through all driveways and street crossings, and provide a conventional shoulder at controlled intersections.
- At minor street crossings, use a dotted line extension on both sides of the advisory shoulder to maintain delineation of the advisory shoulder space.
- If contrasting pavement material is used to signify edge of shoulder, maintain the material through driveway crossings and minor intersections.
- Where the road is controlled by a stop sign or traffic signal, discontinue the advisory shoulder 50 feet in advance of the intersection. At these locations, provide a bicycle accessible paved shoulder outside of the full width travel lanes or design for operation as a shared roadway.

Signs

Use signs to warn road users of the special characteristics of the street. Potential signs for use with advisory shoulders include:

- Use an unmodified two-way traffic warning sign (W6-3) to clarify two-way operation of the road.
- Use a NO CENTER LINE warning sign (W8-12) to help clarify the unique striping pattern.
- Use a NO PARKING ON PAVEMENT (R8-1) to discourage parking within the advisory shoulder.

Accessibility

Advisory shoulders as described here are not intended for primary use by pedestrians. When advisory shoulders are intended for use by pedestrians, they should meet accessibility guidelines.

Implementation

In order to install advisory shoulders, an approved Request to Experiment is required as detailed in the MUTCD 2009, Sec. 1A.10. FHWA is also accepting requests for experimentation with a similar treatment called "dashed bicycle lanes".

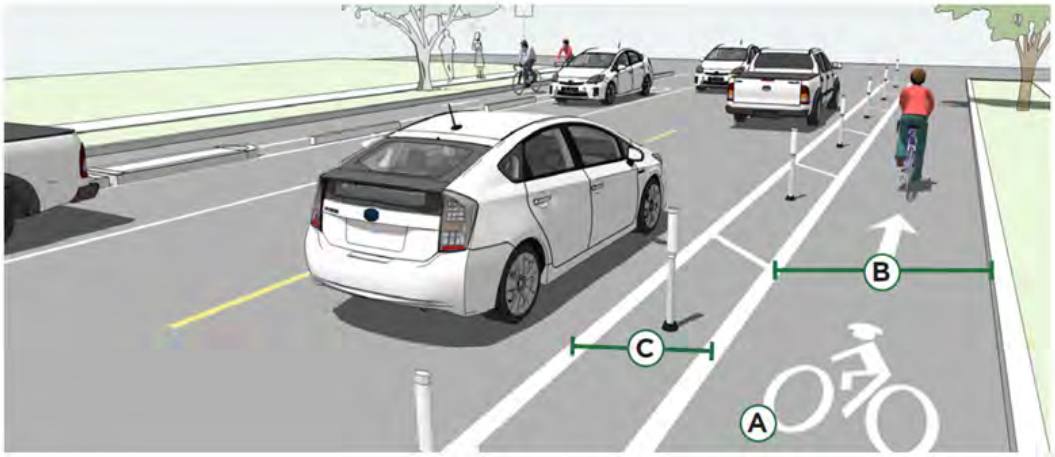
Signs can reduce potential confusion about the configuration of the roadway. Some local examples demonstrate the correct yielding procedures for drivers, pedestrians, and bicyclists.

The Federal Highway Administration's Small Town and Rural Guidelines recommends installing an unmodified two-way traffic warning sign (W6-3).

Separated Bikeways (Class IV)

Separated Bike Lanes (Class IV) have different forms but all share common elements—they provide space that is intended to be exclusively or primarily used for bicycles, and are separated from motor vehicle travel lanes, parking lanes, and sidewalks. In situations where on-street parking is allowed they are located to the curb-side of the parking (in contrast to bike lanes).

Class IV bikeways may be at street level, at sidewalk level, or at an intermediate level. When retrofitting separated bikeways onto existing streets, a one-way street-level design may be most appropriate. This design provides protection through physical barriers and can include flexible delineators, curbs, on-street parking or other barriers (i.e. planters).



TYPICAL APPLICATION

- Street retrofit projects with limited funds for relocating curbs and drainage.
- Streets with high motor vehicle volumes and/or speeds and high bicycle volumes.
- Streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through
- If buffer area is 4 feet or wider, white chevron or diagonal markings are recommended the intersection, and other signalized intersection treatments.
- Appropriate for most riders on most streets.

DESIGN FEATURES

A. Pavement markings, symbols and/or arrow markings must be placed at the beginning of the protected bikeway and at intervals along the facility (MUTCD 9C.04).

B. 5 foot minimum width is required to allow for passing, with a 7 foot width preferred (NACTO, 2012).

C. 3 foot minimum buffer width is required when adjacent to parking. For facilities adjacent to travel lanes, an 18 inch width is the minimum required. Channelizing devices (i.e. flex posts) should be placed in the buffer area (NACTO, 2012).

Protected Bikeways can be separated from the street with parking, planters, bollards, or other design elements.

FURTHER CONSIDERATIONS

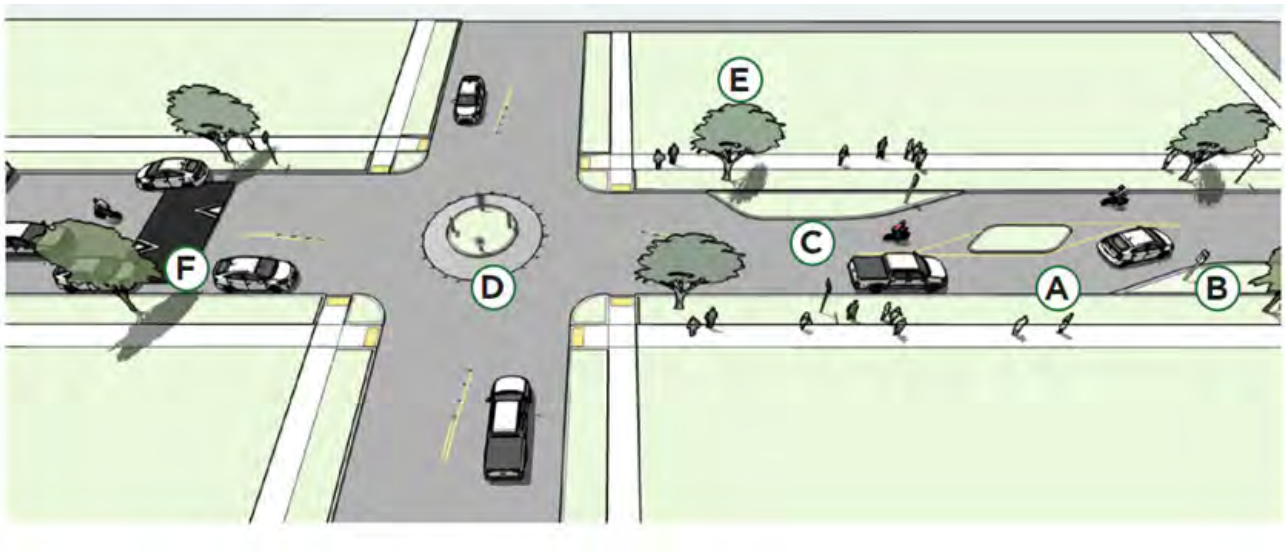
- Protected bikeway buffers and barriers are covered in the MUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- A retrofit protected bikeway lane has a relatively low implementation cost compared to road reconstruction by making use of existing pavement and drainage and by using a parking lane as a barrier.
- Gutters, drainage outlets and utility covers should be designed and configured so to not impact bicycle travel.
- Special consideration should be given at transit stops to manage bicycle and pedestrian interactions.

Approximate Cost

- The implementation cost is comparatively low if the project uses existing pavement and drainage, but the cost significantly increases if curb lines need to be moved. Typical costs range from $200,000 to $300,000 on new pavement. A parking lane is the low-cost option for providing a barrier. Other barriers might include concrete medians, bollards, tubular markers, or planters.

Traffic Calming Strategies

Traffic calming may include elements intended to reduce the speeds of motor vehicle traffic to be closer to bicyclist travel speeds, or may include design elements that restrict certain movements for motorized travel to discourage the use of bicycle boulevard corridors for through travel by automobiles. Traffic calming treatments can cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering. Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds. They can also lower vehicle volumes by physically or operationally reconfiguring corridors and intersections along the route.



TYPICAL APPLICATION

- Use traffic calming to:
  - o Maintain an 85th percentile speed below 20 mph (25 mph maximum).
  - o Bring traffic volumes down to 1,500 cars per day (3,000 cars per day maximum). Bikeways with daily volumes above this limit should be considered for traffic calming measures.

DESIGN FEATURES

Speed Reduction

A. Median islands create a pinchpoint for traffic in the center of the roadway and offer shorter crossing distances for pedestrians when used in tandem with a marked crossing.

B. Chicanes slow drivers by requiring vehicles to shift laterally through narrowed lanes and reducing what would otherwise be uninterrupted sightlines.

C. Pinchpoints, chokers, or curb extensions restrict motorists from operating at high speeds on local streets by visually narrowing the roadway.

D. Neighborhood traffic circles reduce speed of traffic at intersections by requiring motorists to move cautiously through conflict points.

E. Street trees narrow a driver's visual field, subconsciously queuing drivers to slow down.

F. Maintain a minimum clear width of 14 feet with a constricted length of at least 20 feet in the direction of travel.

Volume Reduction

- Partial closure diverters allow bicyclists to proceed straight across the intersection but forces motorists to turn left or right. All turns from the major street onto the bikeway are prohibited. Curb extensions can be incorporated with stormwater management features and/or a mountable island.

- Right-in/right-out diverters force motorists to turn right while bicyclists can continue straight through the intersection. The island can provide a through bike lane or bicycle access to reduce conflicts with right-turning vehicles. Left turns from the major street onto the bikeway are prohibited, while right turns are still allowed.

- Median refuge island diverters restrict through and left-turn vehicle movements along the bikeway while providing refuge for bicyclists to cross one direction of traffic at a time. This treatment prohibits left turns from the major street onto the bikeway, while right turns are still allowed.

- Full diverters block all motor vehicles from continuing on a neighborhood bikeway, while bicyclists can continue unrestricted. Full closures can be constructed to be accessible to emergency vehicles.

Bike Intersection Crossings

Bicycle pavement markings through intersections guide bicyclists on a safe and direct path through the intersection and provide a clear boundary between the paths of through bicyclists and vehicles in the adjacent lane.

TYPICAL APPLICATION

- Streets with conventional, buffered, or separated bike lanes.
- Streets with high volumes of adjacent traffic.
- Where potential conflicts exist between through bicyclist and adjacent traffic.

DESIGN FEATURES

A. Intersection markings should be the same width and in line with leading bike lane.

- Dotted lane line extensions should be 2 foot line segments with 2 to 6 foot gaps between them based on engineering judgments (CAMUTCD 3B.08).
- All markings must be white, skid resistant and retro reflective (CAMUTCD 9C.02.02).

B. Dotted white lines may be (but are not required to be) enhanced with solid green, or dashed green within the same extents as the dotted line itself.

Intersection crossing markings can be used at signalized intersections or high volume minor street and driveway crossings.

FURTHER CONSIDERATIONS

The National Committee on Uniform Traffic Control Devices has submitted a request to include additional options for bicycle lane extensions through intersections as a part of future MUTCD updates. Their proposal includes the following options for striping elements within the crossing:

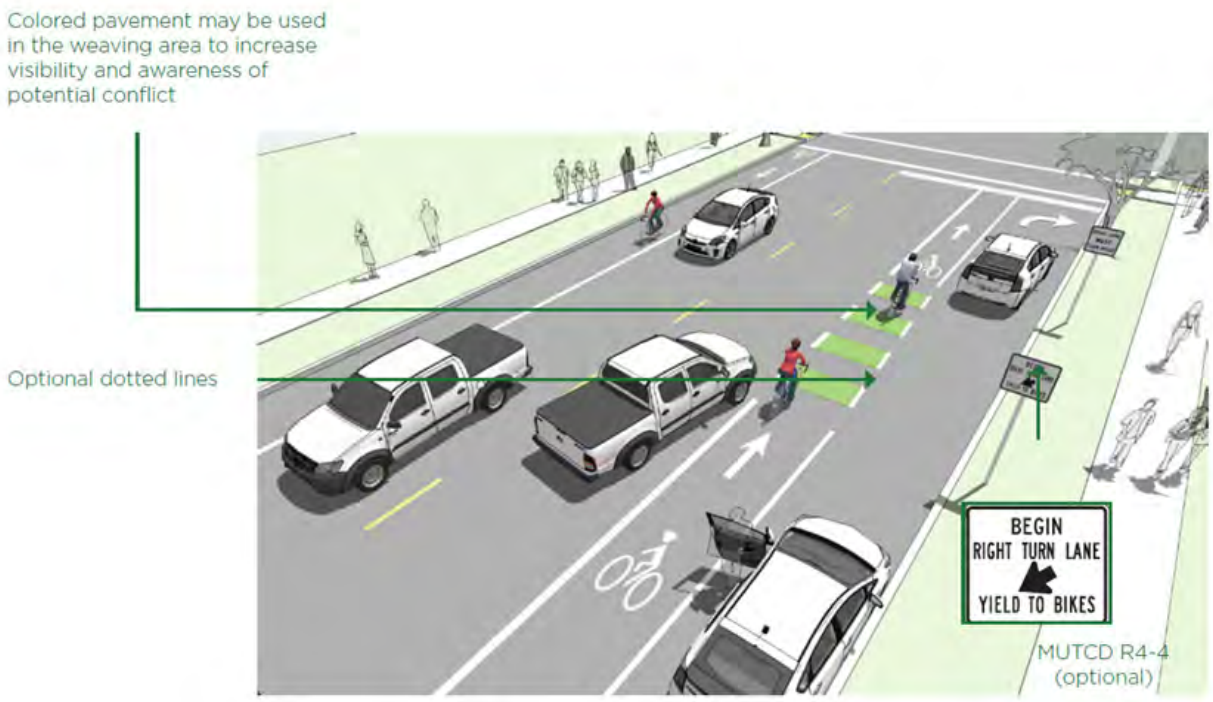
- Bicycle lane markings
- Double chevron markings, indicating the direction of travel.
- Green colored pavement.

Approximate Cost

The cost for installing intersection crossing markings will depend on the implementation approach. On roadways with adequate width for reconfiguration or restriping, costs may be negligible when provided as part of routine overlay or repaving projects. Typical thermoplastic green markings (such as those shown at the intersection in the exhibit above) range from $8-15 per square foot depending on quantity.

Bike Lanes at Right-Turn Lanes

At right-turns it's recommended that bike lanes be placedbetween the right-turn lane and the right-most through lane or, where right-of-way is insufficient, to use a shared bike lane/turn lane. The design (below) illustrates conflict markings in green, with signage indicating that motorists should yield to bicyclists through the conflict area.



TYPICAL APPLICATION

- Locations where vehicular traffic must cross over dedicated bike facilities to enter into a right-turn lane.
- At auxiliary right turn only lanes or where a through lane becomes a right turn only lane.

DESIGN FEATURES

- Continue existing bike lane width; standard width of 5 to 6 feet or 4 feet in constrained locations.
- Use R4-4 signage should be used to indicate that motorists should yield to bicyclists through the conflict area.
- Consider (but not required) use of colored conflict areas to promote visibility of the mixing zone.

Drivers wishing to enter the right turn lane must transition across the bicycle lane in advance of the turn.

FURTHER CONSIDERATIONS

- The bicycle lane maintains a straight path, and drivers must weave across, providing clear right-of-way priority to bicyclists.
- Maintaining a straight bicycle path reinforces the priority of bicyclists over turning cars. Drivers must yield to bicyclists before crossing the bike lane to enter the turn lane.
- Through lanes that become turn only lanes are difficult for bicyclists to navigate and should be avoided.
- The use of dual right-turn-only lanes should be avoided on streets with bike lanes (AASHTO, 2013). Where there are dual right-turn-only lanes, the bike lane should be placed to the left of both right-turn lanes; however, this merge is uncomfortable for most bicyclists. Keeping the bike lane to the right of the turn lanes is possible if a bicycle signal phase is implemented to separate bicyclists from right-turning vehicles.

Approximate Cost

- The cost for installing bicycle lanes will vary depending on the implementation approach. On roadways with adequate width for reconfiguration or restriping, costs may be negligible when provided as part of routine overlay or repaving projects.

Materials and Maintenance

- Because the effectiveness of markings depends entirely on their visibility, maintaining the visibility of markings should be a high priority.

COMBINED BIKE LANE/TURN LANE

Where there isn't room for a conventional bicycle lane and turn lane, a combined bike lane/turn lane creates a shared lane where bicyclists can ride and turning motor vehicles yield to through traveling bicyclists. The combined bicycle lane/turn lane places shared lane markings within a right turn only lane.

TYPICAL APPLICATION

- Most appropriate in areas with lower posted speeds (25 MPH or less) and with lower traffic volumes (10,000 ADT or less).
- May not be appropriate for high speed arterials or intersections with long right turn lanes or for intersections with large percentages of right-turning vehicles.
- This treatment is recommended (but not required) at intersections lacking sufficient space to accommodate both a standard through bike lane and right turn lane.

DESIGN FEATURES

A. Maximum shared turn lane width is 13 feet; narrower is preferable (NACTO, 2012).

B. Shared Lane Markings should indicate preferred positioning of bicyclists within the combine lane.

C. A "Right Lane Must Turn Right" (CA MUTCD R3-7R) sign with an "EXCEPT BIKES" plaque may be needed to permit through bicyclists to use a right turn lane.

D. "Begin Right Turn Lane Yield To Bikes" signage (CA MUTCD R4-4) are recommended to indicate that motorists should yield to bicyclists through the conflict area.

- There should be a receiving bicycle lane or shoulder on the far side of the intersection

Shared lane markings and signs indicate that bicyclists should ride on the left side of this right turn only lane.

FURTHER CONSIDERATIONS

- Combined bike lane/turn lane creates safety and comfort benefits by negotiating conflicts upstream of the intersection area.

Approximate Cost

- The cost for installing a combined bike/turn lane will depend on the implementation approach. On roadways with adequate width for reconfiguration or restriping, costs may be negligible when improvements are included as part of routine overlay or repaving projects. Some roadways can be retrofitted with simple shared lane markings and accompanying signage.

Materials and Maintenance

- Because the effectiveness of markings depends entirely on their visibility, maintaining the visibility of markings should be a high priority.

B: RECOMMENDED PROJECTS

Table B-1: Recommended Bicycle Facilities

Project (Road Name)	From	To	Project Type	Length (miles)
Country Club Boulevard	Pershing Avenue	Rainier Avenue	Class II Buffered Bicycle Lane	0.40
W Benjamin Holt Drive	Plymouth Road	Pacific Avenue	Corridor Study	6.83
S Fresno Avenue	Washington Street	Scotts Avenue	Class II Bicycle Lane	0.38
Sonora Avenue	Fresno Avenue	Venture Avenue	Class II Bicycle Lane	0.29
E Main Street	SR 99	Bird Avenue	Class II Bicycle Lane	1.35
Alpine Avenue	Plymouth Road	Mission Road	Class II Buffered Bicycle Lane	1.04
Douglas Road	N Pershing Avenue	Pacific Avenue	Class III Bicycle Boulevard	0.59
Mission Road	River Drive	S Tuxedo Avenue	Class III Bicycle Boulevard	1.13
Thornton Road	Mac Duff Avenue	Pacific Avenue	Class II Bicycle Lane	0.53
McHenry Road	E Narcissus Way	River Road	Class II Bicycle Lane	1.47
E Front Street	Duncan Road	Archerdale Road	Class I Shared-Use Path	0.50
N Jack Tone Road	E Jack Tone Road	N Tully Road	Class III Bicycle Boulevard	0.64
N Tully Road	E Juniper Avenue	Main Street (SR 88)	Class III Bicycle Boulevard	0.80
Ketcham Lane	Track line begins on Ketcham Lane	E to N Confer Road, SW to Alpine Road , W along Arata Road to Diverting Canal/ Cardinal Avenue	Class I Shared-Use Path	9.50
Gettysburg Place	Lincoln Road	Douglas Road	Class III Bicycle Boulevard	0.46
Kirk Avenue	Del Rio Drive	Michigan Avenue	Class III Bicycle Boulevard	0.60
Waterloo Road	E Street	Wilmarth Road	Corridor Study	2.67
N Sacramento Road	New Hope Road	Pine Street	Class III Bicycle Boulevard	0.41
Woodbridge Irrigation Canal	Elm Street	Woodbridge Road	Class I Shared-Use Path	2.06
Lower Sacramento Road	Eight Mile Road	Lodi City Limits	Class II Bicycle Lane	3.08
E River Road	N Ripon Road	Henry Road	Class III Bicycle Route	10.16
E Harding Way	Stanford Avenue	N Airport Way	Class III Bicycle Boulevard	0.11

Table B-2: Recommended Spot Improvements

Project (Road Name)	From	To	Project Type	Length (miles)
N Pacific Avenue	W Benjamin Holt Drive	Douglas Road	Corridor Study	0.20
N Wilson Way	Robindale Avenue	E McAllen Road	Corridor Study	1.32
West Lane	Harding Way	Eight Mile Road	Class IV Separated Bikeway	2.38
Linne Road	Corral Hollow Road	S MacArthur Drive	Class IV Separated Bikeway	2.00
Lower Sacramento Road	Woodbridge Road	450 Ft South of Academy Street	Class II Bicycle Lane	0.87
El Rancho Road	Grant Line Road	California Avenue	Class II Bicycle Lane	0.23
Alexandria Place	Hammer Lane	Swain Road	Class III Bicycle Boulevard	1.52
West Lane	Eight Mile Road	1000 ft South of Harney Lane	Class II Buffered Bicycle Lane	3.19
Lilac Street	Mokelumne Street	Academy Street	Class III Bicycle Boulevard	0.32
Academy Street	Lilac Street	Lower Sacramento Road	Class III Bicycle Boulevard	0.15
E Victor Road	N Guild Avenue	Kroll Road	Class II Buffered Bicycle Lane	4.62
E Front Street	Duncan Road	N Ione Street	Class III Bicycle Boulevard	0.97
Airport Way	Woodward Avenue	Nile Avenue	Class II Bicycle Lane	1.42
Tinnin Road	Woodward Avenue	Sedan Avenue	Class II Bicycle Lane	2.50
Union Road	Manteca City Limits	Nile Avenue	Class II Bicycle Lane	1.04
Tidewater Bikeway	Brunswick Road	French Camp Road	Class I Shared-Use Path	1.87
Woodward Avenue	Bella Terra Drive	Oleander Avenue	Class II Bicycle Lane	0.80
Woodward Avenue	Pagola Avenue	Laurie Avenue	Class II Bicycle Lane	0.70
Van Sosten Road	Grunauer Road	Mountain House Parkway	Class II Bicycle Lane	1.76
Balboa Avenue	Alexandria Place	Mosher Slough	Class III Bicycle Boulevard	0.47
Swain Road	Harrisburg Place	Plymouth Road	Class II Bicycle Lane	0.86
Thornton Road	Midsection Road	Sacramento Boulevard	Class III Bicycle Route	0.39
S Chrisman Road	Valpico Road	Jefferson School	Class II Bicycle Lane	3.00
Cherokee Road	Sanguinetti Lane	Alpine Road	Class II Bicycle Lane	4.76

Project (Road Name)	From	To	Project Type	Length (miles)
Country Club Boulevard	Pershing Avenue	-	Spot Improvement[1]	-
E Mariposa Road	E Drive Martin Luther King Jr Boulevard	E Munford Avenue	Class II Bicycle Lane	2.15
Stockton Diverting Canal	Cherokee Road	Main Street	Class I Shared-Use Path	3.55
Airport Way	Performance Drive	Roth Road	Class III Bicycle Route	2.66
Armstrong Road	Davis Road	Devries Road	Class III Bicycle Route	1.00
County Hospital	El Dorado Street	South Loop Road	Class II Bicycle Lane	0.27
El Dorado	Stockton City Limits	County Hospital	Class II Bicycle Lane	0.76
Main Street	Bird Avenue	Copperopolis Road	Class III Bicycle Route	1.52
Morada Lane	Fox Creek Drive	West Lane	Class II Bicycle Lane	0.75
S Lammers Road	Valpico Road	City Limits (Existing Class I)	Class II Bicycle Lane	1.79
SR 88	Waterloo Road	Clements Road	Corridor Study	22.19
Bear Creek	Lower Sacramento Road	Eight Mile Road	Class I Shared-Use Path	3.65
E Eight Mile Road	Thornton Road	Hildreth Lane	Class II Buffered Bicycle Lane	7.73
W Woodbridge Road / Mokelumne Street	Woodbridge Road and Thornton Road	Mokelumne Street and Lower Sacramento Road	Class III Bicycle Route	5.44
Thornton Road	Sacramento Road and Oak Road	-	Spot Improvement[2]	-
Lower Sacramento Road	1320 ft South of E Woodson Road	-	Spot Improvement[3]	-
Elm Street	Seventh Street	2nd Street	Class III Bicycle Boulevard	0.26
Woodhaven Lane	Chestnut Street and Mokelumne	Woodhaven Lane and Turner Road	Class II Bicycle Lane	0.71
Kettleman Lane	Cherokee Lane	Alpine Road	Class III Bicycle Route	2.47
Byron Road	West Side Irrigation Canal Bicycle Path	-	Class I Shared-Use Path	2.01

1 Recommended improvements to consider include retrofit of curb ramp angles to align with existing crosswalks and restriping of crosswalk lines with high-durability paint where they are currently faded

2 Recommended improvements to consider include placement of advance yield markings on roadway on Thornton Road on either side of the existing crosswalk and upgrading the crosswalk to a marked crosswalk (with vertical / painted bars) to better signify the presence and visibility of the facility.

3 Recommended improvements to consider include the placement of 'Watch for Bikes' on both approaches to the railroad underpass to alert motorists that bikes may be present and that it's a shared lane. Signs should be placed at least 250-feet from the underpass location.

Project (Road Name)	From	To	Project Type	Length (miles)
Liberty Road	Lower Sacramento Road	N Nichols Road	Class III Bicycle Route	1.00
Escalon-Bellota Road	E Groves Road	Littlejohns Creek	Class III Bicycle Route	0.75
Kettleman Lane/ SR 12	Davis Road	Lodi City Limits	Class II Buffered Bicycle Lane	1.26
Airport Way	Nile Avenue	Kasson Road	Class III Bicycle Route	6.78
Raymus Parkway	Union Road	SR 99	Class I Shared-Use Path	4.98
Roth Road Extension	S Airport Way	SR 99	Class I Shared-Use Path	2.02
W Ripon Road	Airport Way	Jack Tone Road	Class III Bicycle Route	6.02
S Van Allen Road	SR 120	Lone Tree Road	Class II Bicycle Lane	2.00
Duncan Road	Eight Mile Road	SR-26	Class III Bicycle Route	6.19
Harney Lane	Lower Sacramento Road	Jefferson Middle School	Class II Bicycle Lane	0.28
Harney Lane	Davis Road	Jefferson Middle School	Class III Bicycle Route	1.08
Austin Road	Northland Road	Lathrop Road	Class II Bicycle Lane	1.44
Austin Road	Northland Road	French Camp Road	Class III Bicycle Route	4.59
Austin Road	Louise Road	Lathrop Road	Class III Bicycle Route	1.23
Nile Avenue	Oleander Avenue	Union Road	Class II Bicycle Lane	0.99
Murphy Road	E River Road	E Milgeo Avenue	Class II Bicycle Lane	1.01
Santos Avenue	N Ripon Road	Murphy Road	Class I Shared-Use Path	1.01
Thornton Road	Eight Mile Road	New Hope Road	Class II Bicycle Lane	15.16
Corral Hollow Road	Proposed Canal Trail	Ellis Town Drive	Class I Shared-Use Path	0.77
Corral Hollow Road	Linne Road	Delta Mendota Canal	Class I Shared-Use Path	1.10
Linne Road	MacArthur Drive	S Chrisman Road	Class II Bicycle Lane	1.00
Valpico Road	Corral Hollow Road	Existing Class II	Class II Bicycle Lane	4.30
W Canal Road	Berry Avenue	Mac Arthur Drive	Class III Bicycle Route	4.21

Project (Road Name)	From	To	Project Type	Length (miles)
Paradise Road	Old River	I-5	Class III Bicycle Route	2.68
Alpine Road	Kettleman Lane	Copperopolis Road	Class III Bicycle Route	12.08
Cesar Chavez Road	South Loop	North Loop	Class II Bicycle Lane	0.91
Devries Road	W Woodbridge Road	Armstrong Road	Class III Bicycle Route	7.07
Escalon-Bellota Road	SR 26	Milton Road	Class III Bicycle Route	16.22
French Camp Road	Beginning of Street	SR 120	Class II Bicycle Lane	15.24
Walnut Grove Road	Thornton	County Limits	Class III Bicycle Route	4.39
Cord Road	SR 12	Acampo Road	Class III Bicycle Route	1.76
Clements Road	Brandt Road	-	Spot Improvement[4]	-
Clements Road	Harney Lane	-	Spot Improvement[5]	-
Grant Line Road / Kasson Road	Chabot Court	Durham Ferry Road	Class III Bicycle Route	9.10
Howard Road	Tracy Boulevard	-	Spot Improvement[6]	-
Howard Road	Roberts Road	-	Spot Improvement[7]	-
Peltier Road	Ray Road	Lower Sacramento Road	Class III Bicycle Route	4.23
Acampo Road	Lower Sacramento Road	Elliott Road	Class III Bicycle Route	8.49
Atkins Road	Hwy 88	Brandt Road	Class III Bicycle Route	2.66
Clements Road	Hwy 88	Comstock Road	Class III Bicycle Route	10.25
E Jahant Road	N Tully Road	Mackville Road	Class III Bicycle Route	2.67
Baker Road	Waterloo Road (SR 88)	Cox Road	Class III Bicycle Route	6.64
E Shelton Road	Escalon-Bellota Road	N Shelton Road	Class III Bicycle Route	5.84

4 Recommended improvements to consider include the placement of stop signs on north and south legs of intersection and new 'Watch for Bicycles' sign on north and south bound shoulders (near intersection).

5 Recommended improvements to consider include the placement of stop signs on north and south legs of intersection and new 'Watch for Bicycles' sign on the north and southbound shoulders (near the intersection)

6 Recommended improvements to consider include repainting edge line striping on southeast approach (leg) of intersection where it is heavily faded to establish adequate spacing for bicyclists and pedestrians.

7 Recommended improvements to consider include moving (painted) stop bar back (to the east) approximately 8 feet on eaststern approach to intersection but ensure adequate line of sight to the south is maintained (for those stopping at intersection).

Project (Road Name)	From	To	Project Type	Length (miles)
Eight Mile Road	N Tully Road	Duncan Road	Class III Bicycle Route	1.18
Live Oak Road	Alpine Road	N Tully Road	Class III Bicycle Route	4.92
N Fine Road	E Comstock Road	Copperopolis Road	Class III Bicycle Route	4.92
N Flood Road	SR 26	Escalon-Bellota Road	Class III Bicycle Route	5.13
Brandt Road	Jack Tone Road	Clements Road	Class III Bicycle Route	3.97
Elliott Road	E Peltier Road	SR 12	Class III Bicycle Route	6.83
Hogan Road Extension	Lower Sacramento Road	SR 99	Class I Shared-Use Path	2.72
Planned N/S Arterial	Sargent Road	Harney Lane	Class II Bicycle Lane	2.00
Sargent Road	Davis Road	Lower Sacramento Road	Class II Bicycle Lane	1.51
Austin Road	99 Frontage Road	W Ripon Road	Class III Bicycle Route	4.70
Manteca Road	Rina Drive	W Ripon Road	Class III Bicycle Route	1.64
Sedan Avenue	Tinnin Road	Manteca Road	Class II Bicycle Lane	0.50
Union Road	Nile Avenue	W Ripon Road	Class III Bicycle Route	1.07
SR 99 Frontage Road /Rail Spur	Moffat Boulevard	W Main Street	Class II Bicycle Lane	22.71
N Ray Road	W Kile Road	W Woodbridge Road	Class III Bicycle Route	3.00
W Kile Road	Thornton Road	N Ray Road	Class III Bicycle Route	3.20
Corral Hollow Road	Parkside Drive	Midway Drive	Class I Shared-Use Path	0.25
MacArthur Drive	E Mt Diablo	Linne Road	Class II Bicycle Lane	2.32
N MacArthur Drive	W Canal Drive	I-5	Class III Bicycle Route	1.42
Bruella Road	E Victor Road	Victor Elementary School	Class II Bicycle Lane	0.39
West Side Irrigation Canal Bicycle Path	Mountain House Parkway, 700 ft North of Von Sosten Road	Lammers Road at W Schulte Road	Class I Shared-Use Path	3.83
Durham Ferry Road	Hwy 33	New Jerusalem Elementary	Class II Bicycle Lane	1.18
Acampo Road	Clements Road	N Johnson Road	Class III Bicycle Route	3.24

Project (Road Name)	From	To	Project Type	Length (miles)
Bethany Road	Naglee Road	Corral Hollow Road	Class III Bicycle Route	0.55
Bethany Road	Byron Road	Naglee Road	Class III Bicycle Route	3.43
Carlin Road	Roberts Road	Crocker Road	Class III Bicycle Route	1.58
Chrisman Road	Linne Road	Durham Ferry Road	Class III Bicycle Route	2.00
Collier Road E	N Linne Road	SR 88	Class III Bicycle Route	10.92
Copperopolis Road	Main Street	Escalon-Bellota Road	Class II Bicycle Lane	10.39
Corral Hollow Road	Lammers Road	Tracy City limits	Class III Bicycle Route	2.10
Crocker Road	Undine Road	Carlin Road	Class III Bicycle Route	1.44
Davis Road	SR 12	Armstrong Road	Class III Bicycle Route	4.01
S Delivery Drive	South Loop Road	Mathews Road	Class II Bicycle Lane	0.19
S Koster Road	Hwy 33	Edna Court	Class II Bicycle Lane	0.63
E Peltier Road	Elliott Road	N Tully Road	Class III Bicycle Route	2.42
E Stampede Road	Atkins Road	Clements Road	Class III Bicycle Route	1.02
Eight Mile Road	Alpine Road	Tully Road	Class II Bicycle Lane	4.71
Freedom Road	South Loop	Mathews	Class II Bicycle Lane	0.11
Hansen Road	Grant Line Road	Schulte Road	Class III Bicycle Route	2.51
Harney Lane	N Tully Road	N Tully Road	Class III Bicycle Route	0.50
Hillside Drive	Brandt Road	N Jack Tone Road	Class III Bicycle Route	1.05
Howard Road	Endow Road	Tracy Boulevard	Class II Bicycle Lane	10.03
Jack Tone Road	West Ripon Road	Dawson Road	Class II Bicycle Lane	32.54
Lammers Road	Tracy Boulevard	Corral Hollow	Class II Bicycle Lane	0.36
Liberty Road	Lower Sacramento Road	County Line	Class III Bicycle Route	12.05
Lone Tree Road	Jack Tone Road	Escalon-Bellota Road	Class III Bicycle Route	8.02
Mackville Road	Collier Road E	SR 12/88	Class III Bicycle Route	1.24

Project (Road Name)	From	To	Project Type	Length (miles)
Manthey Road	Stockton City Limits	Lathrop City Limits	Class II Bicycle Lane	4.26
Mathews Road	Manthey Road	Howard Road	Class II Bicycle Lane	0.76
Milton Road	Fine Road	Escalon-Bellota Road	Class III Bicycle Route	2.69
N Johnson Road	SR 12	Acampo Road	Class III Bicycle Route	1.74
N Tully Road	E Juniper Avenue	Comstock Road	Class III Bicycle Route	7.78
N Tully Road	Peltier Road	E Jahant Road	Class III Bicycle Route	0.62
N Ward Road	Elliott Road	Acampo Road	Class III Bicycle Route	0.21
Naglee Road	Bethany Road	Bethany Road	Class III Bicycle Route	0.16
North Loop Road	Cesar Chavez Road	South Loop Road	Class II Bicycle Lane	0.41
Roberts Road	SR 4	Carlin Road	Class III Bicycle Route	5.56
Santa Fe Road	Escalon City Limits	County Limits	Class II Bicycle Lane	4.07
SR 120	Manteca City Limits	County Limts	Corridor Study	11.87
SR 26	Diverting Canal Levee	County Limts	Corridor Study	18.49
SR 4	County Limits	County Limts	Corridor Study	17.70
Tracy Boulevard	SR 4	Lammers Road	Class II Bicycle Lane	8.05
Undine Road	Crocker Lane	Howard Road	Class III Bicycle Route	2.97
Wolfe Road	French Camp Road	Howard Road	Class III Bicycle Route	1.27
Bruella Road	Victor Elementary School	Liberty Road	Class III Bicycle Route	6.34
Ham Lane extension	Harney Lane	Hogan Road	Class II Bicycle Lane	0.50
Mills Avenue	Harney Lane	Hogan Road	Class II Bicycle Lane	0.48
SR 12	Davis Road	County Limits	Corridor Study	14.77
SR 12	SR 88	County Limits	Corridor Study	4.46
Murphy Road	French Camp Road	E River Road	Class III Bicycle Route	3.04
Durham Ferry Road	SR 33	Chrisman Road	Class III Bicycle Route	3.86

Project (Road Name)	From	To	Project Type	Length (miles)
Durham Ferry Road	Durham Ferry Road	Airport Road	Class III Bicycle Route	2.14
County Club Boulevard	Pershing Avenue	Rainier Avenue	Class II Bicycle Lane	2.19
			Total	643.46

C: PRIORITIZATION MATRIX

Table C-1: Project Prioritization Results

Location Name	Project Type	Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
High Priority Projects									
		Scores							
Country Club Boulevard	Class II Buffered Bicycle Lane	0	1	1	1	1	1	1	6
W Benjamin Holt Drive	Corridor Study	1	1	1	1	1	0	1	6
S Fresno Avenue	Class II Bicycle Lane	0	1	1	1	1	0	1	5
Sonora Avenue	Class II Bicycle Lane	0	1	1	1	1	0	1	5
E Main Street	Class II Bicycle Lane	1	1	1	0	1	1	0	5
Alpine Avenue	Class II Buffered Bicycle Lane	1	0	1	1	1	0	1	5
Douglas Road	Class III Bicycle Boulevard	1	1	1	1	1	0	0	5
Mission Road	Class III Bicycle Boulevard	1	0	1	1	0	1	1	5
Thornton Road	Class II Bicycle Lane	1	1	1	1	0	1	0	5
McHenry Road	Class II Bicycle Lane	0	1	1	1	0	1	0	4
E Front Street	Class I Shared-Use Path	0	1	1	0	0	1	1	4
N Jack Tone Road	Class III Bicycle Boulevard	0	1	1	1	0	1	0	4
N Tully Road	Class III Bicycle Boulevard	0	1	1	1	0	1	0	4
Ketcham Lane	Class I Shared-Use Path	0	1	0	0	1	1	1	4
Gettysburg Pl	Class III Bicycle Boulevard	0	1	1	1	1	0	0	4
Kirk Avenue	Class III Bicycle Boulevard	0	1	1	1	1	0	0	4
Waterloo Road	Corridor Study	1	1	1	0	1	0	0	4
N Sacramento Road	Class III Bicycle Boulevard	0	1	0	0	1	1	1	4
Woodbridge Irrigation Canal	Class I Shared-Use Path	0	1	1	0	0	1	1	4
Lower Sacramento Road	Class II Bicycle Lane	1	0	1	1	0	1	0	4
E River Road	Class III Bicycle Route	1	1	0	0	1	1	0	4
E Harding Way	Class III Bicycle Boulevard	1	1	1	0	1	0	0	4
N Pacific Avenue	Corridor Study	1	1	1	0	1	0	0	4
N Wilson Way	Corridor Study	1	1	1	0	1	0	0	4
West Lane	Class IV Separated Bikeway	1	0	1	0	1	0	1	4
Linne Road	Class IV Separated Bikeway	0	1	1	0	0	1	1	4
Lower Sacramento Road	Class II Bicycle Lane	0	1	1	1	0	1	0	4
El Rancho Road	Class II Bicycle Lane	0	1	1	0	0	1	1	4

		Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
High Priority Projects									
Location Name	*Project Type*		*Scores*						
Alexandria Place	Class III Bicycle Boulevard	0	1	1	1	1	0	0	4
West Lane	Class II Buffered Bicycle Lane	0	1	1	0	0	1	1	4
Lilac Street	Class III Bicycle Boulevard	0	1	1	1	0	1	0	4
Academy Street	Class III Bicycle Boulevard	0	1	1	1	0	1	0	4
Medium Priority Projects									
Location Name	*Project Type*		*Scores*						
E Victor Road	Class II Buffered Bicycle Lane	1	1	0	0	0	1	0	3
E Front Street	Class III Bicycle Boulevard	0	1	1	1	0	0	0	3
Airport Way	Class II Bicycle Lane	0	1	0	0	1	1	0	3
Tinnin Road	Class II Bicycle Lane	0	1	0	0	1	1	0	3
Union Road	Class II Bicycle Lane	0	1	0	0	1	1	0	3
Tidewater Bikeway	Class I Shared-Use Path	0	1	0	0	1	1	0	3
Woodward Avenue	Class II Bicycle Lane	0	1	0	0	1	1	0	3
Woodward Avenue	Class II Bicycle Lane	0	1	0	0	1	1	0	3
Van Sosten Road	Class II Bicycle Lane	0	1	1	0	1	0	0	3
Balboa Avenue	Class III Bicycle Boulevard	0	1	1	1	0	0	0	3
Swain Road	Class II Bicycle Lane	0	1	1	0	1	0	0	3
Thornton Road	Class III Bicycle Route	0	1	1	0	0	1	0	3
S Chrisman Road	Class II Bicycle Lane	0	1	1	0	1	0	0	3
Cherokee Road	Class II Bicycle Lane	1	0	1	0	1	0	0	3
Country Club Boulevard	Spot Improvement	1	0	1	0	0	1	0	3
E Mariposa Road	Class II Bicycle Lane	1	0	1	0	1	0	0	3
Stockton Diverting Canal	Class I Shared-Use Path	0	1	0	0	1	1	0	3
Airport Way	Class III Bicycle Route	0	1	0	0	1	1	0	3
Armstrong Road	Class III Bicycle Route	0	1	0	1	0	1	0	3
County Hospital	Class II Bicycle Lane	0	1	1	0	1	0	0	3
El Dorado Street	Class II Bicycle Lane	0	1	1	0	1	0	0	3
Main Street	Class III Bicycle Route	0	1	1	0	1	0	0	3

Location Name	Project Type	Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
Medium Priority Projects									
	Scores								
Morada Lane	Class II Bicycle Lane	1	1	1	0	0	0	0	3
S Lammers Road	Class II Bicycle Lane	0	1	0	0	0	1	1	3
SR 88	Corridor Study	0	0	0	1	1	0	1	3
Bear Creek	Class I Shared-Use Path	0	1	0	0	1	1	0	3
E Eight Mile Road	Class II Buffered Bicycle Lane	1	0	1	0	1	0	0	3
W Woodbridge Road / Mokelumne Street	Class III Bicycle Route		1	1	0	0	1	0	3
Thonton Road	Spot Improvement	1	0	1	0	0	1	0	3
Lower Sacramento Road	Spot Improvement	1	1	0	0	0	1	0	3
Elm Street	Class III Bicycle Boulevard	0	0	1	1	1	0	0	3
Woodhaven Lane	Class II Bicycle Lane	0	1	1	1	0	0	0	3
Kettleman Lane	Class III Bicycle Route	0	1	1	0	0	1	0	3
Byron Road	Class I Shared-Use Path	0	1	1	0	0	1	0	3
Liberty Road	Class III Bicycle Route	1	0	0	0	0	1	0	2
Escalon-Bellota Road	Class III Bicycle Route	0	0	0	0	1	1	0	2
Kettleman Lane/SR 12	Class II Buffered Bicycle Lane	0	1	0	1	0	0	0	2
Airport Way	Class III Bicycle Route	0	0	0	0	1	1	0	2
Raymus Parkway	Class I Shared-Use Path	0	0	0	0	1	1	0	2
Roth Road Extension	Class I Shared-Use Path	0	0	0	0	1	1	0	2
W Ripon Road	Class III Bicycle Route	0	0	0	0	1	1	0	2
S Van Allen Road	Class II Bicycle Lane	0	1	0	0	1	0	0	2
Duncan Road	Class III Bicycle Route	0	1	0	0	0	1	0	2
Harney Lane	Class II Bicycle Lane	0	1	0	0	1	0	0	2
Harney Lane	Class III Bicycle Route	0	1	0	0	1	0	0	2
Austin Road	Class II Bicycle Lane	0	1	0	0	1	0	0	2
Austin Road	Class III Bicycle Route	0	1	0	0	1	0	0	2
Austin Road	Class III Bicycle Route	0	1	0	0	1	0	0	2

		Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
Medium Priority Projects									
Location Name	*Project Type*		*Scores*						
Nile Avenue	Class II Bicycle Lane	0	1	0	0	1	0	0	2
Murphy Road	Class II Bicycle Lane	0	1	1	0	0	0	0	2
Santos Avenue	Class I Shared-Use Path	0	1	1	0	0	0	0	2
Thornton Road	Class II Bicycle Lane	0	1	0	0	0	1	0	2
Corral Hollow Road	Class I Shared-Use Path	0	0	1	0	0	1	0	2
Corral Hollow Road	Class I Shared-Use Path	0	0	1	0	0	1	0	2
Linne Road	Class II Bicycle Lane	0	1	1	0	0	0	0	2
Valpico Road	Class II Bicycle Lane	0	0	0	0	1	1	0	2
W Canal Road	Class III Bicycle Route	0	0	0	0	1	1	0	2
Paradise Road	Class III Bicycle Route	0	0	0	0	1	1	0	2
Alpine Road	Class III Bicycle Route	0	0	0	0	1	1	0	2
Cesar Chavez Road	Class II Bicycle Lane	0	1	1	0	0	0	0	2
Devries Road	Class III Bicycle Route	0	1	0	0	0	1	0	2
Escalon-Bellota Road	Class III Bicycle Route	0	0	0	0	1	1	0	2
French Camp Road	Class II Bicycle Lane	0	0	1	0	1	0	0	2
Walnut Grove Road	Class III Bicycle Route	0	1	0	0	0	0	1	2
Cord Road	Class III Bicycle Route	0	1	0	0	0	1	0	2
Clements Road at Brandt Road	Spot Improvement	1	0	0	0	0	1	0	2
Clements Road at Harney Lane	Spot Improvement	1	0	0	0	0	1	0	2
Grant Line Road / Kasson Road	Class III Bicycle Route	0	1	1	0	0	0	0	2
Howard Road at Tracy Boulevard	Spot Improvement	1	0	0	0	0	1	0	2
Howard Road at Roberts Road	Spot Improvement	1	0	0	0	0	1	0	2
Peltier Road	Class III Bicycle Route	0	1	0	0	0	1	0	2
Bruella Road	Class III Bicycle Route	0	1	0	0	0	1	0	2

Low Priority Projects		Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
Location Name	*Project Type*		*Scores*						
Clements Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
E Jahant Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Baker Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
E Shelton Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Eight Mile Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Live Oak Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
N Fine Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
N Flood Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Brandt Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Elliott Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Hogan Road Extension	Class I Shared-Use Path	0	0	1	0	0	0	0	1
Planned N/S Arterial[1]	Class II Bicycle Lane	0	1	0	0	0	0	0	1
Sargent Road	Class II Bicycle Lane	0	1	0	0	0	0	0	1
Austin Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Manteca Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Sedan Avenue	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Union Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
SR 99 Frontage Road / Rail Spur	Class II Bicycle Lane	0	0	0	0	1	0	0	1
N Ray Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
W Kile Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Corral Hollow Road	Class I Shared-Use Path	0	0	1	0	0	0	0	1
MacArthur Drive	Class II Bicycle Lane	0	0	0	0	1	0	0	1
N MacArthur Drive	Class III Bicycle Route	0	0	0	0	0	1	0	1
Bruella Road	Class II Bicycle Lane	0	1	0	0	0	0	0	1
West Side Irrigation Canal Bicycle Path	Class I Shared-Use Path	0	0	1	0	0	0	0	1
Durham Ferry Road	Class II Bicycle Lane	0	1	0	0	0	0	0	1
Acampo Road	Class III Bicycle Route	0	0	0	0	0	1	0	1

1 This planned arterial is located between North Davis Road and Lower Sacramento Road from Harney Lane to West Lodi Avenue

		Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
Bethany Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
Low Priority Projects									
Location Name	*Project Type*		*Scores*						
Atkins Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Acampo Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Bethany	Class III Bicycle Route	0	0	0	0	1	0	0	1
Byron Road	Class I Shared-Use Path	0	0	0	0	1	0	0	1
Carlin	Class III Bicycle Route	0	0	0	0	1	0	0	1
Chrisman	Class III Bicycle Route	0	1	0	0	0	0	0	1
Collier Road E	Class III Bicycle Route	0	0	0	0	0	1	0	1
Copperopolis	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Corral Hollow Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
Crocker	Class III Bicycle Route	0	0	0	0	1	0	0	1
Davis Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Delivery	Class II Bicycle Lane	0	0	0	0	1	0	0	1
S Koster Road	Class II Bicycle Lane	0	1	0	0	0	0	0	1
E Peltier Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
E Stampede Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Eight Mile Road	Class II Bicycle Lane	0	0	0	0	0	1	0	1
Freedom	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Hansen	Class III Bicycle Route	0	0	0	0	1	0	0	1
Harney Lane	Class III Bicycle Route	0	0	0	0	0	1	0	1
Hillside Drive	Class III Bicycle Route	0	0	0	0	0	1	0	1
Howard	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Jack Tone	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Lammers	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Liberty Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Lone Tree	Class III Bicycle Route	0	0	0	0	1	0	0	1
Mackville Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Manthey	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Mathews	Class II Bicycle Lane	0	0	0	0	1	0	0	1

		Safety	Connectivity	Demand	Feasibility/Cost	Equity	Community Priorities	Competitiveness	Final Score
Milton Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
N Johnson Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
N Tully Road	Class III Bike Route	0	0	0	0	0	1	0	1
Low Priority Projects									
Location Name	*Project Type*		*Scores*						
N Tully Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
N Ward Road	Class III Bicycle Route	0	0	0	0	0	1	0	1
Naglee Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
North Loop	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Roberts Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
Santa Fe Road	Class II Bicycle Lane	0	0	0	0	1	0	0	1
SR 120	Corridor Study	0	0	0	0	1	0	0	1
SR 26	Corridor Study	0	0	0	0	1	0	0	1
SR 4	Corridor Study	0	0	0	0	1	0	0	1
Tracy Boulevard	Class II Bicycle Lane	0	0	0	0	1	0	0	1
Undine Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
Wolfe Road	Class III Bicycle Route	0	0	0	0	1	0	0	1
Ham Lane extension	Class II Bicycle Lane	0	0	0	0	0	0	0	0
Mills Avenue	Class II Bicycle Lane	0	0	0	0	0	0	0	0
SR 12	Corridor Study	0	0	0	0	0	0	0	0
SR 12	Corridor Study	0	0	0	0	0	0	0	0
Murphy Road	Class III Bicycle Route	0	0	0	0	0	0	0	0
Durham Ferry Road	Class III Bicycle Route	0	0	0	0	0	0	0	0
Durham Ferry Road	Class III Bicycle Route	0	0	0	0	0	0	0	0
County Club Boulevard	Class II Bicycle Lane	0	0	0	0	0	0	0	0

D:
SAFETY ANALYSIS

Methodology

For the project safety analysis, Alta and Fehr & Peers reviewed county-wide collision data for the five most recent years available (2013-2017). The data is from the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) and was accessed through UC Berkeley's Transportation Injury Mapping System (TIMS). The data includes the frequency, cause, type, time of day, fault, and severity of collisions involving bicyclists in San Joaquin County, along with the demographic information of those involved in each collision.

All collision records for San Joaquin County were pulled and then filtered to remove those that occurred within city boundaries. A buffer of 100 feet was applied to capture and include collisions that occurred on city/county boundaries, given the high number of county pockets within urbanized areas and possible discrepancies in reporting location. Collisions that were listed as "Property Damage Only" were also removed.

Data Limitations

Official motor vehicle collision data such as SWITRS have been shown to underestimate the number of bicycle collisions that occur. SWITRS data is almost entirely limited to motor vehicle-related collisions that occur on public roadways and in which a police report was filed, which creates a sample bias. Bicyclist involved collisions may not be reported if they do not involve motor vehicles, if they occur in non-roadway locations such as parking lots or trails, or if a police report is not filed, which is the case in many less-serious collisions.

Collision Summary

Collisions and collisions are, unfortunately, an occurrence for almost any transportation system. While unfortunate, collisions involving bicyclists are not unique to San Joaquin County and the network analyzed in this report. Furthermore, a collision does not, by default, mean a facility is unsafe but it does provide an important data point for determining how that facility or the system on the whole is serving bicyclists.

Between 2013 and 2017, 162 vehicle-bicyclist collisions occurred within the study area. Of these, 35 were fatally or severely injured (FSI) collisions. Bicyclist-involved collisions accounted for 2.4% of all traffic collisions, and 4.2% of FSI collisions within the county study area. These are disproportionately higher than the county's bicycle mode share (0.6%).

San Joaquin County experiences a high rate of hit and run collisions involving bicyclists: 17% of bicycle collisions were misdemeanor or felony hit and run. Alcohol was involved in 8% (12) of the 162 reported bicycle collisions. Driving or Bicycling Under the Influence of Alcohol or Drugs was reported in 14% (5) of the 35 reported FSI bicycle collisions.

Figure 5 on the following page shows the count of annual bicycle related collisions in the last five years within the study area (Note: Collisions within 100 feet of a City boundary from the years 2013-2017 were included in this analysis).

San Joaquin County's bicycle-related collisions happen disproportionately during commute hours and weekdays. **Figures 6** and **7** below illustrate the distribution of bicycle related collisions by time of day and the day of the week. "Improper turning" and "Wrong side of the road" constitute the largest collision factors for bicyclists within the study area. **Figure 8** shows the most common types of bicycle collisions by the severity of injury.

Figure 5: Count and severity of bicycle collisions

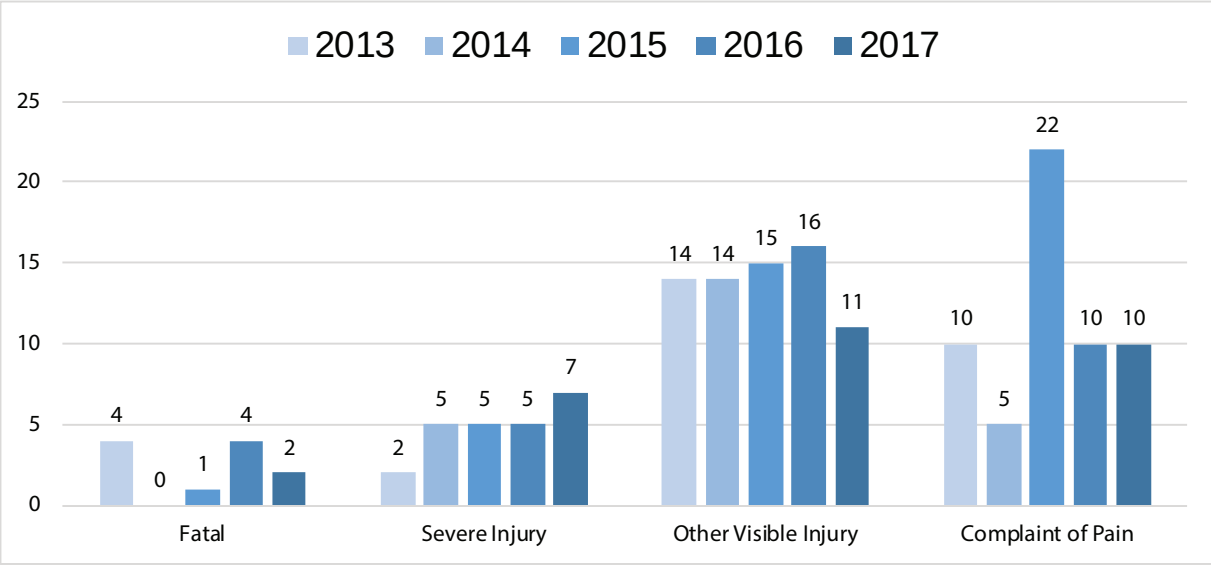


Figure 6: Severity of bicycle collisions by time of day

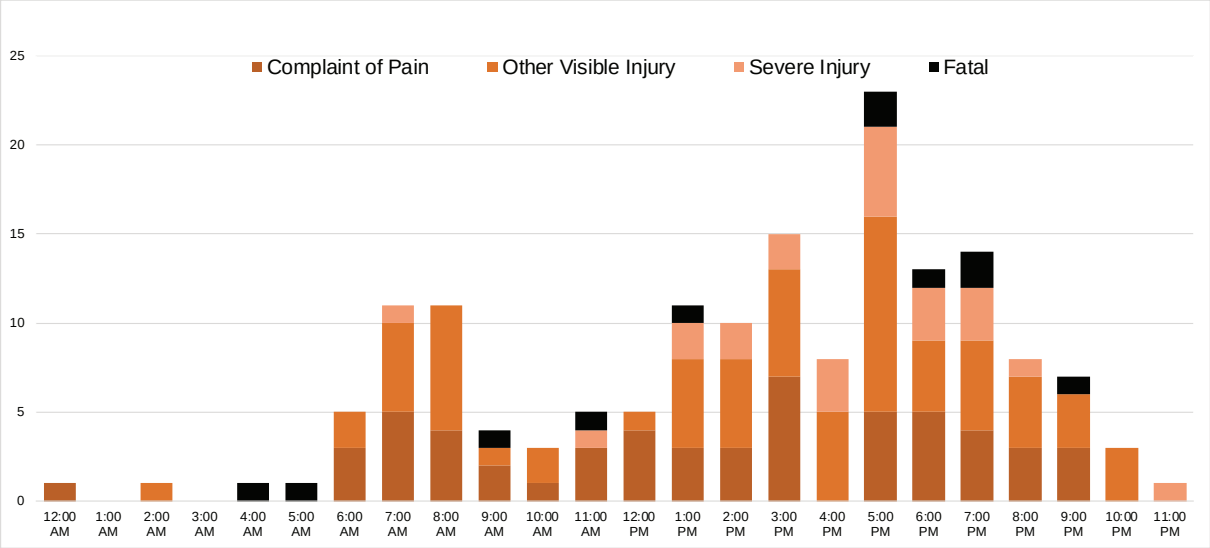


Figure 7: Severity of bicycle collisions by day of the week

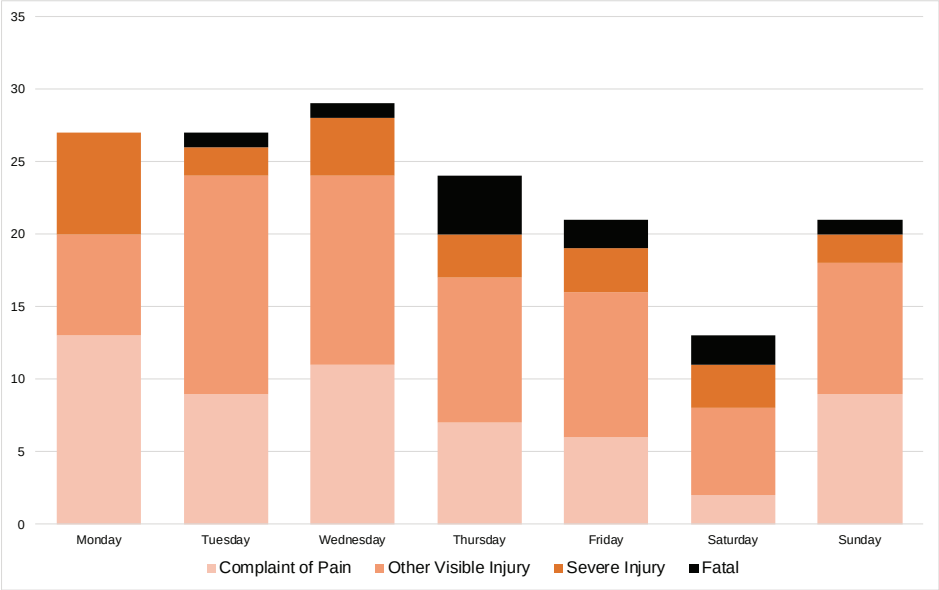


Figure 8: Cause of bicycle collisions by severity

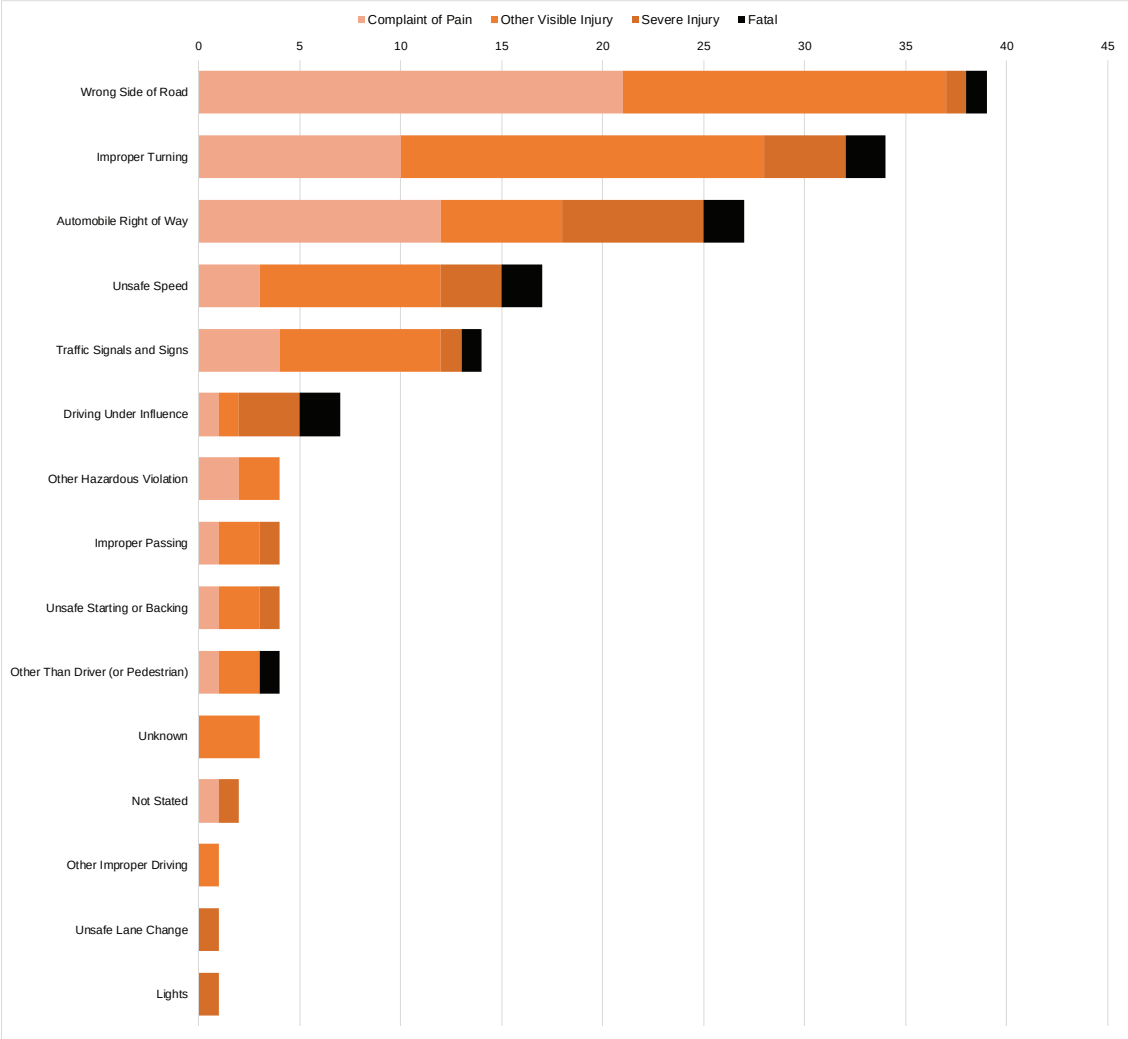


Figure 9: Type of bicycle collision by severity

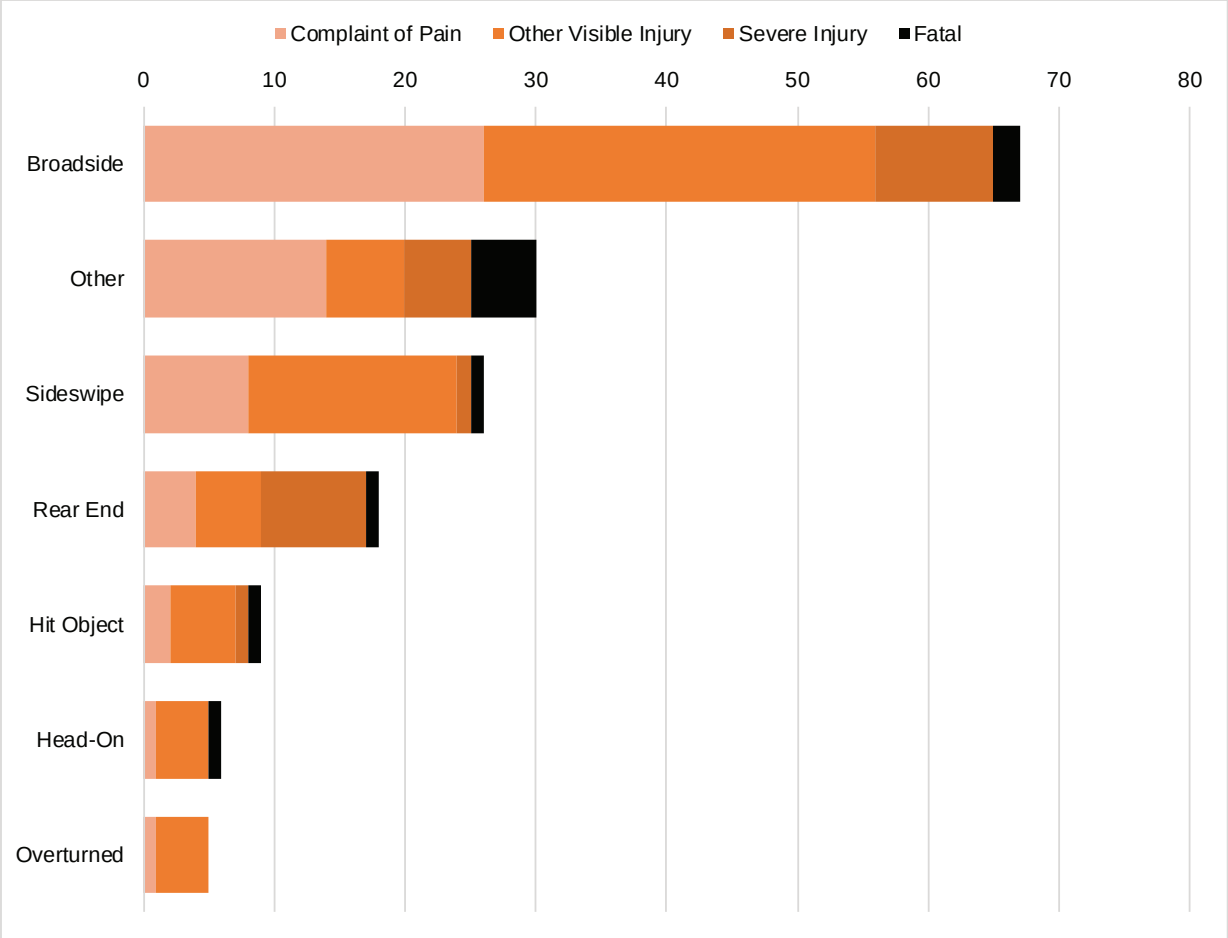
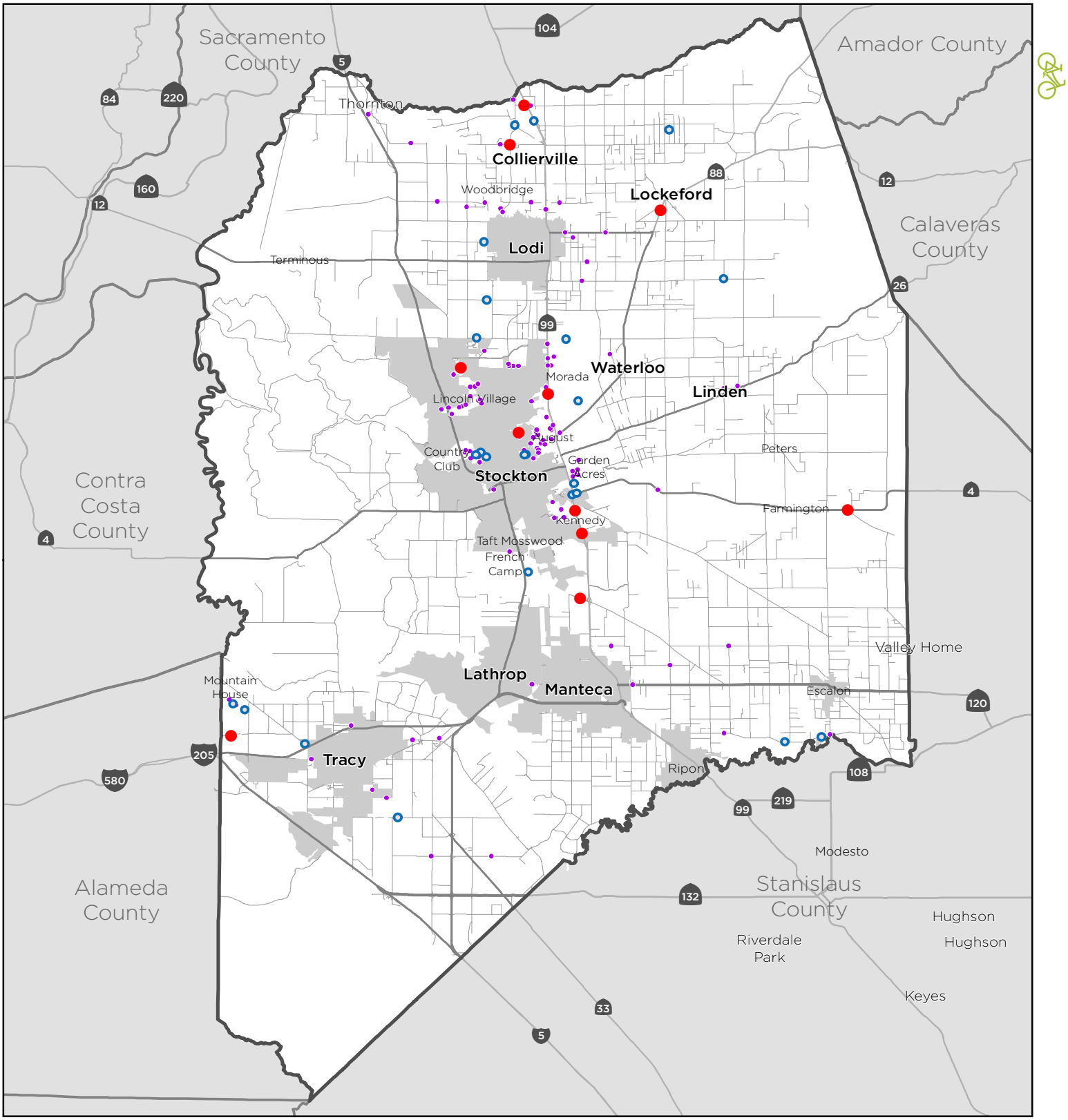


Figure 9 above shows the total number of collisions broken down by type of collision and severity. "Broadside" and "Other" constitute the largest group of collisions for both FSI and other collisions.

Figure 10 on the following page shows the distribution of bicycle related collisions in San Joaquin County from 2013-2017. The greatest number of collisions occurred in the city of Stockton. Mountain House also hosts a disproportionate amount of collisions, given its low population. A large number of collisions also occured on roads connecting population centers just outside of San Joaquin County boundaries.

Figure 10: Bicycle Collisions Within San Joaquin County



Fatal · Severe Injury · Other Bicycle Crashes

0 5 10 MILES

Data Sources:
San Joaquin County
TIMS/SWITRS 2013-2017

Weighted Collision Analysis Documentation

Since bicycle collisions only account for a small percentage of total collisions, a weighted collision analysis was conducted to better understand where safety issues exist within the county, regardless of travel mode. Weighting the collisions by travel mode and severity made it possible to analyze all collisions, while retaining a focus on bicycle collisions.

The analysis was informed by Crash Costs for Highway Safety Analysis[1], a study done by the Federal Highway Administration. It used the Economic Property Damage Only (EPDO) method to weight collisions. Based on sensitivity testing of the weights, the baseline weights were simplified into fewer categories (FSI vs. non-FSI) and scaled down so that the justifiable weights were not over-emphasizing FSI collisions relative to the general patterns of collisions across the study area. This tool used the analysis factors to weight bicycle, pedestrian, and vehicular collisions based on the severity of the collision. FSI collisions received a weight of 10 for all three categories, while a collision with an evident or possible injury received a weight of 1 in all categories.

A second weighting was performed to prioritize bicycle safety. This was accomplished by assigning the highest weight to bicycle FSI collisions. Pedestrian FSI collisions received the second highest weight, followed by motor vehicle collisions. Table 3 below shows the weights assigned to each collision.

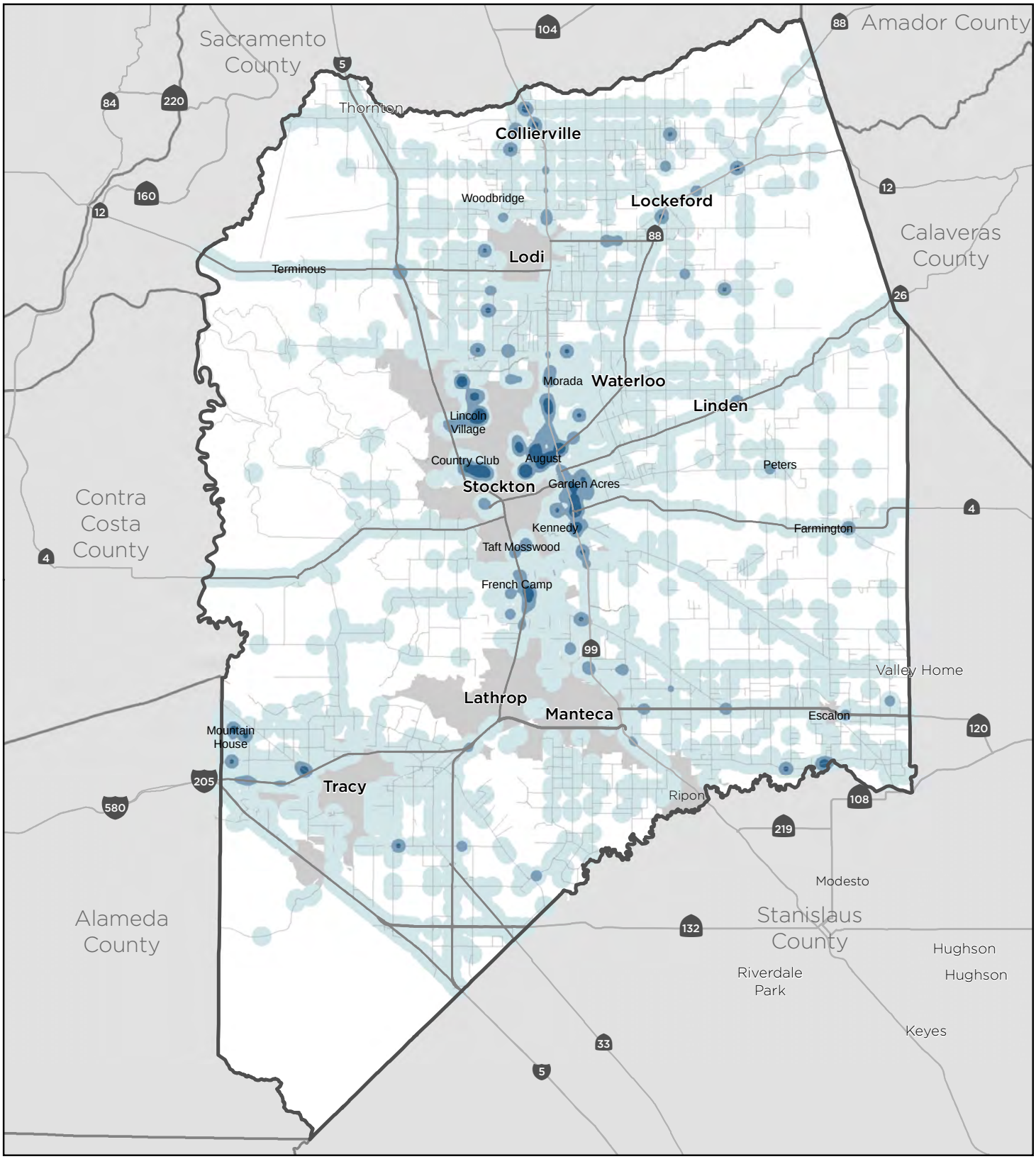
Table 3: Weighted Collision Analysis Factors

	Weight for FSI Collision	Weight for Evident or Possible Injury Collision
Bicycle	10	1
Pedestrian	5	0.5
Vehicle	0.5	0.05

Figure 11 below displays the distribution of the weighted collisions. Collisions hot spots are centered around the urbanized areas and connective roadways. Motorized collisions are widespread across the county's roads.

1 Federal Highway Administration (2018). Crash Costs for Highway Safety Analysis (FHWA-SA-17-071). Retrived from https://safety.fhwa.dot.gov/hsip/docs/fhwasa17071.pdf

Figure 11: Map of the results from the Weighted Collision Analysis



Weighted Crash Density

High | Medium | Low

0 5 10 MILES

Data Sources:
San Joaquin County
TIMS/SWITRS 2013-2017

Multi-Collision Corridors

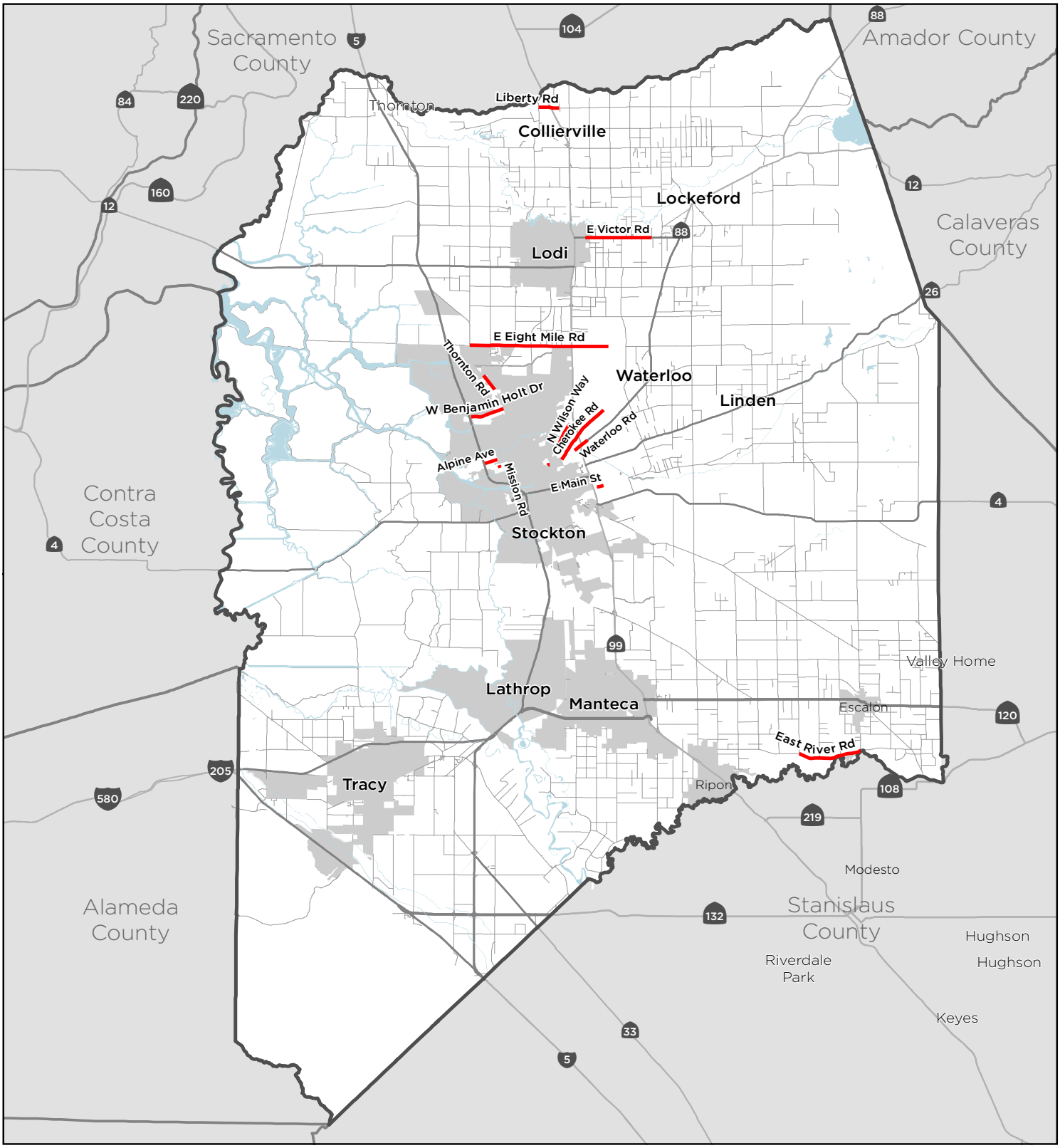
In order to better understand the distribution of bicycle related collisions, Alta reviewed corridors with multiple collisions. Pedestrians were included in this analysis to assess protection for active transportation at large. Thirteen multi-collision corridors were identified. These are corridors where at least 2 collisions involving bicyclists occurred and where 3 or more collisions involving bicyclists or pedestrians occurred between 2013 and 2017. It should be noted that recent safety improvements have been made to the East Main Street and Thornton Road corridors.

Table 4 and **Figure 12** detail and map the identified multi-collision corridors.

Table 4: Multi-Collision Corridors for Bicyclists and Pedestrians

	Roadway	From	To	Corridor Length (miles)	Total Bicycle Collisions	Total Pedestrian Collisions	Bicycle Collisions / Mile	Pedestrian Collisions / Mile
1	N Wilson Way	Sanguinetti Ln	E McAllen Rd	1.39	3	6	2.2	4.3
2	E Harding Way	Stanford Ave	N Airport Way	0.13	3	2	23.5	15.7
3	Cherokee Rd	Sanguinetti Ln	Lagorio Rd	3.28	5	3	1.5	0.9
4	Thornton Rd	Encino Ave	Wagner Heights	0.9	3	2	3.3	2.2
5	E Eight Mile Rd	Thornton Rd	Hildreth Ln	6.86	2	2	0.3	0.3
6	East River Rd	Van Allen Rd	McHenry Ave	3.14	3	1	1.0	0.3
7	W Benjamin Holt Dr	Plymouth Rd	Pacific Ave	1.66	7	8	4.2	4.8
8	E Main St	Carroll Ave	S Olive Ave	0.34	2	4	5.9	11.9
9	Liberty Rd	Lower Sacramento Rd	N Nichols Rd	0.99	3	0	3.0	0.0
10	Alpine Ave	Plymouth Rd	Mission Rd	0.66	4	4	6.0	6.0
11	Mission Rd	Bristol Ave	County Club Blvd	0.16	2	1	12.7	6.4
12	Waterloo Rd	Wilcox Rd	Chronicle Ave	0.82	4	8	4.9	9.8
13	E Victor Rd	N Guild Ave	Kroll Rd	3.28	3	3	0.9	0.9

Figure 12: Multi-Collision Corridors in the County



Multi-Collision Corridors

Identified Multi-Collision Corridors

0 5 10 MILES

Data Sources:
San Joaquin County
TIMS/SWITRS 2013-2017