



**Planning Commission Staff Report
Item # 1, August 7, 2025
Use Permit Modification No. PA-2200053
Prepared by: Giuseppe Sanfilippo**

PROJECT SUMMARY

Applicant Information

Property Owner: Manteca Sportsmen, Inc.
Project Applicant: San Joaquin County

Project Site Information

Project Address: 30261 South Airport Way, Manteca
Project Location: On the north side of South Airport Way, 0.5 miles east of Kasson Road, Manteca

Parcel Number (APN):	241-370-07	Water Supply:	Private (None)
General Plan Designation:	A/G	Sewage Disposal:	Private (None)
Zoning Designation:	AG-40	Storm Drainage:	Private (None)
Project Size:	0.92-acres	100-Year Flood:	Yes (AE)
Parcel Size:	12.55-acres	Williamson Act:	No
Community:	None	Supervisory District:	5

Environmental Review Information

CEQA Determination: Categorical Exemption Section 15321 Class 21 (Attachment E Environmental Document)

Project Description

This project is a Modification to Use Permit No. UP-3009 that established the Manteca Sportsmen Club to add two Conditions of Approval to ensure that the gun range and related activities do not pose a danger to attendees and the public. These conditions include:

- A requirement for the installation of safety canopies to prevent projectiles from going over the levee at each rifle range shooting bench.
- A requirement for a certified range master to be on site during all hours of operation.

Recommendation

1. Adopt Finding No. 2, 3, and 6 for Modification of Use Permit (Attachment C), and
2. Approve Modification No. PA-2200053 to Use Permit No. UP-3009 with the revised Conditions of Approval (Attachment I) Nos. 1.d and 1.e.

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NOTIFICATION & RESPONSES

(See Attachment B, Response Letters)

Public Hearing Notices

Legal ad for the public hearing published in the Stockton Record: July 25, 2025.

Number of Public Hearing notices: 36

Date of Public Hearing notice mailing: July 25, 2025.

Referrals and Responses

- **Project Referral with Environmental Determination Date:** March 28, 2022

Project Re-Referral with Environmental Determination Date: March 6, 2025

Agency Referrals	Response Date - Referral	Response Date-Re Referral	Agency Referrals	Response Date - Referral	Response Date-Re Referral
County Departments			Local Agencies		
Ag Commissioner			Lodi City Council		
Assessor			Woodbridge Fire District		
Community Development			Mosquito Abatement		
Building Division			S.J.C.O.G.		
Fire Prevention Bureau			San Joaquin Farm Bureau		
Public Works		3/7/2025	San Joaquin Air Pollution Control District		
Environmental Health		3/10/2025	Woodbridge Irrigation District		
General Services			Lodi School District		
Sheriff Office			North SJ Water Conservation District		
Surveyor					
State Agencies			Miscellaneous		
A.B.C.			A.T.&T.		
Department of Transportation			B.I.A.		
District 10			Builders Exchange		
Division of Aeronautics			Haley Flying Service		
C.H.P.			P.G.&E.		4/4/2025
C.R.W.Q.C.B.			Precissi Flying Service		
Fish & Wildlife, Division: 2			Sierra Club		
CA Native American Heritage Commission			United Auburn Indian Community		
CA Tribal TANF Partnership			CA Valley Miwok Tribe		
Federal Agencies			North Valley Yokuts Tribe		
F.A.A.			Buena Vista Rancheria		
F.E.M.A.			Farm Bureau		

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ANALYSIS

Background

On August 13, 1964, the Planning Commission approved Use Permit No. 3009 for a shooting range on land owned by the Manteca Sportsmen Inc. The Conditions of Approval state:

“The permitted use shall not at any time develop into a nuisance, as herein defined. If, in the opinion of the Planning Commission or Board of Supervisors, any County Ordinance or State Law or regulations or conditions attached hereto are being violated in connection with the operation of this use, that they retain the power to revoke or modify this permit.” For the Purposes of this Use Permit, a nuisance is defined as follow:

“Nuisance is defined as anything resulting from unreasonable or unlawful practices or from neglect which is, or tends to be, injurious to health, safety, or public welfare, or its unsightly or offensive to the senses so as to interfere with the comfortable enjoyment of life or property in the neighborhood area, as such neighborhood area is defined by the Planning Commission”

In February 2022, a San Joaquin County Sheriff’s Department investigation discovered that bullets from rifles fired from the shooting range at the Manteca Sportsmen’s club property (APN:241-370-07) were landing outside of the shooting range property, including up to 1-mile to the north on APN: 241-180-16. This site contains two educational facilities, the Durham Ferry Outdoor Education Center, a regional center for STEM and environmental exploration owned and operated by the San Joaquin County Office of Education, and the Historic Durham Ferry Academy, a charter school.

Compliance Agreement

The enforcement of the Conditions of Approval for UP-3009 fall under the purview of the Community Development Department. In order to ensure public safety, the Community Development Department and the Manteca Sportsmen Club entered into a Compliance Agreement (Attachment F), which was signed on March 9, 2022. The Agreement included the following limitations on the site:

- Immediately stop the outdoor use of certain types of rifles on the firing range that are more likely to result in bullets leaving the property;
- Staff the range with a certified rangemaster during all shooting activities to ensure shooters are operating at their shooting stations safely.
- submit engineered plans for physical improvement that will prevent bullets from leaving the subject property; and
- make changes to the shooting range operations to ensure the approved use of the property will not be detrimental to the public health or safety, or be a public nuisance, in addition to other terms.

In return, the Compliance Agreement also stated that the County will stay enforcement action during the term of the agreement, provided operations do not create an imminent threat to public health, safety, or welfare. Although the original Compliance Agreement was in effect only for a period of 1-year, and the most current addendum expired February 1, 2025, the range has remained in compliance by not operating the rifle range until all safety concerns are resolved.

Modification/Revocation

Pursuant to Development Title Section 9-802.130 Modification or Revocation, any permit granted under the Development Title may be revoked or modified if any of the conditions or terms of the permit are violated or if any law or regulation is violated. Additionally, the Conditions of Approval for UP-3009, as noted above, allow for the Planning Commission to revoke or modify the permit if it were to become a nuisance. The Sheriff’s Office investigation found that bullets from the range are landing off site, causing a safety hazard to the public. As a result, the Modification process was initiated. Staff prepared a report that was presented to the Planning Commission on March 17, 2022, requesting the Planning Commission formally proceed the revocation or modification process.

The Planning Commission directed staff to work with the Manteca Sportsmen Club and the Sheriff's Office. to bring back proposed modifications to the Conditions of Approval to integrate physical and operational requirements that ensure that the shooting range and related activities on the property do not pose a danger to the public including, such as attendees and staff of the education center.

Proposed Conditions of Approval

On April 22, 2025, the Community Development Department met with the Sheriff's Office and Manteca Sportsmen Club to discuss necessary modifications for safety purposes. As a result of this meeting, CDD staff developed the following recommended Conditions of Approval (Attachment I):

- 1.d Safety canopies shall be required to prevent projectiles from going over the levee at each rifle range shooting bench.
- 1.e A certified range master shall be on site during all hours of operation.

Sheriff's Office

On July 18, 2025, the Sheriff's Department conducted an on-site evaluation of the mock-up of the proposed safety canopy prepared by the Manteca Sportsmen Club. The Deputy Building Official and Project Planner were also present during this evaluation. The Sheriff's Department Sniper determined that the safety canopy mock-up was insufficient but could be modified to prevent projectiles from going over the levee by adding an 8.5-inch ballistic block at the shooting bench running the full width of the safety canopy and raising the safety canopy 2 inches from the rear. As a result, the Deputy Building Official determined the plans must reflect the modifications in order to approve the construction plans for the safety canopies. This requirement has been incorporated into the project's Conditions of Approval.

Findings

In order to modify or revoke a land use permit, the original decision-maker must make any one of six possible findings. The Community Development Department recommends that Findings Nos. 2, 3, and 6 can be made in the affirmative as discussed below and in Attachment C

- 2. One or more of the conditions upon which such development approval was granted have been violated

This finding can be made as the project is in violation of the following condition: "The permitted use shall not at any time develop into a nuisance" by creating a safety concern. The Sheriff's Department opened an investigation regarding bullets going over the levee and landing on properties up to one-mile from the range.

- 3. The use or facility for which the development approval was granted is so conducted or maintained as to be detrimental to the public health or safety, or as to be a public nuisance of the conditions upon which such development approval was granted have been violated.

This finding can be made because bullets leaving the site and landing on parcels up to one-mile from the facility is potentially detrimental to public health and safety.

- 6. There is or has been a violation of or failure to observe the terms or conditions of the permit or approval, or the use has been conducted in violation of the provisions of this Title or any other applicable law or regulation.

This finding can be made as the project is in violation of the following condition: "The permitted use shall not at any time develop into a nuisance"

CEQA Exemption

This application is for a modification to the Conditions of Approval for a shooting range to ensure that the facility is operated in a manner that is not a nuisance injurious to the health, safety, and public welfare. Pursuant to CEQA Guidelines Section 15321 Class 21, a project is exempt from CEQA if the activity streamlines the enforcement process, and recognizes that enforcement actions will not have a significant environmental effect. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The Community Development Department determined that the proposed changes to the Conditions of Approval will not cause a significant impact on the environment.

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RECOMMENDATION

It is recommended that the Planning Commission:

1. Adopt Finding No. 2, 3, and 6 for Modification of Use Permit (Attachment C), and
2. Approve Modification No. PA-2200053 to Use Permit No. UP-3009 with the revised Conditions of Approval (Attachment I) Nos.1.d and 1.e.

Attachments:

Attachment A – Site Plan
Attachment B – Agency Response Letters
Attachment C – Findings for Modification
Attachment D – Environmental Determination
Attachment E – Previously Approved Conditions of Approval
Attachment F – Compliance Agreement
Attachment G – Rifle Range Safety Canopy
Attachment H – Operational Procedures
Attachment I – Conditions of Approval

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Attachment A **Site Plan**

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3

Range Baffle Foundation

Scope of work: Addition of fourteen (14) deflector structures at an existing rifle range.

Owner/Client:

Monte Carlo Sportsman, Inc.
2225 S Airport Way
Monteca, CA 95337
Contact: Amy Smith
Phone: (209) 825-7119

Vicinity Map:



Project Team:

Wagner & Associates
2132 N B Dondo St.
Stockton, CA 95204
Phone: (209) 227-7446

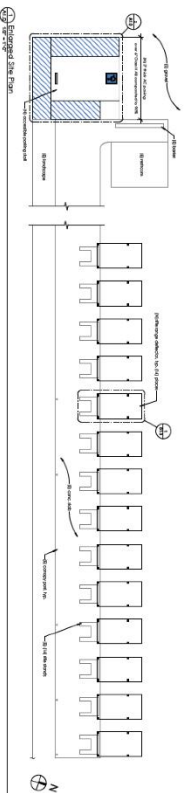
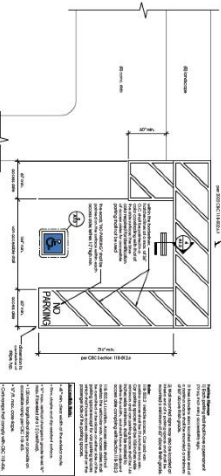
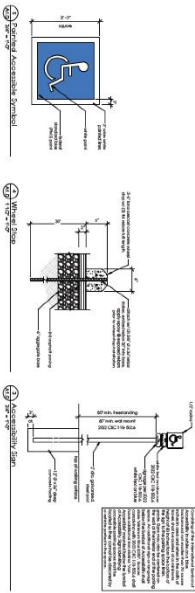
Project Data

Project Address: 2225 S Airport Way
Project Location: Monteca, CA 95337
City: Monteca
County: Merced
State: CA
Zip: 95337
Project Name: Range Baffle Foundation
Project Number: 13-001
Project Date: 11/13/2013

NOTE:
The design depicted on these drawings is intended to meet the structural requirements of the California Building Code. The engineer is not a contractor and does not assume responsibility for the construction of the project. The owner has been advised of this fact and assumes all liability regarding the design of the project.



Site



Sheet Number	Sheet Name
1	Range Baffle Foundation
2	Range Baffle Foundation
3	Range Baffle Foundation
4	Range Baffle Foundation
5	Range Baffle Foundation
6	Range Baffle Foundation
7	Range Baffle Foundation
8	Range Baffle Foundation
9	Range Baffle Foundation
10	Range Baffle Foundation
11	Range Baffle Foundation
12	Range Baffle Foundation
13	Range Baffle Foundation
14	Range Baffle Foundation

Range Baffle Foundation

30261 S Airport Way
Monteca, CA 95337

Drawn By	SK
Checked By	SK
Date	11/13/2013
Scale	1/8" = 1'-0"



J. WAGNER & ASSOCIATES, INC.
2132 N B Dondo St.
Stockton, CA 95204
Phone: (209) 227-7446



Title Sheet

A0.0



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Attachment B **Response Letters**

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Department of Public Works

Fritz Buchman, Director

Alex Chetley, Deputy Director - Development

Kristi Rhea, Deputy Director - Administration

David Tolliver, Deputy Director - Operations

Najee Zarif, Deputy Director - Engineering

March 7, 2025

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: Giuseppe Sanfilippo

FROM: Shayan Rehman, Engineering Services Manager
Development Services Division SR

SUBJECT: PA-2200053 (MISC); Modification proceedings to add two Conditions of Approval for Use Permit No. UP 3009 for the Manteca Sportsmen Club to ensure that the gun range and related activities do not pose a danger to attendees and the public. The first additional Condition of Approval is to require 14 safety canopies at the rifle range to prevent projectiles from going over the levee. The second additional Condition of Approval is to require a certified range master at the rifle range during all hours of operation. The project site is not under a Williamson Act contract; located on the north side of South Airport Way, 0.5 miles east of Kasson Road, Manteca.
(Supervisory District 5)

OWNER: Manteca Sportsmen Inc.

APPLICANT: San Joaquin County

ADDRESS: 30261 S. Airport Way, Manteca

APN: 241-370-07

INFORMATION:

The site is currently located within a Federal Emergency Management Agency Designated Flood Hazard Area designated as Zone AE. The 100-Year Flood Elevation will be approximately 33-feet NAVD 1988.

RECOMMENDATIONS:

- 1) None. (All previous conditions shall apply.)

SR:GM:FS

1810 East Hazelton Avenue | Stockton, California 95205 | T 209 468 3000 | F 209 468 2999

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Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Steven Shih, REHS

Elena Manzo, REHS

Natalia Subbotnikova, REHS

March 10, 2025

To: San Joaquin County Community Development Department
Attention: Giuseppe Sanfilippo

From: Aldara Salinas (209) 616-3019 
Environmental Health Specialist

RE: **PA-2200053, (MISC), Referral, SU0014851**
30261 S. Airport Way, Manteca

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

1. Submit a Water Provision Declaration form to the Environmental Health Department for review.
2. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 & 9-601.020).
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, Elena Manzo (209) 953-7699, 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 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.

1868 E. Hazelton Avenue | Stockton, California 95205 | T 209 468-3420 | F 209 464-0138 | www.sjgov.org/ehd

- 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**



Pacific Gas and Electric Company
PGEPlanReview@pge.com
Land Management
300 Lakeside Drive
Oakland, CA 94612

April 4, 2025

Giuseppe Sanfilippo
San Joaquin County
Community Development Department

Re: PA-2200053 (MISC)

Dear Giuseppe,

Thank you for providing PG&E the opportunity to review your proposed plans for PA-2200053. Our review indicates the proposed work and/or improvements do not appear to directly interfere with any of PG&E's existing facilities or land rights.

Please note, this is our preliminary review and PG&E may provide additional comments in the future as the project progresses or if additional information is provided. If there are subsequent modifications made to the design, we ask that the plans be resubmitted for review to the email address listed below.

If PG&E gas and/or electric service are needed, please submit an application through PG&E's Your Project Portal: [Sign In \(yourprojects-pge.com\)](https://yourprojects-pge.com).

As a reminder, before any digging or excavation occurs, please contact Underground Service Alert (USA) by dialing 811 a minimum of two (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 this response, please contact me at (877) 259-8314 or pgeplanreview@pge.com

Sincerely,

PG&E Plan Review Team
Land Management



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Attachment C **Findings**

FINDINGS FOR MODIFICATION

1. The approval was obtained by means of fraud or misrepresentation of a material fact:

This finding cannot be made. The property owner met all prerequisites of the Use Permit application and obtained approval from the Planning Commission. There is no evidence or allegation that the approval was obtained or extended by fraud.

2. One or more of the conditions upon which such development approval was granted have been violated

**This finding can be made as the project is in violation of the following condition:
“The permitted use shall not at any time develop into a nuisance”**

3. The use or facility for which the development approval was granted is so conducted or maintained as to be detrimental to the public health or safety, or as to be a public nuisance of the conditions upon which such development approval was granted have been violated.

This finding can be made because bullets leaving the site and landing on parcels up to one-mile from the facility is potentially detrimental to public health and safety.

4. The use, building, or structure have been substantially expanded beyond what is set forth in the original permit, thereby causing substantial adverse impacts to the surrounding neighborhood.

This finding cannot be made. The facility occupies substantially the same footprint as is included in the approval, and has been recognized historically.

5. The use in question has ceased to exist or has been suspended for one year or more.

This finding cannot be made. The facility has been consistently in operation and has not ceased to operate for a period of one year or more.

6. There is or has been a violation of or failure to observe the terms or conditions of the permit or approval, or the use has been conducted in violation of the provisions of this Title or any other applicable law or regulation.

**This finding can be made as the project is in violation of the following condition:
“The permitted use shall not at any time develop into a nuisance”**



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Attachment D **Environmental** **Document**



NOTICE OF EXEMPTION

TO: ☒ Office of Planning & Research
P. O. Box 3044, Room 212
Sacramento, CA 95812-3044

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

☒ County Clerk, County of San Joaquin

Project Title: Modification proceedings to add additional Conditions of Approval for Use Permit No. UP-3009 No. PA-2200053

Project Location - Specific: The project site is located on the north side of S Airport Way, 0.5 miles east of Kasson Rd., Manteca. . (APN/Address: 241-370-07 / 30261 S. Airport Way, Manteca) (Supervisory District: 5)

Project Location – City: Manteca

Project Location – County: San Joaquin County

Project Description: Modification application proceedings to add two Conditions of Approval for Use Permit No. UP 3009 for the Manteca Sportsmen Club to ensure that the gun range and related activities do not pose a danger to attendees and the public. The first additional Condition of Approval is to require 14 safety canopies at the rifle range to prevent projectiles from going over the levee. The second additional Condition of Approval is to require a certified range master at the rifle range during all hours of operation. The project site is not under a Williamson Act contract.

The Property is zoned AG-40 (General Agriculture, 40-acre minimum) and the General Plan designation is A/G (General Agriculture).

Project Proponent(s): Manteca Sportsmen Inc. / San Joaquin County

Name of Public Agency Approving Project: San Joaquin County Planning Commission

Name of Person or Agency Carrying Out Project: Giuseppe Sanfilippo, Senior Planner
San Joaquin County Community Development Department

Exemption Status:
Categorical Exemption. (15321)

Exemption Reason:
Processed under the provisions of the California Code of Regulations Section 15321, which are exempt from CEQA.

This project is exempt from the California Environmental Quality Act (CEQA) per CEQA Guidelines Section 15321. Class 21 consists of:

- (a) Actions by regulatory agencies to enforce or revoke a lease, permit, license, certificate, or other entitlement for use issued, adopted, or prescribed by the regulatory agency or enforcement of a law, general rule, standard, or objective, administered or adopted by the regulatory agency. Such actions include, but are not limited to, the following:
 - (1) The direct referral of a violation of lease, permit, license, certificate, or entitlement for use or of a general rule, standard, or objective to the Attorney General, District Attorney, or City Attorney as appropriate, for judicial enforcement;
 - (2) The adoption of an administrative decision or order enforcing or revoking the lease, permit, license, certificate, or entitlement for use or enforcing the general rule, standard, or objective.

*Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.*



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Attachment E
Previously Approved
Conditions of Approval for
Use Permit No. UP-3009

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USE PERMIT APPLICATION

Nº 3009

Ent

Date: July 15, 1964
Planning Commission
Public Hearing: 8-6-64

APPLICANT: MANTECA SPORTSMAN INC.
510 San Juan
Mailing Address: Manteca, California

Location of property involved: North side of Airport Way just east of the
Junction of Airport Way and San Joaquin River

Legal Owner of property: Same as above
Mailing Address:
Zoning: I-H Present Use:

REQUEST:

PISTOL RANGE

I (We) certify (or declare) under penalty of perjury that the foregoing is true and correct.

SIGNATURE OF APPLICANT:

BY:

John Loria

Authorized Representative

San Joaquin County Planning Commission
1850 East Hamilton Avenue, Stockton 9, California

By: Louis Thanas, Planner II Date: July 15, 1964

Public Hearing Fee: \$15.00 Receipt No. 1450

ACTION:

Approved by the Planning Commission on August 6, 1964

Reason for Action: the proposal is consistent with existing uses and the general plan.

Subject to the operational standards listed on the reverse side.

Richard G. Feltz, Jr. & K.G. Director-Secretary

August 13, 1964 Date

Board of Supervisors action upon appeal from the decision of the Planning Commission:

Board Planning Commission decision by Resolution dated

UP3009

USE PERMIT CONDITIONS:

1. The permitted use shall not at any time develop into a nuisance, as herein defined. If, in the opinion of the Planning Commission or Board of Supervisors, any County Ordinance or State Law or regulations or conditions attached hereto are being violated in connection with the operation of this use, that they retain the power to revoke or modify this permit. For the purposes of this use permit, a nuisance is defined as follows:

"Nuisance is defined as anything resulting from unreasonable or unlawful practices or from neglect which is, or tends to be injurious to health, safety or public welfare, or is unsightly or offensive to the senses so as to interfere with the comfortable enjoyment of life or property in the neighborhood area, as such neighborhood area is defined by the Planning Commission."

2. The attached Plot Plan is hereby made a permanent part of this approved use permit and shall be identified as "EXHIBIT A," and all construction, reconstruction, moving, remodeling or other structural alteration shall be made in conformity therewith. Any variation from said Plot Plan shall be first approved by the Planning Department or Commission.
3. This use permit is granted under the condition that said permit not be transferred within a 90-day period after the date of approval.

STAFF REPORT INVESTIGATION
(See reverse for land use sketch)

APPLICANT Maneeca Sportsman Inc. U.P. # 3009

LOCATION North Side of Airport Way Just E. of the
Junction of Airport Way & S. River ZONE HH

REQUEST Pistol Range

DATA:

Property description Sausage Shaped Parcel approximately
1500' long lying between Airport Way, and the S. River
Average depth is 300'
Land Use

Property 2 Residences (one appears vacant) Various
Small Utility Bldgs screened pens etc. An existing
Rifle Range on N.E. end of parcel.
Area Many small residences along & around the
River (None appears to be in proposed line of fire)
Vacant sparsely wooded land & Ag uses elsewhere.
Traffic Light but Road was under construction
Sanitation & much was likely detoured.

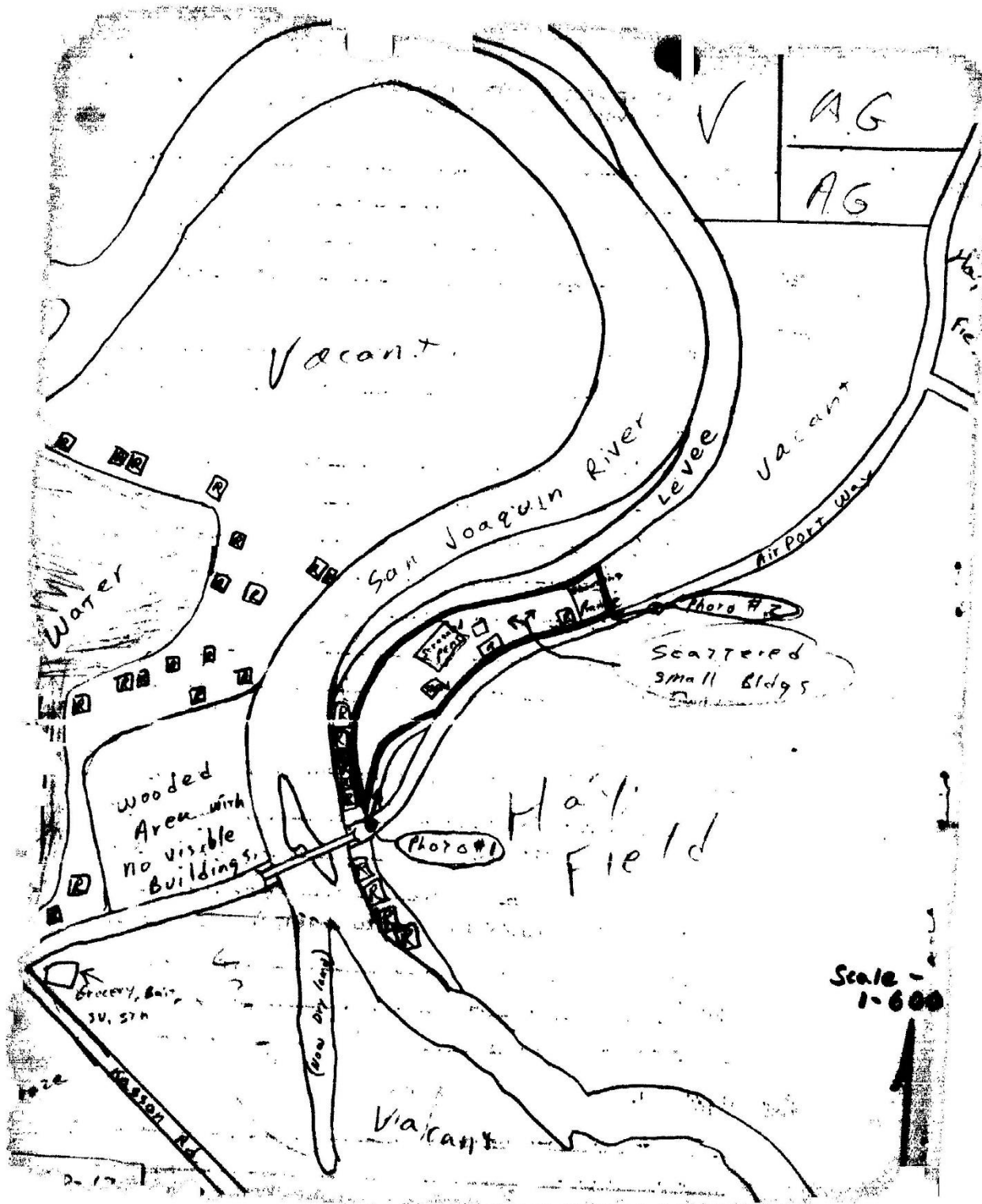
OBSERVATIONS:

General Plan or Planning Commission Policies G.P. Recreation
& Rec. Reserve, surrounded by ag.
Planning aspects _____

Relationship of proposed change to zoning _____

Note It appears that the Waterways have changed
considerably since Assessor's maps were made.
Changes were roughed in on reverse sketch.
Orientation indicated on reverse.

RECOMMENDATION:

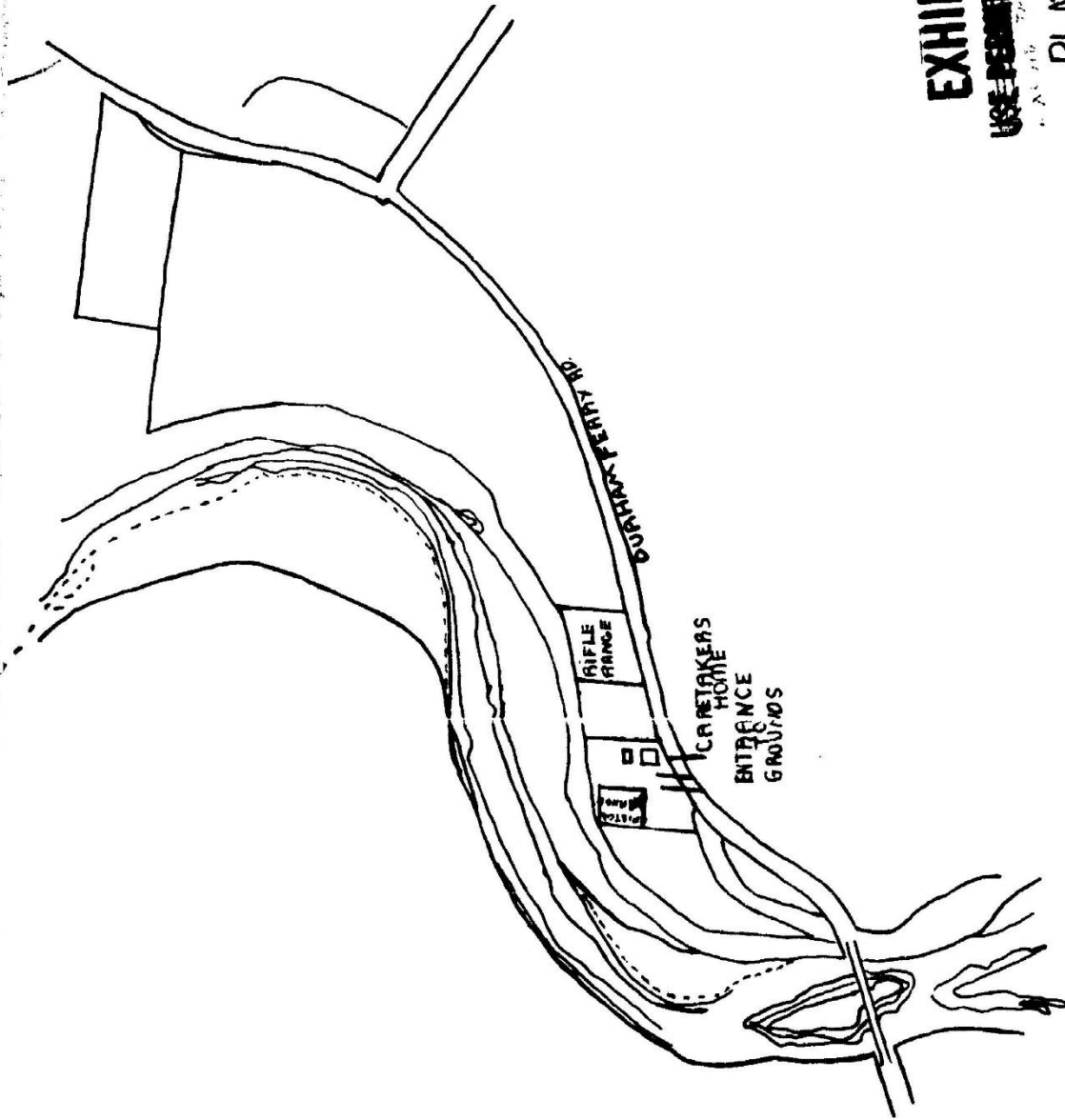


UP 3009

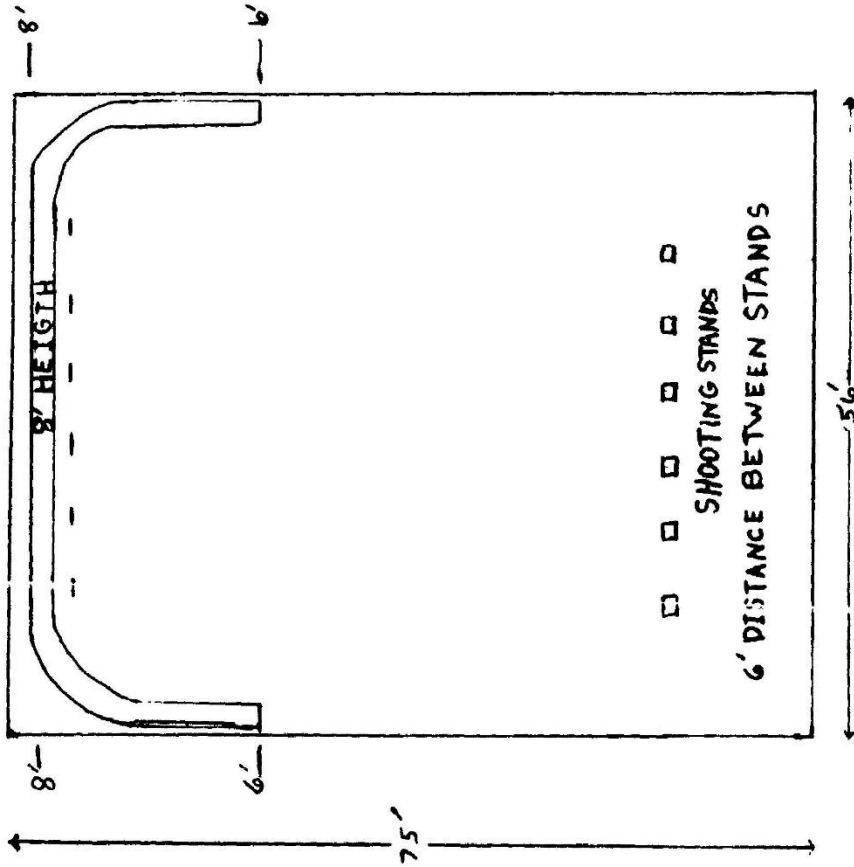
EXHIBIT A

USE PERMIT NO. 3009

PLATE NO. 1



SAN JUAN RIVER



DIRECTION OF SHOOT

8' REVENTMENT TO BE OF
EARTH FILLED SACKS AND
EARTH.

TOP OF REVENTMENT
HAVE STRUCTURE CONSI
ING OF POLES AND
MATERIAL TO HEIGHT
10' ABOVE REVENTME

UP 3009

EXHIBIT B

USE PERMIT NO. 3009

PLATE NO. 1

CERTIFICATE OF ACKNOWLEDGMENT BY PROPERTY OWNER

I, PRESIDENT, the ~~undersigned owner~~ of property located at

MANTECA SPORTSMAN INC.
(Street address, location or legal description of property involved)

JUNCTION OF AIRPORT WAY AND SAN JOAQUIN
RIVER, ROAD ALSO KNOWN AS DURHAM FERRY RD.

DO HEREBY AUTHORIZE John Loma
(Check) ☒ MY AGENT ☐ AS LESSEE () ☐ AS BUYER ()

Address 510 SAN JUAN, MANTECA, CALIF.

to request USE PERMIT
(Use Permit, Variance, or Reclassification requested)

FOR TO ERECT A PISTOL RANGE

on the above mentioned property.

Signed: Ernest A Goodrich President

Address: 819 Edythe St

Date: July 13th 1964

UP 3009

CERTIFICATE OF MAILING NOTICE OF PUBLIC HEARING
CONCERNING

USE PERMIT APPLICATION NO. 3009 of Manteca Sportsman Inc.

STATE OF CALIFORNIA) ss
COUNTY OF SAN JOAQUIN)

Toni Hallmark states:

That she is and at all times herein mentioned was a citizen of the United States, residing in the County of San Joaquin, State of California, over the age of eighteen years and not interested in the above matter:

That on July 30, 1964, she deposited in the United States Post Office, or mailing facility regularly maintained by the Government of the United States, at the City of Stockton, County of San Joaquin, State of California, a true copy of the NOTICE OF PUBLIC HEARING, as is attached hereto and made a part hereof, with postage fully prepaid and addressed respectively to each of the persons whose names and addresses appear on the latest adopted Tax Roll of the County of San Joaquin, as owning property within a distance of not less than 300' from, or adjacent to and opposite the exterior boundaries of the area actually occupied or to be occupied by the use which is the subject of the hearing; that said respective names and addresses are shown on the list attached hereto and made a part hereof; that said mailing took place not less than five days prior to the date of said hearing:

That there is a regular communication by mail between the place of mailing and each of the places so addressed.

I certify under penalty of perjury that the foregoing is true and correct.

Date at Stockton, California July 31, 1964

(S) Toni Hallmark

UP 3009

SAN JOAQUIN COUNTY PLANNING COMMISSION

On Thursday, **August 6, 1964** at 7:30 p.m. in the Planning Commission Auditorium, 1850 East Hazelton Avenue, Stockton, California, the Planning Commission will consider:

USE PERMIT APPLICATION NO. 3009 of MANTECA SPORTSMAN INC.
for a PISTOL RANGE on property located on the north side of
Airport Way just east of the junction of Airport Way and
the San Joaquin River, in an I-H Zone.

All persons interested in this matter are invited to be present and/or submit statements orally or in writing during or before said hearing.

RICHARD G. SALTER, Director-Secretary
San Joaquin County Planning Commission
1850 East Hazelton Avenue
Stockton 5, California

[illegible]

BOARD OF TRUSTEES

A. R. Glover, M.D., Pres.
W. A. Stauffer, Sec'y
Robert H. Kinn
W. J. Johnson
E. C. Davis
James D. Baker, Jr., M. D.
C. E. Probert
H. L. Dickman
W. R. Mensinger, Jr.

SAN JOAQUIN LOCAL HEALTH DISTRICT

1601 East Hazelton Avenue, P. O. Box 2009
Stockton, California 95205

Jack J. Williams, M. D., District Health Officer

SERVICES

City of Tracy
City of Ripon
City of Lodi
City of Manteca
City of Escalon
City of Stockton
San Joaquin County
San Joaquin County
San Joaquin County

Aug 6, 1964

USE PERMIT APPLICATION # 3009 - MANTECA SPORTSMAN INC.

Recommend approval. Water and sewage systems already
approved by Health District.

RECEIVED
AUG 6 1964
SAN JOAQUIN COUNTY
PLANNING DEPARTMENT



**SAN JOAQUIN
COUNTY
PLANNING
DEPARTMENT

OFFICIAL
STAFF
REPORT**

**PLANNING COMMISSION
BOARD OF SUPERVISORS
OTHERS**

UP 3C
August 6, 1964

**PREPARED
REVIEWED
APPROVED
PRESENTED AT
MEETING OF**

SUBJECT

USE PERMIT APPLICATION NO. 3009 of MANTECA
SPORTSMAN INC.

REPORT

Application to establish a pistol range on property located on the north side of Airport Way just east of the junction of Airport Way and San Joaquin River.

Subject property is an elongated parcel with about 1200' frontage on Airport Way, and averages 300' in depth. There is an existing rifle range at the east end of the property, a caretaker's residence, shed, and some screened pens 1000' to the west. The proposed range is to be placed about 300' east of the caretaker's residence.

Recreational uses, including dense concentrations of resort cabins exist along the waterways and levees to the south and west. Agricultural uses predominate to the north east.

The area is intended for recreational use. As the orientation of the proposed range is on vacant land, and the use is compatible with existing uses and the General Plan, the staff recommends approval (unless evidence is presented at the hearing to indicate the pistol range may pose a danger to nearby residents).

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Community Development Department

Planning · Building · Code Enforcement · Fire Prevention

Attachment F **Compliance Agreement**

1 **COMPLIANCE AGREEMENT**

2 **Manteca Sportsmen Club**

3 **30261 S. Airport Way, Manteca, California**

4 This agreement is by and between the County of San Joaquin, Community
5 Development Department (hereinafter referred to as the "County"), and the Manteca
6 Sportsmen Club as the owner of the Subject Property (hereinafter referred to as the
7 "Owner or Sportsman Club"). Collectively, the County and the Owner are the "Parties."

8 The Parties agree to the following Recitals:

9 A. This Agreement is regarding real property commonly known as 30261
10 S. Airport Way, Manteca, California, APN 241-370-07 (the "Subject Property").

11 B. On August 6, 1964, the County approved a Use Permit to establish a pistol
12 range on the Subject Property, in addition to an existing rifle range (the "Use
13 Permit").¹

14 C. The Use Permit contains the following Condition of Approval:

15 "The permitted use shall not at any time develop into a nuisance, as
16 herein defined. If, in the opinion of the Planning Commission or
17 Board of Supervisors, any County Ordinance or State Law or
18 regulations or conditions attached hereto are being violated in
19 connection with the operation of this use, that they retain the power
20 to revoke or modify this permit. For the purposes of this use permit,
21 "nuisance" is defined as follows:

22 "Nuisance is defined as anything resulting from
23 unreasonable or unlawful practices or from neglect which
24 is, or tends to be injurious to health, safety or public

1 On May 8, 1968, the County also approved a Use Permit for the addition of a club
house for use by the Sportsmen Club on the Subject Property (the "1968 Use
Permit"). The 1968 Use Permit also contains a condition prohibiting a nuisance.

COMPLIANCE AGREEMENT

Page 1 of 6

- 1 welfare, or is unsightly or offensive to the senses so as to
2 interfere with the comfortable enjoyment of life or property
3 in the neighborhood area, as such neighborhood area is
4 defined by the Planning Commission.”
- 5 D. No other Use Permit conditions of approval address the safe operation of the
6 rifle or pistol range.
- 7 E. The Sportsmen Club has been in continuous operation as a gun range since
8 the approval of the Use Permit.
- 9 F. In February 2022 the County Sheriff's Department conducted an investigation
10 and found that bullets from rifles fired from the Subject Property are landing
11 approximately 1 mile away on the grounds and have hit the buildings of the
12 Durham Ferry Outdoor Education Center, a regional center for STEM and
13 environmental exploration, owned and operated by San Joaquin County Office
14 of Education, and the Historic Durham Ferry Academy, a charter school on the
15 same grounds (collectively, the "School"), creating a risk of death and injury to
16 students and staff. The Sheriff found that such incidents have happened since
17 at least 2011, but recently increased in frequency. In addition to the rifle bullets
18 on the School grounds, the Sheriff's Department found bullets of varying sizes
19 fired from rifles and non-rifles outside of the approved boundaries of the gun
20 range, including on the levee adjacent to the gun range.
- 21 G. County contends that such findings constitute a threat to the public health or
22 safety and a nuisance in violation of the Use Permit.
- 23 H. Owner has not conducted its own investigation and does not have sufficient
24 independently developed information to endorse or rebut the Sheriff's
25 Department findings or the County's contentions.
- 26 I. County Development Title Chapter 9-230 allows for the Planning Commission
27 to initiate an action to modify any development approval, including a Use

COMPLIANCE AGREEMENT
Page 2 of 6

1 Permit, if they find that "the use or facility for which the development approval
2 was granted is so conducted or maintained as to be detrimental to the public
3 health or safety, or as to be a public nuisance."
4 J. The County and the Owner want to avoid any dangers created by bullets
5 leaving the Subject Property to ensure that the Sportsmen Club can continue
6 to operate safely on the Subject Property.
7 K. Accordingly, the Parties have agreed the best process to address the concern
8 of bullets leaving the Subject Property is to request the Planning Commission
9 to initiate the modification of the Use Permit pursuant to County Development
10 Title Section 9-230.3 and then to bring back for a public hearing proposed
11 modifications to the Use Permits that integrate physical and operational
12 requirements that ensure safe use of the Subject Property.
13 L. The Parties agree to the above stated facts and based on those facts now enter
14 into this Compliance Agreement.
15 The terms of this Compliance Agreement are as follows:
16 1. THE OWNER AGREES TO:
17 a. Immediately stop outdoor use of rifles firing center fire rifle calibers or rim
18 fire ammunition (hereinafter "Rifles") on the Subject Property, including but
19 not limited to the use of such Rifles in the rifle range and/or NRA National
20 Match Course, except as allowed in this Section.
21 i. The Owners can use cowboy action rifles firing pistol caliber
22 ammunition or rim fire ammunition in the cowboy action shooting
23 area and black powder muzzle loader rifles in the black power range
24 on the Subject Property but not within the rifle range and/or NRA
25 National Match Course.
26 ii. If the Owners provide evidence that limited or specific Rifle use on
27 the Subject Property outside of the existing rifle range can be done

COMPLIANCE AGREEMENT
Page 3 of 6

- 1 in a prescribed manner without bullets leaving the Subject Property,
2 then the County will consider a modification to this Agreement
3 allowing that limited or specific rifle use during the Term of this
4 Agreement.
- 5 b. Have a certified rangemaster present on the Subject Property during all
6 shooting activities to ensure compliance with this Agreement.
- 7 c. Submit to the County proposed modifications to the Use Permit within
8 **3 months** of the Effective Date for consideration by the County as
9 enforceable Conditions of Approval including but not limited to:
- 10 i. Engineered plans for physical improvements to the Subject Property
11 that will prevent bullets from leaving the Subject Property.
- 12 ii. Operational changes to the approved gun ranges/operation that will
13 ensure that the approved use of the Subject Property will not be
14 detrimental to the public health or safety, or be a public nuisance.
- 15 d. Respond to staff contacts and requests regarding the Subject Property and
16 any proposed physical or operational modifications to the Use Permit.
- 17 e. Owner understands that the failure to respond to staff in a reasonable time
18 and/or to complete necessary actions will be deemed a failure to move
19 forward in good faith and a breach of this Agreement.
- 20 f. Consent to inspections of the Subject Property by a County Code
21 Enforcement Officer during regular County business hours within 24 hours
22 of a request by the County, or at time otherwise agreed to by the Parties.
- 23 g. Operate the non-rifle operations on the Subject Property in a safe manner
24 such that the allowed operations do not create an imminent threat to public
25 health, safety, or welfare.

COMPLIANCE AGREEMENT
Page 4 of 6

- 1 h. Immediately cease all operations on the Subject Property if the County or
2 other governmental agency with lawful authority finds that such operations
3 create an imminent threat to public health, safety, or welfare.
- 4 2. COUNTY AGREES TO: Stay further enforcement action, including but not limited
5 to a revocation of the Use Permit pursuant to Development Title Chapter 9-230,
6 during the Term of this Agreement so long as operations do not create an imminent
7 threat to public health, safety, or welfare.
- 8 3. TERM OF AGREEMENT: This Agreement shall begin on the Effective Date and
9 remain in effect until the Planning Commission has approved modifications to the
10 Use Permits pursuant to Chapter 9-230 and all related Conditions of Approval are
11 completed or 1 year, whichever occurs first, or upon the transfer of ownership of
12 the Subject Property to a non-Party.
- 13 a. The Term of this Agreement can be modified only in a writing signed by all
14 Parties.
- 15 4. No Waiver: Nothing herein shall affect or be a waiver of the County's police powers
16 or the Owner's legal and allowed use of the Subject Property.
- 17 5. Effective Date: The effective date of this Compliance Agreement shall be the date
18 the last Party signs this Agreement.
- 19 6. Contact/Notification: The following people shall be the primary contact person for
20 their respective Parties in regards to this Agreement:
- 21 a. County?: Juanita Huerta, Senior Code Enforcement Officer
22 Email: jhuerta@sjgov.org
23 Telephone Main Office: (209) 468-3121
24 Telephone Direct: (209) 468-0977
25 b. Owner: Michael Maciel

- 2 This contact person may not be the same County employee assigned to work
with the Owner on the modification of the Use Permit.

COMPLIANCE AGREEMENT
Page 5 of 6

1 Email: SANJUAN@YAHOO.COM
2 Telephone: 209-879-3148
3
4

5 Laurel K. Sipe Date: 3/1/2022
6 By: LAUREL K. SIPE, PRESIDENT
7 For Manteca Sportsmen Club
8

9 SAN JOAQUIN COUNTY
10 David W. Kwong Date: 03/09/2022
11 By: DAVID KWONG,
12 Community Development Department Director
13 For County of San Joaquin
14

15 APPROVED AS TO FORM:

16 [Signature]
17
18
19 ZAYANTE (ZOEY) P. MERRILL,
20 Deputy County Counsel
21 County of San Joaquin
22

23 J. P. Platt 3/1/22
24 J. Anthony Abbott
25
26
27 Counsel for the Manteca Sportsmen Club

COMPLIANCE AGREEMENT
Page 6 of 6

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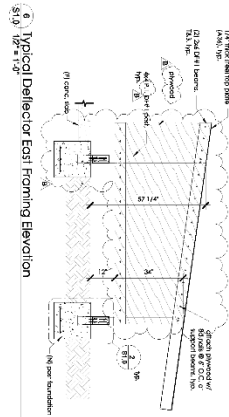
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Community Development Department

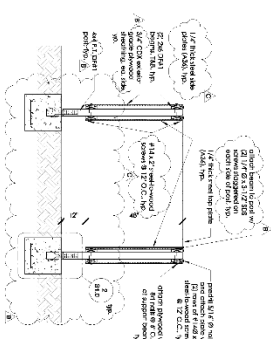
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Attachment G **Rifle Range Safety Canopy**

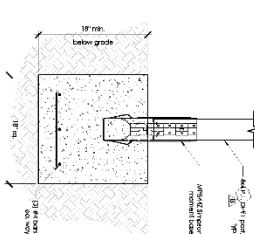
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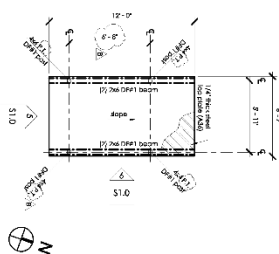
8. Typical Deflector East Framing Elevation
S1.0 1/2" = 1'-0"



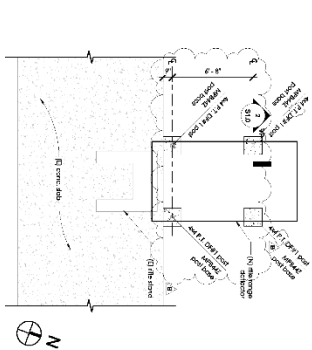
5. Typical Deflector South Framing Elevation
S1.0 1/2" = 1'-0"



2. INI Deflector Post Foundation
S1.0 1/2" = 1'-0"



4. Typical Deflector Framing Plan
S1.0 1/4" = 1'-0"



3. Typical Deflector Foundation Plan
S1.0 1/4" = 1'-0"

Range Deflector Structures

30261 S Airport Way
Manteca, CA 95337

Drawn by: CR
Checked: JLT
Date: 10/1/10
Project: Range Deflector Structures
1. 10/1/10
2. 10/1/10
3. 10/1/10
4. 10/1/10
5. 10/1/10
6. 10/1/10
7. 10/1/10
8. 10/1/10
9. 10/1/10
10. 10/1/10

WAGNER
R. ASSOCIATES



S1.0
Rifle Range
Deflector

General Notes:

[illegible]

Word

[illegible]

Foundation:

1000

Concrete:

[illegible]

Reinforcing Steel:

[illegible]

Basis For Design

[illegible]

Special Inspection

[illegible]

Code Compliance

At work and be performed in accordance with the delivery cycle, including but not limited to:

- 2022 California Building Code
- 2022 California Residential Code
- 2022 California Electrical Code
- 2022 California Mechanical Code
- 2022 California Plumbing Code
- 2022 Building Energy Efficiency Standards
- 2022 California Basic Building Code
- 2022 California Fire Building Code
- 2022 California Green Building Code

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Range Deflector Structures
30261 S Airport Way
Manteca, CA 95337

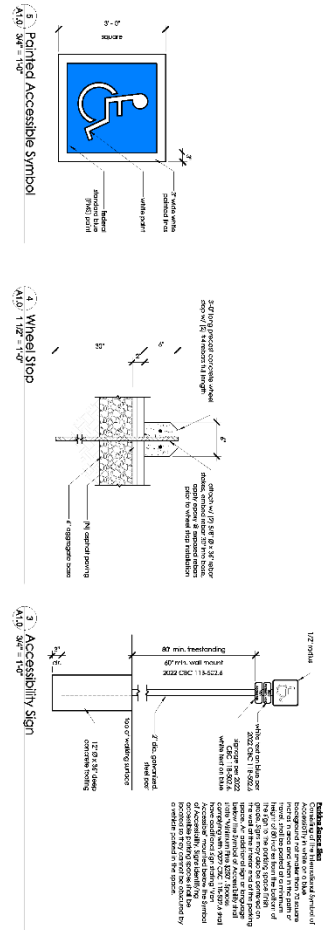
Down by	GR
Character	HLT
Job #	16740
Scale	Noted
Environ	Secluded
Date	11/02/2024
Discription	CYCLIC PWR CHG



Then, the big bang and the explosion are the two most important events of XTC's life. A lightning bolt of death will be sent to the world in a subtle way, either we will accept it, or we will not. XTC's story is a story of love.

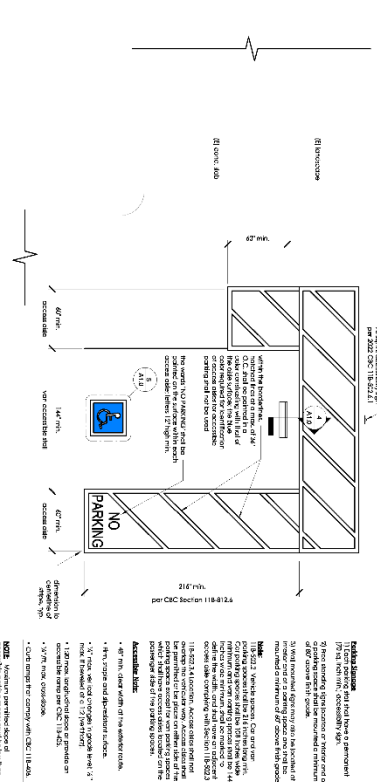
Structural Notes

\$0.0

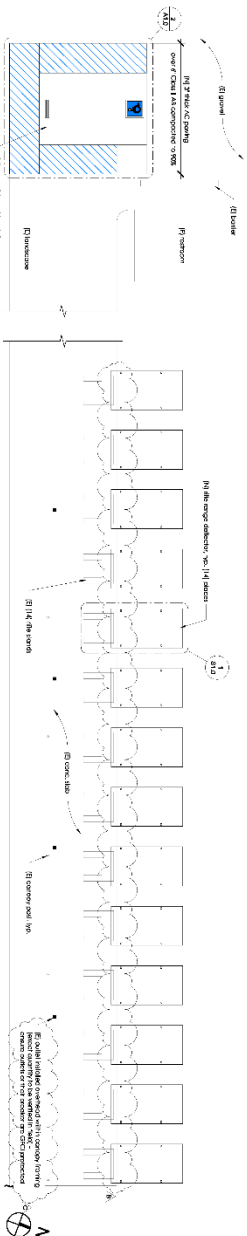


Range Deflector Structures
 30261 S Airport Way
 Manteca, CA 95337

Drawn By	GR
Checked	HT
Scale	As Shown
Notes	1. All dimensions are in feet and inches unless otherwise noted.
	2. All dimensions are to the center of the structure unless otherwise noted.
	3. All dimensions are to the center of the structure unless otherwise noted.
	4. All dimensions are to the center of the structure unless otherwise noted.
	5. All dimensions are to the center of the structure unless otherwise noted.
	6. All dimensions are to the center of the structure unless otherwise noted.
	7. All dimensions are to the center of the structure unless otherwise noted.
	8. All dimensions are to the center of the structure unless otherwise noted.
	9. All dimensions are to the center of the structure unless otherwise noted.
	10. All dimensions are to the center of the structure unless otherwise noted.



Drawn By	GR
Checked	HT
Scale	As Shown
Notes	1. All dimensions are in feet and inches unless otherwise noted.
	2. All dimensions are to the center of the structure unless otherwise noted.
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	9. All dimensions are to the center of the structure unless otherwise noted.
	10. All dimensions are to the center of the structure unless otherwise noted.



Drawn By	GR
Checked	HT
Scale	As Shown
Notes	1. All dimensions are in feet and inches unless otherwise noted.
	2. All dimensions are to the center of the structure unless otherwise noted.
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	7. All dimensions are to the center of the structure unless otherwise noted.
	8. All dimensions are to the center of the structure unless otherwise noted.
	9. All dimensions are to the center of the structure unless otherwise noted.
	10. All dimensions are to the center of the structure unless otherwise noted.

A1.0
 Enlarged Site Plan

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Attachment H **Operational Procedures**

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RIFLE RANGE QUESTIONNAIRE

NAME _____ DATE _____ LICENSE # _____

EMAIL ADDRESS _____

1. What will you be shooting?
 - a. RIFLE _____
 - b. CALIBER _____
 - c. AMMO _____
2. Is this a new firearm for you? _____
3. How much firearms training have you had?
 - a. Basic firearm training by NRA _____
 - b. Basic training by friend or other _____
4. How long have you been shooting?
 - a. 0 TO 6 MONTHS _____
 - b. 6 MONTHS TO A YEAR _____
 - c. 1 TO 5 YEARS _____
5. DO YOU WISH TO RECEIVE NOTIFICATION OF RANGE ACTIVITIES AND SPECIALS _____

NEW RANGE RULES:

1. ONLY ONE SHOOTER PER BENCH.
2. ONLY ONE PERSON PER BENCH MAY GO DOWN RANGE.
3. BEFORE GOING DOWN RANGE EACH PERSON WILL "CHECK OUT" WITH THE RANGE SAFETY OFFICER BEFORE GOING DOWN RANGE.

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Page 1

4. IMMEDIATELY, UPON RETURN FROM GOING DOWN RANGE, EACH PERSON WILL "CHECK IN" WITH THE RANGE SAFETY OFFICER.
5. NO ARMOR PIERCING OR INCENTEDARY AMMO IS ALLOWED. (TEST WITH MAGNET).
6. NO CALIBER LARGER THAN 30 CALIBER.
7. ANY ONE SHOOTING THE BAFFLES WILL BE ASKED TO LEAVE THE RANGE.
8. MSI staff and Range Safety Officers are the authority concerning all matters involving range operation and safety. Participants must heed all range commands without hesitation or risk expulsion from the facility. The range is not open unless a Range Safety Officer is present.
9. The baffles are placed to prevent rounds from leaving the property; ricochets and muffle the sounds of gunfire. A specific reason that the Manteca Sportsmen's range was upgraded is to allow gun owners to practice using their centerfire rifles safely and responsibly under the supervision of trained range safety officers.

SIGN-IN PROCEDURE TO USE THE RANGE.

1. Complete the questionnaire
2. Present your driver's license for scanning
 - a. Set-up MSI range account(WaiversForEver).
3. View the range safety video.
4. Read and sign the liability waiver (WaiversForEver).
5. Pay range use fee.

RIFLE RANGE RULES

EVERYONE, INCLUDING MEMBERS MUST SIGN IN BEFORE ENTERING THE GROUNDS OR RANGE. Non-Members must have a release of liability in their possession while on Manteca Sportsmen Inc. (MSI) ranges and grounds. Anyone 17 years or younger must be **ACCOMPANIED** by a parent or guardian.

Basic firearm rules (MSI sanctioned, Range Officer supervised, events may use modified rules)

Treat all firearms as if loaded!

1. Always point the muzzle in a **SAFE** direction (straight up or toward target).
2. Keep your finger **OFF** the trigger, except when shooting.
3. Keep the action **OPEN** and the firearm **UNLOADED**, except when shooting.
4. Do not **touch/handle/move ANYTHING** on the benches during a "CEASE FIRE".
5. Do not **handle/move/transport** firearms on/off ranges during a "CEASE FIRE"
6. **NO** rapid fire is allowed (Shooting faster than 1 shot **EVERY 5 SECONDS**).
7. Know your firearm and ammunition.
8. Be sure of your target ... and what's beyond!
9. Shoot only at authorized paper targets.
10. Know where others are at all times.
11. Wearing ear and eye protection is required.
12. Know and obey all range rules and Range Officer commands.
13. No alcohol or drugs.

Rifle Range Specific Operating Procedures and Rules

1. The Range Safety Officer shall enforce range rules and all other MSI range & safety rules. A copy of MSI rules can be requested at the sign in office. Anyone violating range or safety rules or is damaging MSI equipment or property will be asked to leave MSI grounds without refund of range fees and may be subject to prosecution and restoration, for any property damage.
2. The first three benches as you enter the rifle range from the parking lot are for rim fire rifles only (limited to .22 short, .22 long, .22 long-rifles, 22 magnums, .17HMR and .17 mach2). These benches are marked A, B, and C. The next 11 benches are for rim fire, center fire and muzzle loading rifles. No shotguns or pistols allowed (no Shot, Slugs or Sabots).
3. Carry uncased firearms with the **muzzle straight up, action open, magazine empty or out and finger off the trigger**. If the firearms are cased when bringing them to the range leave them in the case until putting them onto the bench at the firing line. All firearms are to be cased or uncased on the shooting bench with the muzzle pointed downrange. Close and turn the case if you open it and find the firearm not pointed downrange.

4. A cease-fire will be called at the discretion of the Range Safety Officer. *Before the range is closed*, shooters must unload, empty/remove the magazine, open cylinders and bolts, and lock their firearm actions open, and keep the firearm pointed down range. An empty chamber indicator must be placed between the bolt and the chamber to show the firearm is safe. No one should go down range until all the above mentioned actions are taken. The use of safety catches is not permitted in lieu of unloading the firearm. *Firearms and equipment on benches must not be handled, transported, or moved in any way during a cease-fire.* Muzzleloader shooters ONLY must be extended the courtesy to fire any round(s) in place when the cease-fire was called (except in an emergency).
 5. **NO ONE MAY GO FORWARD OF THE FIRING LINE** (*Front Edge of Shooting Benches*) **UNTIL THE "RANGE IS CLOSED" or "FIRING LINE IS CLEAR" HAS BEEN DECLARED AND THE LINE IS SAFE.**
 6. **During cease fire: Each person going down range must "check out" with the range safety officer, and "check back in" upon their return to the firing line.** Shooters may check and repair targets and retrieve brass forward of the firing line. Do not approach the shooting station for any reason. Step back from the Shooting Benches until you are given a "Commence Firing" or "Range is Hot" command. Even if you are through firing, no firearm is to be handled while a cease fire is in effect, do not remove your equipment from the bench until you hear the command to "Commence Firing" or "Range is Hot".
 7. Fire only from behind the firing line (Front Edge of shooting bench) and only at targets on frames numbered to the bench you are using. Do not cross fire targets or raise the muzzle of any firearm above the lower edge of the baffle and keep your finger off the trigger until your sights are on target and you are ready to shoot. Do not shoot the Baffles; Target frame holders or number boards. Do not load your gun until the command "Commence Firing" or "Range is Hot" is given.
 8. All shooting will be done from the bench. Position shooting (e.g. prone, kneeling, sitting, standing) is not allowed. The barrel muzzle shall extend past the edge of the bench/cement pad.
 9. Firing will be done **only at authorized paper targets** placed on MSI target frames. Exploding targets, cans, bottles, clay birds etc. are not authorized targets. Targets must fit within the target frame and not extend above or below the cardboard. You may not shoot at any wildlife (including gofers) on MSI property.
 10. Muzzle loading and tubular magazine rim fire rifles may be loaded with the muzzle pointed up. Muzzleloaders must be on the bench pointed down range before capping.
 11. Shooters are responsible for policing their litter, cartridge cases, etc. from all around their shooting station. Brass buckets are provided for discarded brass. Steel cases should be disposed of in the trash barrels. During a cease-fire the shooter may collect cases in front of the shooting bench. Do not touch the benches or place the spent cases on the bench until the command "Commence Firing" or "Range is Hot" is given.
 12. Good sportsmanship, safety & courtesy are required by all members, non-members and spectators at all times.
- Report all mishaps, injuries or damage immediately at the check-in office and complete an incident report.

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Page 4

RANGE SAFETY OFFICER COURSE TRAINING:

The NRA Range Safety Officer (RSO) program was developed in response to the demand for a nationally recognized range safety officer certification. To become a NRA Range Safety Officer, you must pass the RSO course and demonstrate that you possess the knowledge, skills, and attitude essential to organizing, conducting, and supervising safe shooting activities and range operations.

The RSO course content consists of RSO's roles and responsibilities, range standard operating procedures, range inspection and range rules, firearm stoppages and malfunctions, and Range Safety Briefings which include procedures to follow in the case of an emergency. RSO's who have successfully completed the course then have the ability to become a Chief Range Safety Officer, someone essential to training and supervising NRA Range Safety Officers and developing range standard operating procedures.

This 9-hour course is classroom-based only, NO LIVE AMMUNITION allowed in the classroom. There will not be any range session or live ammunition firing.

Safety is paramount, at any time everyone shall observe the three ALWAYS NRA rules for safe gun handling. ALWAYS keep the muzzle in a safe direction. ALWAYS keep your finger off from the trigger until ready to shoot. ALWAYS keep the action open until ready to shoot.

Lessons

Introduction to the NRA Basic Range Safety Officer Course

The Role of the NRA Range Safety Officer and Range Standard Operating Procedures

Range Inspection and Range Rules

Range Safety Briefing

Emergency Procedures

Firearm Stoppages and Malfunctions

Test and Review

Course Materials & Resources

Bring some snacks, water and lunch. We will not break for lunch or dinner time.

Bring a pen and notepad. All other materials for this course will be provided by the NRA-certified Chief Range Safety Officer teaching the RSO course.

Course Prerequisites

No pre-requisites are required for the in-class training. However, NRA RSOs should be experienced shooters, involved in many aspects of target shooting, training, and range supervision. The NRA encourages active shooters to learn more and become responsible for the safety of fellow shooters through this program.

Course Completion

You must complete all lessons, all hands-on exercises and administered test with a 90% pass rate in order to become a certified Range Safety Officer. Once you pass the course you will be directed to receive a completion certificate.

The hands-on drills consist of short standardized briefings like an introduction or a range safety briefing, use-case scenarios like an emergency procedure, and making safe or clearing stoppages for common actions (SA/DA revolvers, semi-automatic pistols, rifle and shotguns).

The format of this class requires an intensive involvement and participation of the students. The instructor may cancel or postpone the class due to low enrollment in the class. In this eventuality any payment from the student will be reimbursed.

RANGE COMMANDS

CEASE FIRE, CEASE FIRE, LOCK AND CLEAR ALL FIREARMES.

REMOVE YOUR MAGAZINE, LOCK THE BOLT OPEN AND INSERT
THE CHAMBER SAFETY FLAG,

RSO TO CHECK EACH FIREARM.

PICKUP EVERY THING YOU NEED TO CHECK OR REPLACE
TARGETS. (TARGETS, STAPLES, TAPE, ETC:)

THE RANGE IS NOW CLOSED. DO NOT TOUCH ANY THING ON
THE BENCHES.

YOU MAY GO FORWARD TO RETRIEVE\ REPLACE YOUR TARGET.

EACH SHOOTER WILL CHECK OUT WITH THE RSO BEFORE
GOING DOWN RANGE, BY STATING THEIR BENCH NUMBER.

UPON RETURN TO THE FIRING LINE:

EACH SHOOTER WILL CHECK IN WITH THE RSO BEFORE GOING
TO THEIR BENCH, BY STATING THEIR BENCH NUMBER.

ONCE EVERYONE HAS RETURNED.

THE RSO IS TO VERIFY THAT THE RANGE IS CLEAR. AND GIVE
THE COMMAND "THE RANGE IS NOW HOT. YOU MAY
COMMENCE FIRING".

Welcome to the Manteca Sportsmen Club.

Our goal is to provide a safe environment for our members and the public to enjoy the shooting sports.

To achieve that goal, there are a numbers of rules that you will be required follow while using our rifle and pistol ranges.

Treat every firearm as if it loaded.

Do not point firearms at anything you are not willing to destroy. (You can't "un-shoot" something, or someone.)

Be sure of your background. (You own every bullet you fire.)

Keep your finger out of the trigger guard until you are ready to fire.

All firearms brought onto Club property must be unloaded and in a case.

Chamber flags are required for every uncased firearm. They are available for purchase at the Club office.

When taking firearms onto the pistol or rifle range, take them to the shooting bench, with muzzles pointed down-range. Immediately upon removing a firearm from its case, open the action and insert a chamber flag.

In order to enter the rifle or pistol ranges, nonmembers must wear a wristband purchased from the Club office.

Both the rifle and pistol ranges have designated firing positions. No more than two people will be allowed onto the ranges per firing position. Only one person at a time may fire from a designated position. Observers are not allowed into the designated range areas.

All shooters will strictly follow the instructions of the Range Safety Officer (RSO).

The RSO will declare the range "HOT" and will periodically call a "cease-fire" period to service targets or if an unsafe condition is observed.

If an unsafe condition is observed, any person may call "cease-fire".

During a "cease-fire" period, all firearms will be pointed down-range, have actions open and chamber flags installed. All persons will stay behind the RED LINE and not touch anything on the shooting benches.

Only when directed by the RSO will shooters go down-range to service targets.

On the rifle range all firing must be done from the seated position at the shooting benches. Standing or prone firing is not allowed except during supervised matches.

All rifles used on the rifle range must have functional sights and be sighted in.

If necessary, initial sighting can be done at designated stations on the pistol range.

On the pistol range all firing, except the limited use to sight in rifles, will be from the standing position, at designated stations.

Rifle caliber pistols, including AR and AK types, are not allowed on either range.

Stations A, B, and C on the rifle range are restricted to the use of rim-fire rifles only.

Rifles chambered for (list of restricted calibers) are not allowed on any ranges.

The use of shotguns or hand-guns is not allowed on the rifle range. Shotguns are not allowed on the pistol range.

Rim-fire rifles may be used on the pistol range, but only from the standing position.

On both ranges, shooters may only fire at approved targets. Intentionally shooting at target frames, lane designation numbers or other improvised targets is not allowed. Do not place targets in such a way that target frames will be damaged.

When finished shooting, bring cases to the shooting bench and keep muzzles down-range until the unloaded firearms are secured in their cases.

The Manteca Sportsmen Club recognizes that we cannot meet the wants and needs of all shooters. The preceding rules are designed to ensure the safety of our members and customers while on the ranges, and for the general public on surrounding properties.

Failure to follow these rules will result in you being told to leave the property. The Manteca Sportsmen Club thanks you for your cooperation. Enjoy safe shooting.

Manteca Sportsmen Rifle Range Policies and RSO Duties

RANGE SAFETY IS OUR NUMBER 1 PRIORITY

Policies

No shooting allowed without a RSO present on rifle range.

It is mandatory for all shooters to have eye & ear protection upon entering the rifle range.

All firearms must be transported onto rifle range in an appropriate case.

Firearms to be uncased and cased on shooting benches only, case within deflection chamber, barrel pointed downrange.

Chamber Safety Flags are required for all firearms on the shooting bench.

All firearms must have some sort of sights or scope.

Only one shooter at a time on a shooting bench.

Shooting is from seated position only and from shooting bench only, thru deflection chamber. No shooting from kneeling, standing or prone positions. No shooting from outside deflection chamber.

NO RAPID FIRE

No pistols on rifle range including AR & AK style pistols or pistol conversions.

Shooters who cannot demonstrate proficiency on 100 yard target will be directed to 50 or 25 yard range to demonstrate they can get on target, make needed sight adjustments, prior to returning to 100 yard range.

RSO's will not assist in any firearm repairs as it takes attention away from overall safety monitoring.

Failure to follow RSO instructions will result in shooter being ejected from range / property. Should shooter refuse have Sheriff called at 209-498-4400 or 911 if situation is exigent.

RSO Duties

Ensure all shooters are wearing eye & ear protection upon entering rifle range.

Ensure all firearms entering range are in an appropriate case.

Ensure all firearms are properly uncase or cased only on shooting bench.

Ensure all firearms on shooting bench have proper chamber safety flags.

Ensure all firearms are equipped with sights and/or scope.

Ensure that all shooting is done from bench only, thru deflection chamber.

Observe all shooters for signs of inexperience or unsafe practices and correct as needed.

Observe deflection chambers, ground and levee for errant strikes and correct shooter as needed.

Ensure safe muzzle direction is followed at all times.

Monitor downrange and levee for any traffic and call cease fire immediately if needed.

Ensure all shooters are behind Red Line during cease fire before allowing anyone downrange.

Ensure all firearms are unloaded, made safe, and chamber safety flags inserted prior to allowing shooters down range.

Ensure all shooters not going downrange remain behind Red Line during cease fire until all shooters have returned from downrange.

Ensure all shooters have returned from downrange and are behind Red Line before calling range Hot.

Rifle Range Opening Checklist

Ensure rifle range entry gate was locked upon opening range. If not inform Facility Manager immediately.

Perform radio check with main office to ensure radio communication is working.

Ensure all security cameras are working and are sighted in on proper view.

Inspect all target stands for damage, replace as needed.

Inspect all deflector chambers for errant round strikes and note bench number and location in log.

Inspect range area for any foreign objects and remove.

Ensure all brass has been swept up and placed in brass recycling containers.

Ensure all trash and debris is placed in proper containers.

Rifle Range Closing Checklist

Ensure all brass, trash and debris is cleared and placed in proper containers.

Ensure all shooting benches are empty of any object that might have been left behind. If any are found turn into main office to be secured.

Inspect all deflector chambers for errant round strikes and note bench number and location in log.

Ensure all security cameras are working and are sighted in on proper view.

Ensure all brass has been swept up and placed in brass recycling containers.

Ensure all trash and debris is placed in proper containers.

Ensure all shooters have left the range.

Close and lock rifle range entry gate.

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Attachment I

Conditions of Approval

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CONDITIONS OF APPROVAL

PA-2200053

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Modification of Use Permit UP-3009 No. PA-2200053 was approved by the Planning Commission on August 7th, 2025. The effective date of approval is August 17th, 2025. This approval will expire on August 7th, 2028, which is thirty-six (36) 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. The permitted use shall not at any time develop into a nuisance, as herein defined. If, in the opinion of the Planning Commission or Board of Supervisors, any County Ordinance or State Law or conditions attached hereto are being violated in connection with the operation of this uses, that they retain the power to revoke or modify this permit. For the purposes of this uses permit, an nuisance is defined as follows:

“Nuisance is defined as anything resulting from unreasonable or unlawful practices or from neglect which is, or tends to be injurious to health, safety, or public welfare, or is unsightly or offensive to the senses so as to interfere with the comfortable enjoyment of life or property in the neighborhood area, as such neighborhood area as defined by the Planning Commission”

- b. The attached Plot Plan is hereby made a permanent part of this approved use permit and shall be identified as “EXHIBIT A”, and all construction, reconstruction, moving, remodeling, or other structural alterations shall be made in conformity therewith. Any variation from said Plot Plan shall be first approved by the Planning Department or Commission.
- c. This use permit is granted under the condition that said permit not be transferred within a 90-day period after the date of approval.
- d. Safety canopies shall be required to prevent projectiles from going over the levee at each rifle range shooting bench.
- e. A certified range master shall be on site during all hours of operation.

f. **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. The building plans for the safety canopies shall incorporate the design modifications identified by the Sheriff's Department as discussed during the July 18, 2025, site visit.
 - a. Raise the rear of the safety canopy two inches
 - b. Incorporate an 8.5-inch ballistic bench the entire width of the safety canopy.

2. ENVIRONMENTAL HEALTH DEPARTMENT: (Contact: [209] 468-3420)

1. Submit a Water Provision Declaration form to the Environmental Health Department for review.
2. Any existing wells or septic systems to be abandoned shall be destroyed under permit and inspection by the EHD (San Joaquin County Development Title, Section 9-605.010 & 9-601.020).
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, Elena Manzo (209) 953-7699, 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 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



**Planning Commission Staff Report
Item # 2, August 7, 2025
Major Subdivision No. PA-2200056
Prepared by: Alisa Goulart**

PROJECT SUMMARY

Applicant Information

Property Owner: Stonecliff Development, Inc., and Ventana Development Company, Inc.
Project Applicant: Dillon and Murphy

Project Site Information

Project Address: 26850 N. Lower Sacramento Road, Galt
Project Location: At the southeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt.

Parcel Number (APNs):	005-030-07; 005-020-02	Water Supply:	Public (Future)
General Plan Designation:	R/R; OS/RC; A/G	Sewage Disposal:	Private (Septic Systems)
Zoning Designation:	R-R	Storm Drainage:	Public (CSA29)
Project Size:	78.76 acres	100-Year Flood:	Yes, AE (Portion)
Parcel Size:	78.76 acres	Williamson Act:	No
Community:	Collierville	Supervisory District:	4

Environmental Review Information

CEQA Determination: Notice of Exemption (Attachment C)

Project Description

The project is a Major Subdivision to subdivide one legal lot totaling 78.76 acres into 54 lots ranging in size from 1 acre to 2.5 acres, 3 small lots to be utilized for subdivision utilities, and a 4.8-acre designated remainder. Primary and secondary ingress/egress for the subdivision are proposed from Lower Sacramento Road. There is no subdivision access from Liberty Road. An interior subdivision road that will be improved to County standards and dedicated to the County will provide circulation.

Each lot will utilize private on-site septic systems for wastewater. A public water system is required to be established for the subdivision, and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. Public storm drain service, as well as street lighting, will be provided by County Service Area 29.

The General Plan designation and zoning for the project site is Rural Residential. The Rural Residential designation provides for single-family detached residences and accessory dwelling units. Development is subject to a maximum density of one dwelling unit per acre. ADUs, as required by California law, are not subject to the density standard and one ADU per lot is permitted if services are available.

The project site is located in the Rural Community of Collierville, bordered by Lower Sacramento Road to the west and Liberty Road to the north. State Route 99 is directly east of the site. The County line is located 0.35 miles to the northwest.

Recommendation

1. Adopt the Findings for Subdivision and the Findings for CEQA §15183 Exemption Compliance (Attachment E);
2. Approve Major Subdivision No. PA-2200056 with the attached Conditions of Approval. (Attachment F).

NOTIFICATION & RESPONSES

(See Attachment B, Response Letters)

Public Hearing Notices

Legal ad for the public hearing published in the Stockton Record: March 11, 2024.

Number of Public Hearing notices: 319

Date of Public Hearing notice mailing: March 8, 2024.

Referrals and Responses

- **Early Referral Date:** May 5, 2021 (pre-application)
February 14, 2022 (full application)
- **Project Referral with Environmental Determination Date:** June 1, 2022, January 26, 2024
- **Negative Declaration Posting Date:**
December 23, 2022
- **OPR State Clearinghouse #:**
2022120630

Agency Referrals	Response Date - Early Consultation	Public Hearing
County Departments		
Assessor		
Community Development		
Building Division		
Fire Prevention Bureau		
Public Works	6/28/2022 11/1/2023	
Environmental Health	5/10/2022	8/16/2024
Sheriff's Office		
Surveyor		
Mosquito & Vector Control		
Parks and Recreation	5/6/2022	
Supervisor: District 4		
State Agencies		
Fish & Wildlife, Division: 2		
Native American Heritage Commission		
Federal Agencies		
F.E.M.A.		
U.S. Fish & Wildlife		

Agency Referrals	Response Date - Early Consultation	Public Hearing
Local Agencies		
Woodbridge Fire District		
North San Joaquin Water Conservation		
S.J.C.O.G.	5/3/2022	8/6/2024
Airport Land Use Commission	6/9/2022	
Galt Unified School District	5/13/2022	
Air Pollution Control District	5/30/2022	
C.V.R.W.Q.C.B.		9/1/2024
Miscellaneous		
Haley Flying Service		
P.G.&E.	5/7/2022 9/3/2024	
Precissi Flying Service		
CA Tribal TANF Partnership		
United Auburn Indian Community	5/19/2022	
CA Valley Miwok Tribe		
CA North Valley Yokuts Tribe		
Buena Vista Tribe Rancheria		
Sierra Club		9/1/2024

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ANALYSIS

Background

On March 2, 2006, the Planning Commission approved Major Subdivision No. PA-0400056 to subdivide the lot involved in the current application into 54 lots. On March 11, 2022, PA-0400056 expired without a Final Map being recorded.

Environmental Review

Staff reviewed the 2014 Environmental Impact Report (EIR) for the County's 2035 General Plan and determined the General Plan EIR had adequately analyzed the biological impacts of future development, including impacts to wetlands. CDD recommends a Notice of Exemption pursuant to CEQA Guidelines section 15183, subdivision (a), which states that, if a project is consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified, no additional environmental review is required except as might be necessary to determine whether there are project-specific significant effects. To summarize, because the Project is consistent with the development density for the Rural Residential designation established by existing General Plan policies for which an EIR was certified on December 13, 2016, the Project is subject to the CEQA §15183 exemption. The project presents no project-specific significant effects that were not reviewed in the 2035 General Plan EIR.

It should be noted that at the north end of the project site are a seasonal wetland and wetland swales, as well as an intermittent creek and perennial marsh. These sites total approximately 6 acres and were identified in a wetland delineation report prepared October 2018 by Moore Biological Consultants. In keeping with the County General Plan goals to protect wetlands, the final subdivision map will delineate wetland areas that will be restricted from development.

If the project is approved, CDD will file a Notice of Exemption based on CEQA Guidelines section 15183(a).

Subdivision Service Requirements

Major Subdivision No. PA-2200056 proposes to subdivide one legal lot totaling 78.76 acres into 54 residential lots ranging in size from 1 acre to 2.5 acres, a 4.8-acre designated remainder, and 3 small lots. The project site is zoned Rural Residential (R-R) and is located in the Rural Community of Collierville. Public services available to the subdivision are provided by Community Service Area #29 (CSA29) and include stormwater drainage and streetlights. There is no public water system or wastewater system currently available.

Pursuant to Development Title Section 9-604.010, individual septic systems will be considered in areas zoned Rural Residential for lots smaller than 2 acres and served by a public water system and public storm drainage system. Therefore, in order to develop this subdivision as proposed, with lots smaller than 2 acres, it is necessary for the developer to provide a public water system, and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. This combined with the existing public storm drainage system permits the creation of lots that are smaller than 2 acres utilizing individual septic systems.

Traffic Technical Memorandum

Pursuant to Development Title Section 9-608.050(a)(1), a Traffic Study is required for development projects when project traffic is expected to exceed 50 vehicles during any hour or violate a Level of Service (LOS) standard established in the General Plan. A Traffic Technical Memorandum may be required in lieu of a Traffic Study when the development project exceeds the 50 vehicles per hour threshold, and the Director of Public Works deems that the existing roadway capacity and traffic operations are not expected to be significantly impacted as a result of the additional traffic generated by the project. For this project, a Technical Memorandum was prepared by Advance Group Mobility and reviewed and approved by the Department of Public Works. The memorandum, dated September 12, 2023, estimates the proposed subdivision will generate between approximately 38 to 51 peak hour trips.

The Traffic Technical Memorandum refers to the planned intersection improvement to convert the one-way stop-controlled intersection at Liberty Road/State Route 99 southbound on and off ramps to all-way stop-controlled intersections as an improvement that will benefit this project. The Department of Public Works has conditioned the project with the requirement to pay \$60,480 toward this intersection improvement, as well as paying fair share contributions toward widening both Liberty Road and Lower Sacramento Road, and other improvements to Kost Road and the West and East Frontage Roads.

Tribal Cultural Resources

The Wilton Rancheria tribe requested to consult on the proposed project pursuant to AB52 as the project site is located within the tribe's ancestral and culturally affiliated territory. The consultation resulted in requests from the tribe to be involved in the development prior to and at the time of ground disturbance. The tribe requests to be permitted to perform a Pedestrian Survey, which is a field surface survey of surface features, prior to any land disturbance. Additionally, the developer is to pay to have a tribal monitor from the Wilton Rancheria tribe onsite for all ground disturbing activities. Lastly, the tribe requests to be permitted to provide Cultural Awareness training to all on-site staff and crew prior to the onset of land disturbance.

A request for consultation was also received from the United Auburn Indian Community (UAIC), however, UAIC deferred their request after the County received the request for consultation from Wilton Rancheria.

Sierra Club

The Community Development Department received a comment letter from the Sierra Club opposing the project on the grounds the site has significant wetlands on the north end that should not be developed. However, as discussed above, the wetland areas will be restricted from development on the Final Map.

Neighbor Comments

The Community Development Department received 1 letter from the owner of properties to the south. The letter listed concerns related to water supply, the public water system requirement, traffic, access, wetlands, and building in a flood plain. These issues are discussed below.

Water Supply and Public Water System

The letter states that the increase in water consumption will contribute to depletion of the water aquifer. Additionally, the letter states that there is a dearth of information on the required public water system. As a Condition of Approval for this subdivision, a public water system is required to be approved prior to the issuance of any grading or building permits. These plans for the public water system must meet the requirements of the California State Water Resources Control Board, the California Health and Safety Board, and the California Code of Regulations. The plans must include the source of the water for the system and a 20-year supply analysis. Building permits will not be issued until the water system is approved.

Traffic

The letter states that the subdivision will increase local traffic volume and the existing infrastructure and management of road intersections north, west and south of the site is insufficient. However, a Traffic Memorandum reviewed possible traffic impacts resulting from development of the subdivision and concluded that planned improvements to the intersections at the State Route 99 on and off ramps were sufficient to handle the increased traffic and the developer is required to pay a fair share portion for those planned improvements.

Access

The letter states that there is inadequate secondary and emergency access. The Tentative Map proposes both main access and a secondary, emergency access off of N. Lower Sacramento Road, as required by Development Title Section 9-608.160(c). The Tentative Map has been reviewed by San Joaquin County Fire Prevention for compliance with fire code standards for residential development.

Wetlands

As discussed above, the County General Plan goals include the preservation of wetlands, and as a result, the wetland areas will be restricted from development on the Final Map. Any work that may be required within the wetlands to meet the subdivision conditions must be permitted under the Clean Water Act and the Central Valley Water Quality Control Board.

Flooding

The letter states that the Tentative Map depicts encroachment into a seasonal flood plain. The subject area is located within Federal Emergency Management Agency (FEMA) Designated Flood Hazard Areas designated as Zone X, A and AE. The 100-year Flood Elevation will be approximately 42 feet NAVD 1988 (National Geodetic Vertical Datum). As a result, all development within zones A and AE will be required to meet the standards of Development Title Section 9-703 Flood Hazards, the provisions of which are designed to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas.

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RECOMMENDATION

It is recommended that the Planning Commission:

Recommendation

1. Adopt the Findings for Subdivision and the Findings for CEQA §15183 Exemption Compliance (Attachment E);
2. Approve Major Subdivision No. PA-2200056 with the attached Conditions of Approval. (Attachment F).

Attachments:

Attachment A – Tentative Map

Attachment B – Response Letters

Attachment C – Environmental Document

Attachment D – Mitigation Monitoring and Reporting Program

Attachment E – Findings for Subdivision and for CEQA §15183 Exemption Compliance

Attachment F – Conditions of Approval

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Attachment A **Tentative Map**

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TENTATIVE MAP
Application # **PA2200056**
Received By WJL On 2/10/22



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Attachment B **Response Letters**

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November 1, 2023

M E M O R A N D U M

TO: Community Development Department
CONTACT PERSON: Alisa Goulart

FROM: Shayan Rehman, Engineering Services Manager *SR*
Development Services Division

SUBJECT: PA-2200056; A Major Subdivision application to subdivide two (2) parcels totaling 78.76 acres into (54) parcels of 1 or more acres each, and a 4.8 acre designated remainder; located on the northeast corner of North Lower Sacramento Road and East Liberty Road, Galt. (Supervisory District 4)

OWNER: Ventana Development Company, Inc.

APPLICANT: Dillon & Murphy

ADDRESS: 2600 E. Liberty Road, Galt

APN: 005-020-02 & 005-030-07

INFORMATION:

The site is currently located within a Federal Emergency Management Agency Designated Flood Hazard Area designated as zone X, A and AE. The 100-Year Flood Elevation will be approximately 42 feet NAVD 1988.

Liberty Road has an existing right-of-way width of 60 feet and a planned right-of-way width of 84 feet.

Lower Sacramento Road has an existing right-of-way width of 80 feet and a planned right-of-way width of 84 feet.

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.

PA-2200056 (SU)

REQUIREMENTS:

The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:

- 1) ~~Applicant shall provide to Public Works for review and approval, a "Technical Memorandum" from a registered traffic engineer certifying that the proposed development will not degrade the level of service along adjacent roadways and/or intersections to unacceptable conditions. Guidelines for the required content of the "Technical Memorandum" are available at the Department of Public Works. (A processing fee based on the current fee schedule is required.)~~

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

- 1) ~~A Master Plan for a water system shall be prepared prior to approval of the Final Map. The Master Plan shall include the development to the south (APN 005-030-08).~~
- 2) All improvements shall be in conformance with the current Improvement Standards and Specifications of the County of San Joaquin. All improvement plans and specifications shall include a grading plan for each individual lot, if applicable. The improvement plans and specifications are subject to plan check, field inspection fees and must be approved by the County of San Joaquin Department of Public Works prior to approval of the Final Map. (Development Title Section 9-802.02[c], Section 9-505, Section 9-600 and R-92-814)
- 3) If improvements referred to herein are not completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin ensuring the completion of improvements within one (1) year after approval of the Final Map. (Development Title Section 9-600.020[j])
- 4) If improvements are partially or fully completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin to warranty the public improvements offered for acceptance by the County for one (1) year after acceptance by the Board of Supervisors.
- 5) Dedication to result in a 42-foot-wide right-of-way from the centerline of Liberty Road to the property line shall be required on the Final Map. Liberty Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060[a][2])
- 6) Dedication to result in a 42-foot-wide right-of-way from the centerline of Lower Sacramento Road to the property line shall be required on the Final Map. Lower Sacramento Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060[a][2])

PA-2200056 (SU)

- 7) All roads within the subdivision shall be dedicated on the Final Map and improved to County Standards for a 50-foot right-of-way Rural Residential road. (Development Title Sections 9-501.070, 9-608.010[c][4] and 9-608.060[a][2])
- 8) Access rights shall be dedicated and restricted for lots 19-30 along the frontage of Liberty Road on the Final Map. (Development Title Section 9-608.060)
- 9) Access rights shall be dedicated and restricted for lots 1, 34 and 35 along the frontage of Lower Sacramento Road on the Final Map. (Development Title Section 9-608.060)
- ~~10) A secondary access connection to the south shall be provided for this subdivision. (Development Title Section 9-1150.13)~~
- 11) Terminal drainage is required for the entire subdivision (including lots). A community detention pond shall be provided in accordance with the County standards and provide adequate drainage for the entire subdivision, including the lots. Hydrologic and hydraulic analyses shall be provided and demonstrate that all property, both downstream and upstream of the discharge, will not be subject to a higher flood level as a result of the proposed drainage. The storm drainage system, including the basin and all storm drainage appurtenances, shall be included on the improvement plans. (Development Title Section 9-606.010)
- 12) It is the responsibility of the applicant to obtain all required regulatory permits for all work within the unnamed channel.
- 13) The project shall be served by a public water system conforming to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works. The system shall provide adequate domestic and fire water supply in conformance to the requirements of the County Fire Warden and the local Fire District. The water system design, including all required wells and any necessary treatment systems, shall be included on the improvement plans. (Development Title Section 9-602.010)
- 14) Street lighting shall be provided for the proposed subdivision at intersections in accordance with San Joaquin County's Improvement Standards. (Development Title Section 9-608.120)
- 15) Annexation into County Service Area 29 for storm drainage and street lighting services shall be required prior to approval of the Final Map.
- 16) The subdivider shall agree to pay user fees for CSA 29 services (storm drainage and street lighting) from the time improvements are accepted by the County until the lots are placed on the County tax rolls.
- 17) A Community Services District or other non-County public utility agency shall be formed prior to approval of the Final Map to provide for the operation, maintenance and improvement of the water system. (General Plan Policy IS-2.6)
- 18) Water meters shall be installed on all water services. (Board of Supervisors Order B-91-650)
- 19) An Offer of Dedication of groundwater rights is required on the Final Map.

PA-2200056 (SU)

- 20) All utilities shall be underground except power transmission facilities of a 35 KV or greater. Public utility easements shall be provided along the road frontage of the subdivision and as required by the public utility companies. (Development Title Section 9-609.020)
- 21) A Preliminary Soils Report is required in accordance with the County Standards for the purpose of determining the R-Value for the design of the roads. (Development Title Section 9-505.020)
- 22) A grading plan shall be submitted as a part of the improvement plans and approved prior to approval of the Final Map. The grading plan shall contain the information listed in the California Building Code (CBC) Appendix J Section J104.2, complete drainage details and elevations of adjacent parcels. Retaining wall details shall be submitted where applicable. (Grading that disturbs more than one acre will require a National Pollutant Discharge Elimination System permit.)
- 23) All traffic signs and markings shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), and/or San Joaquin County Standards and shall be shown on the improvement plans. (Development Title Section 9-608.010)
- 24) The developer shall obtain all necessary permits from the San Joaquin Valley Air Pollution Control District for operation of stand-by generators in conjunction with water well facilities.
- 25) The applicant and/or future property owners shall keep the unnamed creek free of all obstacles that impede the flow of water. Any alteration to the ditches will require a Watercourse Encroachment permit from the Department of Public Works.
- 26) For future development of "Designated Remainder", services shall be provided in accordance with the adopted County Development policies for "Division 11: Infrastructure Standards and Requirements" of the San Joaquin County Development Title, and shall be noticed by a statement on the Final Map. (Development Title Section 9-606.060[b])
- 27) The applicant/developer shall pay a fair share contribution for the improvements of the following intersections prior to recording the Final Map:
 - a) \$27,231 for the improvements to Liberty Road and Lower Sacramento Road.
 - b) \$5,147 for the improvements to Kost Road and Lower Sacramento Road.
 - c) \$60,480 for the improvements to Liberty Road and West Frontage Road.
 - d) \$31,600 for the improvements to Liberty Road and East Frontage Road.
- 28) This project is subject to the NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):

PA-2200056 (SU)

- a) Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2023 Storm Water Quality Control Criteria Plan (SWQCCP).
 - b) Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2023 SWQCCP.
 - c) Trash: A registered professional engineer shall design the site to comply with the trash control requirement outlined in the County's 2023 SWQCCP.
- 29) Prior to release of the building permit, the owner shall enter into an agreement with San Joaquin County for post-construction maintenance of stormwater quality facilities.
- 30) Prior to release of the building permit the applicant shall submit the Storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.
- 31) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works prior to release of the building permit. Contact the SWRCB at (916) 341-5537 for further information.
- 32) Prior to release of building permits all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12 (a), (b) and (c). Plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9360).

Informational Notes:

- (i.) Any construction activity that results in the disturbance of at least one (1) acre of soil shall require a State NPDES construction permit. Dischargers whose projects disturb 1 or more acres of soil or whose projects disturb less than 1 acre of soil and is not part of a larger plan of development, are required to obtain coverage under the current General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and 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.

SR:CH



SAN JOAQUIN
COUNTY
Greatness grows here.

Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Robert McClellon, REHS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Steven Shih, REHS

Michelle Henry, REHS

Elena Manzo, REHS

May 10, 2022

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Francisco Garcia Ruiz; (209) 616-3032 
Environmental Health Specialist

RE: **PA-2200056 (SU), Early Consultation, SU0014903**
2600 E Liberty Rd, Galt

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

1. A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map (San Joaquin County Development Title, Section 9-905.12)

NOTE: The Environmental Health Department received a surface and subsurface contamination report (Service Request #SR0085053) dated March, 2022 that has been approved.

2. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).
3. A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to recordation of final map. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

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The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

Note: The Environmental Health Department received and reviewed a soil suitability nitrate loading study dated March 2020 (Service Request# SR0081892) and has been approved. Prior to issuance of building permit(s), an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department. Be advised that any additional time required to review the addendum will be billed at current schedule rate. A sewage disposal area as indicated by the soil suitability study and/or percolation tests must be shown for each parcel on the final subdivisions improvement plans (San Joaquin County Development Title, Section 9-1105.2).

4. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4). Estate type zoning (R-R1) shall require a double-leach-field-system with an alternating distribution box to be installed at time of construction.
5. Designated Remainder: The designated remainder parcel is non-buildable for living structures until the Environmental Health Department receives and approves a Soil Suitability and Nitrate Loading Study showing the remainder parcel is suitable for septic system usage including a percolation test (San Joaquin County Development Title, Section 9-1105.11(b)).
6. Destroy any abandoned well(s) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).
7. Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1115.3).
8. 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).
9. In areas zoned Rural Residential, where parcels one (1) acre or more in size suitability of an area for septic tank usage will be considered if served by a public water system and public storm drainage system (San Joaquin County Development Title, Section 9-1105.2 (d)(6)).



Environmental Health Department

Jasjit Kang, REHS, Director

Muniappa Naidu, REHS, Assistant Director

PROGRAM COORDINATORS

Jeff Carruesco, REHS, RDI

Willy Ng, REHS

Steven Shih, REHS

Elena Manzo, REHS

Natalia Subbotnikova, REHS

August 16, 2024

To: San Joaquin County Community Development Department
Attention: Alisa Goulart

From: Aaron Gooderham (209) 616-3062 
Senior Registered Environmental Health Specialist

RE: **PA-2200056 (SU), Referral, SU0014903**
2600 E. Liberty Road, Galt

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

- 1) A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map (San Joaquin County Development Title, Section 9-905.12)

NOTE: The Environmental Health Department received a surface and subsurface contamination report (Service Request #SR0085053) dated March 23, 2022 that has been approved.

- 2) A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to recordation of final map. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

Note: The Environmental Health Department received and reviewed a soil suitability nitrate loading study dated April 13, 2020 (Service Request# SR0081892) and has been Conditionally approved. Prior to issuance of building permit(s), an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department. Be advised that any additional time required to review the addendum will be billed at current schedule rate. A sewage disposal area as indicated by the soil suitability study and/or percolation tests must be shown for each parcel on the final subdivisions improvement plans (San Joaquin County Development Title, Section 9-1105.2).

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- 3) The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).
- 4) Submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) prior to issuance of building permits and at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to operate a small public water system by the local primacy agency, EHD, is prohibited without the concurrence of the Water Board. Please contact Gena Farley at Gena.Farley@waterboards.ca.gov or 209-948-7488 with the SWRCB Division of Drinking Water concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the Environmental Health Department prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.).

The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

- 5) Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
- 6) Designated Remainder: The designated remainder parcel is non-buildable for living structures until the Environmental Health Department receives and approves a Soil Suitability and Nitrate Loading Study showing the remainder parcel is suitable for septic system usage including a percolation test (San Joaquin County Development Title, Section 9-1105.11(b)).
- 7) Destroy any abandoned well(s) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).
- 8) Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1115.3).
- 9) 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).
- 10) In areas zoned Rural Residential, where parcels one (1) acre or more in size suitability of an area for septic tank usage will be considered if served by a public water system and public storm drainage system (San Joaquin County Development Title, Section 9-1105.2 (d)(6)).



SAN JOAQUIN
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General Services

Marcia Cunningham, Director
David Castagna, Assistant Director

Capital Projects · Facilities Management · Office of Emergency Services · Parks and Recreation

May 6, 2022

San Joaquin County
Community Development Department
Development Services Division
1810 East Hazelton Ave
Stockton, CA 95205

Re: Application # PA-2200056

Ms. Goulart,

The San Joaquin County Department of Parks and Recreation will require the payment of fee in-lieu of land dedication as a condition of the above-mentioned Application Referral. Based on the information provided in the Application Referral and County Development Title Section 9-1230, et al, the fee is **\$15,260.61**

Fees are to be paid in person at the Parks and Recreation administrative offices located within Micke Grove Regional Park. Please refer to attached map for direction and additional instructions.

Sincerely,

Judy Vasbinder

Judy Vasbinder
Parks Administrator, Parks and Recreation

c: A. Smolke, Parks and Recreation

11793 N. Micke Grove Rd. | Lodi, California 95240 | T 209 953-8800 F 209 331-2012

Please bring a copy of this notice and show to the gate attendant as admittance to the park.

11793 Micke Grove Rd, Lodi CA 95240

From 99 North
Exit Armstrong Rd, Take a left back over the freeway onto Armstrong Rd
Turn left onto Micke Grove Rd
Turn right at park gate entrance.

From 99 South
Exit Armstrong Rd, Turn right onto Armstrong Rd
Turn left onto Micke Grove Rd
Turn right at park gate entrance.

Parking available at Administrative Offices.





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: Alisa Goulart, San Joaquin County, Community Development Department
From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org
Date: May 3, 2022
Local Jurisdiction Project Title: PA-2200056 (SU)
Assessor Parcel Number(s): 005-020-02, 005-030-07
Local Jurisdiction Project Number: PA-2200056 (SU)
Total Acres to be converted from Open Space Use: Unknown
Habitat Types to be Disturbed: Natural Habitat Land
Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the application referral for PA-2200056 (SU). This project consists of a Major Subdivision application to subdivide 2 parcels totaling 78.76 acres into 54 parcels of 1 or more acres each, and a 4.8 acre designated remainder. Each parcel will utilize on-site septic and public water and public storm drainage. The project site is on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt (APN/Address: 005-020-02, 005-030-07/ 2600 E. Liberty Road, Galt).

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.

At this time, the applicant is requesting a Major Subdivision with no ground disturbance. Any future ground disturbing activities (e.g. roads, curb, gutter, electrical, water, etc.) or any physical structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP before ANY ground disturbance occurs and should be resubmitted to this agency. Current or future owners of this-or subdivided properties should be made aware of the conditions that are placed by the SJMSCP on future development on the created parcels.

This Project is subject to the SJMSCP. This can be up to a 90-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 , I n c .

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, Public Works 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-2200056 (SU)

Landowner: Ventana Development Company, Inc.

Applicant: Dillon & Murphy

Assessor Parcel #s: 005-020-02, 005-030-07

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

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) 235-0574 • FAX (209) 235-0438

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

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

To: Alisa Goulart, San Joaquin County, Community Development Department
From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org
Date: August 6, 2024
Local Jurisdiction Project Title: PA-2200056 (SU)
Assessor Parcel Number(s): 005-020-02, 005-030-07
Local Jurisdiction Project Number: PA-2200056 (SU)
Total Acres to be converted from Open Space Use: Unknown
Habitat Types to be Disturbed: Natural Habitat Land
Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Girardi:

SJCOG, Inc. has reviewed the application referral for PA-2200056 (SU). This project consists of a Major Subdivision application to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, and a 4.8-acre Designated Remainder. Each lot will utilize on-site septic systems for wastewater. A public water system and improvement of the water system. Storm drain service will be provided by County Service Area 29. The project site is on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt (APN/Address: 005-020-02, 005-030-07/ 2600 E. Liberty Road, Galt).

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.

At this time, the applicant is requesting a Major Subdivision with no ground disturbance. Any future ground disturbing activities (e.g. roads, curb, gutter, electrical, water, etc.) or any physical structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP before ANY ground disturbance occurs and should be resubmitted to this agency. Current or future owners of this-or subdivided properties should be made aware of the conditions that are placed by the SJMSCP on future development on the created parcels.

This Project is subject to the SJMSCP. This can be up to a 90-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) 235-0574.



S J C O G , I n c .

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

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0574 • FAX (209) 235-0438

SJMSCP HOLD

TO: Local Jurisdiction: Community Development Department, Planning Department, Building Department, Engineering Department, Survey Department, Transportation Department, Public Works 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-2200056 (SU)

Landowner: Ventana Development Company, Inc.

Applicant: Dillon & Murphy

Assessor Parcel #s: 005-020-02, 005-030-07

T _____, R _____, Section(s): _____

Local Jurisdiction Contact: Alisa Goulart

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.



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

June 9, 2022

Alisa Goulart
Community Development Department
1810 E. Hazelton Ave.,
Stockton, CA 98205

Leo Zuber

CHAIR

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LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

Re: PA-2200056 (SU)

Dear Alisa Goulart,

The San Joaquin Council of Governments (SJCOC), acting as the Airport Land Use Commission (ALUC), has reviewed a Major Subdivision application to subdivide 2 parcels totaling 78.76 acres into 54 parcels of 1 or more acres each, and a 4.8 acre designated remainder. Each parcel will utilize on-site septic, and public water and public storm drainage.

AIRPORT LAND USE COMMISSION'S REVIEW

This project is in the Lodi Airport Influence Area (AIA).

SJCOC, as ALUC, finds that this project is compatible with the 2018 San Joaquin County Airport Land Use Compatibility Plan (ALUCP) (<https://www.sjcog.org/ALUC>).

SJCOC would like to provide standards and project design conditions that comply with the Airport Land Use Compatibility Plan as a reference guide. *Note: Jurisdictions determine if the following standards and conditions apply to this project.*

1. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:
 - a. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).
 - b. Sources of dust, steam, or smoke which may impair pilot visibility.
 - c. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.
 - d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel (dB) according to State guidelines.
 - e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

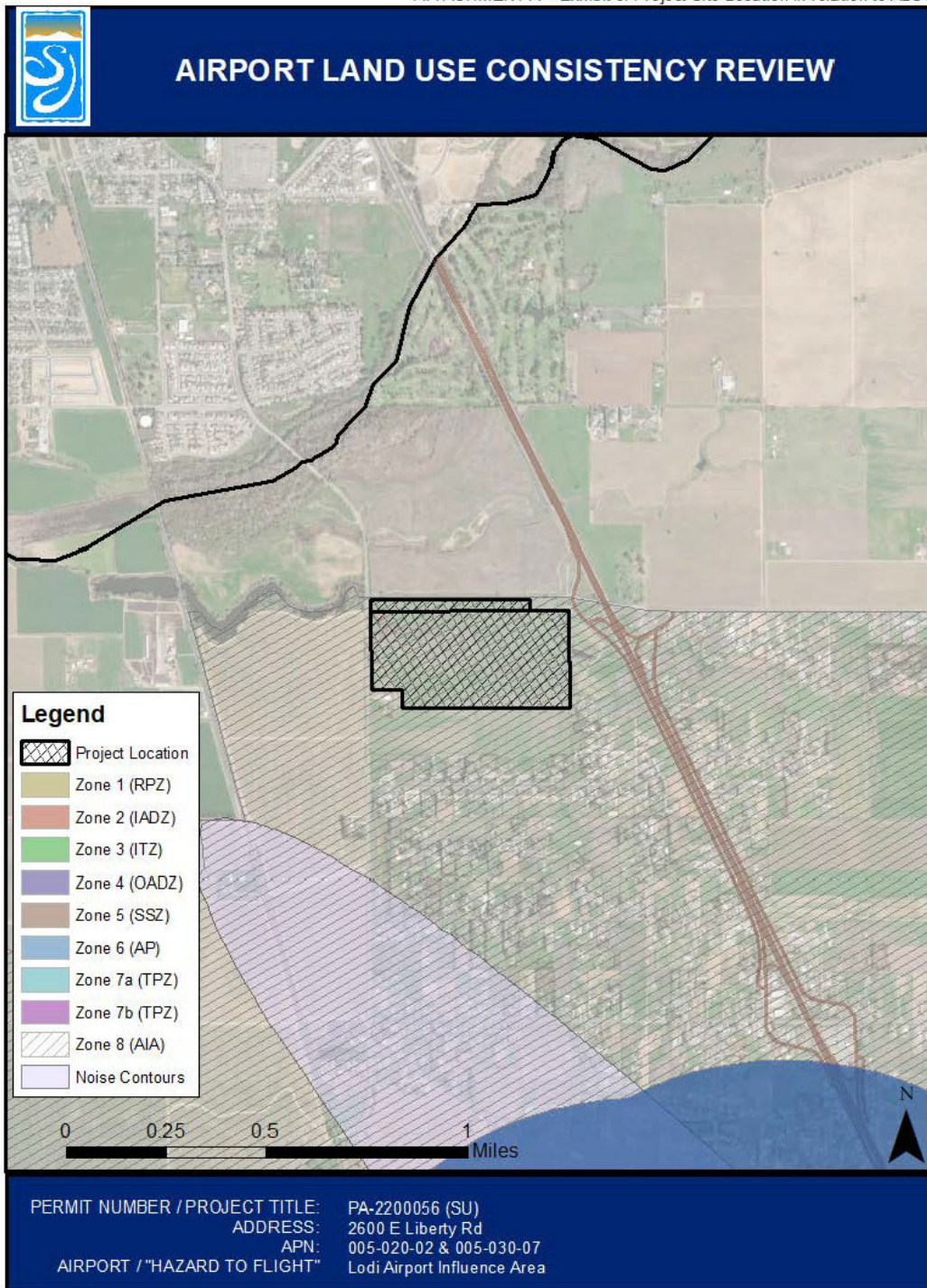
2. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, <https://www.ecfr.gov/cgi-bin/text-idx?SID=42d487411c933cc19a992a86b2a88e01&mc=true&node=pt14.2.77&rgn=div5> (<https://oeaaa.faa.gov/oeaaa/external/portal.jsp>) for any proposal for construction or alteration under the following conditions:
 - a. If requested by the FAA.
 - b. Any construction or alteration that is more than 200 ft. AGL at its site.
 - c. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
 - i. 100 to 1 for a horizontal distance of 20,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 ft.
 - ii. 50 to 1 for a horizontal distance of 10,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 ft.
 - iii. 25 to 1 for a horizontal distance of 5,000 ft. of the nearest take-off and landing area of a public use heliport
 - d. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
 - e. Any construction or alteration located on a public use airport or heliport regardless of height or location.

Thank you again for the opportunity to comment. Please contact ALUC staff Isaiah Anderson (209-235-0452 or ianderson@sjcog.org) if you have any questions or comments.

Sincerely,

Timothy Kohaya

Timothy Kohaya
Senior Regional Planner





May 30, 2022

Alisa Goulart
San Joaquin County
Community Development Department
1810 E Hazelton Avenue
Stockton, Ca 95205

Project: PA-220056

District CEQA Reference No: 20220577

Dear Ms. Goulart:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Early Consultation (EC) from the San Joaquin County (County). Per the EC, the project consists of subdividing 2 parcels totaling 78.76 acres into 54 parcels, and a 4.8 acre designated remainder (Project). The Project is located at 2600 E. Liberty Rd in Galt CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

Based on information provided to the District, Project specific annual criteria pollutant emissions from construction and operation are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts (GAMAQI):
<https://www.valleyair.org/transportation/GAMAQI.pdf>.

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)
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Fresno, CA 93726-0244
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Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

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1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

2) Health Risk Screening/Assessment

The County should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for future development projects. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) 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.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):

A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:

http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:

Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at <https://ww3.arb.ca.gov/ch/handbook.pdf>.

3) Vegetative Barriers and Urban Greening

For future development projects within the Project area, and at strategic locations throughout the Project area in general, the District suggests the County consider incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residences, schools, healthcare facilities).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown

to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the uptake of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

4) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: <http://www.valleyair.org/grants/cgym.htm> and <http://valleyair.org/grants/cgym-commercial.htm>.

5) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the County consider incorporating solar power systems as an emission reduction strategy for future development projects.

6) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

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 future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

6a) District Rule 9510 - Indirect Source Review

The purpose of District Rule 9510 is to reduce the growth in both NO_x and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NO_x and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Accordingly, future development projects within the County may be subject to District Rule 9510 if upon full buildout, the project would equal or exceed any of the following applicability thresholds, depending on the type of development and public agency approval mechanism:

Table 1: ISR Applicability Thresholds

Development Type	Discretionary Approval Threshold	Ministerial Approval / Allowed Use / By Right Thresholds
Residential	50 dwelling units	250 dwelling units
Commercial	2,000 square feet	10,000 square feet
Light Industrial	25,000 square feet	125,000 square feet
Heavy Industrial	100,000 square feet	500,000 square feet
Medical Office	20,000 square feet	100,000 square feet
General Office	39,000 square feet	195,000 square feet
Educational Office	9,000 square feet	45,000 square feet
Government	10,00 square feet	50,000 square feet
Recreational	20,000 square feet	100,000 square feet
Other	9,000 square feet	45,000 square feet

District Rule 9510 also applies to any transportation or transit development projects where construction exhaust emissions equal or exceed two tons of NO_x or two tons of PM.

In the case the individual development project is subject to Rule 9510, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency, and the District recommends that

demonstration of compliance with the rule prior to issuance of the first building permit, be made a condition of project approval.

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>.

District staff is available to provide assistance with determining if the Project OR future development projects will be subject to Rule 9510, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

6b) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, Future development projects may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: <http://www.valleyair.org/busind/comply/asbestosbultn.htm>.

6c) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities*.

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:

<https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx>

Information about District Regulation VIII can be found online at:

http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

6d) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:

<http://valleyair.org/rule4901/>

6e) Other District Rules and Regulations

Future development projects 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).

7) Future Projects / Land Use Agency Referral Documents

Future development projects may require an environmental review and air emissions mitigation. A project's referral documents and environmental review documents provided to the District for review should include a project summary, the land use designation, project size, air emissions quantifications and impacts, and proximity to sensitive receptors and existing emission sources, and air emissions mitigation measures. For reference and guidance, more information can be found in the District's Guidance for Assessing and Mitigating Air Quality Impacts at: <https://www.valleyair.org/transportation/GAMAQI.pdf>

8) 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 Patrick Chimienti by e-mail at Patrick.Chimienti@valleyair.org or by phone at (559) 230-6139.

Sincerely,

Brian Clements
Director of Permit Services

A handwritten signature in blue ink, appearing to read "Mark Montelongo".

For: Mark Montelongo
Program Manager



Central Valley Regional Water Quality Control Board

3 September 2024

Alisa Goulart
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205
alisa.goulart@sjgov.org

**COMMENTS TO REQUEST FOR REVIEW FOR THE MITIGATED NEGATIVE
DECLARATION, MAJOR SUBDIVISION NO. PA-2200056 PROJECT,
SCH#2024080213, SAN JOAQUIN COUNTY**

Pursuant to the State Clearinghouse's 6 August 2024 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 Major Subdivision No. PA-2200056 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

MARK BRADFORD, CHAIR | PATRICK PULUPA, ESQ., EXECUTIVE OFFICER

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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_2018_05.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

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 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/wgo/wgo2004-0004.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/wgo/wgo2003-0003.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

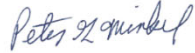
If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must 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/>

Major Subdivision No.
PA-2200056 Project
San Joaquin County

- 5 -

3 September 2024

If you have questions regarding these comments, please contact me at (916) 464-4684
or Peter.Minkel2@waterboards.ca.gov.



Peter G. Minkel
Engineering Geologist

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



May 7, 2022

Alisa Goulart
County of San Joaquin
1810 E. Hazelton Ave
Stockton, CA 95205
Ref: Gas and Electric Transmission and Distribution

Dear Alisa Goulart,

Thank you for submitting the PA-2200056 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 851 filing 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 ($90^\circ \pm 15^\circ$). 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.

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&E'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 10 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.



September 3, 2024

Alisa Goulart
County of San Joaquin
1810 E Hazelton Ave
Stockton, CA 95205

Re: PA-2200056
Major Subdivision

Dear Alisa Goulart,

Thank you for providing PG&E the opportunity to review the proposed plans for PA-2200056 dated 5/2/2022. Our review indicates the 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 the design, we ask that you resubmit the plans to the email address listed below.

If the project requires 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 pgeplanreview@pge.com.

Sincerely,

PG&E Plan Review Team
Land Management

Public

Goulart, Alisa [CDD]

From: Anna Starkey <astarkey@auburnrancheria.com>
Sent: Thursday, May 19, 2022 2:53 PM
To: Goulart, Alisa [CDD]
Cc: Martorella, Dominique [CDD]; Anna Cheng
Subject: PA-2200056 - Major Subdivision application to subdivide 2 parcels into 54 parcels and a designated remainder.

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.

Dear Ms. Goulart,

On behalf of the United Auburn Indian Community, Tribal Historic Preservation Department, thank you for the early notification for the project referenced above. We believe this project may have the potential to impact buried tribal cultural resources that have not been formally identified due to the location, landform, presence of water, and known sites in the vicinity.

We would like to consult on the identification of tribal cultural resources and the mitigation measures to avoid and protect any resources that may be discovered.

Please let me know if any other tribes are actively consulting on this project. We would like to review the cultural study and if there are any recommendations to conduct archaeological testing. I think it is important that at least one of the tribes conducts a field visit to survey for tribal cultural resources, but will defer to closer tribes if they are consulting.

Please respond to this email to acknowledge receipt of our request to consult on this project and provide your CEQA and construction timeline.

Thank you,
Anna

Please submit all project notifications through our online form. Bookmark this link
<https://auburnrancheria.com/programs-services/tribal-preservation/submit-agency-notification/>



Anna M. Starkey, MA, RPA
Cultural Regulatory Specialist
Tribal Historic Preservation Department | UAIC
10720 Indian Hill Road
Auburn, CA 95603
Direct Line: (916) 251-1565 | Cell: (530) 863-6503
astarkey@auburnrancheria.com | www.auburnrancheria.com

Nothing in this e-mail is intended to constitute an electronic signature for purposes of the Electronic Signatures in Global and National Commerce Act (E-Sign Act), 15, U.S.C. §§ 7001 to 7006 or the



September 1, 2024

Via e-mail to Alisa Goulart alisa.goulart@sjgov.org.

RE: PA-2200056, 54-lot Collierville subdivision

Ms. Goulart et al:

The Sierra Club submits the following comments on this proposed rural subdivision.

Please put Eric Parfrey on a list to receive timely digital notifications of all discretionary projects that have been submitted to the County, including this one. His contact information is at the bottom of this letter.

The proposal is a major subdivision to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, and a 4.8-acre Designated Remainder. Each lot will utilize on-site septic systems for wastewater. A public water system is required to be established and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system.

The project site is located on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt. ASSESSORS PARCEL NO(S): 005-020-02; 005-030-07

GENERAL PLAN designations: R/R; OS/RC;

Zoning: AG-40 and R-R

Wetlands Paved Over?

The Sierra Club is appalled that an application to subdivide a significant existing wetland to allow rural home construction is being processed by the County staff. This proposal is in blatant violation of General Plan goals and policies that call for the preservation wetlands. In addition, the northern portion of the proposed map of rural lots is inconsistent with both the General Plan land use designation of Open Space/Resource Conservation and the zoning of Agricultural 40 acre lot minimum parcel size. (AG-40) (see cited policies below).

The subdivision map clearly indicates that the entire northern portion of the proposed rural home development would literally pave over wetlands that are identified on the map as "existing wetlands" and "potential wetland expansion area" (whatever that means).

The proposed subdivision map shows that lot numbers 16, 17, and 18 through 35 intrude into wetland areas (see attached map).

The Initial Study/Mitigated Negative Declaration is grossly inadequate in describing potential adverse impacts to biological resources on the site, including the wetlands and listed species that may occur on or near the site

As noted in the IS/MND, the California Department of Fish and Wildlife Natural Diversity Database lists *Buteo Swainsoni* (Swainson's hawk), *Lepidurus packardii* (vernal pool tadpole shrimp), *Rana boylii* (foothill yellow-legged frog), *Branchinecta mesoamericana* (midvalley fairy shrimp), *Ambystoma californiense* (California tiger salamander), *Desmocerus californicus* (valley elderberry longhorn beetle), *Agelaius tricolor* (tricolored blackbird) as rare, endangered, or threatened species or habitat located within a two-mile radius of the site for the proposed project.

The IS/MND Recommends no Meaningful Mitigation to Reduce Impacts to Wetlands

Instead, the IS/MND illegally defers mitigation to the San Joaquin Council of Governments (SJCOG) Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). However, payment of fees to the SJMSCP will not magically reduce impacts to the wetlands.

The IS/MND pathetically argues that

Implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. SJCOG responded to this project referral in a letter dated May 3, 2022, that the project is subject to the SJMSCP. The applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

We must remind you that San Joaquin County is the lead agency for complying with the California Environmental Quality Act (CEQA) for this project, not the SJCOG.

It is not the legal responsibility of SJCOG to require the applicant to revise the subdivision map to avoid impacts to the existing wetland areas. (And it is legally questionable whether SJCOG could place conditions on this project approval to do so.)

How to Protect the Wetlands

To avoid impacts to wetlands, the County must require the applicant to submit a revised subdivision map that conforms to the General Plan policies cited below. This would require all lots proposed for home development be placed outside wetland areas. All of the wetland areas should be included in a much larger "remainder area." The remainder area should then be placed under a conservation easement to prevent any development within its boundaries.

To establish the correct boundaries of the wetland remainder area, the County must require the applicant to prepare a wetlands delineation now, as part of the project CEQA analysis and mitigation.

Applicable General Plan Policies

The Natural and Cultural Resources Element in the San Joaquin County General Plan requires the County staff to preserve existing wetlands and not let developers pave them over.

Natural and Cultural Resources Goal NCR-2 states: To preserve and protect wildlife habitat areas for the maintenance and enhancement of biological diversity and ecological integrity.

The following implementing policies apply to all project approvals granted by the County (emphasis added):

NCR-2.1 Protect Significant Biological and Ecological Resources

The County shall protect significant biological and ecological resources including: wetlands; riparian areas; vernal pools; significant oak woodlands and heritage trees; and rare, threatened, and endangered species and their habitats. (RDR/PSP)

NCR-2.5 No Net Loss of Wetlands

The County shall not allow development to result in a net loss of riparian or wetland habitat. (RDR)

NCR-2.6 Criteria for Development Impacts to Wetlands

The County shall not approve new development projects that have the potential to fill wetlands, unless:

☐ no suitable alternative site exists for the land use, and the use is considered necessary to the public;

☐ there is no degradation of the habitat or numbers of any rare, threatened, or endangered plant or animal species as a result of the project; and

☐ habitat of greater quantity and superior or comparable quality will be created or restored to compensate for the loss. (RDR)

Conclusion

It is unfortunate that we have to remind the County staff to obey the explicit environmental goals and policies in their own adopted General Plan.

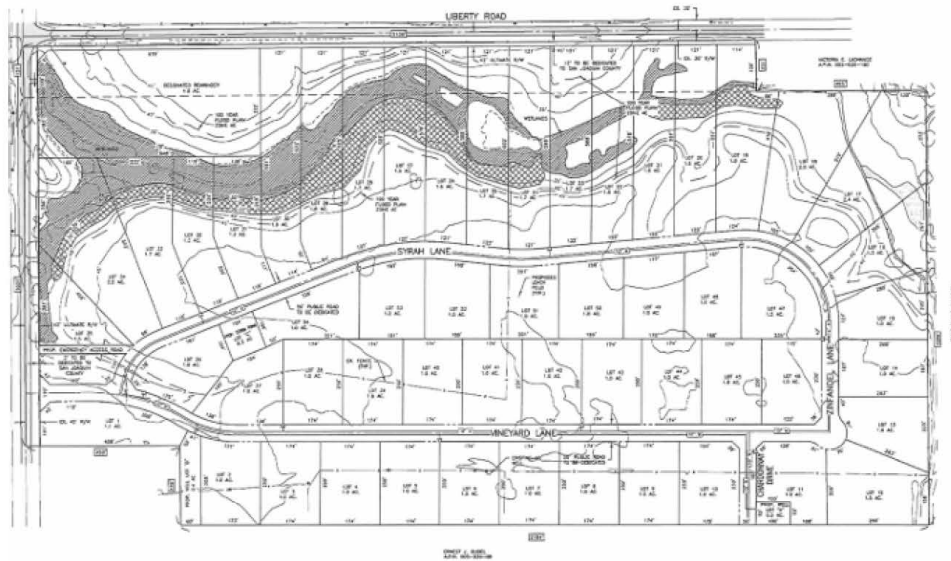
Please rectify this gross error in judgement of accepting a subdivision application which is clearly in violation of the above cited General Plan policies and require the applicant to resubmit a map that avoids all impacts to wetlands.

If the County allows this deeply flawed application to proceed we will take all steps available to oppose this illegal action including legal action if necessary.

Sincerely,

s/s Eric Parfrey, Delta-Sierra Group
parfrey@sbcglobal.net
(209) 641-3380

cc: San Joaquin County Planning Commission
San Joaquin County Board of Supervisors
SJCOG staff and Board of Directors
California Dept. of Fish and Wildlife, Region 2
California Environmental Protection Agency
State Water Resources Control Board
U.S. Army Corps of Engineers, Sacramento



Ernest Gudel
3920 Oranewood Drive
Fair Oaks CA 95628

August 29, 2024

Ms. Alisa Goulart
San Joaquin County Community Development Dept
1810 E Hazelton Avenue
Stockton California 95205

re: Tentative Map Application - Major Subdivision No. PA-2200056

Ms. Goulart,

I have received notice of a Public Hearing / Application Referral for PA-2200056 (SU) from you . I read that it is your intent to adopt the Mitigated Negative Declaration. Thank you for requesting my recommendations and comments.

My family first purchased this property in 1911 and sold it to Ventana / Stonecliff in 2004. I have lived on and owned the adjacent property to the south for 72 years. Accordingly I am very familiar with the site and have strong opinions on the environmental and cultural impact of the proposed project.

I am reviewing the Initial Study of Mitigated Negative Declaration provided. In the short time I have had to view the document, I have discovered many issues that deserve a 'second' look from your team. I would like to request that the application review date be extended 120 days to allow the Collierville neighborhood community to review and properly respond to the extensive volume of documents submitted.

Please provide me with the current list of adjacent property owners that have also been notified at your earliest convenience.

And when may I review the Conditions of Approval accompanying this application and initial study?

Among my concerns:

Dangerous increase in water consumption / depletion of local water aquifer supply, after several drought years

Dramatic Increase in local Traffic Volume

Insufficient infrastructure and management of road intersections north west and south of the proposed site.

No supporting information / details of the proposed public water system requirements.

No supporting information / details of the proposed non-County public utility agency requirements.

No approved Water System Design is included

Inadequate requirements for secondary and emergency access

Lot configuration misrepresentation / encroachment upon wetlands expansion area / seasonal flood plain
No component of affordable housing offered, thereby excluding significant % of local population

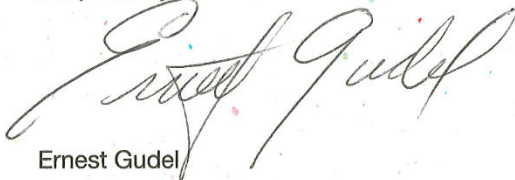
Of course you are aware these issues will have a profound impact on the value and the enjoyment of my property. Negatively. You are also aware that despite multiple extensions Ventana / Stonecliff has failed to satisfy and complete their previous Tentative map's COA's after twenty years and that Tentative Map has expired. According to California Subdivision law quoted to me by your department, the project cannot proceed. Why would you consider this new iteration of the same failed project worthy of SJ Counties support?

I deem it prudent to insure that you are aware of the pending litigation initiated by Ventana / Stonecliff against me & my property. I have been sued by Ventana in Santa Clara County Civil Court. They contend that I must resurrect my expired tentative map (PA-0500467) to accommodate them and their failed Map & COA. This lawsuit also names DOES 1 through 20, inclusive, an umbrella reference to anyone connected with the failed project. It is my understanding that SJ County may also be included in the lawsuit, and will be forced to defend their decision-making and actions.

I urge you to delay, deny, and reject this current Tentative Map Application until such time the above issues are adequately addressed and the active, frivolous, and malicious lawsuit is dismissed and justice is served.

I look forward to speaking with you regarding these and other issues at your earliest convenience.

Respectfully,

A handwritten signature in cursive script, appearing to read "Ernest Gudel". The signature is written in dark ink and is positioned above the printed name.

Ernest Gudel

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SAN JOAQUIN
— COUNTY —
Greatness grows here.

Community Development Department

Planning · Building · Code Enforcement · Fire Prevention

Attachment C **Environmental Document**

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NOTICE OF EXEMPTION

TO: ☒ Office of Planning & Research
P. O. Box 3044, Room 212
Sacramento, CA 95812-3044

☒ County Clerk, County of San Joaquin

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

Project Title: Major Subdivision No. PA-2200056

Project Location - Specific: The project site is located at the southeast corner of N. Lower Sacramento Road and W. Liberty Road, Galt. (APN/Address: 005-030-07 and 005-020-02 / 26850 N. Lower Sacramento Road, Galt) (Supervisory District: 4)

Project Location – City: None

Project Location – County: San Joaquin County

Project Description: Major Subdivision application to subdivide one legal lot totaling 78.76 acres into 54 lots ranging in size from 1 acre to 2.5 acres, a 4.8-acre designated remainder, and 3 small lots to be utilized for subdivision utilities. Primary and secondary ingress/egress for the subdivision are proposed from Lower Sacramento Road. There is no access to any lot from Liberty Road. Access to the proposed subdivision is planned from an interior subdivision road that will be improved to County standards and dedicated to the County. Each lot will utilize private on-site septic systems for wastewater. A public water system is required to be established, and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. Public storm drain service will be provided by County Service Area 29. The Project site is planned for lower density residential development and zoning in the General Plan (Rural Residential) and is zoned "R-R" (Rural Residential). The Rural Residential designation provides for single-family detached residences and accessory dwelling units. Development is subject to a maximum density of one dwelling unit per acre. ADUs, as required by California law, are not subject to the density standard and one ADU per lot is permitted if services are available.

The Property is zoned ☒ R-R (Rural Residential) and the General Plan designation is ☒ R/R (Rural Residential).

Project Proponent(s): Stonediff Development Inc. and Ventana Development Co. / Dillon and Murphy

Name of Public Agency Approving Project: San Joaquin County Planning Commission

Name of Person or Agency Carrying Out Project: Alisa Goulart, Associate Planner
San Joaquin County Community Development Department

Exemption Status:
Statutory Exemptions. (Section 15183)

Exemption Reason:
Section 15183 of the State CEQA Guidelines, enables public agencies to streamline the environmental review of subsequent projects that are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified by limiting its examination of environmental effects which are peculiar to the project or its site.

Lead Agency Contact Person:
Alisa Goulart Phone: (209) 468-0222 Fax: (209) 468-3163 Email: alisa.goulart@sjgov.org

*Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.*

Signature: _____ Date: _____
Name: Gerardo Altamirano Title: Deputy County Clerk
Signed by Lead Agency
Date Received for filing at OPR: _____

*Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.*

CEQA CHECKLIST/INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21083.3 and California Code of Regulations, Title 14, Sections 15183]

PROJECT TITLE: Vineyard Ranch Subdivision

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT OWNER/APPLICANT: Ventana Development Company, Inc. / Dillon and Murphy

PROJECT TITLE/FILE NUMBER(S): PA-2200056

PROJECT DESCRIPTION: A major subdivision to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, for future residential development, and a 4.8-acre Designated Remainder. Each lot will utilize on-site septic systems for wastewater. A public water system is required to be established and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Storm drain service will be provided by County Service Area 29.

The project site is located on the northeast corner of N. Lower Sacramento Road and E. Liberty Road, Galt.

ASSESSORS PARCEL NO(S): 005-020-02; 005-030-07

ACRES: 78.76 acres

GENERAL PLAN: Rural Residential (R/R0; Resource Conservation (OS/RC)

ZONING: Rural Residential (R-R)

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):

54 residential lots with the potential of a single-family residence, an accessory dwelling unit (ADU), and a junior accessory dwelling unit (JADU) on each lot.

SURROUNDING LAND USES:

NORTH: Agriculture with scattered residences; Dry Creek; Sacramento County

SOUTH: Residential development; Jahant Slough

EAST: Residential development; agriculture with scattered residences; State Route 99

WEST: Agriculture with scattered residences; Union Pacific Railroad

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. 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.?

Yes

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: Enter city name(s).

Purpose of this CEQA Document

The purpose of this document is to provide the required environmental review of the Vineyard Ranch subdivision project PA-2200056 ("Project"), pursuant to the California Environmental Quality Act ("CEQA").

CEQA Checklist

Pursuant to CEQA Guidelines Section 15083, this document consists of a Checklist intended to provide the County's decision-making bodies (i.e., the Planning Commission and Board of Supervisors) with information as to the potential environmental effects of the proposed Project. This Checklist provides substantial evidence supporting the conclusion that the Project qualifies as a "project consistent with a Community Plan, General Plan, or Zoning" pursuant to CEQA Guidelines Section 15183, and therefore is exempt from CEQA review consistent with that section of the CEQA Guidelines. Consistent with the CEQA Guidelines, this Checklist contains the following information:

- A description of the Project, including its location;
- An examination of whether the Project is consistent with the San Joaquin County 2035 General Plan EIR ("GP EIR");
- An identification of the existing environmental setting; and
- An identification of any potentially significant environmental effects of the Project, using a checklist method that includes adequate explanation and evidence to support the Checklist entries

The checklist also includes a determination of whether the Project would result in significant effects that are peculiar to the Project or its site that were not adequately examined in an earlier EIR, such that the Project may qualify as a project that is consistent with a Community Plan, General Plan or zoning, pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. The CEQA Checklist also provides information as to which environmental effects, if any, should be analyzed in a later Addendum, Environmental Impact Report (EIR), Negative Declaration or Mitigated Negative Declaration (MND).

Project Consistent With a General Plan, Community Plan, or Zoning

Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183 state that *"projects that are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site."* These provisions of CEQA are intended to streamline the environmental review of certain types of projects, and to reduce the need to prepare repetitive environmental studies and operate as a "statutory exemption" (see, *Hilltop Group, Inc. v. Co. of San Diego* (2024) 99 Cal.App.5th 890; *Lucas v. City of Pomona* (2023) 92 Cal.App.5th 508). These CEQA provisions apply only to projects that are consistent with a community plan adopted as part of a General Plan, a zoning action which zoned or designated the parcel on which the Project would be located to accommodate a particular density of development, or the General Plan of a local agency. Per CEQA Guidelines section 15183(i)(2), *"consistent means that the density of the proposed project is the same or less than the standard expressed for the involved parcel in the general plan, community plan or zoning action for which an EIR has been certified, and that the project complies with the density-related standards contained in that plan or zoning. Where the zoning ordinance refers to the general plan or community plan for its density standard, the project shall be consistent with the applicable plan."* An EIR must have been certified by the Lead Agency for the community plan, the zoning action or the General Plan, for these provisions to apply.

Section 15183(a) of the CEQA Guidelines provides that, in approving a project meeting these requirements, *"a public agency shall limit its examination of environmental effects to those impacts that the agency determines, in an Initial Study or other analysis:*

- *are peculiar to the project or the parcel on which the project would be located,*
- *are not analyzed as significant effects in a prior EIR on the zoning action, General Plan or community plan,*
- *are potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action, or*

- *are previously identified significant effects which, as a result of substantial new information which was not known at the time the prior EIR was certified, are determined to have a more severe adverse impact than discussed in the prior EIR"*

When reviewing the environmental effects of the Project pursuant to these provisions, an effect of the Project on the environment shall *not* be considered peculiar to the Project if uniformly applied development policies or standards have been previously adopted by the County.

This CEQA Checklist includes information to determine whether the Project is consistent with the 2035 General Plan. This CEQA Checklist also examines whether the potential impacts of the Project have already been addressed in the GP EIR certified by the County in December 2016, or whether the Project may have Project-specific significant effects which are peculiar to the Project or its site not adequately addressed in the GP EIR.

Potential for Additional Environmental Review

CEQA Guidelines Section 15183 applies to projects that are consistent with the development density established by the GP EIR and applicable zoning regulations. These CEQA provisions would not apply if the Project would have Project-specific significant environmental effects that are peculiar to the Project or its site, or if the Project would result in new or more severe significant environmental effects than were previously addressed in the GP EIR. Under such circumstances, the Project would trigger preparation of a tiered Mitigated Negative Declaration (MND) or EIR. This CEQA Checklist fully analyzes the environmental impacts of the Project to determine the most appropriate approach for CEQA documentation of the Project in light of the certified GP EIR and provides substantial evidence to support the conclusion that the Project is exempt from further CEQA review pursuant to CEQA Section 21083.3 and CEQA Guidelines Section 15183.

The San Joaquin County 2035 General Plan Environmental Impact Report ("GP EIR", State Clearinghouse No. 2013102017)¹, incorporated herein by reference, expressly provides for exempting and streamlining future projects pursuant to CEQA Guidelines §15183 (and §15168 re subsequent activities under a program EIR):

The CEQA Guidelines identify several types of EIRs, each applicable to different circumstances. This EIR will function as a program EIR for the proposed 2035 General Plan.

According to the CEQA Guidelines (Section 15168(a)), a public agency may prepare a program EIR that can be characterized as one large project or a series of actions that are linked geographically; logical parts of a chain of contemplated events; rules, regulations, or plans that govern the conduct of a continuing program; or individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects that can be mitigated in similar ways.

Under CEQA, a program EIR can function as a first-tier environmental document that assesses and documents the broad environmental impacts of a program with the understanding that a more detailed site-specific review may be required to assess future projects implemented under the program. The analysis contained in this EIR may also be used as a reference for subsequent environmental review of development projects, infrastructure improvements, zoning amendments, impact fees, and other development plans and proposals within San Joaquin County.

The series of actions analyzed in this Program EIR includes potential future development in the unincorporated County based on the horizon year of the General Plan update, 2035, as well as associated updates to plans, programs and policies that support the General Plan. While the Program EIR will identify potential impacts that would result from project implementation, the analysis is not detailed to the level of site specificity. The Program EIR will identify a range of potential impacts resulting from future development allowed under the 2035 General Plan and will identify mitigation measures that will guide future development and reduce identified potentially significant effects.

With respect to the processing of subsequent projects, including more site-specific projects, the County in making

¹ The Draft and Final GP EIR documents may be found at the following links:

Draft: <https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/GENERAL%20PLAN%202035%20-%20DRAFT%20EIR.pdf>

Final: <https://www.sjgov.org/commdev/cgi-bin/cdyn.exe/file/Planning/Environmental%20Impact%20Reports/GENERAL%20PLAN%202035%20-%20FINAL%20EIR.pdf>

optimal use of this EIR (once it is certified) intends to avail itself of at least two separate, but complementary processes authorized by CEQA that streamline the review of projects consistent with approved general plans. First, as noted above, this program EIR will be used for later activities related to the General Plan to determine whether an additional environmental document must be prepared, pursuant to CEQA Guidelines Section 15168. If a later activity would have effects that were not examined in this Program EIR, a new Initial Study would be prepared leading to either an EIR or a Negative Declaration. If no new effects would occur and no new mitigation measures would be required, the County may approve the later activity as being "within the scope" of the Program EIR, and no new environmental document would be required. Relevant feasible mitigation measures in this Program EIR would be incorporated into subsequent actions. (GP EIR pp. 1-2 to 1-3)

Importantly, the GP EIR goes on to expressly state:

Second, future environmental review can also be streamlined pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183. These provisions generally limit the scope of necessary environmental review for site-specific approvals following the preparation of an EIR for a general plan. For such site-specific approvals, CEQA generally applies only to impacts that are "peculiar to the parcel or to the project" and that have not been disclosed in the general plan EIR, except where "substantial new information" shows that previously identified impacts will be more significant than previously assumed. Notably, impacts are considered not to be "peculiar to the parcel or to the project" if they can be substantially mitigated pursuant to previously adopted "uniformly applied development policies or standards". The previous adoption must include a finding that these policies or standards will substantially mitigate these impacts when applied to future projects. (GP EIR, p. 1-3)

Project Description

The Project consists of a Major Subdivision tentative map to subdivide 2 parcels totaling 78.76 acres into 54 lots of one or more acres each, for future residential development, and a 4.8-acre Designated Remainder. Primary and secondary ingress/egress for the subdivision are proposed from Lower Sacramento Road. There is no access to any lot from Liberty Road. Access to the proposed lots is planned from an interior subdivision road that will be improved to County standards and dedicated to the County.

Each lot will utilize private on-site septic systems for wastewater. A public water system is required to be established and a non-County public utility agency must be formed to provide for the operation, maintenance, and improvement of the water system. Public storm drain service will be provided by County Service Area 29.

The project site is located in the Rural Community of Collierville, bordered by Lower Sacramento Road to the west and Liberty Road to the north. State Route 99 is directly east of the site. The County line is located 0.35 miles to the northwest.

The Project site is planned for lower density residential development and zoning in the General Plan (Rural Residential) and is zoned "R-R" (Rural Residential). The Rural Residential designation provides for single-family detached residences and accessory dwelling units. Development is subject to a maximum density of one dwelling unit per acre. ADUs, as required by California law, are not subject to the density standard and one ADU per lot is permitted if services are available.

Findings of Significance

As set forth below, the Project is consistent with the 2035 General Plan and the Project will not cause significant environmental impacts that are peculiar to the parcel or to the Project and that have not been disclosed in the GP EIR. Accordingly, the Project is exempt from further environmental review pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.

I. AESTHETICS.

Except as provided in Public Resources Code Section 21099, would the project:

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed In the General Plan EIR
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 publicly accessible vantage points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP DEIR concluded this impact to be less than significant with mitigation.

- a) San Joaquin County is set within the greater Central Valley, composed of large expanses of generally flat, agricultural lands and urban development, and framed by the foothills of the Diablo Range to the west and the foothills of the Sierra Nevada to the east. As described in the General Plan Draft Environmental Impact Report (GPU DEIR; County of San Joaquin 2014), scenic resources within the County include scenic roadways, the Delta, river corridors, agricultural lands and rangelands, significant oak groves, hillsides and ridges, and parklands. The major scenic vistas in San Joaquin County are provided by the east-west travel corridors that provide views of the Sierra Nevada foothills and the Diablo Range. These visual resources within the county are also visible from Interstate-5 and Interstate-580, two major highways within the county. More "close-in" scenic vistas are also available along two-lane roads through rural portions of the county, viewing lands under agricultural production, vineyards, and orchards. Views of major river corridors are most clearly visible from parklands that adjoin the rivers.

The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each sized to one acre or more. The project site is located in the north part of the county, in the rural community of Collierville, and is bordered by N. Lower Sacramento Road on the west and E. Liberty Road on the north. Neither road is a designated local scenic roadway. To the south is a large area of residential development. The area is relatively flat, although hilly in places, with much open space left in a natural state. However, there are no major public viewpoints in the vicinity and any views of the Coastal ranges won't be degraded by the development. To the east, the Sierra Nevada foothills are not visible.

- b) The project site is located on E. Liberty Road and N. Lower Sacramento Road. Neither road is a designated scenic route. The project will not damage any scenic resources, however, there are oak trees on the perimeter of the project parcels that may have to be removed. If this is necessary, the developer will be responsible for mitigating for the loss of any heritage or native oaks with replacements in a nearby location. The project site is not in the vicinity of Interstate-5 or Interstate-580, therefore would not impact scenic vistas visible from these highways. Therefore, the project would have a less-than-significant impact associated with scenic resources within a state- or locally- designated scenic route.
- c) The project site is located on E. Liberty Road and N. Lower Sacramento Road. There are no area viewpoints of the project site available to the public, therefore, the project would have a less-than-significant impact associated with the existing visual quality or character of the site or its surroundings.
- d) The project is a subdivision proposing 54 residential lots located in the rural community of Collierville. Pursuant to Development Title Section 9-608.120, roadway lighting systems are required for all development projects that require public roads or private roads built to public roadway standards in all urban and rural communities, therefore any new

lighting for the project would include streetlights, which must be designed in accordance with the County's Improvement Standards. At a minimum, street lighting is required at all intersections. Street lighting is shielded and directed to light only that which is required for safety. Therefore, any new lighting will have a less than significant impact on nighttime view.

Relevant GP Policies:

NCR-2.4: Preservation of Significant Oak Groves. The County shall require new development in the vicinity of significant oak groves to be designed and sited to maximize the long-term preservation of the trees and the integrity of their natural setting.

NCR-2.7: Natural Open Space Buffer. The County shall require a natural open space buffer to be maintained along any natural waterway to provide nesting and foraging habitat and to protect waterway quality.

NCR-7.7: Reducing Light Pollution. The County shall encourage project designs, lighting configurations, and operational practices that reduce light pollution and preserve views of the night sky.

NCR-7.8: Underground Utility Lines. The County shall require all new electric and communication distribution facilities adjacent to scenic routes to be placed underground, whenever feasible. Where overhead utility lines are unavoidable, every effort should be made to reduce the visual impact through elements of design.

Conclusion: As the Project would have a less than-significant impact on aesthetic characteristics for the reasons detailed above, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
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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 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 a nonagricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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))? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Impact Discussion:

The GP EIR concluded this impact to be significant and unavoidable.

- The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The parcels are zoned Rural Residential (R-R) and are not classified as Prime Farmland and Unique Farmland on maps provided by the California Department of Conservation's Farmland Mapping and Monitoring Program. Therefore, the likelihood of the project's conversion of Prime Farmland, Unique Farmland, or Farmland of State Importance to a nonagricultural use will be less than significant.
- The project site is not utilized for agriculture nor is it under a Williamson Act contract. Therefore, the project will not conflict with existing zoning for agricultural use, nor will it conflict with a Williamson Act contract.

- c-d) There are no forest resources or zoning for forestlands or timberland, as defined by Public Resources Code and Government Code, located on or near the project site, therefore, the project will have no impact on corresponding zoning or conversion of such land.
- e) See answer a).

Relevant GP Policies:

LU-4.1: New Residential Development. The County shall direct most new unincorporated residential development to areas within Urban and Rural Communities and City Fringe Areas.

Conclusion: Although the GP EIR concluded this impact to be significant and unavoidable, this project will have no impact on agriculture and forestry resources for the reasons detailed above. Still, the Project would be consistent with the analysis within the GPU EIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP EIR.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
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III. AIR QUALITY.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded this impact to be significant and unavoidable.

- a-d) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located within the San Joaquin Valley Air Basin where the Valley's topographical features restrict the flow of air in and through the Valley. The San Joaquin Valley Air Basin lies within the jurisdiction of the San Joaquin Valley Air Pollution Control District (APCD). APCD is the local agency established by the State to regulate air quality sources and minimize air pollution.

The project was referred to APCD for review on May 2, 2022. APCD issued a response dated May 30, 2022. APCD concluded that this major subdivision's project specific annual criteria pollutant emissions are not expected to exceed any of the significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality impacts as the project does not propose construction or operations at this time. APCD advised that an assessment of impacts to sensitive receptors should be done for future development. The District's recommendations include utilizing the cleanest available off-road construction equipment, including the latest tier equipment, to reduce project impacts on air quality, with any future construction. It is also recommended that solar power systems be incorporated as an emission reduction strategy for future development.

Construction activity that would occur over the next several years if the major subdivision is approved could cause temporary, short-term emissions of various air pollutants within the county. Ozone precursors such as ROG and NOx, as well as particulate matter (PM10 and PM2.5) would be emitted by construction equipment during various activities, such as grading and excavation, infrastructure construction, building demolition, and a variety of other construction activities. Actual significance would be determined as future building applications are submitted.

With implementation of the District Rules' requirements and implementation of recommendations, the project's impact on air quality is expected to be less than significant.

Relevant GP Policies:

PHS-5.2: San Joaquin Valley Air Pollution Control District Coordination. The County shall coordinate with the San Joaquin Valley Air Pollution Control District (SJVAPCD) during the review of new development projects which have the potential for causing adverse air quality impacts.

PHS-5.13: Energy Consumption Reduction. The County shall encourage new development to incorporate green building practices and reduce air quality impacts from energy consumption.

Conclusion: As the Project would have a less than-significant impact on air quality for the reasons detailed above, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>IV. BIOLOGICAL RESOURCES.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The following technical study was prepared for the Project: Routine Wetland Delineation 83± acre Gudel Ranch, prepared by Moore Biological Consultants, dated October 2018.

The GP EIR concluded this impact, with the combination of policies and existing regulatory mechanisms, as described in the Regulatory Section of the EIR, would ensure that the proposed 2035 General Plan would not have a substantial adverse impact on wetlands and other waters, and therefore this impact is less than significant.

- a, d, f) Referrals have been sent to the San Joaquin Council of Governments (SJCOG), the agency responsible for verifying the correct implementation of the *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP), which provides compensation for the conversion of Open Space to non-Open Space uses which affect the plant, fish and wildlife species covered by the Plan. Pursuant to the Final EIR/EIS for 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.

SJCOG responded to this project referral in a letter dated May 3, 2022, that the project is subject to the SJMSCP. The
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applicant has confirmed that he will participate in SJMSCP. With the applicant's participation, the proposed project is consistent with the SJMSCP and any impacts to biological resources resulting from the proposed project will be reduced to a level of less-than-significant.

- b,c) The approximately 79 acre project site is located in the northern portion of San Joaquin County between 20 and 60 feet above sea level. The site consists of gently rolling hillsides vegetated with both native and non-native annual and perennial plants. Livestock grazing, irrigation and past leveling have somewhat modified vegetation and topography within the project site.

A wetland delineation was conducted in support the development of the site for a residential subdivision and documents the locations, types and extent of wetlands within the project site. Although definitions vary, wetlands are generally considered to be areas that are periodically or permanently inundated by surface or ground water and support vegetation adapted to life in saturated soil. The delineation found one seasonal wetland encompassing 0.06 acres and five seasonal wetland swales encompassing 3.34 acres in the site. The location of these wetland areas is the extreme north of the project site. In addition to the wetland areas, an intermittent creek runs through the northern portion of the site.

In keeping with the goals of the General Plan to protect significant biological and ecological resources including wetlands, development will be restricted in the area of the wetlands and intermittent creek. The tentative map depicts building sites well outside of these sensitive areas. The final map will outline areas that are restricted from development.

- e) There are approximately 10 oak trees located at the north and west edges of the property which will be part of the designated remainder and not a residential lot. For future development, if oak trees are removed, the applicant will have to comply with Development Title 9-400.080 requiring replacements for any Heritage, Historical, or Native Oak tree in the course of development. Therefore, the future development of the subdivision will comply with the ordinance and the project won't conflict with policy.

Relevant GP Policies:

NCR-1.1: Preserve Natural Areas. The County shall protect, preserve, and enhance important natural resource habitat, biological diversity, and the ecological integrity of natural systems in the County.

NCR-2.5: No Net Loss of Wetlands. The County shall not allow development to result in a net loss of riparian or wetland habitat.

NCR-2.6: Criteria for Development Impacts to Wetlands. The County shall not approve new development projects that have the potential to fill wetlands, unless: • no suitable alternative site exists for the land use, and the use is considered necessary to the public; • there is no degradation of the habitat or numbers of any rare, threatened, or endangered plant or animal species as a result of the project; and • habitat of greater quantity and superior or comparable quality will be created or restored to compensate for the loss.

NCR-2.8: Natural Open Space Buffer. The County shall require a natural open space buffer to be maintained along any natural waterway to provide nesting and foraging habitat and to protect waterway quality.

Conclusion: As the Project would not impact biological resources for the reasons detailed above, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

	Significant Impact Peculiar to the Project or Project Site	Less Than Significant Impact	Analyzed In The Prior EIR
<u>V. CULTURAL RESOURCES.</u>			
Would the project:			
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded this impact to be less than significant with mitigation.

- a-c) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The site is currently vacant and has not been previously developed.

A search of the National Register of Historic Places, the Office of Historic Preservation's list of California Historical Resources, and of the Register of Historic Places within San Joaquin County did not uncover any known historical resources on or near the project site as defined in CEQA Guidelines Section 15064.5.

The General Plan EIR lists the following mitigation to reduce impacts to less than significant:

NCR-6.10: Inadvertent Discovery of Cultural Resources. If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

Conclusion: As the Project will utilize the above mitigation steps, the Project would be consistent with the analysis within the GPU DEIR because it would not create new impacts, increase impacts, and there is no new information of substantial importance not identified within the GP DEIR.

	Significant Impact Peculiar to the project or Project Site	Significant Impact due to new Information	Impact Adequately Addressed in the General Plan EIR
<u>VI. ENERGY.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded this impact to be less than significant with mitigation.

- a-b) The project is a major subdivision with no development proposed at this time. However, when development does occur, the project will be required to comply with the 2022 California Green Building Standards Code and the Building Energy Efficiency Standards, which 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. The code includes energy conservation standards applicable to most buildings throughout California. These requirements will be applicable to the proposed project in future development 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.

Relevant GP Policies:

NCR-5.2: Alternative Energy. The County shall encourage residents, businesses, and energy providers to develop and use alternative, renewable energy sources, including but not limited to biomass, solar, wind, and geothermal. (

Conclusion: Implementation of policies, implementation programs, and reduction strategies in the 2035 General Plan as well as the standards of the 2022 Building Energy Efficiency Standards would assist in minimization of energy consumption associated with development.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>VII. GEOLOGY AND SOILS.</u>			
Would the project:			
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil and create direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded this impact to be less than significant.

- a) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the north county, in the rural community of Collierville. According to the California Department of Conservation's California Geological Survey, the project site is not located within an earthquake fault zone. However, similar to other areas located in seismically active Northern California, the project area is susceptible to strong ground shaking during an earthquake, although the site would not be affected by ground shaking more than any other area in the region.

The Project's future development would be required to comply with the most recent version of the California Building Code (CBC), which contains universal standards related to seismic load requirements and is codified within the San Joaquin County Ordinance Code under Section 8-1000. In addition, a soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report will be incorporated into the construction drawings. As a result, impacts associated with seismic ground shaking or possible ground liquefaction are expected to be less than significant.

The project site is located in an area that is relatively flat and does not contain any slopes that could result in landslides. Therefore, impacts associated with landslides are expected to be less than significant.

- b) The project would not result in substantial soil erosion or the loss of topsoil because the project's future development will require a grading permit(s) in conjunction with a building permit(s). Therefore, the grading will be done under permit and inspection by the San Joaquin County Community Development Department's Building Division. As a result, impacts to soil erosion or loss of topsoil will be less than significant.
- c) As part of the project design process, a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans for future development. As a result of these grading recommendations, which are required by the California Building Code (CBC), the project would not be susceptible to the effects of any potential lateral spreading, subsidence, or liquefaction. Compliance with the CBC and the engineering recommendations in the site-specific soils report would ensure structural integrity in the event that seismic-related issues are experienced at the project site. Therefore, impacts associated with unstable geologic units are expected to be less than significant.
- d) The Soil Survey of San Joaquin County classifies the project site soil as having low expansive attributes. As a result, the effects of expansive soil on the project's future development are expected to be less than significant.
- e) The project's future development will be served by an onsite septic system for the disposal of wastewater. The Environmental Health Department required a soil suitability/nitrate loading study to determine the appropriate system and design for future development. The study has been submitted and approved. The sewage disposal systems must comply with the onsite wastewater treatment systems standards of San Joaquin County. A percolation test that meets absorption rates of the manual of septic tank practice or E.P.A. Design Manual for onsite wastewater treatment and disposal systems is required for each parcel. With these standards in place, only soils capable of adequately supporting the use of septic tanks will be approved for the septic system. As a result, impacts to soils from wastewater are expected to be less than significant.
- f) The project area has not been determined to contain significant historic, prehistoric archeological artifacts, or unique geological features, that could be disturbed by project construction, therefore, damage to unique paleontological resources or sites or geologic features is expected to be less than significant.

Relevant GP Policies:

PHS-3.1: Consider Geologic Hazards for New Development. The County shall consider the risk to human safety and property from seismic and geologic hazards in designating the location and intensity for new development and the conditions under which that development may occur,

PHS-3.2: Location of Sensitive Land Uses. The County shall not approve any of the following land uses if they are located within one-eighth of a mile of any active fault or on soil that is highly susceptible to liquefaction: facilities necessary for emergency services; major utility lines and facilities; manufacturing plants using or storing hazardous materials; high occupancy structures, such as multifamily residences and large public assembly facilities; and facilities housing dependent populations, such as prisons, schools, and convalescent centers.

Conclusion: To reduce impacts, development plans are to include detailed site-specific construction methods that minimizes or eliminates potential damage in accordance with current policies of the California Building Code.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>VIII. GREENHOUSE GAS EMISSIONS.</u>			
Would the project:			
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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 proposed 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 proposed 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*.¹ 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. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

¹ 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.

Relevant GP Policies and Implementation Programs:

PHS-6.7: New Development. The County shall require new development to incorporate all feasible mitigation measures to reduce construction and operational GHG emissions.

PHS-O: Monitor GHG Emissions. The County shall monitor GHG emissions a minimum of every five years and verify results of meeting the GHG emission reduction targets and goals.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>IX. HAZARDS AND HAZARDOUS MATERIALS.</u>			
Would the project:			
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded the project would have no impact related to hazardous materials.

- a-c) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the north part of the county, in the rural community of Collierville. Future development will be required to abide by regulations related to the storage of hazardous materials which require the owner/operator to report the use or storage of these hazardous materials to the California Environmental Reporting System (CERS) and comply with all applicable federal, state, and local regulations pertaining to the storage of hazardous materials. In this way, impacts related to the use, transport, or disposal of hazardous materials are expected to be less than significant.

- d) The project site is not listed as a hazardous materials site on the California Department of Toxic Substances Control EnviroStor database map, compiled pursuant to Government Code 65962.5 and, therefore, will not result in creating a significant hazard to the public or the environment.
- e) The project site is located within the Lodi Airport area of influence (AIA) Zone 8 and is approximately 2 miles Northwest of the airport runway. Pursuant to the San Joaquin County Airport Land Use Compatibility Plan (Amended 2018), the current (2008) and future (2028) estimated noise exposure contours for marginal effects are approximately 1 mile away from the project site. Therefore, due to the project site's distance from the airport noise contours, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.
- f) The County of San Joaquin Emergency Operations Plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. According to the Emergency Operations Plan, major transportation route State Route 99, would be a possible evacuation route in the event of an emergency. The Project is located on the west side of State Route 99. The Project's effect on traffic at the State Route 99 and Liberty Road interchange was reviewed in a Technical Memorandum performed by Advanced Mobility Group and dated September 12, 2023. The memorandum concludes that, with the project addition, existing intersections at this interchange continued to operate at a level that meets the General Plan requirement for level of service. Therefore, the Project would not affect this route, and moreover, the Project would not affect the County's ability to implement its Emergency Operations Plan in the event of an emergency. Notwithstanding, the Project would not impede access to any public route that might be needed as an evacuation route. As a result, the Project's impact on emergency response or evacuation activities is expected to be less than significant.
- g) The project location is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

Relevant GP Policies:

PHS-7.3: Control Hazardous Materials. The County shall require the use, storage, and disposal of hazardous materials and wastes to comply with local, State, and Federal safety standards.

PHS-7.4: County Hazardous Waste Management Plan. The County shall maintain and implement the County Hazardous Waste Management Plan.

PHS-7.10: Household Hazardous Waste. The County shall provide educational programs to inform the public about household hazardous waste and the proper disposal methods.

Conclusion: The project, a major subdivision, will not involve the transportation, use, or storage of hazardous materials and will have no impact related to such.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in General Plan EIR
<u>X. HYDROLOGY AND WATER QUALITY.</u>			
Would the project:			
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR determined impacts to be less than significant.

- a) The proposed project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the rural community of Collierville. Pursuant to Development Title Section 9-1120.4(b), subdivisions in a rural community with parcels less than 2 acres shall be served by a public water system, therefore, this is a requirement for this project. The applicant is required to establish a public water system and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. For sanitary sewer, the project proposes individual on-site septic systems for wastewater disposal. Development Title Section 9-1105.2(d)(6) states that, in non-agricultural zones, septic systems will only be considered for parcels over (2) acres or more in size, except in areas zoned Rural Residential, where parcels one acre or more in size will be

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considered if served by a public water system and public storm drainage system. The project area is zoned Rural Residential and will receive storm drainage from County Service Area 29 (CSA29). A public water system must be established by the applicant to provide public water to the subdivision. Only if this happens can the subdivision move forward as currently designed. Construction of individual sewage disposal systems will be under permit and inspection by the Environmental Health Department to ensure that they comply with the onsite wastewater treatment system standards of San Joaquin County.

In summary, obeying the service standards of the Development Title and the construction standards of the County will ensure that impacts associated with water quality standards and waste discharge requirements are expected to be less than significant.

- b) The proposed project is a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is in the rural community of Collierville. The application is required to establish a public water system, and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Although development of the site will create more impervious areas than currently exist, the large size of the parcels will allow for continued ground absorption of storm water. Therefore, the project's interference with groundwater recharging is expected to be less than significant and the project is not expected to impede sustainable groundwater management of the basin.
- c) The current project is a residential subdivision. There is no construction proposed with this project. Future grading and soil-disturbing activities and the installation of new impervious surfaces will occur and at that time grading permits will be required which will require plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. In this way, any impacts to the existing drainage pattern of the site will be less than significant.
- d) The flood zone information contained on the San Joaquin County Flood Information viewer is provided using the Digital Flood Insurance Rate Map data received from the US Department of Homeland Security, Federal Emergency Management Agency (FEMA). Pursuant to this information, the project site is currently located within a FEMA Designated Flood Hazard Area designated as zone X, A and AE. Approximately 65% of the 78.76 acres are located in Zone X which is an area determined to be outside the 0.2% annual chance (500-year) floodplain and will not be subject to regulations regarding flood hazards. For those structures that are built in Zones A or AE, which are areas subject to 1% annual chance (100-year) flood, the 100-year Flood Elevation will be approximately 42 feet. Development of this project will require compliance with Development Title Section 9-1605 regarding flood hazards

The County is located far enough inland that the threat of tsunami waves reaching the County is not likely. Seiche waves are typically formed in enclosed or semi-enclosed water bodies such as a lake or reservoir and triggered by unusual tides, winds or currents, or earthquake ground motions. No seiche waves have ever been recorded in San Joaquin County. Therefore, with the requirement to comply with flood hazard regulations, the project's risks due to flood hazard, tsunami or seiche is less than significant.

- f) The current project is a residential subdivision. For future development, the applicant is required to establish a public water system and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Future development will require permits from the Central Valley Regional Water Quality Control Board (CVRWQCB) to protect surface and groundwater on site and to ensure that the project doesn't conflict or obstruct a water quality control plan or sustainable groundwater management plan.

Relevant GP Policies:

NCR-3.5: Low Impact Development. The County shall require new development to mitigate stormwater quality and hydro-modification impacts through site design, source controls, runoff reduction measures, best management practices (BMPs), and Low Impact Development (LID).

NCR-3.7: Septic Tank Regulation. The County shall enforce its septic tank and onsite system regulations consistent with Central Valley Regional Water Quality Control Board policy that recognizes the County as the responsible agency to protect the water quality of surface water and groundwater.

PHS-2.5: New Development. The County shall require evaluation of potential flood hazards prior to approval of development projects to determine whether the proposed development is reasonably safe from flooding Consistent with the County's Flood Management Ordinance.

Conclusion: The General Plan policies and regulatory requirements for new development projects, in combination with flood management policies, would reduce impacts related to hydrology to less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XI. LAND USE AND PLANNING.</u>			
Would the project:			
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR found impacts to be less than significant.

- a) The proposed project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is in the rural community of Collierville in the northern part of the County. The project does not include construction of any feature that would impair mobility within an existing community, nor does it include removal of a means of access between a community and outlying area. The project site is not used as a connection between established communities. Instead, connectivity with the area surrounding the project is facilitated via local roadways. Therefore, the project will not result in dividing an established community.
- b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. A tentative map can't be approved unless it is possible to make findings related to consistency with the General Plan, Development Title, and other applicable provisions of the County Code.

The zoning of the project site is Rural Residential (R-R) with the General Plan designation of Rural Residential (R/R). The General Plan minimum size for parcels in the R/R designation is 1 acre. The lots resulting from the proposed subdivision are to be one acre or more in size, therefore the parcels will conform with size requirements.

In order to approve a tentative map, the General Plan requires that minimum standards be met for water, wastewater, and stormwater drainage system improvements (pgs. 3.2-37, 39, 41). In rural communities, the minimum standard calls for a public stormwater drainage system, a public water system, and onsite wastewater treatment systems. The applicant has submitted a will serve letter for stormwater drainage from San Joaquin County Public Works for County Service Area 29, which states that they have capacity to accept the applicant's subsequent development. The Public Works department has conditioned the project with the requirement that it be served by a public water system conforming to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works. This will require the applicant to establish a public water system and a non-County public utility agency must be formed to provide for the operation, maintenance and improvement of the water system. Only if this requirement is met can the subdivision move forward as currently designed.

No land use plan, policy, or regulation needs to be adopted for the purpose of avoiding or mitigating an environmental effect which could, in turn, cause a significant environmental impact. Therefore, the proposed application is consistent with the General Plan and Development Title and is anticipated to have a less-than-significant impact on land use and planning.

Relevant GP Policies:

LU-1.4: Encourage Infill Development. The County shall encourage infill development to occur in Urban and Rural Communities and City Fringe Areas within or adjacent to existing development in order to maximize the efficient use of land and use existing infrastructure with the capacity to serve new development. The County shall balance infill development within outward expansion of communities and new development in other unincorporated areas.

LU-4.1: New Residential Development. The County shall direct most new unincorporated residential development to areas within Urban and Rural Communities and City Fringe Areas.

Conclusion: Location of the subdivision and zoning in place, the impact on land use issues will be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XII. MINERAL RESOURCES.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded the impact to mineral resources will be less than significant.

- a-b) Pursuant to the San Joaquin County General Plan Background Report, Chapter 10 - Natural Resources, the primary extractive resource in San Joaquin County is sand and gravel, with the principal areas of sand and gravel extraction located in the southwestern part of the county and along the Mokelumne, Calaveras, and Stanislaus rivers in the eastern portion of the county. The project site is in the northernmost part of the county and, pursuant to the California Geological Survey (CGS), the project site is in an unclassified area. However, the surrounding area has either been developed or used for agriculture without any mineral resource discoveries. Therefore, the project's impact on the loss of important minerals is expected to be less than significant.

Relevant GP Policies:

None.

Conclusion: By proposing land uses in areas known or likely not to be resource locations, impacts to mineral resources are expected to be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XIII. NOISE.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded that future projects with the potential to generate substantial noise or expose people to substantial noise would perform noise studies to determine if and what mitigation would be required to reduce impacts to less than significant.

- a-b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located in the rural community of Collierville. If the subdivision is approved, the subsequent development projects may utilize equipment that will temporarily increase the area's ambient noise levels and will be required to comply with the County's Noise Ordinance, including Development Title Section 9-404.020(c) which exempts noise resulting from construction activity provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day. Therefore, noise impacts from the proposed project and impacts on vibrations are expected to be less than significant.
- c) The project site is located within the Lodi Airport area of influence (AIA) Zone 8 and is approximately 2 miles northwest of the airport runway. Pursuant to the San Joaquin County Airport Land Use Compatibility Plan (Amended 2018), the current (2008) and future (2028) estimated noise exposure contours for marginal effects are approximately 1 mile away from the project site. Therefore, due to the project site's distance from the airport noise contours, the project's risk of exposing people residing or working in the project area to safety hazards or excessive noise is less than significant.

Relevant GP Policies and Implementing Programs:

PHS-9.1: Noise Standards for New Land Uses. The County shall require new development to comply with the noise standards shown in Tables 4.H-8 and 4.H-93 through proper site and building design, such as building orientation, setbacks, barriers, and building construction practices.

PHS-9.7: Require Acoustical Study. The County shall require a project applicant to prepare an acoustical study for any proposed new residential or other noise-sensitive development when the County determines the proposed development may expose people to noise levels exceeding acceptable General Plan noise levels.

PHS-Z: Revise Building Code to Incorporate Noise Standards. The County shall review and update the County Building Regulations, as necessary, to ensure consistency with the most recent noise standards contained in the California Building Code, and to include the standards contained in Tables 4.H-8 and 4.H-94, to include standards regulating noise from construction activities, and to facilitate a procedure for exemptions for special events, such as concerts and festivals.

Conclusion: An acoustical study concluded a sound wall is required on the west side of the property due to possible traffic noise impacts to residents on adjacent lots.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XIV. POPULATION AND HOUSING.</u>			
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded impacts would be less than significant.

- a-b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project will not induce substantial unplanned population growth in the area either directly or indirectly because the project site is zoned for a rural residential subdivision and the General Plan designates the area for rural residential. The planned residential subdivision will provide planned housing. Additionally, the proposed project would not displace substantial numbers of people or existing housing, necessitating the construction of replacement housing elsewhere because no residences will be removed. Therefore, the project's impact on population and housing is expected to be less than significant.

Relevant GP Policies and Implementing Program:

C-3.1: Rural Community Growth. The County shall plan Rural Communities to have minimal growth, mainly infill development in those communities with available land within their established boundaries, with expansion discouraged.

LU-1.4: Encourage Infill Development. The County shall encourage infill development to occur in Urban and Rural Communities and City Fringe Areas within or adjacent to existing development in order to maximize the efficient use of land and use existing infrastructure with the capacity to serve new development. The County shall balance infill development within outward expansion of communities and new development in other unincorporated areas.

Conclusion: Because the GP does not exceed State and regional projections for population growth by designating land for development, growth impacts would be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
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XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR determined impacts to be less than significant.

- a) The project site is located in unincorporated San Joaquin County in the rural community of Collierville. The site is located in the Woodbridge Fire District, which provides fire, rescue, and emergency medical services to the rural communities of Woodbridge, Acampo, Lodi, Forest Lake, Flag City, and Tower Park. The district covers approximately 197 square miles and 500 nautical miles in the Delta and serves an approximate population of 15,000, with major highways including State Route 99, Interstate 5, and State Route 12. The district maintains 4 fire stations and staffs 4 engine companies through the staff of 1 chief, 1 administrative officer, 3 captains, 9 lieutenants, 5 firefighters, and 11 firefighter trainees. Annual calls average approximately 2,000.

Police protection services are provided to the project area by the San Joaquin County Sheriff's Office. The Sheriff's Office employs over 800 sworn and support personnel. The project site is located within the school district of the Galt Joint Union Elementary and High schools. With 9 schools, the school district provides learning opportunities to over 5,500 students. There are no public recreation facilities near the project site.

The public service agencies listed above were provided with the project proposal and invited to respond with any project concerns or conditions. The San Joaquin County Department of Parks and Recreation responded asking for the applicant to make a payment of fee in-lieu of land dedication. No other agencies responded with conditions or concerns. Therefore, the project is not expected to have a significant impact on the ability of these service providers to maintain current levels of service and the project's impact on these services is expected to be less than significant.

Relevant GP Policies:

NCR-2.3: San Joaquin County Multi-Species Habitat Conservation and Open Space Plan. The County shall continue to implement the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate biological impacts resulting from open space land conversion.

NCR-8.7: Protect Resources. The County shall strive to protect the diverse resources upon which recreation is based, such as waterways, marsh lands, wildlife habitats, unique land and scenic features, and historical and cultural sites

Conclusion: With development occurring in an area where service systems already exist, impacts on public services will be less than significant, offset by developer payment of fire impact fees, standard school impact fees, and parkland in-lieu fees.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XVI. RECREATION.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR determined impacts to be less than significant.

- a-b) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. While this will result in an increase in the number of residents in the region, there are no existing neighborhood and regional parks or other recreation facilities in the project area. The proposed project does not require the construction of recreational facilities, however, in response to the project referral, San Joaquin County Parks and Recreation is requiring the applicant pay a fee of \$15,260 in-lieu of land dedication.

Relevant GP Policies:

NCR-8.22: Park Dedication and In-lieu Fees. The County shall require dedication of parkland or in-lieu fees for local parks until other methods of sufficient financing are established. In-lieu fees shall: • be collected for new developments proposed in those communities where the General Plan has identified a local recreation area; • include land acquisition and site development costs, such as grading, access, drainage, and fencing; and • be given to the agency providing local recreation facilities.

Conclusion: Impacts on recreation facilities will be less than significant, offset in part by parkland in-lieu fees from the developer for future recreation facility development.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XVII. TRANSPORTATION.</u>			
Would the project:			
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR determined any impacts can be mitigated to less than significant.

- a) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project site is located on E. Liberty Road, between N. Lower Sacramento Road and State Route 99, one-half mile southeast of the City of Galt. The access to the project site is proposed from N. Lower Sacramento Road, a county-maintained road. Regional access to the site is provided by State Route 99, a north-south roadway.

Development Title Section 9-608.050(a)(2) allows the use of a Traffic Technical Memorandum to assess the impacts of a development project on the existing or planned street system in lieu of a Traffic Study when the development project exceeds the 50 vehicles per hour threshold, and the Director of Public Works deems that the existing roadway capacity and traffic operations are not expected to be significantly impacted as a result of the additional traffic generated by the project. This project was referred to the Department of Public Works which responded with the requirement for the applicant to submit a Technical Memorandum from a registered traffic engineer certifying that the proposed development will not degrade the level of service along adjacent roadways or intersections to unacceptable conditions. A Technical Memorandum performed by Advanced Mobility Group and dated September 12, 2023, found that, with the project addition, existing intersections continued to operate at a level that meets the General Plan requirement for level of service.

The Department of Public Works' project conditions require that all roadways within the subdivision be dedicated to the County and improved to County standards for a 50-foot right-of-way Rural Residential roadway. Additionally, the applicant will have to pay a fair share contribution for future improvements to the four area intersections that will be affected by the project.

Pursuant to Development Title Section 9-608.030, sidewalks are not required in Rural Residential zones. Therefore, in the project vicinity, existing roadways lack sidewalks and crosswalks and the project subdivision is not required to have sidewalks. Bicycle facilities do not currently exist in the project vicinity nor is there transit service within the project vicinity.

To conclude, the Traffic Memorandum's assessment and the Department of Public Work's conditions will ensure that the project's impact to a program plan, ordinance, or policy addressing the circulation system will be less than significant.

- b) CEQA Guidelines section 15064.3 subdivision (b) requires evaluating a project's transportation impact using vehicle miles traveled. Vehicle miles traveled refers to the amount and distance of automobile travel attributable to the project.

The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size.

A Traffic Technical Memorandum was performed for the project which concluded that the proposed 54 single-family dwelling units is estimated to generate approximately 38 morning peak hour (6:00 – 8:00 a.m.) trips and 51 evening peak hour (4:00 – 6:00 p.m.) trips.

The proposed project is located approximately $\frac{3}{4}$ of a mile from the Liberty Road interchange with State Route 99. There are no transit corridors serving rural San Joaquin County.

Advanced Mobility Group (AMG) performed a VMT analysis and presented findings in a VMT Analysis Technical Memorandum dated June 7, 2024. AMG used the SJCOG RTP 2022 model for forecasts and analysis to comply with ECQA expectations related to SB743. The VMT per capita of the project scenarios were both 27.6. The San Joaquin County baseline VMT per capita calculated from the model is 23.4, and the threshold of 15% below baseline is 20.0. Based on available data of remote work, the estimated trip reduction resulted in approximately 18.76 VMT/Capita, which would result in the proposed project VMT/Capita being less than significant as it does not conflict with CEQA Guidelines section 15064.3, subdivision (b).

- c) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. No alterations will be made to existing roadways outside of the project area. Roads in the subdivision will have to meet County standards for a 50-foot right-of-way Rural Residential road. Additionally, the project site is zoned R-R (Rural Residential) and the project is for a subdivision that will meet density and service requirements for a rural residential site. Therefore, the project will not increase hazards due to a design feature or incompatible use.
- d) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The project roads will be required to meet County standards for a 50-foot right-of-way Rural Residential road with adequate turnarounds for emergency vehicles. Each developed lot will be required to have a driveway and circulation route that meets the San Joaquin County Fire Chiefs' Association guidelines for providing fire apparatus access as required by the California Fire Code (CFC). Therefore, site will provide adequate space for fire trucks and emergency vehicles to enter and turn around, and the project's impact on emergency access is expected to be less than significant.

Relevant GP Policies and Implementation Programs:

TM-1.1: Transportation System Safety. The County shall require new development to provide transportation system improvements necessary to serve the development.

TM-1.15: Transportation Funding. The County shall support transportation system improvements by collecting fair share transportation impact fees from new development, supporting ballot measures to maintain existing and/or establish new sales tax revenue for the maintenance and improvement of transportation infrastructure, and applying for federal and state discretionary transportation funds.

TM-1.18: Capital Improvement Program. The County shall maintain a Transportation Capital Improvement Program consistent and commensurate with developer fees established as part of the County's AB1600 compliant traffic impact mitigation fee program.

TM-3.7: Frontage Standards. For developments that are located adjacent to a County roadway, the County shall require access onto County roads (i.e., driveways) to be built to County standards.

TM-A: Traffic Mitigation Fee. The County shall review and update, as necessary, its traffic impact mitigation and road improvement fees every five years.

TM-E: Traffic Studies. The County shall develop standards, criteria for defining significant impacts, and procedures for traffic studies to determine needed road improvements.

TM-G: Driveway Standards. The County shall develop and adopt access standards for driveways and other encroachments on County roads. On State highways, these standards shall be coordinated with Caltrans.

Conclusion: The impacts to transportation will be less than significant with the implementation of relevant programs in the 2035 General Plan related to transportation and circulation such as traffic impact mitigation and road improvement fees and traffic studies to determine needed road improvements.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XVIII. TRIBAL CULTURAL RESOURCES.</u>			
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR determined that with mitigation impacts would be less than significant.

- a)
- i) The project site is not developed, therefore no buildings are listed on the State Office of Historic Preservation California Register or the National Register of Historic Places. Therefore, the project will not result in a substantial adverse change in the significance of a historical resource as defined by CEQA.
 - ii) The project includes a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. The Wilton Rancheria Tribe has communicated an interest in the possibility of inadvertent discoveries of Tribal Cultural Resources (TCR) as the site is developed. The tribe has officially requested to be allowed to perform a Pedestrian Survey prior to any ground disturbance, perform Cultural Awareness with all staff and crew, and to have a compensated Tribal Monitor on site during all ground disturbing activities.

Additionally, at the time of development, 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.

Relevant GP Policies:

NCR-6.5: Protect Archeological, Paleontological, and Historical Resources. The County shall protect significant archaeological, paleontological, and historical resources by requiring that an archaeological a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or

paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented.

NCR-6.6: Tribal Consultation. The County shall consult with Native American tribes regarding proposed development projects and land use policy changes consistent with the State's Local and Tribal Intergovernmental Consultation requirements.

NCR-6.10: Inadvertent Discovery of Cultural Resources. If prehistoric or historic period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.

Conclusion: Mitigation measures to protect cultural resources would reduce impacts to less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XIX. UTILITIES AND SERVICE SYSTEMS.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR concluded impacts related to water could be significant but unavoidable; Impacts to other utility services would be less than significant.

- a) The project is a proposal to subdivide 78.76 acres into 54 residential lots, each lot to be one acre or more in size. In order for the project to develop as currently designed, the applicant is required to form a public water system and a non-County public utility agency to provide for the operation, maintenance and improvement of a water system for the development. The design and implementation of the system must conform to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works which will prevent significant environmental effects. The project proposes utilizing onsite wastewater treatment systems. Storm drainage is provided by County Service Area 29 (CSA29), a public system. CSA29 has provided a will serve letter stating that it has the capacity to serve the proposed project.
- b) The applicant is required to form a public water system and a non-County public utility agency to provide for the operation, maintenance and improvement of a water system for the development project. This will provide for a sufficient supply of water.
- c) The project will utilize onsite sewage disposal systems constructed under permits from the Environmental Health Department and subject to the onsite wastewater treatment system regulations that comply with the standards of San Joaquin County.

- d-e) The project is a proposal to subdivide 78.76 acres into 54 residential lots located in the Rural Community of Collierville, Collierville is in a mandatory refuse collection area of the County's Department of Public Works Solid Waste Division. Service is provided by Central Valley Waste. Per contract, the provider must utilize County designated sites for dumping. In the case of Collierville, the primary dump site is the North Valley Sanitary Landfill. The current closure date for this facility is 2046. This project is not anticipated to generate solid waste in excess of State and local standards and, with these arrangements, will be able to comply with all regulations related to solid waste.

Relevant GP Policies:

IS-1.2: Infrastructure Standards. The County shall require new developments that include improvements to existing infrastructure or new infrastructure to meet the requirements and standards of the County or other agencies providing services.

IS-2.6: New Development Requirements. The County shall require new development to provide water, sewer, stormwater, and/or street lighting service(s), using one of the following methods, subject to County review and approval: Fund the formation of a new Community Service District, Mello-Roos Community Facilities District or other non-County public utility agency that would perform ongoing maintenance.

IS-4.14: Water Quality Standards. The County shall require that water supplies serving new development meet State water quality standards. If necessary, the County shall require that water be treated to meet State standards and that a water quality monitoring program be in place prior to issuance of building permits.

IS-4.20: Water Efficient Landscaping. The County shall encourage water efficient landscaping and use of native, drought-tolerant plants consistent with the Model Landscape Ordinance.

IS-6.10: Alternative Rural Wastewater Systems. The County shall support the use of alternative onsite rural wastewater treatment systems for individual homes that meet the State Water Resources Control Board Onsite Wastewater Treatment Systems Policy and the approved Local Agency Management Plan.

IS-7.2: Stormwater Drainage System Standards. The County shall require the minimum standards for stormwater drainage system improvements provided in Table 4.N-3 for the approval of tentative maps and zone reclassifications.

LU-2.13: Soil Suitability Studies. The County shall require applications for residential zoning that would create a parcel or parcels of less than two acres with septic systems to prepare a soil suitability study and nitrate loading study and demonstrate that soil conditions can safely absorb wastewater in conformance with local health and water quality standards.

Conclusion: Because the 2035 General Plan has the potential to exceed surface water and groundwater availability, and it is uncertain whether water supplies can be secured to serve new development, water impacts would remain significant and unavoidable.

	Significant Impact Peculiar to the project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XX. WILDFIRE.</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

The GP EIR determined there would be no impacts.

- a-d) The project location is located in the north end of the county in the Rural Community of Collierville, CA, at State Route 99. It is not identified as a Community at Risk from Wildfire by Cal Fire's "Fire Risk Assessment Program". Communities at Risk from Wildfire are those places within 1.5 miles of areas of High or Very High wildfire threat as determined from CDF-FRAP fuels and hazard data. Therefore, the impact of wildfires on the project are expected to be less than significant.

Relevant GP Policies and Implementation Programs:

PHS-1.5: Promote Individual Readiness. The County shall support educational programs that promote disaster preparedness protocols and procedures; disaster risk reduction; and individual readiness and self-sufficiency in emergencies.

PHS-4.1: Community Wildfire Protection Plan. The County shall maintain and implement the Community Wildfire Protection Plan as a mechanism for community input and identification of areas with high fire hazard risk.

PHS-4.2: Residential Densities in High Hazard Areas. The County shall restrict development to rural residential densities or lower and require on-site fire suppression measures in areas with high or extreme wildfire hazards.

PHS-4.3: Fire Prevention Measures. The County shall implement State recommendations for fire prevention in Fire Hazard Severity Zones and require new and/or existing development to provide clearance around structures, use fire-resistant ground cover, build with fire-resistant roofing materials, participate in fuel load reduction, and take other appropriate measures.

PHS-4.4: Clear Zones. The County shall require clear zones and regular weed abatement around residential structures in high fire hazard areas and assist property owners in identifying how clear zones should be maintained.

PHS-L: Community Wildfire Protection Plan. The County shall review and update the Community Wildfire Protection Plan every five years.

Conclusion: With implementation of policies related to wildfire, impacts could be less than significant.

	Significant Impact Peculiar to the Project or Project Site	Significant Impact Due to New Information	Impact Adequately Addressed in the General Plan EIR
<u>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</u>			
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Impact Discussion:

- a-c) Review of this project has not indicated any features which might significantly impact the environmental quality of the site and/or surrounding area. Mitigation measures have been identified in areas where a potentially significant impact has been identified and these measures, included as conditions of approval, will reduce these impacts to a less than significant level.

SOURCES:

The following documents are reference information sources used for the purpose of this document:

1. County of San Joaquin. *San Joaquin County 2035 General Plan Environmental Impact Report*. October 2014.
2. Advanced Mobility Group. *Technical Memorandum for the Proposed Subdivision*. September 12, 2023.
3. Advanced Mobility Group. *Technical Memorandum for the Proposed Subdivision*. June 7, 2024.

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ATTACHMENT B: TRAFFIC IMPACT ANALYSIS



Redefining Mobility.

To:	Francis Schmidt Stonecliff Development	From:	Christopher Thnay, PE, AICP Andrea Flores, EIT
Email:	fscmidt@valuationconsultant.net	Date:	September 12, 2023

Reference: Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632

The purpose of this technical memorandum is to present the results of our evaluation for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632. The proposed residential development consists of 54 dwelling units.

The scope of the Technical Memorandum study area was reviewed and approved by Public Works prior to commencement of any work¹.

Existing Street System

Important roadways adjacent to the Project site are discussed below:

Regional Roads

The Project site is located near the southeast quadrant of the intersection of Lower Sacramento Road/Liberty Road, Galt, CA. The Project site is served by the following regional roadways:

State Route 99 (SR99) is a major north-south regional highway that extends from Sacramento in the north to Bakersfield to the south. SR 99 is located approximately half (0.5) mile east of the Project site. SR 99 has four lanes in the immediate vicinity of the Project site. Access to and from SR 99 is provided by Liberty Road.

Local Roads

There are several key roadways within a mile of the Project area. These are key roadways that either connect the projects to SR 99 or provide local access.

Lower Sacramento Road is a north-south two-lane major collector adjacent to the project site and starts from slightly north of the project site and ends approximately six miles to the south at Turner Road in



Figure 1: Project Vicinity

¹ Email to Frank Schmidt, May 17, 2023, Marilissa Loera, Associate Transportation Planner, San Joaquin County, Department of Public Works

Reference: Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA

the City of Lodi. Note that Lower Sacramento Road becomes Lincoln Way in the City of Galt, north of the County Line. The average daily traffic (ADT) is approximately 4,500 vehicles per day (vpd).

Liberty Road is a two-lane east-west local roadway located less than 800 feet to the north of the project entrance. It provides access to SR 99 and starts at Lower Sacramento Road on the east and ends approximately 12 miles to the east at slightly past SR 88. The ADT is approximately 2,700 vpd.

N 99 Frontage Road is a two-lane frontage road that connects from Liberty Road in the north to the SR 99 Southbound Off-Ramp at Collier Road to the south.

Speiss Road is a two-lane east-west local roadway that connects Lower Sacramento Road in the west to the SR 99 Frontage Road to the east for approximately 4,000 feet.

Significance Criteria

As per the San Joaquin County 2035, General Plan Draft Environmental Report dated October 2014, CMP Level of Service - The County is to maintain and enforce Level of Service (LOS) standards consistent with the San Joaquin Council of Governments (SJCOG) Congestion Management Program (CMP) for State highways and designated County roadways and intersections of regional significance. Per the CMP, all designated CMP roadways and intersections shall operate at LOS D or better except for roadways with "grandfathered" LOS. LOS for State highways shall be maintained in cooperation with Caltrans. The County LOS standards for intersections is LOS "D" or better on Minor Arterials and roadways of higher classification and LOS "C" or better on all other roads. The County shall maintain the following:

- On State highways, LOS D or Caltrans standards whichever is stricter.
- Within a city's sphere of influence, LOS D, or the city planned standards for that level of service.

Existing Peak Hour Volumes

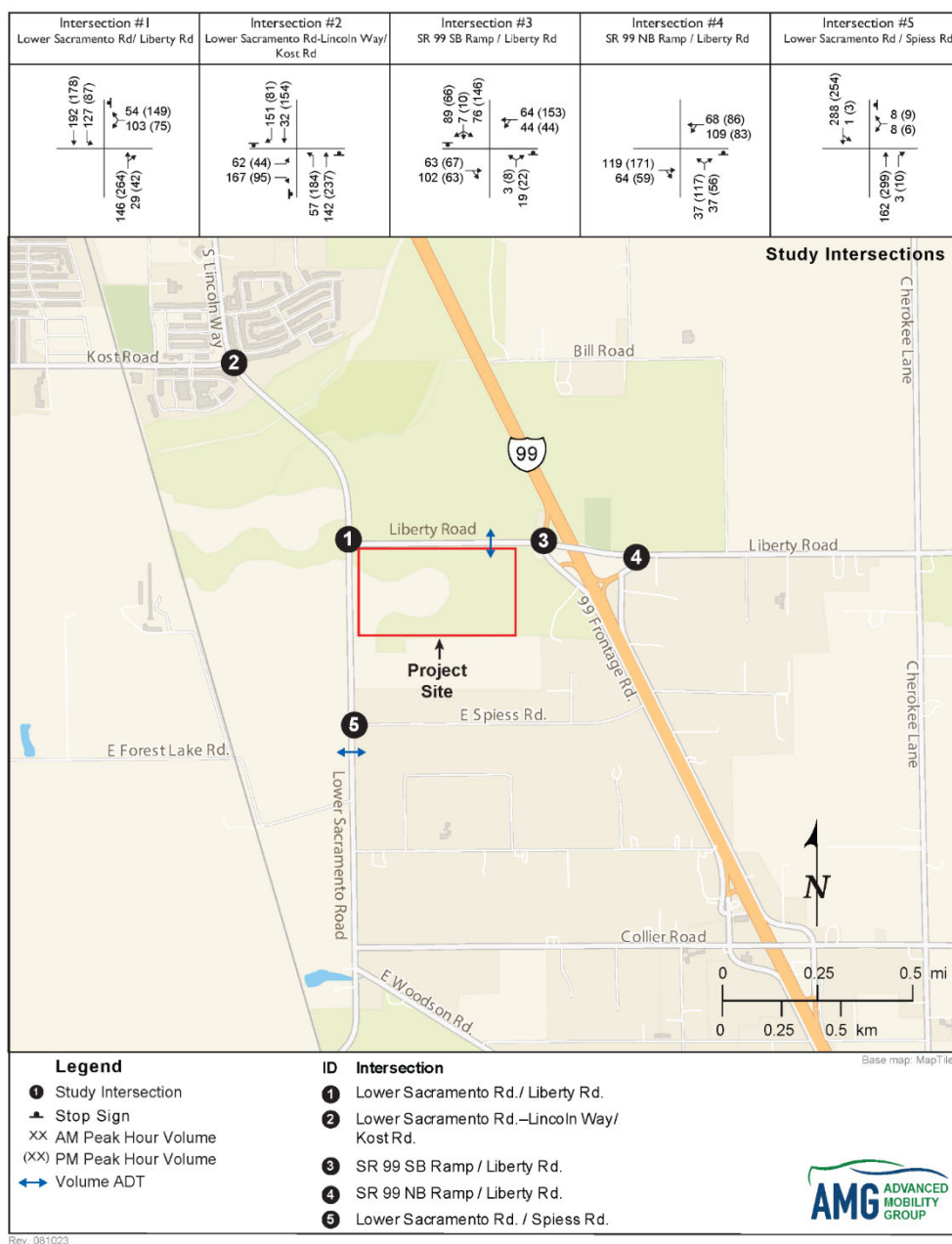
Intersection turning movement counts were collected for the four intersections on May 25, 2023. AMG evaluated existing traffic conditions at the selected study intersections during the AM (6-8) and PM (4-6) peak hour on a typical weekday. The results of the existing intersection turning movement counts are shown in **Figure 2**.

The study intersections and associated traffic controls are as follows:

1. Lower Sacramento Road/Liberty Road (One Way stop)
2. Lincoln Way/Kost Road (All Way stop)
3. SR 99 SB Ramp/Liberty Road (Two Way stop)
4. SR 99 NB Ramp/Liberty Road (One Way stop)
5. Lower Sacramento Road/Speiss Road (One Way stop)

Copies of the existing counts are contained in **Appendix A**.

San Joaquin County - Gudel Residential Development Technical Memorandum Study Figure 2
Existing Peak Hour Volumes, Lane Geometry, and Controls



Reference: *Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA*

Intersection Level of Service

To accurately model the traffic condition, AMG created a Synchro traffic analysis model to determine the intersection LOS. The Existing Conditions traffic operations were evaluated based on levels of service criteria using Synchro. Several intersection attributes (such as lane geometries, truck percentage and traffic control) were coded into the Synchro software model to evaluate the study intersections. All five intersections are unsignalized.

The results of the LOS analysis for the existing intersections are shown in **Table 1**. All the intersections operate at acceptable LOS D or better indicating acceptable conditions.

Table 1: Existing LOS of Study Intersections

ID	Intersection	Existing Control	Existing			
			A.M.		P.M.	
			Delay	LOS	Delay	LOS
1	Lower Sacramento Rd/Liberty Rd	OWSC	6.2	A	6.8	A
2	Lincoln Way/Kost Rd	AWSC	10.1	B	10.7	B
3	SR 99 SB Ramp/Liberty Rd	TWSC	6.2	A	7.5	A
4	SR 99 NB Ramp/Liberty Rd	OWSC	4.1	A	5.6	A
5	Lower Sacramento Rd/Speiss Rd	OWSC	0.6	A	0.4	A

Note:
OWSC: One-Way Stop Control, TWSC: Two-Way Stop Control,
AWSC: All-Way Stop Control,
A: All-Way Stop Control at # 3: SR 99 SB Ramp/Liberty Rd
HCM 2010 Analysis

Results of the levels of service calculations are contained in **Appendix B**.

Existing plus Approved and Significant Pending (No Project) Traffic Condition

The Existing Plus Approved and Significant Pending (No Project) Traffic Condition AM/PM condition is a near-term future background condition. Development of land uses, and roadway improvements associated with previously approved and significant pending projects are assumed for this scenario.

Based on discussions with the County, it was indicated that there is currently an application to develop a gas station, truck stop and amenities near SR 99/Liberty Street to be considered.² The pending project consisted of a gas station, convenience store and quick serve restaurants.

² Site plan was provided on June 27th 2023, email from County staff

Trip Generation

Trip generation is defined as the number of “vehicle trips” produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

Based on the 2008 Traffic Study Guidelines, the peak hour trip generation for a project should be estimated based on the *Trip Generation, 11th Edition (most current)*, published by the Institute of Transportation Engineers (ITE). In consultation with County staff, AMG used several ITE land use rates to estimate potential trip generation during the AM/PM peak hour.

Since the pending project includes a gas station and quick serve restaurants, Pass-By trips were used. Pass-By trips do not result in a route deviation for the existing vehicles as these vehicles are already traveling on a route that provides direct access to the project site. Therefore, these trips result in increased driveway traffic for the project site but do not result in an increase of traffic traveling through the network.

Since a gas station is involved, diverted link trips were also evaluated. Diverted link trips are those that would have been on the roadway network anyway but alter their path to visit the site. For example, for the proposed gas station near the interchange, diverted link trips are those that would come off the freeway and then go back to the freeway in their initial direction.

Taking into consideration pass-by trips, it is estimated that the project will generate approximately 308 and 278 new trips respectively during the AM and PM peak hours as shown in **Table 2**. AMG work closely with County staff and this was approved before we proceed towards distributing the trips onto the network.³

The trip distribution was estimated based on the existing traffic counts and was reviewed and approved by County staff and is shown in **Appendix C**.

The estimated pending project trips were distributed onto the study network and intersections based on the approved trip distributions.

Intersection Level of Service Analysis

This section presents the assessment of potential transportation impacts of the proposed Project. **Figure 3** shows the Existing plus Approved plus Pending Project (EPAPEN) Conditions peak hour turning movement volumes and lane geometry.

³ Email from staff of approval on August 7, 2023



Table 2: Pending Project Trip Generation

Land Use	ITE Code	Size		A.M. Peak				P.M. Peak			
				Rate	In	Out	Total	Rate	In	Out	Total
Pending Project											
Gas Station	ITE 944	20	Fuel Station	10.3	103	103	206	13.9	140	140	279
Convenience Store	ITE 851	3.5	ksf	62.5	110	110	219	49.1	91	81	172
Quick Serve Restaurant	ITE 937	1.25	ksf	85.9	33	31	64	39.0	32	32	63
Quick Serve Restaurant	ITE 937	1.25	ksf	85.9	33	31	64	39.0	32	32	63
Total					279	275	553		295	285	577
Pass-By Trips											
Gas Station					65	65	130		88	88	176
Quick Serve Restaurant					59	56	115		64	59	123
New Trips											
					155	154	308		143	138	278

Note:
Based on ITE Source: ITE Trip Generation Manual 11th Edition, 2022
Pass-By Based on 2021 ITE
Quick Serve Restaurant (Coffee Shop): Gas Station:
AM - 90%; PM - 98% AM/PM: 63%
Diverted Trips: Gas Station: 21%

Table 3 shows the LOS under EPAPEN Conditions during the Peak Hour. Compared to the Existing scenario, all intersections operate acceptably at LOS D or better during both peak hours except the intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at LOS F during the PM peak hour. This is due to the significant amount of forecasted southbound left-turn traffic (216) during the PM peak hour as shown in Figure 3.

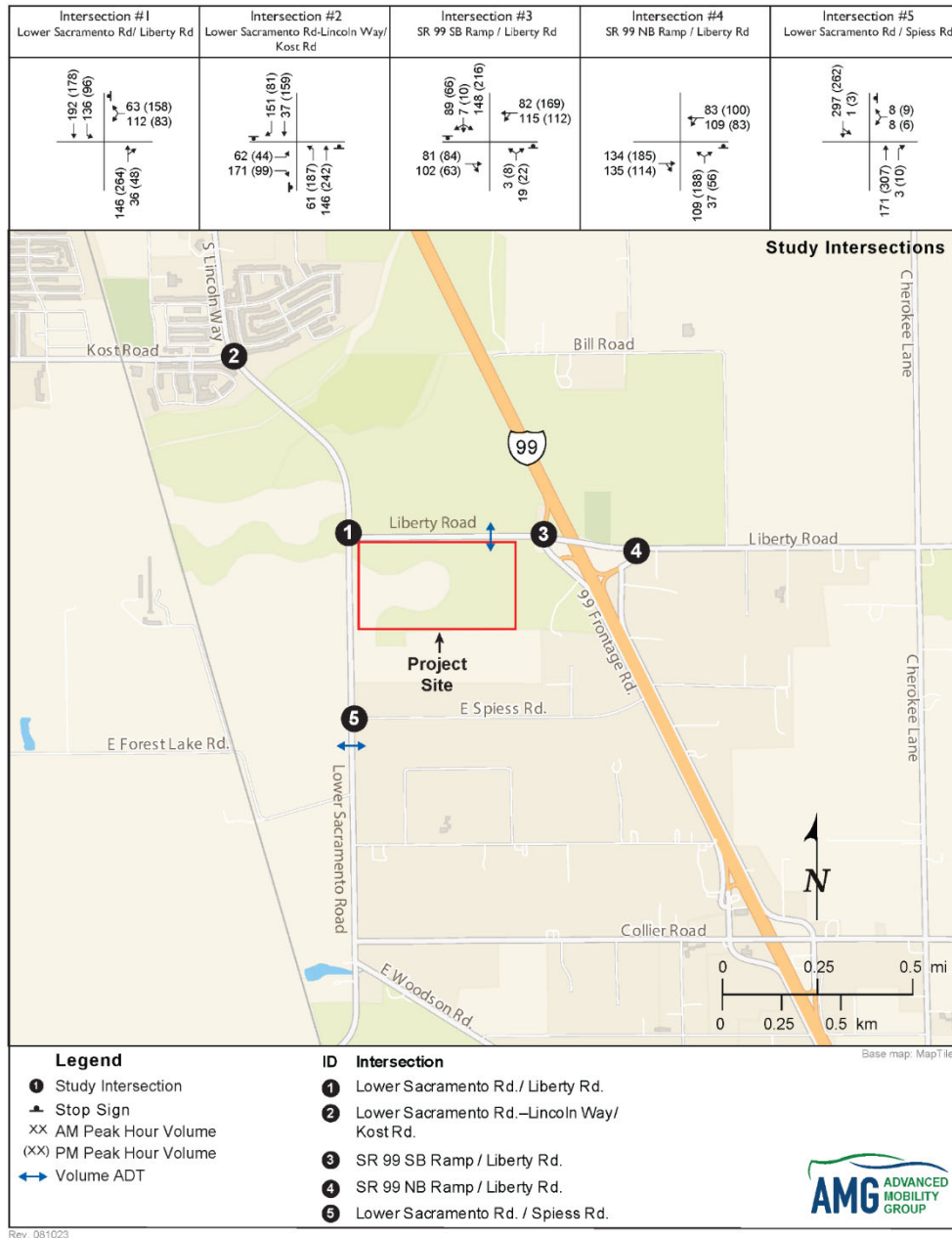
If the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better. Detailed level of service worksheets is provided in Appendix D.

Table 3: Existing plus Approved and Significant Pending (No Project) Projects Peak Hour LOS

ID	Intersection	Existing Control	Existing+Pending				Existing+Pending (Mitigated) ^A			
			A.M.		P.M.		A.M.		P.M.	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Lower Sacramento Rd/Liberty Rd	OWSC	21.3	C	23.4	C	21.3	C	23.4	C
2	Lincoln Way/Kost Rd	AWSC	10.6	B	11.8	B	10.6	B	11.8	B
3	SR 99 SB Ramp/Liberty Rd	TWSC	28.8	D	59.2	F	13.0	B	14.7	B
4	SR 99 NB Ramp/Liberty Rd	OWSC	20.7	C	24.7	C	20.7	C	24.7	C
5	Lower Sacramento Rd/Speiss Rd	OWSC	11.3	B	11.5	B	11.3	B	11.5	B

Note:
OWSC: One-Way Stop Control, TWSC: Two-Way Stop Control,
AWSC: All-Way Stop Control,
^A - All Way Stop Control at # 3, SR 99 SB Ramp/Liberty Rd
HCM 2010 Analysis

San Joaquin County - Gudel Residential Development Technical Memorandum Study **Figure 3**
Existing Plus Approved and Significant Pending Projects Peak Hour Volumes, Lane Geometry, and Controls





Existing plus Significant Pending plus Project Traffic Condition

The proposed Project is located on the southeast quadrant of the intersection of Lower Sacramento Road/Liberty Road. The proposed project driveway is located approximately 800 feet to the south of the intersection of Lower Sacramento Road/Liberty Road.

Trip Generation

Based on Trip Generation Manual, 11th Edition the proposed 54 single family dwelling units is estimated to generate approximately 38 and 51 peak hour trips, respectively during the AM and PM peak hours as shown in Table 4.

Table 4: Proposed Project Trip Generation

Land Use	ITE Code	Size		A.M. Peak				P.M. Peak			
				Rate	In	Out	Total	Rate	In	Out	Total
Proposed Project											
Low Density Residential	ITE 210	54	DU	0.7	10	28	38	0.94	32	19	51

Note:
ITE Source: ITE Trip Generation Manual 11th Edition, 2019

Intersection Level of Service Analysis

This section presents the assessment of potential transportation impacts of the proposed Project. Figure 4 shows the Existing plus Significant Pending plus Project Conditions peak hour turning movement volumes and lane geometry.

Table 5 shows the LOS under EPAPP Conditions during the Peak Hour. Similar to the Existing plus Approved and Significant Pending scenario, all intersections operate acceptably at LOS D except the intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at LOS F during the PM peak hour. As in the previous Existing plus Pending project scenario, if the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better. Since it is anticipated that the EPAP scenario will result in unacceptable LOS F at the intersection of SR99 SB Ramp at Liberty Road, it should be mitigated by that project (Liberty gas station).

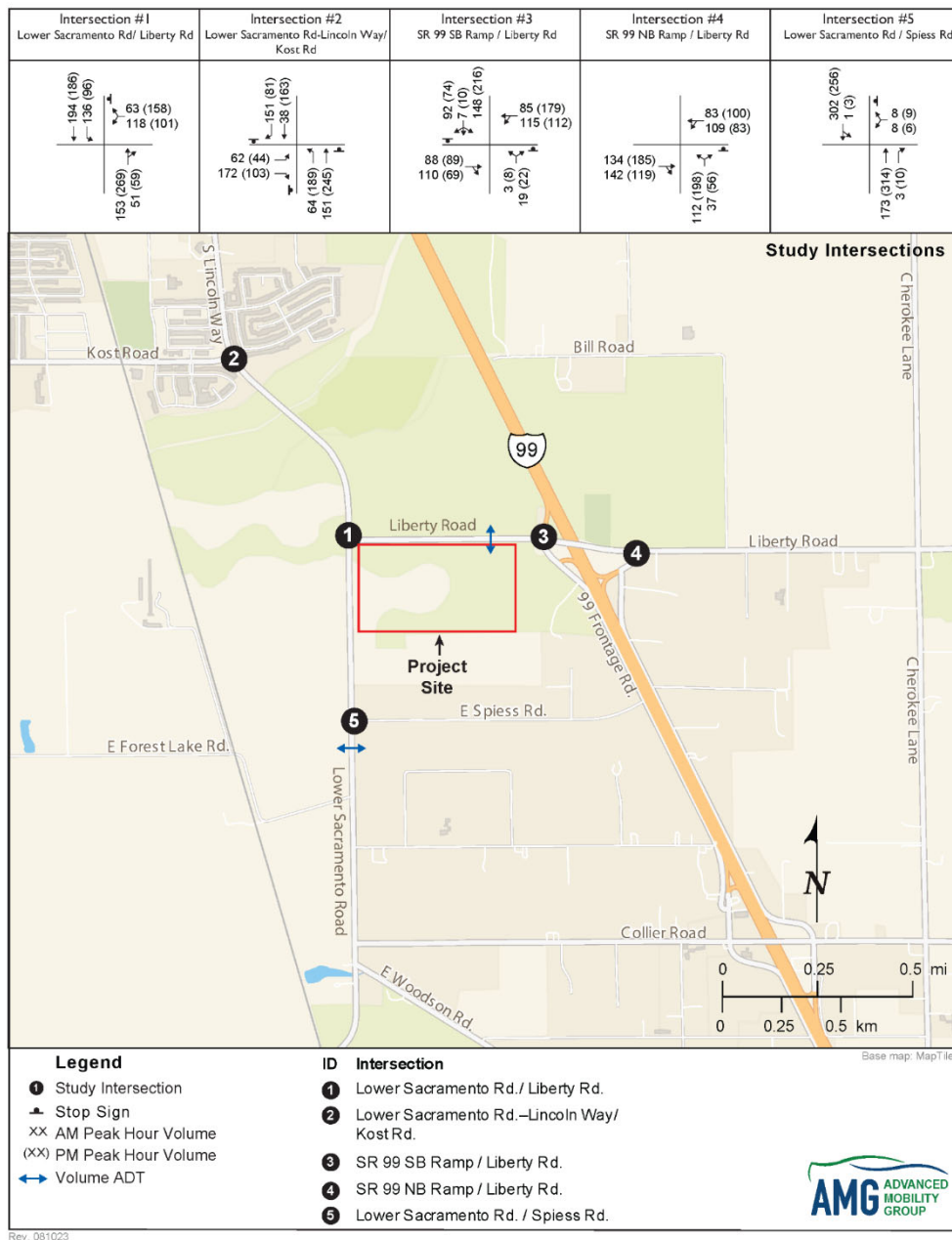
Detailed level of service worksheets is provided in Appendix E.

Table 5: Existing plus Significant Pending plus Project (EPAPP) Peak Hour LOS

ID	Intersection	Existing Control	Existing+Pending				Existing+Pending+Project				Existing+Pending+Project (Mitigated) ^A			
			A.M.		P.M.		A.M.		P.M.		A.M.		P.M.	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Lower Sacramento Rd/Liberty Rd	OWSC	21.3	C	23.4	C	23.4	C	29.9	D	23.4	C	29.9	D
2	Lincoln Way/Kost Rd	AWSC	10.6	B	11.8	B	10.7	B	12.0	B	10.7	B	12.0	B
3	SR 99 SB Ramp/Liberty Rd	TWSC	28.8	D	59.2	F	31.0	D	68.7	F	13.4	B	15.3	C
4	SR 99 NB Ramp/Liberty Rd	OWSC	20.7	C	24.7	C	21.3	C	26.5	D	21.3	C	26.5	D
5	Lower Sacramento Rd/Speiss Rd	OWSC	11.3	B	11.5	B	11.4	B	11.6	B	11.4	B	11.6	B

Note:
OWSC: One-Way Stop Control, TWSC: Two-Way Stop Control,
AWSC: All-Way Stop Control,
^A - All Way Stop Control at SR 99 SB Ramp/Liberty Rd
HCM 2010 Analysis

San Joaquin County - Gudel Residential Development Technical Memorandum Study **Figure 4**
Existing Plus Approved Projects Plus Project Peak Hour Volumes, Lane Geometry, and Controls



Conclusions

- The existing levels of service (LOS) at all five study intersections operate at acceptable LOS D or better.
- A proposed pending project consisting of a gas station (20 fuel pumps), a convenience store and two quick serve restaurants are estimated to generate approximately 308 and 278 new trips respectively during the AM and PM peak hours. With the added traffic from the project, all intersections operate acceptably at LOS D or better during both peak hours except the two-way stop control intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at LOS F during the PM peak hour. If the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better. Since it is anticipated that the EPAP scenario will result in unacceptable LOS F, it should be mitigated by the proposed Liberty gas station project.
- The proposed 54 single family dwelling units are estimated to generate approximately 38 and 51 peak hour trips, respectively during the AM and PM peak hours.
- Similar to the Existing plus Approved and Significant Pending scenario, all intersections operate acceptably at LOS D except the intersection of SR 99 SB Ramp/Liberty Road which is estimated to operate at **LOS F** during the PM peak hour. As was the case of the Existing plus Pending project scenario, if the intersection is converted to All Way Stop Control (AWSC), the intersection will operate at LOS B or better.



Appendix A

Existing Counts

Advanced Mobility Group | 3003 Oak Road, Suite 100, Walnut Creek, CA | P: 925.322.9921

TRAFFIC COUNTS PLUS
mletkm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY
SR-99 SB Off-ramp & Liberty Rd.
Latitude: 38.233524
Longitude: -121.281694

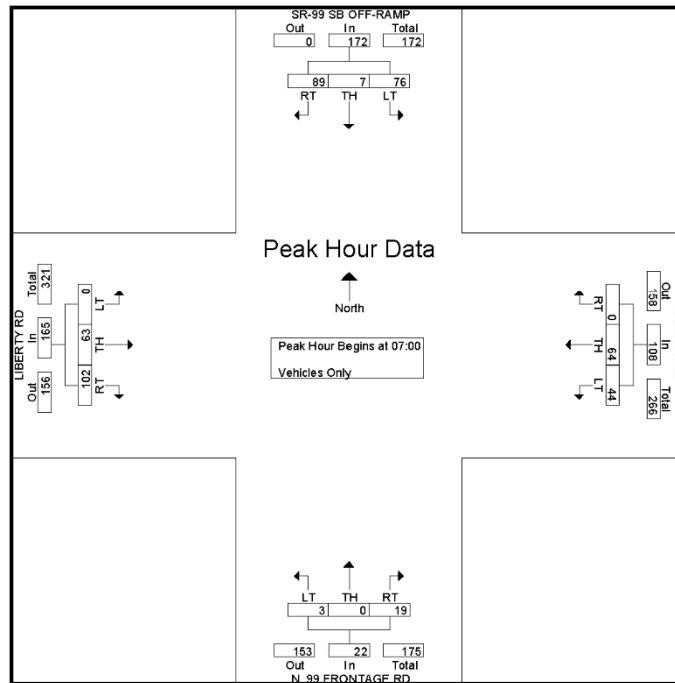
File Name : 99 SB-liberty-a
Site Code : 3
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	15	0	11	26	0	17	15	32	2	0	1	3	26	13	0	39	100
07:15	23	3	26	52	0	12	14	26	2	0	1	3	23	10	0	33	114
07:30	28	2	20	50	0	16	10	26	12	0	1	13	28	17	0	45	134
07:45	23	2	19	44	0	19	5	24	3	0	0	3	25	23	0	48	119
Total	89	7	76	172	0	64	44	108	19	0	3	22	102	63	0	165	467
08:00	17	3	20	40	0	16	9	25	2	0	1	3	11	17	0	28	96
08:15	14	1	30	45	0	17	12	29	2	0	1	3	13	20	0	33	110
08:30	13	7	21	41	0	11	7	18	4	0	1	5	15	6	0	21	85
08:45	14	1	22	37	0	12	5	17	4	0	2	6	11	9	0	20	80
Total	58	12	93	163	0	56	33	89	12	0	5	17	50	52	0	102	371
Grand Total	147	19	169	335	0	120	77	197	31	0	8	39	152	115	0	267	838
Approch %	43.9	5.7	50.4		0	60.9	39.1		79.5	0	20.5		56.9	43.1	0		
Total %	17.5	2.3	20.2	40	0	14.3	9.2	23.5	3.7	0	1	4.7	18.1	13.7	0	31.9	

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	15	0	11	26	0	17	15	32	2	0	1	3	26	13	0	39	100
07:15	23	3	26	52	0	12	14	26	2	0	1	3	23	10	0	33	114
07:30	28	2	20	50	0	16	10	26	12	0	1	13	28	17	0	45	134
07:45	23	2	19	44	0	19	5	24	3	0	0	3	25	23	0	48	119
Total	89	7	76	172	0	64	44	108	19	0	3	22	102	63	0	165	467
% App. Total	51.7	4.1	44.2		0	59.3	40.7		86.4	0	13.6		61.8	38.2	0		
PHF	.795	.583	.731	.827	.000	.842	.733	.844	.396	.000	.750	.423	.911	.685	.000	.859	.871

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:00



TRAFFIC COUNTS PLUS
mletkm@comcast.net
925.305.4358

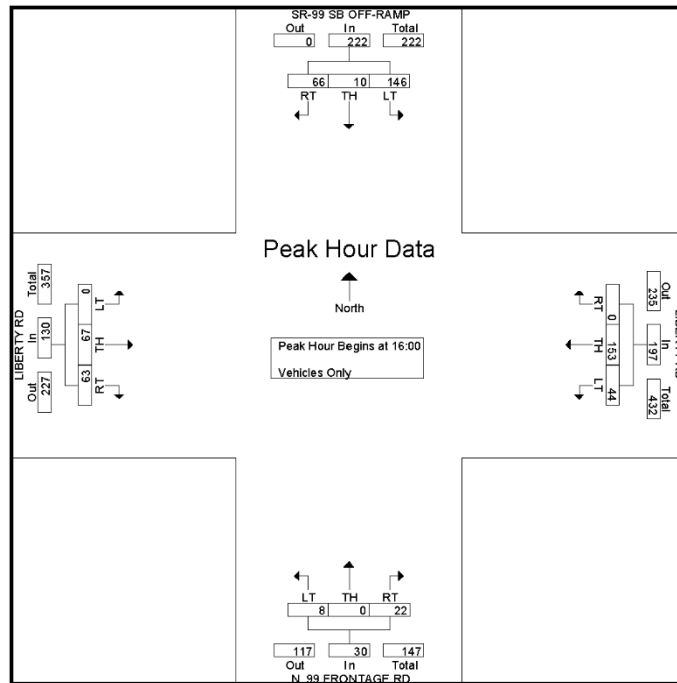
SAN JOAQUIN COUNTY
SR-99 SB Off-ramp & Liberty Rd.
Latitude: 38.233524
Longitude: -121.281694

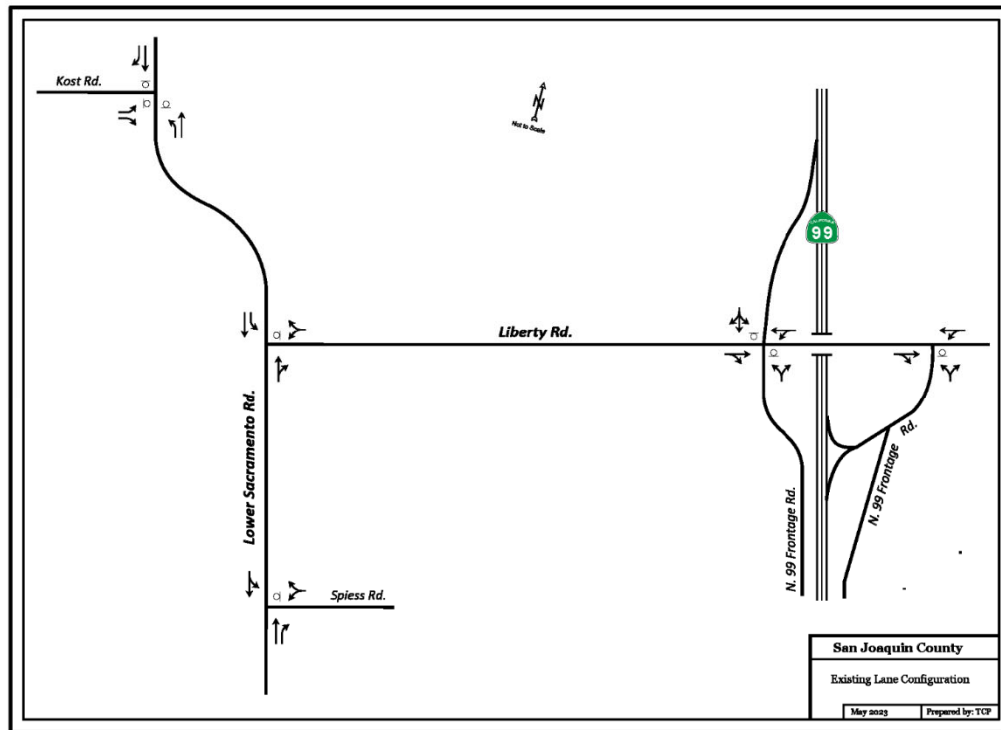
File Name : 99 sb-liberty-p
Site Code : 3
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	18	4	38	60	0	38	8	46	4	0	2	6	16	15	0	31	143
16:15	20	2	41	63	0	40	16	56	4	0	1	5	18	18	0	36	160
16:30	14	4	30	48	0	28	12	40	7	0	3	10	15	15	0	30	128
16:45	14	0	37	51	0	47	8	55	7	0	2	9	14	19	0	33	148
Total	66	10	146	222	0	153	44	197	22	0	8	30	63	67	0	130	579
17:00	20	5	34	59	0	43	7	50	2	0	0	2	9	14	0	23	134
17:15	19	5	43	67	0	42	11	53	2	0	1	3	11	17	0	28	151
17:30	14	3	34	51	0	34	10	44	2	0	1	3	11	25	0	36	134
17:45	20	2	30	52	0	32	7	39	0	0	1	1	14	21	0	35	127
Total	73	15	141	229	0	151	35	186	6	0	3	9	45	77	0	122	546
Grand Total	139	25	287	451	0	304	79	383	28	0	11	39	108	144	0	252	1125
Approch %	30.8	5.5	63.6		0	79.4	20.6		71.8	0	28.2		42.9	57.1	0		
Total %	12.4	2.2	25.5	40.1	0	27	7	34	2.5	0	1	3.5	9.6	12.8	0	22.4	

	SR-99 SB OFF-RAMP Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	18	4	38	60	0	38	8	46	4	0	2	6	16	15	0	31	143
16:15	20	2	41	63	0	40	16	56	4	0	1	5	18	18	0	36	160
16:30	14	4	30	48	0	28	12	40	7	0	3	10	15	15	0	30	128
16:45	14	0	37	51	0	47	8	55	7	0	2	9	14	19	0	33	148
Total	66	10	146	222	0	153	44	197	22	0	8	30	63	67	0	130	579
% App. Total	29.7	4.5	65.8		0	77.7	22.3		73.3	0	26.7		48.5	51.5	0		
PHF	.825	.625	.890	.881	.000	.814	.688	.879	.786	.000	.667	.750	.875	.882	.000	.903	.905





EASTBOUND															
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	2	71	28	1	10	1	0	7	0	0	0	0	0	5	125
16:00	3	71	35	3	12	1	0	0	1	0	0	0	0	5	131
17:00	1	73	19	1	16	0	0	1	0	0	0	0	0	2	113
18:00	3	54	27	0	11	0	0	1	0	0	0	0	0	2	98
19:00	0	31	18	0	7	0	0	1	0	0	0	0	0	2	59
20:00	1	24	13	0	7	0	0	1	0	0	0	0	0	0	46
21:00	0	19	14	0	4	0	0	1	0	0	0	0	0	0	38
22:00	1	8	5	0	1	0	0	0	0	0	0	0	0	0	15
23:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
Total	11	360	160	5	69	2	0	12	1	0	0	0	0	16	636
Percent	1.7%	56.6%	25.2%	0.8%	10.8%	0.3%	0.0%	1.9%	0.2%	0.0%	0.0%	0.0%	0.0%	2.5%	
AM Peak Vol.															
PM Peak Vol.	16:00	17:00	16:00	16:00	17:00	15:00		15:00	16:00					15:00	
	3	73	35	3	16	1		7	1					5	

TRAFFIC COUNTS PLUS

mielekm@comcast.net
925.305.4358

SAN JOAQUIN COUNTY

LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

Page 2

liberty2

Site Code: 2e

EASTBOUND																
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total	
05/25/23	0	7	0	0	1	0	0	0	0	0	0	0	0	1	10	
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
02:00	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11	
03:00	0	11	5	0	4	0	0	0	0	0	0	0	0	0	20	
04:00	0	36	9	0	6	1	0	0	0	0	1	0	0	0	53	
05:00	0	73	18	0	8	1	0	0	4	0	0	0	0	1	105	
06:00	2	72	23	0	10	1	0	1	0	0	0	0	0	2	111	
07:00	2	87	50	1	20	0	0	3	3	0	0	0	0	1	167	
08:00	0	57	24	1	9	0	0	2	1	0	0	0	0	7	101	
09:00	0	44	21	0	9	0	0	6	0	0	0	0	0	4	84	
10:00	0	46	12	0	13	0	0	0	1	1	0	0	0	0	73	
11:00	1	43	19	0	5	0	0	3	2	0	0	0	0	0	73	
12 PM	0	30	14	1	12	0	0	3	0	0	0	0	0	0	60	
13:00	1	48	24	0	9	0	0	5	0	0	0	0	0	1	88	
14:00	0	53	27	2	15	0	0	0	2	0	0	0	0	2	101	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
Total	6	619	252	5	121	3	0	23	13	1	2	0	0	19	1064	
Percent	0.6%	58.2%	23.7%	0.5%	11.4%	0.3%	0.0%	2.2%	1.2%	0.1%	0.2%	0.0%	0.0%	1.8%		
AM Peak	06:00	07:00	07:00	07:00	07:00	04:00		09:00	05:00	10:00	00:00			08:00		
Vol.	2	87	50	1	20	1		6	4	1	1			7		
PM Peak	13:00	14:00	14:00	14:00	14:00			13:00	14:00					14:00		
Vol.	1	53	27	2	15			5	2					2		
Grand Total	17	979	412	10	190	5	0	35	14	1	2	0	0	35	1700	
Percent	1.0%	57.6%	24.2%	0.6%	11.2%	0.3%	0.0%	2.1%	0.8%	0.1%	0.1%	0.0%	0.0%	2.1%		

SAN JOAQUIN COUNTY
LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

liberty2
Site Code: 2e

WESTBOUND															
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classed	Total
05:24:23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
15:00	1	160	48	4	25	2	0	2	1	0	0	0	0	6	249
16:00	3	131	61	1	18	0	0	3	1	0	2	0	0	6	226
17:00	2	156	51	0	14	1	0	3	1	0	0	0	0	1	229
18:00	0	86	33	0	12	1	0	1	0	0	0	0	0	3	137
19:00	1	73	16	0	9	0	0	0	0	0	0	0	0	0	99
20:00	0	57	15	0	6	0	0	0	0	0	0	0	0	0	78
21:00	0	46	18	0	5	0	0	0	0	0	0	0	0	0	69
22:00	1	31	6	0	3	0	0	0	1	0	0	0	0	0	42
23:00	0	20	7	0	2	0	0	0	0	0	0	0	0	0	29
Total	8	760	255	5	94	4	0	9	5	0	2	0	0	16	1158
Percent AM Peak Vol.	0.7%	65.6%	22.0%	0.4%	8.1%	0.3%	0.0%	0.8%	0.4%	0.0%	0.2%	0.0%	0.0%	1.4%	
PM Peak Vol.	16:00 3	15:00 160	16:00 61	15:00 4	15:00 25	15:00 2		16:00 3	15:00 1		16:00 2			15:00 6	

SAN JOAQUIN COUNTY
LIBERTY RD. - LOWER SACRAMENTO RD. TO SR 99

liberty2
Site Code: 2e

WESTBOUND															
Start Time	Motor.	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
05/25/23	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
01:00	1	7	0	0	0	0	0	0	0	0	0	0	0	1	9
02:00	0	8	5	0	1	0	0	0	1	0	0	0	0	0	15
03:00	0	4	2	0	0	0	0	0	1	0	0	0	0	0	7
04:00	0	15	5	0	3	3	0	0	2	0	0	0	0	0	28
05:00	1	28	21	4	10	0	0	0	1	0	0	0	0	1	55
06:00	1	43	13	3	10	0	0	4	3	0	0	0	0	3	80
07:00	1	94	38	2	13	1	0	3	2	0	0	0	0	3	157
08:00	0	65	35	1	12	0	0	5	0	0	0	0	0	0	118
09:00	0	54	23	0	9	1	0	3	0	2	0	0	0	4	86
10:00	1	55	24	0	17	0	0	3	0	0	0	0	0	1	101
11:00	0	88	33	1	11	0	0	3	2	0	0	0	0	0	138
12 PM	0	74	35	1	15	2	0	2	0	0	0	0	0	0	129
13:00	0	84	36	0	9	0	0	5	0	0	0	0	0	1	135
14:00	0	135	41	3	18	0	0	2	1	0	1	0	0	2	203
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	5	766	313	11	123	7	0	31	13	5	0	5	0	15	1287
Percent	0.4%	59.5%	24.3%	0.9%	9.6%	0.5%	0.0%	2.4%	1.0%	0.4%	0.2%	0.0%	0.0%	1.2%	
AM Peak	01:00	07:00	07:00	06:00	10:00	04:00		08:00	06:00		09:00			09:00	
Vol.	1	94	38	3	17	3		5	3		2			4	
PM Peak		14:00	14:00	14:00	3	14:00	12:00	13:00	14:00		14:00	1		14:00	2
Vol.		135	41	3	18	2		5	1						
Grand Total	13	1526	568	16	217	11	0	40	18	0	5	0	0	31	2445
Percent	0.5%	62.4%	23.2%	0.7%	8.9%	0.4%	0.0%	1.6%	0.7%	0.0%	0.2%	0.0%	0.0%	1.3%	

TRAFFIC COUNTS PLUS
mietekm@comcast.net
925.305.4358

CITY OF GALT
Lincoln Way & Kost Rd.
Latitude: 38.240456
Longitude: -121.296733

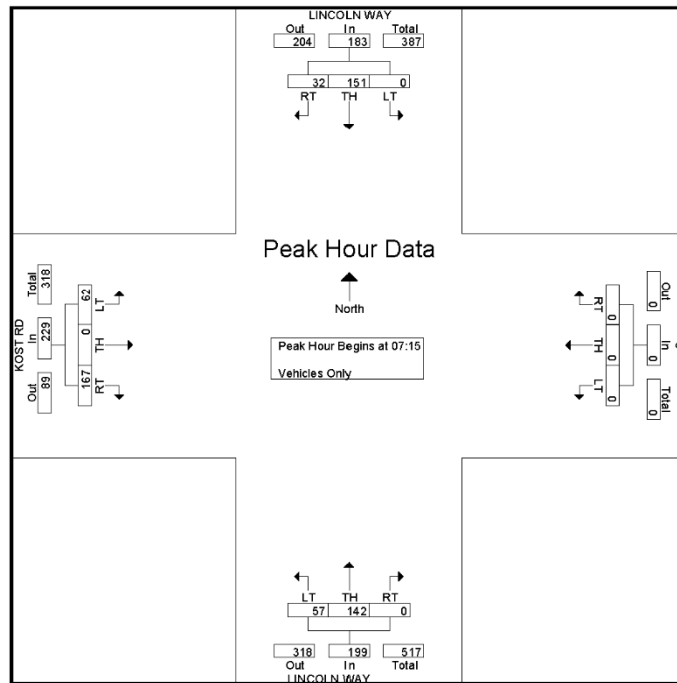
File Name : lincoln-kost-a
Site Code : 2
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

Start Time	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:00	1	30	0	31	0	0	0	0	0	21	19	40	38	0	12	50	121
07:15	7	32	0	39	0	0	0	0	0	31	14	45	43	0	13	56	140
07:30	4	31	0	35	0	0	0	0	0	35	17	52	62	0	12	74	161
07:45	12	53	0	65	0	0	0	0	0	36	13	49	45	0	22	67	181
Total	24	146	0	170	0	0	0	0	0	123	63	186	188	0	59	247	603
08:00	9	35	0	44	0	0	0	0	0	40	13	53	17	0	15	32	129
08:15	8	33	0	41	0	0	0	0	0	36	11	47	18	0	12	30	118
08:30	5	23	0	28	0	0	0	0	0	22	9	31	20	0	11	31	90
08:45	7	27	0	34	0	0	0	0	0	30	9	39	6	0	8	14	87
Total	29	118	0	147	0	0	0	0	0	128	42	170	61	0	46	107	424
Grand Total	53	264	0	317	0	0	0	0	0	251	105	356	249	0	105	354	1027
Approch %	16.7	83.3	0		0	0	0		0	70.5	29.5		70.3	0	29.7		
Total %	5.2	25.7	0	30.9	0	0	0	0	0	24.4	10.2	34.7	24.2	0	10.2	34.5	

Start Time	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
07:15	7	32	0	39	0	0	0	0	0	31	14	45	43	0	13	56	140
07:30	4	31	0	35	0	0	0	0	0	35	17	52	62	0	12	74	161
07:45	12	53	0	65	0	0	0	0	0	36	13	49	45	0	22	67	181
08:00	9	35	0	44	0	0	0	0	0	40	13	53	17	0	15	32	129
Total	32	151	0	183	0	0	0	0	0	142	57	199	167	0	62	229	611
% App. Total	17.5	82.5	0		0	0	0		0	71.4	28.6		72.9	0	27.1		
PHF	.667	.712	.000	.704	.000	.000	.000	.000	.000	.888	.838	.939	.673	.000	.705	.774	.844

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 07:15



TRAFFIC COUNTS PLUS
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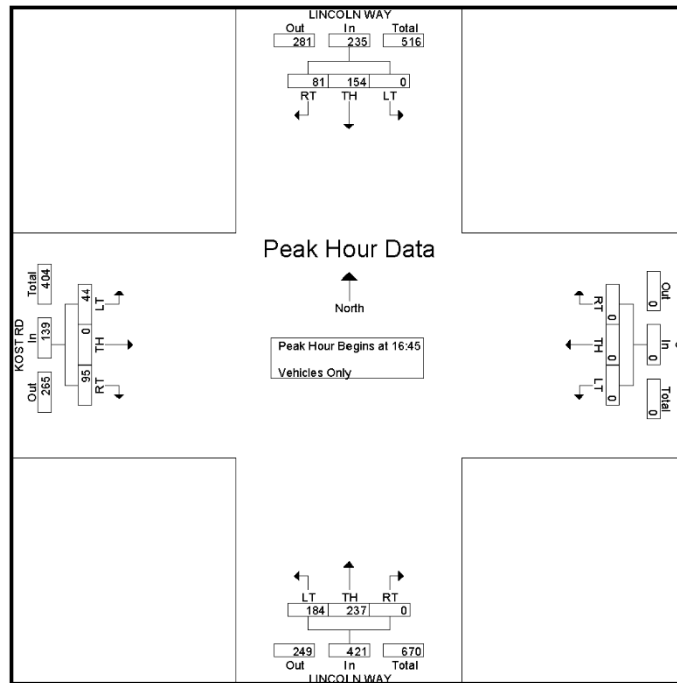
CITY OF GALT
Lincoln Way & Kost Rd.
Latitude: 38.240456
Longitude: -121.296733

File Name : lincoln-kost-P
Site Code : 2
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

Start Time	LINCOLN WAY Southbound				0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	11	49	0	60	0	0	0	0	0	57	33	90	26	0	17	43	193
16:15	12	35	0	47	0	0	0	0	0	66	44	110	31	0	16	47	204
16:30	17	40	0	57	0	0	0	0	0	60	27	87	25	0	13	38	182
16:45	9	38	0	47	0	0	0	0	0	68	50	118	21	0	9	30	195
Total	49	162	0	211	0	0	0	0	0	251	154	405	103	0	55	158	774
17:00	29	42	0	71	0	0	0	0	0	58	53	111	17	0	10	27	209
17:15	21	35	0	56	0	0	0	0	0	51	38	89	27	0	13	40	185
17:30	22	39	0	61	0	0	0	0	0	60	43	103	30	0	12	42	206
17:45	16	30	0	46	0	0	0	0	0	49	23	72	28	0	7	35	153
Total	88	146	0	234	0	0	0	0	0	218	157	375	102	0	42	144	753
Grand Total	137	308	0	445	0	0	0	0	0	469	311	780	205	0	97	302	1527
Approch %	30.8	69.2	0		0	0	0		0	60.1	39.9		67.9	0	32.1		
Total %	9	20.2	0	29.1	0	0	0	0	0	30.7	20.4	51.1	13.4	0	6.4	19.8	

LINCOLN WAY Southbound					0 Westbound				LINCOLN WAY Northbound				KOST RD Eastbound				Int. Total
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:45																	
16:45	9	38	0	47	0	0	0	0	0	68	50	118	21	0	9	30	195
17:00	29	42	0	71	0	0	0	0	0	58	53	111	17	0	10	27	209
17:15	21	35	0	56	0	0	0	0	0	51	38	89	27	0	13	40	185
17:30	22	39	0	61	0	0	0	0	0	60	43	103	30	0	12	42	206
Total Volume	81	154	0	235	0	0	0	0	0	237	184	421	95	0	44	139	795
% App. Total	34.5	65.5	0		0	0	0		0	56.3	43.7		68.3	0	31.7		
PHF	.698	.917	.000	.827	.000	.000	.000	.000	.000	.871	.868	.892	.792	.000	.846	.827	.951



TRAFFIC COUNTS PLUS
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Page 1

SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

SOUTHBOUND														
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	3	167	58	1	38	2	1	1	0	0	1	0	0	10
16:00	3	141	67	0	38	0	0	3	0	0	1	0	0	6
17:00	2	155	52	0	32	3	0	2	1	0	0	0	0	4
18:00	1	98	36	0	20	0	0	0	1	0	0	0	0	1
19:00	2	82	29	0	12	0	0	1	0	0	0	0	0	0
20:00	0	58	22	1	8	0	0	0	0	0	0	0	0	0
21:00	0	46	18	0	7	0	0	0	0	0	0	0	0	0
22:00	0	28	6	0	2	0	0	0	1	0	0	0	0	0
23:00	0	15	2	0	4	0	0	0	0	0	0	0	0	0
Total	11	790	290	2	161	5	1	7	3	0	2	0	0	21
Percent	0.9%	61.1%	22.4%	0.2%	12.5%	0.4%	0.1%	0.5%	0.2%	0.0%	0.2%	0.0%	0.0%	1.6%
AM Peak Vol.														
PM Peak Vol.	15:00	15:00	16:00	15:00	15:00	17:00	15:00	16:00	17:00		15:00			15:00
	3	167	67	1	38	3	1	3	1		1			10

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SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

SOUTHBOUND																
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
05/25/23	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:00	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5	
02:00	0	7	3	0	4	0	0	0	1	0	0	0	0	0	15	
03:00	0	10	2	0	3	0	0	0	0	0	0	0	0	0	15	
04:00	0	24	11	0	3	3	0	1	3	0	0	0	0	0	45	
05:00	1	50	20	0	20	0	0	3	0	0	0	0	0	0	94	
06:00	0	61	33	3	16	0	0	2	0	0	0	0	0	0	116	
07:00	1	171	58	1	43	1	0	7	2	0	0	0	0	7	291	
08:00	1	94	57	1	27	0	0	1	0	0	0	0	0	5	185	
09:00	1	94	35	2	24	0	0	4	0	0	1	0	0	4	185	
10:00	2	89	33	2	25	0	0	4	0	0	1	0	0	3	159	
11:00	0	114	44	0	22	1	0	6	1	0	0	0	0	6	194	
12 PM	1	112	32	2	25	2	0	2	0	0	0	0	0	4	180	
13:00	1	116	44	1	33	1	0	4	0	0	0	1	0	4	205	
14:00	1	151	44	1	37	2	0	4	1	0	0	0	0	3	244	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	9	1095	420	13	284	10	0	38	8	0	2	1	0	37	1917	
Percent	0.5%	57.1%	21.9%	0.7%	14.8%	0.5%	0.0%	2.0%	0.4%	0.0%	0.1%	0.1%	0.0%	1.9%		
AM Peak	10:00	07:00	07:00	06:00	07:00	04:00		07:00	04:00		09:00			07:00		
Vol.	2	171	58	3	43	3		7	3		1			7		
PM Peak	12:00	14:00	13:00	12:00	14:00	12:00		13:00	14:00		13:00			12:00		
Vol.	1	151	44	2	37	2		4	1		1			4		
Grand Total	20	1885	710	15	445	15	1	45	11	0	4	1	0	58	3210	
Percent	0.6%	58.7%	22.1%	0.5%	13.9%	0.5%	0.0%	1.4%	0.3%	0.0%	0.1%	0.0%	0.0%	1.8%		

TRAFFIC COUNTS PLUS
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SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

NORTHBOUND															
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total
05/24/23	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	7	262	88	2	21	2	0	7	1	0	0	0	0	12	402
16:00	3	212	64	0	20	1	0	1	2	0	0	0	0	9	312
17:00	0	189	51	0	9	0	0	5	0	1	0	0	0	7	262
18:00	2	148	42	0	14	0	0	0	0	0	0	0	0	1	207
19:00	3	112	30	0	4	1	0	1	0	0	0	0	0	1	152
20:00	1	83	26	0	6	0	0	1	0	0	0	0	0	0	117
21:00	1	63	13	0	2	0	0	2	0	0	0	0	0	1	82
22:00	1	30	9	0	4	0	0	1	0	0	0	0	0	0	45
23:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
Total	18	1120	324	2	80	4	0	18	3	1	0	0	0	31	1601
Percent	1.1%	70.0%	20.2%	0.1%	5.0%	0.2%	0.0%	1.1%	0.2%	0.1%	0.0%	0.0%	0.0%	1.9%	
AM Peak Vol.															
PM Peak Vol.	15:00	15:00	15:00	15:00	15:00	15:00		15:00	16:00	17:00				15:00	
	7	262	88	2	21	2		7	2	1				12	

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SAN JOAQUIN COUNTY
LOWER SACRAMENTO RD. - LIBERTY RD. to SPIESS RD.

lower sac1
Site Code: 1s

NORTHBOUND																
Start Time	Motor	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classified	Total	
05/25/23	0	18	2	0	0	0	0	0	1	0	0	0	0	0	21	
01:00	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11	
02:00	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6	
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
04:00	0	11	2	0	1	0	0	0	0	0	1	0	0	0	15	
05:00	0	26	8	0	0	0	0	1	4	0	0	0	0	0	39	
06:00	0	59	20	1	3	0	0	1	1	0	0	0	0	1	86	
07:00	1	111	26	0	6	1	0	2	0	0	0	0	0	7	154	
08:00	2	93	33	1	7	0	0	3	0	0	0	0	0	3	142	
09:00	2	79	22	1	10	0	0	1	0	0	0	0	0	2	117	
10:00	0	89	29	1	11	0	0	1	2	0	0	0	0	3	136	
11:00	1	93	37	1	19	0	0	5	0	0	0	0	0	5	161	
12 PM	2	115	34	0	7	1	0	2	0	0	0	0	0	8	169	
13:00	3	120	39	1	12	0	0	3	0	0	0	0	0	6	184	
14:00	1	160	60	1	13	0	0	2	1	0	0	0	0	7	245	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	13	991	315	7	90	2	0	21	9	0	1	0	0	42	1491	
Percent	0.9%	66.5%	21.1%	0.5%	6.0%	0.1%	0.0%	1.4%	0.6%	0.0%	0.1%	0.0%	0.0%	2.8%		
AM Peak	08:00	07:00	11:00	06:00	11:00	07:00		11:00	05:00		04:00			07:00		
Vol.	2	111	37	1	19	1		5	4		1			7		
PM Peak	13:00	14:00	14:00	13:00	14:00	12:00		13:00	14:00					12:00		
Vol.	3	160	60	1	13	1		3	1					8		
Grand Total	31	2111	639	9	170	6	0	39	12	1	1	0	0	73	3092	
Percent	1.0%	68.3%	20.7%	0.3%	5.5%	0.2%	0.0%	1.3%	0.4%	0.0%	0.0%	0.0%	0.0%	2.4%		

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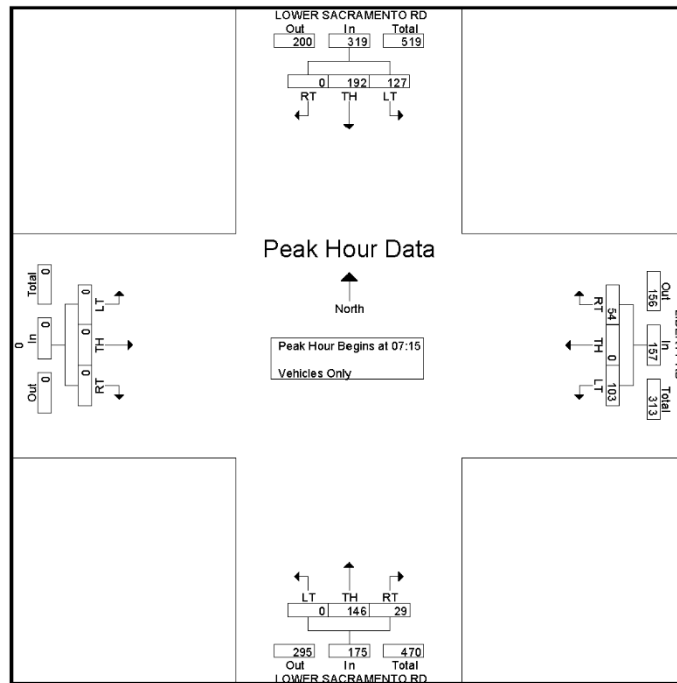
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Liberty Rd.
Latitude: 38.233508
Longitude: -121.291028

File Name : lower sac-liberty-a
Site Code : 1
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	36	31	67	19	0	13	32	4	17	0	21	0	0	0	0	120
07:15	0	45	30	75	11	0	26	37	4	34	0	38	0	0	0	0	150
07:30	0	57	37	94	13	0	32	45	7	39	0	46	0	0	0	0	185
07:45	0	58	37	95	15	0	27	42	12	38	0	50	0	0	0	0	187
Total	0	196	135	331	58	0	98	156	27	128	0	155	0	0	0	0	642
08:00	0	32	23	55	15	0	18	33	6	35	0	41	0	0	0	0	129
08:15	0	34	19	53	17	0	16	33	13	27	0	40	0	0	0	0	126
08:30	0	24	17	41	8	0	17	25	3	26	0	29	0	0	0	0	95
08:45	0	21	13	34	13	0	16	29	6	23	0	29	0	0	0	0	92
Total	0	111	72	183	53	0	67	120	28	111	0	139	0	0	0	0	442
Grand Total	0	307	207	514	111	0	165	276	55	239	0	294	0	0	0	0	1084
Approch %	0	59.7	40.3		40.2	0	59.8		18.7	81.3	0		0	0	0	0	
Total %	0	28.3	19.1	47.4	10.2	0	15.2	25.5	5.1	22	0	27.1	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	45	30	75	11	0	26	37	4	34	0	38	0	0	0	0	150
07:30	0	57	37	94	13	0	32	45	7	39	0	46	0	0	0	0	185
07:45	0	58	37	95	15	0	27	42	12	38	0	50	0	0	0	0	187
08:00	0	32	23	55	15	0	18	33	6	35	0	41	0	0	0	0	129
Total	0	192	127	319	54	0	103	157	29	146	0	175	0	0	0	0	651
% App. Total	0	60.2	39.8		34.4	0	65.6		16.6	83.4	0		0	0	0	0	
PHF	.000	.828	.858	.839	.900	.000	.805	.872	.604	.936	.000	.875	.000	.000	.000	.000	.870



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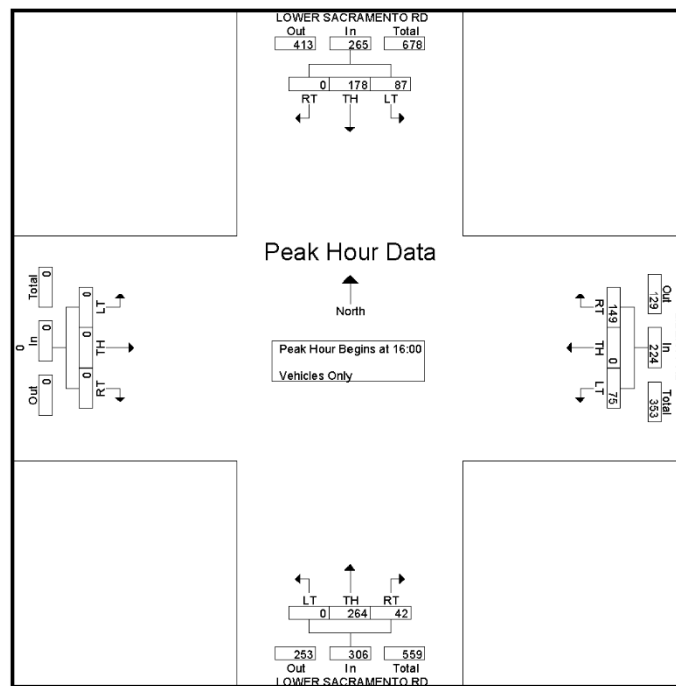
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Liberty Rd.
Latitude: 38.233508
Longitude: -121.291028

File Name : lower sac-liberty-p
Site Code : 1
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	54	20	74	35	0	24	59	10	59	0	69	0	0	0	0	202
16:15	0	36	30	66	38	0	20	58	13	71	0	84	0	0	0	0	208
16:30	0	46	17	63	31	0	17	48	7	59	0	66	0	0	0	0	177
16:45	0	42	20	62	45	0	14	59	12	75	0	87	0	0	0	0	208
Total	0	178	87	265	149	0	75	224	42	264	0	306	0	0	0	0	795
17:00	0	45	15	60	44	0	22	66	8	62	0	70	0	0	0	0	196
17:15	0	46	17	63	40	0	20	60	10	56	0	66	0	0	0	0	189
17:30	0	49	19	68	32	0	18	50	7	69	0	76	0	0	0	0	194
17:45	0	29	28	57	29	0	24	53	8	45	0	53	0	0	0	0	163
Total	0	169	79	248	145	0	84	229	33	232	0	265	0	0	0	0	742
Grand Total	0	347	166	513	294	0	159	453	75	496	0	571	0	0	0	0	1537
Approch %	0	67.6	32.4		64.9	0	35.1		13.1	86.9	0		0	0	0	0	
Total %	0	22.6	10.8	33.4	19.1	0	10.3	29.5	4.9	32.3	0	37.2	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				LIBERTY RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	54	20	74	35	0	24	59	10	59	0	69	0	0	0	0	202
16:15	0	36	30	66	38	0	20	58	13	71	0	84	0	0	0	0	208
16:30	0	46	17	63	31	0	17	48	7	59	0	66	0	0	0	0	177
16:45	0	42	20	62	45	0	14	59	12	75	0	87	0	0	0	0	208
Total Volume	0	178	87	265	149	0	75	224	42	264	0	306	0	0	0	0	795
% App. Total	0	67.2	32.8		66.5	0	33.5		13.7	86.3	0		0	0	0	0	
PHF	.000	.824	.725	.895	.828	.000	.781	.949	.808	.880	.000	.879	.000	.000	.000	.000	.956



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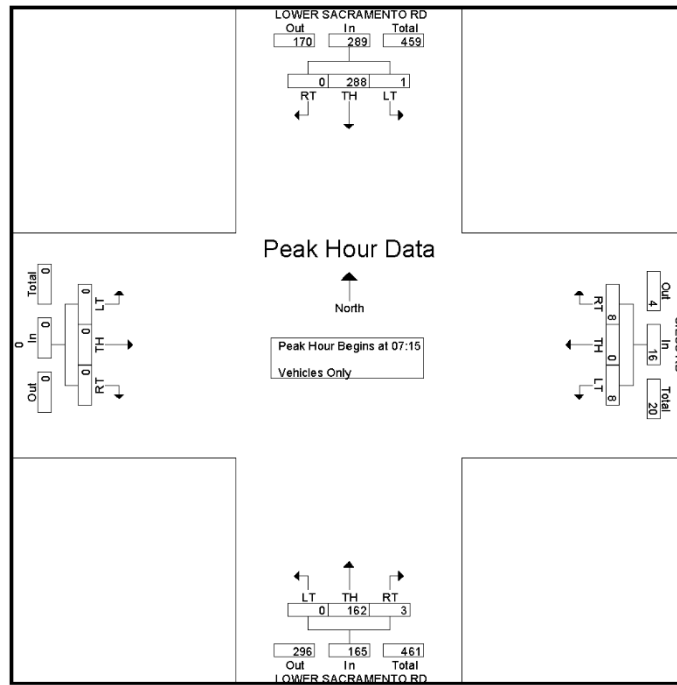
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Siess Rd.
Latitude: 38.226660
Longitude: -121.290898

File Name : lower sac-siess-a
Site Code : 5
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	53	0	53	1	0	3	4	1	22	0	23	0	0	0	0	80
07:15	0	59	1	60	1	0	2	3	1	33	0	34	0	0	0	0	97
07:30	0	87	0	87	2	0	4	6	0	45	0	45	0	0	0	0	138
07:45	0	87	0	87	2	0	0	2	2	44	0	46	0	0	0	0	135
Total	0	286	1	287	6	0	9	15	4	144	0	148	0	0	0	0	450
08:00	0	55	0	55	3	0	2	5	0	40	0	40	0	0	0	0	100
08:15	0	47	0	47	1	0	0	1	1	43	0	44	0	0	0	0	92
08:30	0	39	0	39	0	0	2	2	1	29	0	30	0	0	0	0	71
08:45	0	42	1	43	2	0	1	3	1	25	0	26	0	0	0	0	72
Total	0	183	1	184	6	0	5	11	3	137	0	140	0	0	0	0	335
Grand Total	0	469	2	471	12	0	14	26	7	281	0	288	0	0	0	0	785
Approch %	0	99.6	0.4		46.2	0	53.8		2.4	97.6	0		0	0	0	0	
Total %	0	59.7	0.3	60	1.5	0	1.8	3.3	0.9	35.8	0	36.7	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15																	
07:15	0	59	1	60	1	0	2	3	1	33	0	34	0	0	0	0	97
07:30	0	87	0	87	2	0	4	6	0	45	0	45	0	0	0	0	138
07:45	0	87	0	87	2	0	0	2	2	44	0	46	0	0	0	0	135
08:00	0	55	0	55	3	0	2	5	0	40	0	40	0	0	0	0	100
Total Volume	0	288	1	289	8	0	8	16	3	162	0	165	0	0	0	0	470
% App. Total	0	99.7	0.3		50	0	50		1.8	98.2	0		0	0	0	0	
PHF	.000	.828	.250	.830	.667	.000	.500	.667	.375	.900	.000	.897	.000	.000	.000	.000	.851



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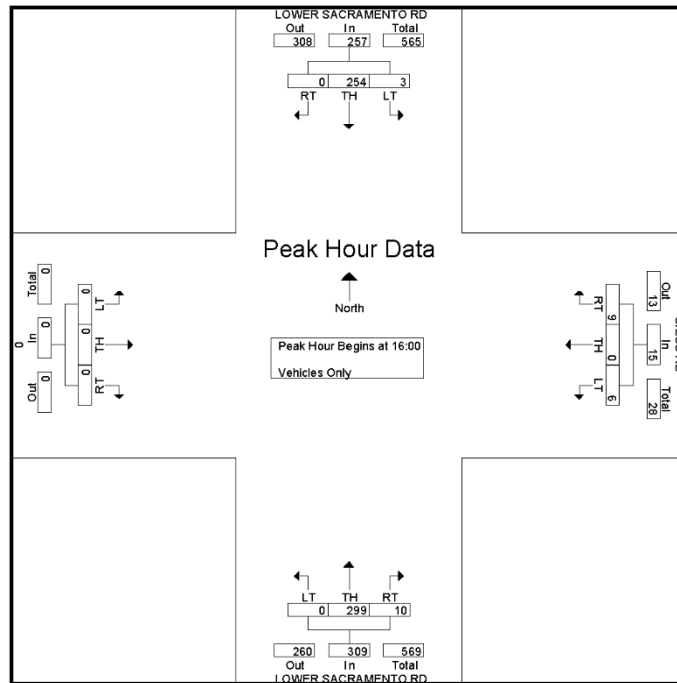
SAN JOAQUIN COUNTY
Lower Sacramento Rd. & Siess Rd.
Latitude: 38.226660
Longitude: -121.290898

File Name : lower sac-siess-p
Site Code : 5
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	76	1	77	1	0	2	3	5	68	0	73	0	0	0	0	153
16:15	0	58	1	59	3	0	1	4	1	81	0	82	0	0	0	0	145
16:30	0	53	0	53	4	0	1	5	1	67	0	68	0	0	0	0	126
16:45	0	67	1	68	1	0	2	3	3	83	0	86	0	0	0	0	157
Total	0	254	3	257	9	0	6	15	10	299	0	309	0	0	0	0	581
17:00	0	60	1	61	4	0	0	4	2	69	0	71	0	0	0	0	136
17:15	0	66	1	67	3	0	1	4	1	54	0	55	0	0	0	0	126
17:30	0	67	1	68	14	0	1	15	0	77	0	77	0	0	0	0	160
17:45	0	55	0	55	0	0	0	0	0	47	0	47	0	0	0	0	102
Total	0	248	3	251	21	0	2	23	3	247	0	250	0	0	0	0	524
Grand Total	0	502	6	508	30	0	8	38	13	546	0	559	0	0	0	0	1105
Approch %	0	98.8	1.2		78.9	0	21.1		2.3	97.7	0		0	0	0	0	
Total %	0	45.4	0.5	46	2.7	0	0.7	3.4	1.2	49.4	0	50.6	0	0	0	0	

	LOWER SACRAMENTO RD Southbound				SIESS RD Westbound				LOWER SACRAMENTO RD Northbound				0 Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:00																	
16:00	0	76	1	77	1	0	2	3	5	68	0	73	0	0	0	0	153
16:15	0	58	1	59	3	0	1	4	1	81	0	82	0	0	0	0	145
16:30	0	53	0	53	4	0	1	5	1	67	0	68	0	0	0	0	126
16:45	0	67	1	68	1	0	2	3	3	83	0	86	0	0	0	0	157
Total Volume	0	254	3	257	9	0	6	15	10	299	0	309	0	0	0	0	581
% App. Total	0	98.8	1.2		60	0	40		3.2	96.8	0		0	0	0	0	
PHF	.000	.836	.750	.834	.563	.000	.750	.750	.500	.901	.000	.898	.000	.000	.000	.000	.925



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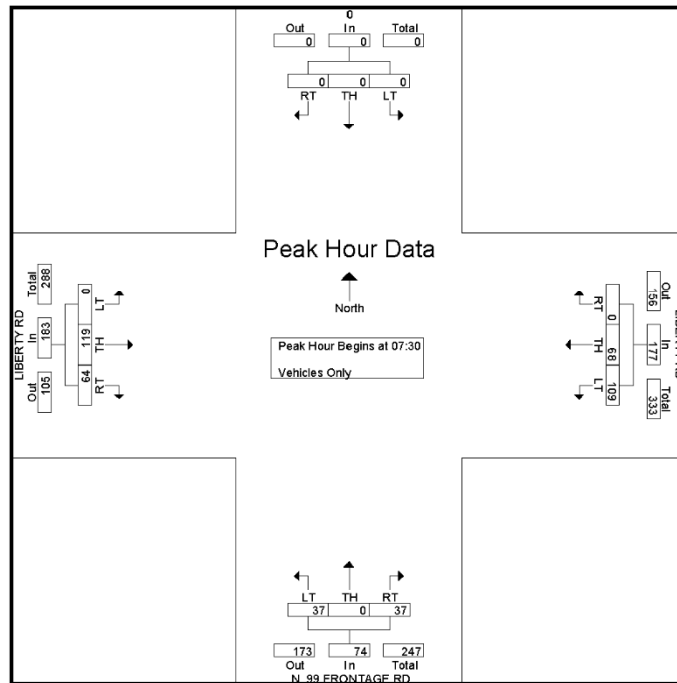
SAN JOAQUIN COUNTY
N. 99 Frontage Rd. & Liberty Rd.
Latitude: 38.233092
Longitude: -121.277080

File Name : N. 99 frontage-liberty-a
Site Code : 4
Start Date : 5/25/2023
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	0	0	0	0	17	32	49	7	0	16	23	6	20	0	26	98
07:15	0	0	0	0	0	16	31	49	6	0	7	13	8	28	0	36	98
07:30	0	0	0	0	0	20	31	51	10	0	7	17	25	19	0	44	112
07:45	0	0	0	0	0	14	21	35	5	0	10	15	15	27	0	42	92
Total	0	0	0	0	0	69	115	184	28	0	40	68	54	94	0	148	400
08:00	0	0	0	0	0	15	27	42	8	0	8	16	9	32	0	41	99
08:15	0	0	0	0	0	19	30	49	14	0	12	26	15	41	0	56	131
08:30	0	0	0	0	0	11	18	29	10	0	6	16	9	24	0	33	78
08:45	0	0	0	0	0	15	18	33	8	0	2	10	9	24	0	33	76
Total	0	0	0	0	0	60	93	153	40	0	28	68	42	121	0	163	384
Grand Total	0	0	0	0	0	129	208	337	68	0	68	136	96	215	0	311	784
Approch %	0	0	0	0	0	38.3	61.7		50	0	50		30.9	69.1	0		
Total %	0	0	0	0	0	16.5	26.5	43	8.7	0	8.7	17.3	12.2	27.4	0	39.7	

	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	0	0	0	0	0	20	31	51	10	0	7	17	25	19	0	44	112
07:45	0	0	0	0	0	14	21	35	5	0	10	15	15	27	0	42	92
08:00	0	0	0	0	0	15	27	42	8	0	8	16	9	32	0	41	99
08:15	0	0	0	0	0	19	30	49	14	0	12	26	15	41	0	56	131
Total	0	0	0	0	0	68	109	177	37	0	37	74	64	119	0	183	434
% App. Total	0	0	0	0	0	38.4	61.6		50	0	50		35	65	0		
PHF	.000	.000	.000	.000	.000	.850	.879	.868	.661	.000	.771	.712	.640	.726	.000	.817	.828



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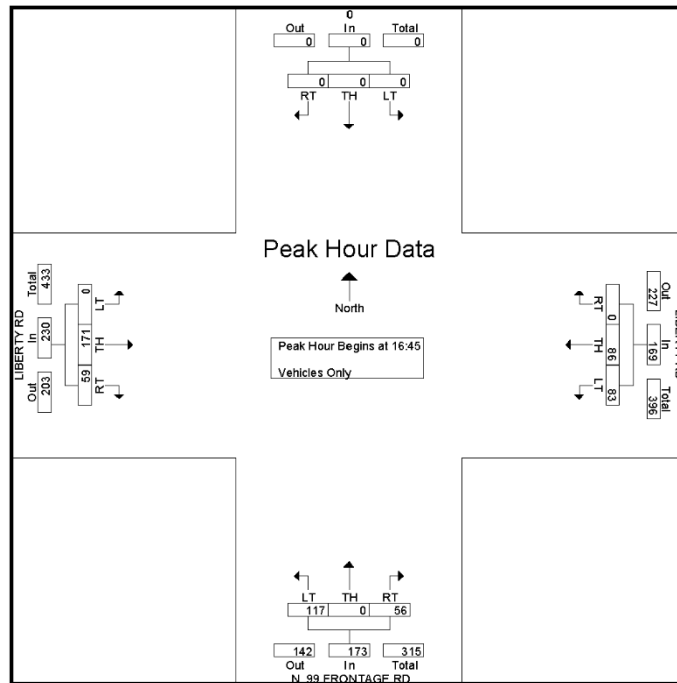
SAN JOAQUIN COUNTY
N. 99 Frontage Rd. & Liberty Rd.
Latitude: 38.233092
Longitude: -121.277080

File Name : N. 99 frontage-liberty-p
Site Code : 4
Start Date : 5/24/2023
Page No : 1

Groups Printed- Vehicles Only

Start Time	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:00	0	0	0	0	0	21	17	38	4	0	24	28	11	45	0	56	122
16:15	0	0	0	0	0	26	18	44	6	0	30	36	11	54	0	65	145
16:30	0	0	0	0	0	23	14	37	14	0	17	31	14	36	0	59	118
16:45	0	0	0	0	0	20	23	43	11	0	33	44	23	38	0	61	148
Total	0	0	0	0	0	90	72	162	35	0	104	139	59	173	0	232	533
17:00	0	0	0	0	0	18	24	42	16	0	32	48	14	40	0	54	144
17:15	0	0	0	0	0	20	21	41	11	0	31	42	10	51	0	61	144
17:30	0	0	0	0	0	28	15	43	18	0	21	39	12	42	0	54	136
17:45	0	0	0	0	0	15	16	31	9	0	22	31	13	32	0	45	107
Total	0	0	0	0	0	81	76	157	54	0	106	160	49	165	0	214	531
Grand Total	0	0	0	0	0	171	148	319	89	0	210	299	108	338	0	446	1064
Approch %	0	0	0	0	0	53.6	46.4		29.8	0	70.2		24.2	75.8	0		
Total %	0	0	0	0	0	16.1	13.9	30	8.4	0	19.7	28.1	10.2	31.8	0	41.9	

Start Time	0 Southbound				LIBERTY RD Westbound				N. 99 FRONTAGE RD Northbound				LIBERTY RD Eastbound				Int. Total
	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	
16:45	0	0	0	0	0	20	23	43	11	0	33	44	23	38	0	61	148
17:00	0	0	0	0	0	18	24	42	16	0	32	48	14	40	0	54	144
17:15	0	0	0	0	0	20	21	41	11	0	31	42	10	51	0	61	144
17:30	0	0	0	0	0	28	15	43	18	0	21	39	12	42	0	54	136
Total Volume	0	0	0	0	0	86	83	169	56	0	117	173	59	171	0	230	572
% App. Total	0	0	0	0	0	50.9	49.1		32.4	0	67.6		25.7	74.3	0		
PHF	.000	.000	.000	.000	.000	.768	.865	.983	.778	.000	.886	.901	.641	.838	.000	.943	.966





Appendix B

Existing LOS Calculations

Advanced Mobility Group | 3003 Oak Road, Suite 100, Walnut Creek, CA | P: 925.322.9921

HCM 2010 TWSC
1: Lower Sacramento Rd & Liberty Rd

Existing Conditions
AM Peak

Intersection						
Int Delay, s/veh	6.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	N	N	S	S
Traffic Vol, veh/h	103	54	146	29	127	192
Future Vol, veh/h	103	54	146	29	127	192
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	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	90	94	60	86	83
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	127	60	155	48	148	231
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	706	179	0	0	203	0
Stage 1	179	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	398	856	-	-	1369	-
Stage 1	845	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	355	856	-	-	1369	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	19.3	0	3.1			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	437	1369	-	-
HCM Lane V/C Ratio	-	-	0.428	0.108	-	-
HCM Control Delay (s)	-	-	19.3	7.9	-	-
HCM Lane LOS	-	-	C	A	-	-
HCM 95th %tile Q(veh)	-	-	2.1	0.4	-	-

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Synchro 11 Report
Page 1

HCM 2010 AWSC
2: Lower Sacramento Rd/Lincoln Way & Kost Rd

Existing Conditions
AM Peak

Intersection						
Intersection Delay, s/veh	10.1					
Intersection LOS	B					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	62	167	57	142	32	151
Future Vol, veh/h	62	167	57	142	32	151
Peak Hour Factor	0.71	0.67	0.84	0.89	0.67	0.71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	249	68	160	48	213
Number of Lanes	1	1	1	1	1	1
Approach	EB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	2		2		
Conflicting Approach Left	SB	EB				
Conflicting Lanes Left	2	2		0		
Conflicting Approach Right	NB			EB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay	10.4	10.2		9.6		
HCM LOS	B	B		A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	57	142	62	167	32	151
LT Vol	57	0	62	0	0	0
Through Vol	0	142	0	0	32	0
RT Vol	0	0	0	167	0	151
Lane Flow Rate	68	160	87	249	48	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.116	0.251	0.151	0.347	0.075	0.293
Departure Headway (Hd)	6.171	5.665	6.221	5.013	5.668	4.961
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	575	627	572	710	626	717
Service Time	3.967	3.461	4.004	2.796	3.46	2.752
HCM Lane V/C Ratio	0.118	0.255	0.152	0.351	0.077	0.297
HCM Control Delay	9.8	10.4	10.1	10.5	8.9	9.8
HCM Lane LOS	A	B	B	B	A	A
HCM 95th-ile Q	0.4	1	0.5	1.6	0.2	1.2

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Synchro 11 Report
Page 2

HCM 2010 TWSC
3: Frontage Rd/SR 99 SB Ramp & Liberty Rd

Existing Conditions
AM Peak

Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖		↘		↗		↖	
Traffic Vol, veh/h	0	63	102	44	64	0	3	0	19	76	7	89
Future Vol, veh/h	0	63	102	44	64	0	3	0	19	76	7	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	69	91	73	84	92	75	92	40	80	58	73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	91	112	60	76	0	4	0	48	95	12	122

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	203	0	410	-	147	367	399	76	
Stage 1	-	-	-	-	-	147	-	-	196	196	-	
Stage 2	-	-	-	-	-	263	-	-	171	203	-	
Critical Hdwy	-	-	-	4.12	-	7.12	-	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Follow-up Hdwy	-	-	-	2.218	-	3.518	-	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	0	-	-	1369	-	0	552	0	900	589	539	985
Stage 1	0	-	-	-	-	0	856	0	-	806	739	-
Stage 2	0	-	-	-	-	0	742	0	-	831	733	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1369	-	-	458	-	900	538	514	985
Mov Cap-2 Maneuver	-	-	-	-	-	-	458	-	-	538	514	-
Stage 1	-	-	-	-	-	-	856	-	-	806	705	-
Stage 2	-	-	-	-	-	-	610	-	-	787	733	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		3.4		9.5		12.5	
HCM LOS					A		B	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	458	900	-	-	1369	-	707
HCM Lane V/C Ratio	0.009	0.053	-	-	0.044	-	0.324
HCM Control Delay (s)	12.9	9.2	-	-	7.8	0	12.5
HCM Lane LOS	B	A	-	-	A	A	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0.1	-	1.4

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Synchro 11 Report
Page 3

HCM 2010 TWSC
4: SR 99 NB Ramp & Liberty Rd

Existing Conditions
AM Peak

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			2	2	
Traffic Vol, veh/h	119	64	109	68	37	37
Future Vol, veh/h	119	64	109	68	37	37
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	73	64	88	85	66	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	163	100	124	80	56	48
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	263	0	541	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	328	-
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	-	-	1301	-	502	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1301	-	452	827
Mov Cap-2 Maneuver	-	-	-	-	452	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	657	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	4.9	12.7			
HCM LOS			B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	572	-	-	1301	-	
HCM Lane V/C Ratio	0.182	-	-	0.095	-	
HCM Control Delay (s)	12.7	-	-	8.1	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %tile Q(veh)	0.7	-	-	0.3	-	

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Synchro 11 Report
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HCM 2010 TWSC
5: Lower Sacramento Rd & Spiess Rd

Existing Conditions
AM Peak

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↑	↔	↔
Traffic Vol, veh/h	8	8	162	3	1	288
Future Vol, veh/h	8	8	162	3	1	288
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	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	67	90	38	25	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	16	12	180	8	4	347
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	535	180	0	0	188	0
Stage 1	180	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	506	863	-	-	1368	-
Stage 1	851	-	-	-	-	-
Stage 2	710	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	504	863	-	-	1368	-
Mov Cap-2 Maneuver	504	-	-	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.2	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	613	1368	-	
HCM Lane V/C Ratio	-	-	0.046	0.003	-	
HCM Control Delay (s)	-	-	11.2	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

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HCM 2010 TWSC
1: Lower Sacramento Rd & Liberty Rd

Existing Conditions
PM Peak

Intersection						
Int Delay, s/veh	6.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↔		↔	↔
Traffic Vol, veh/h	75	149	264	42	87	178
Future Vol, veh/h	75	149	264	42	87	178
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	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	83	88	81	73	82
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	96	180	300	52	119	217
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	781	326	0	0	352	0
Stage 1	326	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	362	713	-	-	1207	-
Stage 1	729	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	326	713	-	-	1207	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	20.4	0	2.9			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	504	1207	-	
HCM Lane V/C Ratio	-	-	0.547	0.099	-	
HCM Control Delay (s)	-	-	20.4	8.3	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	3.3	0.3	-	

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HCM 2010 AWSC
2: Lower Sacramento Rd/Lincoln Way & Kost Rd

Existing Conditions
PM Peak

Intersection						
Intersection Delay, s/veh	10.7					
Intersection LOS	B					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	44	95	184	237	154	81
Future Vol, veh/h	44	95	184	237	154	81
Peak Hour Factor	0.85	0.79	0.87	0.87	0.92	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	120	211	272	167	116
Number of Lanes	1	1	1	1	1	1
Approach	EB		NB		SB	
Opposing Approach			SB		NB	
Opposing Lanes	0		2		2	
Conflicting Approach Left	SB		EB			
Conflicting Lanes Left	2		2		0	
Conflicting Approach Right	NB				EB	
Conflicting Lanes Right	2		0		2	
HCM Control Delay	9.9		11.6		9.6	
HCM LOS	A		B		A	
Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	184	237	44	95	154	81
LT Vol	184	0	44	0	0	0
Through Vol	0	237	0	0	154	0
RT Vol	0	0	0	95	0	81
Lane Flow Rate	211	272	52	120	167	116
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.341	0.401	0.097	0.186	0.258	0.156
Departure Headway (Hd)	5.8	5.296	6.778	5.566	5.545	4.839
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	615	673	524	637	641	732
Service Time	3.581	3.077	4.576	3.363	3.335	2.627
HCM Lane V/C Ratio	0.343	0.404	0.099	0.188	0.261	0.158
HCM Control Delay	11.6	11.6	10.3	9.7	10.3	8.5
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-ile Q	1.5	1.9	0.3	0.7	1	0.6

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Synchro 11 Report
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HCM 2010 TWSC
3: Frontage Rd/SR 99 SB Ramp & Liberty Rd

Existing Conditions
PM Peak

Intersection												
Int Delay, s/veh	7.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖		↘		↗		↖	
Traffic Vol, veh/h	0	67	63	44	153	0	8	0	22	146	10	66
Future Vol, veh/h	0	67	63	44	153	0	8	0	22	146	10	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	69	81	92	67	92	79	89	63	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	76	72	64	189	0	12	0	28	164	16	80

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	148	0	477	-	112	443	465	189	
Stage 1	-	-	-	-	-	112	-	-	317	317	-	
Stage 2	-	-	-	-	-	365	-	-	126	148	-	
Critical Hdwy	-	-	-	4.12	-	7.12	-	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Follow-up Hdwy	-	-	-	2.218	-	3.518	-	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	0	-	-	1434	-	0	498	0	941	525	495	853
Stage 1	0	-	-	-	-	0	893	0	-	694	654	-
Stage 2	0	-	-	-	-	0	654	0	-	878	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1434	-	-	423	-	941	490	470	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	423	-	-	490	470	-
Stage 1	-	-	-	-	-	-	893	-	-	694	621	-
Stage 2	-	-	-	-	-	-	549	-	-	852	775	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		1.9		10.4		16.8	
HCM LOS					B		C	




Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	423	941	-	-	1434	-	562
HCM Lane V/C Ratio	0.028	0.03	-	-	0.044	-	0.462
HCM Control Delay (s)	13.8	8.9	-	-	7.6	0	16.8
HCM Lane LOS	B	A	-	-	A	A	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-	2.4

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HCM 2010 TWSC
4: SR 99 NB Ramp & Liberty Rd

Existing Conditions
PM Peak

Intersection						
Int Delay, s/veh	5.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	59	83	86	117	56
Future Vd, veh/h	171	59	83	86	117	56
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	84	64	87	77	89	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	204	92	95	112	131	72
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	296	0	552	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	302	-
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	-	-	1265	-	495	789
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	750	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1265	-	455	789
Mov Cap-2 Maneuver	-	-	-	-	455	-
Stage 1	-	-	-	-	792	-
Stage 2	-	-	-	-	690	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		3.7		15.8	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	535	-	-	1265	-	
HCM Lane V/C Ratio	0.38	-	-	0.075	-	
HCM Control Delay (s)	15.8	-	-	8.1	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	1.8	-	-	0.2	-	

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HCM 2010 TWSC
5: Lower Sacramento Rd & Spiess Rd

Existing Conditions
PM Peak

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↑	↔	↔
Traffic Vol, veh/h	6	9	299	10	3	254
Future Vol, veh/h	6	9	299	10	3	254
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	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	56	90	50	75	84
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	16	332	20	4	302
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	642	332	0	0	352	0
Stage 1	332	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	438	710	-	-	1190	-
Stage 1	727	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	436	710	-	-	1190	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	587	1190	-	-
HCM Lane V/C Ratio	-	-	0.041	0.003	-	-
HCM Control Delay (s)	-	-	11.4	8	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

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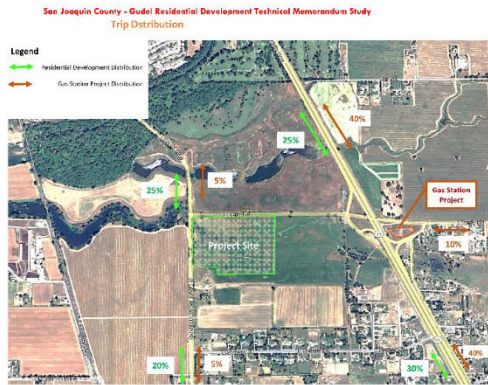
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Appendix C

Trip Distribution Estimates

Advanced Mobility Group | 3003 Oak Road, Suite 100, Walnut Creek, CA | P: 925.322.9921





Appendix D

Existing plus Approved and Significant Pending LOS Calculations

HCM 2010 TWSC
1: Lower Sacramento Rd & Liberty Rd

Existing Plus Approved and Significant Projects
AM Peak

Intersection						
Int Delay, s/veh	7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	112	63	146	36	136	192
Future Vol, veh/h	112	63	146	36	136	192
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	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	90	94	60	86	83
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	138	70	155	60	158	231
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	732	185	0	0	215	0
Stage 1	185	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	384	850	-	-	1355	-
Stage 1	839	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	339	850	-	-	1355	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	839	-	-	-	-	-
Stage 2	507	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	21.3	0	3.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	425	1355	-	-
HCM Lane V/C Ratio	-	-	0.49	0.117	-	-
HCM Control Delay (s)	-	-	21.3	8	-	-
HCM Lane LOS	-	-	C	A	-	-
HCM 95th %tile Q(veh)	-	-	2.6	0.4	-	-

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Intersection						
Intersection Delay, s/veh	10.3					
Intersection LOS	B					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	62	171	61	146	37	151
Future Vol, veh/h	62	171	61	146	37	151
Peak Hour Factor	0.71	0.67	0.84	0.89	0.67	0.71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	255	73	164	55	213
Number of Lanes	1	1	1	1	1	1
Approach	EB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	2		2		
Conflicting Approach Left	SB	EB				
Conflicting Lanes Left	2	2		0		
Conflicting Approach Right	NB			EB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay	10.6	10.4		9.7		
HCM LOS	B	B		A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	146	62	171	37	151
LT Vol	61	0	62	0	0	0
Through Vol	0	146	0	0	37	0
RT Vol	0	0	0	171	0	151
Lane Flow Rate	73	164	87	255	55	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.125	0.264	0.152	0.358	0.087	0.295
Departure Headway (Hd)	6.202	5.796	6.261	5.053	5.702	4.994
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	572	623	568	702	621	710
Service Time	4.002	3.496	4.057	2.848	3.502	2.793
HCM Lane V/C Ratio	0.128	0.263	0.153	0.363	0.089	0.3
HCM Control Delay	9.9	10.6	10.2	10.7	9.1	9.9
HCM Lane LOS	A	B	B	B	A	A
HCM 95th-ile Q	0.4	1.1	0.5	1.6	0.3	1.2

Intersection												
Int Delay, s/veh	12.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖		↘		↗		↕	
Traffic Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Future Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	69	91	73	84	92	75	92	40	80	58	73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	117	112	158	98	0	4	0	48	185	12	122
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	229	0	0	654	-	173	611	643	98
Stage 1	-	-	-	-	-	-	173	-	-	414	414	-
Stage 2	-	-	-	-	-	-	481	-	-	197	229	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1339	-	0	380	0	871	406	392	958
Stage 1	0	-	-	-	-	0	829	0	-	616	593	-
Stage 2	0	-	-	-	-	0	566	0	-	805	715	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1339	-	-	292	-	871	347	343	958
Mov Cap-2 Maneuver	-	-	-	-	-	-	292	-	-	347	343	-
Stage 1	-	-	-	-	-	-	829	-	-	616	519	-
Stage 2	-	-	-	-	-	-	422	-	-	761	715	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			5			10			28.8		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1		NBLn2	EBT	EBR	WBL	WBT	SBLn1				
Capacity (veh/h)	292		871	-	-	1339	-	459				
HCM Lane V/C Ratio	0.014		0.055	-	-	0.118	-	0.695				
HCM Control Delay (s)	17.5		9.4	-	-	8	0	28.8				
HCM Lane LOS	C		A	-	-	A	A	D				
HCM 95th %tile Q(veh)	0		0.2	-	-	0.4	-	5.3				

HCM 2010 TWSC
4: SR 99 NB Ramp & Liberty Rd

Existing Plus Approved and Significant Projects
AM Peak

Intersection						
Int Delay, s/veh	6.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	135	109	83	109	37
Future Vol, veh/h	134	135	109	83	109	37
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	73	64	88	85	66	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	211	124	98	165	48
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	395	0	636	290
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	346	-
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	-	-	1164	-	442	749
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1164	-	392	749
Mov Cap-2 Maneuver	-	-	-	-	392	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	635	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.7		20.7	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	439	-	-	1164	-	
HCM Lane V/C Ratio	0.486	-	-	0.106	-	
HCM Control Delay (s)	20.7	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	2.6	-	-	0.4	-	

Gudel Residential Development TIS
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Synchro 11 Report
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Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↑	↔	↔
Traffic Vol, veh/h	8	8	171	3	1	297
Future Vol, veh/h	8	8	171	3	1	297
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	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	67	90	38	25	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	16	12	190	8	4	358
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	556	190	0	0	198	0
Stage 1	190	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	492	852	-	-	1357	-
Stage 1	842	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	490	852	-	-	1357	-
Mov Cap-2 Maneuver	490	-	-	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.3	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	599	1357	-	
HCM Lane V/C Ratio	-	-	0.047	0.003	-	
HCM Control Delay (s)	-	-	11.3	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	83	158	264	48	96	178
Future Vol, veh/h	83	158	264	48	96	178
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	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	83	88	81	73	82
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	106	190	300	59	132	217
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	811	330	0	0	359	0
Stage 1	330	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	348	709	-	-	1200	-
Stage 1	726	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	310	709	-	-	1200	-
Mov Cap-2 Maneuver	310	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.4	0	3.2			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	485	1200	-	-
HCM Lane V/C Ratio	-	-	0.612	0.11	-	-
HCM Control Delay (s)	-	-	23.4	8.4	-	-
HCM Lane LOS	-	-	C	A	-	-
HCM 95th %tile Q(veh)	-	-	4	0.4	-	-

Intersection						
Intersection Delay, s/veh	10.8					
Intersection LOS	B					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	44	99	187	242	159	81
Future Vol, veh/h	44	99	187	242	159	81
Peak Hour Factor	0.85	0.79	0.87	0.87	0.92	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	125	215	278	173	116
Number of Lanes	1	1	1	1	1	1
Approach	EB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	2		2		
Conflicting Approach Left	SB	EB				
Conflicting Lanes Left	2	2		0		
Conflicting Approach Right	NB			EB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay	10	11.8		9.7		
HCM LOS	A	B		A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	187	242	44	99	159	81
LT Vol	187	0	44	0	0	0
Through Vol	0	242	0	0	159	0
RT Vol	0	0	0	99	0	81
Lane Flow Rate	215	278	52	125	173	116
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.348	0.411	0.099	0.198	0.273	0.157
Departure Headway (Hd)	5.825	5.322	6.912	5.699	5.678	4.87
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	610	668	521	633	636	726
Service Time	3.622	3.118	4.619	3.406	3.378	2.67
HCM Lane V/C Ratio	0.352	0.416	0.1	0.197	0.272	0.16
HCM Control Delay	11.7	11.8	10.4	9.8	10.5	8.6
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-ile Q	1.6	2	0.3	0.7	1.1	0.6

Intersection												
Int Delay, s/veh	23.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔		↔		↔	
Traffic Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Future Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	69	81	92	67	92	79	89	63	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	72	162	209	0	12	0	28	243	16	80

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	167	0	712	-	131	678	700	209	
Stage 1	-	-	-	-	-	131	-	-	533	533	-	
Stage 2	-	-	-	-	-	581	-	-	145	167	-	
Critical Hdwy	-	-	-	4.12	-	7.12	-	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Follow-up Hdwy	-	-	-	2.218	-	3.518	-	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	0	-	-	1411	-	0	347	0	919	366	363	831
Stage 1	0	-	-	-	-	0	873	0	-	531	525	-
Stage 2	0	-	-	-	-	0	499	0	-	858	760	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1411	-	-	272	-	919	320	316	831
Mov Cap-2 Maneuver	-	-	-	-	-	-	272	-	-	320	316	-
Stage 1	-	-	-	-	-	-	873	-	-	531	457	-
Stage 2	-	-	-	-	-	-	379	-	-	832	760	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		3.4		11.9		59.2	
HCM LOS					B		F	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	272	919	-	-	1411	-	374
HCM Lane V/C Ratio	0.044	0.03	-	-	0.115	-	0.904
HCM Control Delay (s)	18.8	9	-	-	7.9	0	59.2
HCM Lane LOS	C	A	-	-	A	A	F
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.4	-	9.2

HCM 2010 TWSC
4: SR 99 NB Ramp & Liberty Rd

Existing Plus Approved and Significant Projects
PM Peak

Intersection						
Int Delay, s/veh	8.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			2	2	
Traffic Vol, veh/h	185	114	83	100	188	56
Future Vol, veh/h	185	114	83	100	188	56
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	84	64	87	77	89	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	178	95	130	211	72
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	398	0	629	309
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	320	-
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	-	-	1161	-	446	731
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1161	-	407	731
Mov Cap-2 Maneuver	-	-	-	-	407	-
Stage 1	-	-	-	-	745	-
Stage 2	-	-	-	-	671	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	3.5	24.7			
HCM LOS			C			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	459	-	-	1161	-	
HCM Lane V/C Ratio	0.617	-	-	0.082	-	
HCM Control Delay (s)	24.7	-	-	8.4	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	4.1	-	-	0.3	-	

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Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↑	↔	↔
Traffic Vol, veh/h	6	9	307	10	3	262
Future Vol, veh/h	6	9	307	10	3	262
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	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	56	90	50	75	84
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	16	341	20	4	312
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	661	341	0	0	361	0
Stage 1	341	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	427	701	-	-	1181	-
Stage 1	720	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	425	701	-	-	1181	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	720	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.5	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	577	1181	-	-
HCM Lane V/C Ratio	-	-	0.042	0.003	-	-
HCM Control Delay (s)	-	-	11.5	8.1	0	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-	-

HCM 2010 AWSC
3: Frontage Rd/SR 99 SB Ramp & Liberty Rd

Mitigated AWSC- Existing Plus Approved
AM Peak

Intersection												
Intersection Delay, s/veh11.8												
Intersection LOS B												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↱			↱		↱		↱		↱	
Traffic Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Future Vol, veh/h	0	81	102	115	82	0	3	0	19	148	7	89
Peak Hour Factor	0.92	0.69	0.91	0.73	0.84	0.92	0.75	0.92	0.40	0.80	0.58	0.73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	117	112	158	98	0	4	0	48	185	12	122
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		2					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		2		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	2		1		1		1					
HCM Control Delay	10.6		11.8		8.9		13					
HCM LOS	B		B		A		B					
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	0%	58%	61%							
Vol Thru, %	0%	0%	44%	42%	3%							
Vol Right, %	0%	100%	56%	0%	36%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	3	19	183	197	244							
LT Vol	3	0	0	115	148							
Through Vol	0	0	81	82	7							
RT Vol	0	19	102	0	89							
Lane Flow Rate	4	48	229	255	319							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.008	0.074	0.325	0.385	0.471							
Departure Headway (Hd)	6.821	5.6	5.104	5.427	5.321							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	524	638	705	663	676							
Service Time	4.566	3.344	3.141	3.461	3.353							
HCM Lane V/C Ratio	0.008	0.075	0.325	0.385	0.472							
HCM Control Delay	9.6	8.8	10.6	11.8	13							
HCM Lane LOS	A	A	B	B	B							
HCM 95th-tile Q	0	0.2	1.4	1.8	2.5							

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HCM 2010 AWSC
3: Frontage Rd/SR 99 SB Ramp & Liberty Rd

Mitigated AWSC- Existing Plus Approved
PM Peak

Intersection												
Intersection Delay, s/veh13.8												
Intersection LOS B												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Future Vol, veh/h	0	84	63	112	169	0	8	0	22	216	10	66
Peak Hour Factor	0.92	0.88	0.88	0.69	0.81	0.92	0.67	0.92	0.79	0.89	0.63	0.83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	95	72	162	209	0	12	0	28	243	16	80
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	1			1			1			2		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			2			1			1		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	2			1			1			1		
HCM Control Delay	10.3			15			9.2			14.7		
HCM LOS	B			B			A			B		
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	0%	40%	74%							
Vol Thru, %	0%	0%	57%	60%	3%							
Vol Right, %	0%	100%	43%	0%	23%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	8	22	147	281	292							
LT Vol	8	0	0	112	216							
Through Vol	0	0	84	169	10							
RT Vol	0	22	63	0	66							
Lane Flow Rate	12	28	167	371	338							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.024	0.045	0.252	0.555	0.525							
Departure Headway (Hd)	7.087	5.863	5.434	5.388	5.595							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	504	608	660	668	646							
Service Time	4.845	3.621	3.481	3.426	3.633							
HCM Lane V/C Ratio	0.024	0.046	0.253	0.555	0.523							
HCM Control Delay	10	8.9	10.3	15	14.7							
HCM Lane LOS	A	A	B	B	B							
HCM 95th-tile Q	0.1	0.1	1	3.4	3.1							

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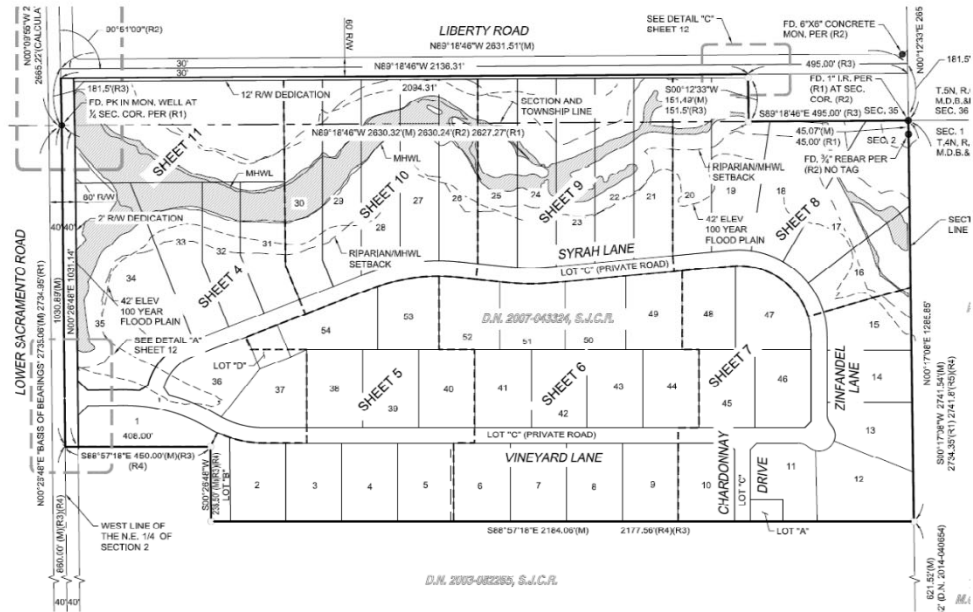


Appendix E

Existing plus Pending plus Project LOS Calculations



Gudel Family Farm Site Plan



Intersection						
Int Delay, s/veh	7.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	118	63	153	51	136	194
Future Vol, veh/h	118	63	153	51	136	194
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	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	90	94	60	86	83
Heavy Vehicles, %	5	5	5	5	2	2
Mvmt Flow	146	70	163	85	158	234
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	756	206	0	0	248	0
Stage 1	206	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.12	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.218	-
Pot Cap-1 Maneuver	372	827	-	-	1318	-
Stage 1	821	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	327	827	-	-	1318	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	23.4	0	3.3			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	407	1318	-	
HCM Lane V/C Ratio	-	-	0.53	0.12	-	
HCM Control Delay (s)	-	-	23.4	8.1	-	
HCM Lane LOS	-	-	C	A	-	
HCM 95th %tile Q(veh)	-	-	3	0.4	-	

Intersection						
Intersection Delay, s/veh	10.4					
Intersection LOS	B					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	62	172	64	151	38	151
Future Vol, veh/h	62	172	64	151	38	151
Peak Hour Factor	0.71	0.67	0.84	0.89	0.67	0.71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	257	76	170	57	213
Number of Lanes	1	1	1	1	1	1
Approach	EB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	2		2		
Conflicting Approach Left	SB	EB				
Conflicting Lanes Left	2	2		0		
Conflicting Approach Right	NB			EB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay	10.7	10.5		9.8		
HCM LOS	B	B		A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	64	151	62	172	38	151
LT Vol	64	0	62	0	0	0
Through Vol	0	151	0	0	38	0
RT Vol	0	0	0	172	0	151
Lane Flow Rate	76	170	87	257	57	213
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.134	0.274	0.155	0.37	0.092	0.302
Departure Headway (Hd)	6.314	5.807	6.391	5.182	5.825	5.117
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	619	563	696	617	704
Service Time	4.041	3.535	4.103	2.894	3.546	2.837
HCM Lane V/C Ratio	0.134	0.275	0.155	0.369	0.092	0.303
HCM Control Delay	10	10.7	10.3	10.9	9.1	10
HCM Lane LOS	A	B	B	B	A	A
HCM 95th-ile Q	0.5	1.1	0.5	1.7	0.3	1.3

HCM 2010 TWSC
3: Frontage Rd/SR 99 SB Ramp & Liberty Rd

Existing Plus Approved Plus Project
AM Peak




Intersection												
Int Delay, s/veh	13.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖		↘		↗	↖		
Traffic Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Future Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	69	91	73	84	92	75	92	40	80	58	73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	128	121	158	101	0	4	0	48	185	12	126
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	249	0	0	675	-	189	630	666	101
Stage 1	-	-	-	-	-	-	189	-	-	417	417	-
Stage 2	-	-	-	-	-	-	486	-	-	213	249	-
Critical Hdwy	-	-	-	4.12	-	-	7.12	-	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	-	-	6.12	5.52	-
Follow-up Hdwy	-	-	-	2.218	-	-	3.518	-	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	0	-	-	1317	-	0	368	0	853	394	380	954
Stage 1	0	-	-	-	-	0	813	0	-	613	591	-
Stage 2	0	-	-	-	-	0	563	0	-	789	701	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1317	-	-	280	-	853	336	332	954
Mov Cap-2 Maneuver	-	-	-	-	-	-	280	-	-	336	332	-
Stage 1	-	-	-	-	-	-	813	-	-	613	516	-
Stage 2	-	-	-	-	-	-	417	-	-	745	701	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			4.9			10.2			31		
HCM LOS							B			D		
Minor Lane/Major Mvmt	NBLn1		NBLn2		EBT	EBR	WBL	WBT	SBLn1			
Capacity (veh/h)	280		853		-	-	1317	-	449			
HCM Lane V/C Ratio	0.014		0.056		-	-	0.12	-	0.72			
HCM Control Delay (s)	18		9.5		-	-	8.1	0	31			
HCM Lane LOS	C		A		-	-	A	A	D			
HCM 95th %tile Q(veh)	0		0.2		-	-	0.4	-	5.7			

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HCM 2010 TWSC
4: SR 99 NB Ramp & Liberty Rd

Existing Plus Approved Plus Project
AM Peak

Intersection						
Int Delay, s/veh	6.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	134	142	109	83	112	37
Future Vd, veh/h	134	142	109	83	112	37
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	73	64	88	85	66	77
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	184	222	124	98	170	48
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	406	0	641	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	346	-
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	-	-	1153	-	439	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1153	-	389	744
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	634	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.8		21.3	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	435	-	-	1153	-	
HCM Lane V/C Ratio	0.501	-	-	0.107	-	
HCM Control Delay (s)	21.3	-	-	8.5	0	
HCM Lane LOS	C	-	-	A	A	
HCM 95th %tile Q(veh)	2.7	-	-	0.4	-	

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Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↑	↔	↔
Traffic Vol, veh/h	8	8	173	3	1	302
Future Vol, veh/h	8	8	173	3	1	302
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	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	67	90	38	25	83
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	16	12	192	8	4	364
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	564	192	0	200	0	
Stage 1	192	-	-	-	-	
Stage 2	372	-	-	-	-	
Critical Hdwy	6.42	6.22	-	4.15	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	
Follow-up Hdwy	3.518	3.318	-	2.245	-	
Pot Cap-1 Maneuver	487	850	-	1354	-	
Stage 1	841	-	-	-	-	
Stage 2	697	-	-	-	-	
Platoon blocked, %		-	-	-	-	
Mov Cap-1 Maneuver	485	850	-	1354	-	
Mov Cap-2 Maneuver	485	-	-	-	-	
Stage 1	841	-	-	-	-	
Stage 2	694	-	-	-	-	
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	594	1354	-	
HCM Lane V/C Ratio	-	-	0.047	0.003	-	
HCM Control Delay (s)	-	-	11.4	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	10.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	N	N	S	S
Traffic Vol, veh/h	101	158	269	59	96	186
Future Vol, veh/h	101	158	269	59	96	186
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	-	-	-	210	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	78	83	88	81	73	82
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	129	190	306	73	132	227
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	834	343	0	0	379	0
Stage 1	343	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.12	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.218	-
Pot Cap-1 Maneuver	337	697	-	-	1179	-
Stage 1	716	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	299	697	-	-	1179	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	29.9	0	3.1			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	453	1179	-	-
HCM Lane V/C Ratio	-	-	0.706	0.112	-	-
HCM Control Delay (s)	-	-	29.9	8.4	-	-
HCM Lane LOS	-	-	D	A	-	-
HCM 95th %tile Q(veh)	-	-	5.4	0.4	-	-

Intersection						
Intersection Delay, s/veh	11					
Intersection LOS	B					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↰	↱	↰	↱	↱	↱
Traffic Vol, veh/h	44	103	189	245	163	81
Future Vol, veh/h	44	103	189	245	163	81
Peak Hour Factor	0.85	0.79	0.87	0.87	0.92	0.70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	130	217	282	177	116
Number of Lanes	1	1	1	1	1	1
Approach	EB	NB		SB		
Opposing Approach		SB		NB		
Opposing Lanes	0	2		2		
Conflicting Approach Left	SB	EB				
Conflicting Lanes Left	2	2		0		
Conflicting Approach Right	NB			EB		
Conflicting Lanes Right	2	0		2		
HCM Control Delay	10	12		9.8		
HCM LOS	A	B		A		
Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	100%	0%	0%	0%
Vol Thru, %	0%	100%	0%	0%	100%	0%
Vol Right, %	0%	0%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	189	245	44	103	163	81
LT Vol	189	0	44	0	0	0
Through Vol	0	245	0	0	163	0
RT Vol	0	0	0	103	0	81
Lane Flow Rate	217	282	52	130	177	116
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.359	0.418	0.1	0.207	0.281	0.161
Departure Headway (Hd)	5.945	5.447	6.938	5.725	5.709	5.001
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	608	665	518	628	633	721
Service Time	3.652	3.147	4.657	3.443	3.414	2.706
HCM Lane V/C Ratio	0.357	0.424	0.1	0.207	0.28	0.161
HCM Control Delay	11.9	12	10.4	9.9	10.6	8.7
HCM Lane LOS	B	B	B	A	B	A
HCM 95th-ile Q	1.6	2.1	0.3	0.8	1.1	0.6

HCM 2010 TWSC
3: Frontage Rd/SR 99 SB Ramp & Liberty Rd

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Intersection												
Int Delay, s/veh	27											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖		↘		↗		↖	
Traffic Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Future Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	5	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	88	88	69	81	92	67	92	79	89	63	83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	78	162	221	0	12	0	28	243	16	89

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	-	0	0	179	0	738	-	140	699	724	221	
Stage 1	-	-	-	-	-	140	-	-	545	545	-	
Stage 2	-	-	-	-	-	598	-	-	154	179	-	
Critical Hdwy	-	-	-	4.12	-	7.12	-	6.22	7.12	6.52	6.22	
Critical Hdwy Stg 1	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Critical Hdwy Stg 2	-	-	-	-	-	6.12	-	-	6.12	5.52	-	
Follow-up Hdwy	-	-	-	2.218	-	3.518	-	3.318	3.518	4.018	3.318	
Pot Cap-1 Maneuver	0	-	-	1397	-	0	334	0	908	354	352	819
Stage 1	0	-	-	-	-	0	863	0	-	523	519	-
Stage 2	0	-	-	-	-	0	489	0	-	848	751	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	1397	-	-	257	-	908	308	306	819
Mov Cap-2 Maneuver	-	-	-	-	-	-	257	-	-	308	306	-
Stage 1	-	-	-	-	-	-	863	-	-	523	450	-
Stage 2	-	-	-	-	-	-	365	-	-	822	751	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		3.4		12.3		68.7	
HCM LOS					B		F	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT	SBLn1
Capacity (veh/h)	257	908	-	-	1397	-	367
HCM Lane V/C Ratio	0.046	0.031	-	-	0.116	-	0.947
HCM Control Delay (s)	19.7	9.1	-	-	7.9	0	68.7
HCM Lane LOS	C	A	-	-	A	A	F
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.4	-	10.3

HCM 2010 TWSC
4: SR 99 NB Ramp & Liberty Rd

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PM Peak

Intersection						
Int Delay, s/veh	9.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Traffic Vol, veh/h	185	119	83	100	198	56
Future Vol, veh/h	185	119	83	100	198	56
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	84	64	87	77	89	78
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	220	186	95	130	222	72
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	406	0	633	313
Stage 1	-	-	-	-	313	-
Stage 2	-	-	-	-	320	-
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	-	-	1153	-	444	727
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	736	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1153	-	404	727
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	670	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	3.6	26.5			
HCM LOS			D			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	453	-	-	1153	-	
HCM Lane V/C Ratio	0.65	-	-	0.083	-	
HCM Control Delay (s)	26.5	-	-	8.4	0	
HCM Lane LOS	D	-	-	A	A	
HCM 95th %tile Q(veh)	4.5	-	-	0.3	-	

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Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↑	↔	↔
Traffic Vol, veh/h	6	9	314	10	3	265
Future Vol, veh/h	6	9	314	10	3	265
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	-	-	400	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	56	90	50	75	84
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	8	16	349	20	4	315
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	672	349	0	0	369	0
Stage 1	349	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.15	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.245	-
Pot Cap-1 Maneuver	421	694	-	-	1173	-
Stage 1	714	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	419	694	-	-	1173	-
Mov Cap-2 Maneuver	419	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.6	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	570	1173	-	
HCM Lane V/C Ratio	-	-	0.042	0.003	-	
HCM Control Delay (s)	-	-	11.6	8.1	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection

Intersection Delay, s/veh 12.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕		↕		↕	
Traffic Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Future Vol, veh/h	0	88	110	115	85	0	3	0	19	148	7	92
Peak Hour Factor	0.92	0.69	0.91	0.73	0.84	0.92	0.75	0.92	0.40	0.80	0.58	0.73
Heavy Vehicles, %	6	6	6	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	128	121	158	101	0	4	0	48	185	12	126
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	1	1
HCM Control Delay	11	12.1	9	13.4
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1
Vol Left, %	100%	0%	0%	57%	60%
Vol Thru, %	0%	0%	44%	43%	3%
Vol Right, %	0%	100%	56%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	19	198	200	247
LT Vol	3	0	0	115	148
Through Vol	0	0	88	85	7
RT Vol	0	19	110	0	92
Lane Flow Rate	4	48	248	259	323
Geometry Grp	7	7	2	2	5
Degree of Util (X)	0.008	0.075	0.355	0.394	0.483
Departure Headway (Hd)	6.911	5.689	5.14	5.482	5.381
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	517	628	698	657	669
Service Time	4.661	3.438	3.179	3.52	3.417
HCM Lane V/C Ratio	0.008	0.076	0.355	0.394	0.483
HCM Control Delay	9.7	8.9	11	12.1	13.4
HCM Lane LOS	A	A	B	B	B
HCM 95th-ile Q	0	0.2	1.6	1.9	2.6

HCM 2010 AWSC Mitigated AWSC - Existing Plus Approved Plus Project
 3: Frontage Rd/SR 99 SB Ramp & Liberty Rd PM Peak

Intersection												
Intersection Delay, s/veh14.4												
Intersection LOSB												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Future Vol, veh/h	0	89	69	112	179	0	8	0	22	216	10	74
Peak Hour Factor	0.92	0.88	0.88	0.69	0.81	0.92	0.67	0.92	0.79	0.89	0.63	0.83
Heavy Vehicles, %	5	5	5	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	101	78	162	221	0	12	0	28	243	16	89
Number of Lanes	0	1	0	0	1	0	1	0	1	0	1	0
Approach	EB		WB		NB		SB					
Opposing Approach	WB		EB		SB		NB					
Opposing Lanes	1		1		1		2					
Conflicting Approach Left	SB		NB		EB		WB					
Conflicting Lanes Left	1		2		1		1					
Conflicting Approach Right	NB		SB		WB		EB					
Conflicting Lanes Right	2		1		1		1					
HCM Control Delay	10.6		15.8		9.3		15.3					
HCM LOS	B		C		A		C					
Lane	NBLn1	NBLn2	EBLn1	WBLn1	SBLn1							
Vol Left, %	100%	0%	0%	38%	72%							
Vol Thru, %	0%	0%	56%	62%	3%							
Vol Right, %	0%	100%	44%	0%	25%							
Sign Control	Stop	Stop	Stop	Stop	Stop							
Traffic Vol by Lane	8	22	158	291	300							
LT Vol	8	0	0	112	216							
Through Vol	0	0	89	179	10							
RT Vol	0	22	69	0	74							
Lane Flow Rate	12	28	180	383	348							
Geometry Grp	7	7	2	2	5							
Degree of Util (X)	0.024	0.046	0.274	0.58	0.546							
Departure Headway (Hd)	7.203	5.978	5.498	5.45	5.656							
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes							
Cap	495	596	652	659	636							
Service Time	4.97	3.744	3.552	3.493	3.7							
HCM Lane V/C Ratio	0.024	0.047	0.276	0.581	0.547							
HCM Control Delay	10.1	9	10.6	15.8	15.3							
HCM Lane LOS	B	A	B	C	C							
HCM 95th-ile Q	0.1	0.1	1.1	3.7	3.3							

Gudel Residential Development TIS
 AMG

Synchro 11 Report
 Page 3

ATTACHMENT: VMT ANALYSIS



Redefining Mobility.

To: Francis Schmidt
Stonecliff Development

From: Christopher Thnay, PE, AICP
Andrea Flores, EIT

Email: fschmidt@valuationconsultant.net

Date: June 7, 2024

Reference: SB 743 VMT Analysis Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632

The purpose of this technical memorandum is to present the results of our SB 743 VMT Analysis evaluation for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632. The proposed residential development consists of 54 dwelling units. It is our understanding that there is a 55th remainder lot. This would likely have minimal difference in the result.

The technical memorandum describes the assumptions, methodology and results of the SB 743 VMT analysis for Gudel Residential Development project. It includes the following sections:

- Project Description
- Project Trip Generation
- SB743 VMT Analysis
- Result Summary

Project Description

The proposed project includes the development of 54 low density dwelling units to be located near the southeast quadrant of the intersection of Lower Sacramento Road/Liberty Road, Galt, CA as shown in Exhibit 1.

Trip Generation

Trip generation is defined as the number of "vehicle trips" produced by a particular land use or project. A trip is defined as a one-direction vehicle movement. The total number of trips generated by each land use includes the inbound and outbound trips.

Based on the 2008 Traffic Study Guidelines, the peak hour trip generation for a project should be estimated based on the *Trip Generation, 11th Edition (most current)*, published by the Institute of Transportation Engineers (ITE).

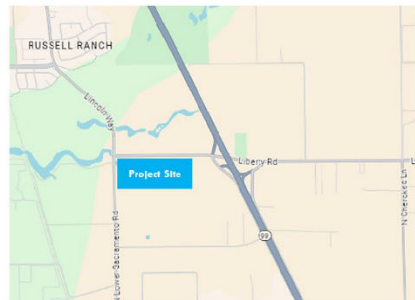


Exhibit 1: Project Vicinity

Advanced Mobility Group | 3003 Oak Road, Suite 100, Walnut Creek, Ca. | P: 925.322.9921

Reference: SB 743 VMT Analysis Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632

Based on Trip Generation Manual, 11th Edition the proposed 54 single family dwelling units is estimated to generate approximately 510 daily trips as shown in **Table 1**.

Table 1: Proposed Project Trip Generation

Land Use	ITE Code	Size	Daily		A.M. Peak			P.M. Peak		
			Rates	Total	Rate	In	Out	Rate	In	Out
Proposed Project										
Low Density Residential	ITE 210	54 DU	9.44	510	0.7	10	28	0.9	32	19

Note:

ITE Source: ITE Trip Generation Manual 11th Edition, 2019

SB743 VMT Analyses

The SB743 VMT analysis for this project was conducted in accordance with the SJ County guidelines¹. As recommended by the guidelines, the SJCOG RTP 2022 model was used for VMT forecasts and analysis to comply with CEQA expectations related to SB 743.

The following scenarios were analyzed using the SJCOG RTP 2022 model:

- Baseline Conditions – the base year scenario was used to represent the baseline condition.
- Baseline Plus Project - The project land use was added to the base year scenario to represent the baseline plus project condition.

The model TAZ that includes the project area is #1429 as shown in **Exhibit 2**. For the Plus Project scenario, 54 low density dwelling units were added to represent the project.

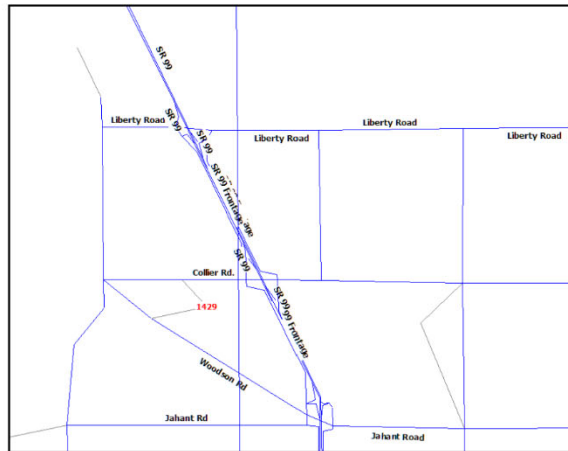


Exhibit 2: Project TAZ Location

TAZ #1427 currently has 439 households with 1,146 population coded in the base year model. The project will add a total of 54 housing units with a population of 141. The residents to household ratio of 2.61 was determined using the existing ratio within TAZ #1429.

¹ CEQA Transportation Analysis Guidelines San Joaquin County, September 2020

Reference: *SB 743 VMT Analysis Technical Memorandum for the Proposed Gudel Residential Development located near the Lower Sacramento Road/Liberty Road, Galt, CA 95632*

The calculation of VMT per capita of Baseline and Baseline Plus Project scenarios are summarized in **Table 2**.

Table 2: VMT per Capita

	RESIDENTIAL VMT	POPULATION	VMT/CAPITA
Baseline	31,658	1,146	27.6
Baseline Plus Project	35,568	1,287	27.6

Thresholds

The SJ County baseline VMT per capita calculated from the model is **23.4**, and the threshold of 15% below baseline is **20.0**.

This is consistent with those reported in a recent VMT analysis memo, as shown in **Table 3**.

Table 3: SJ County baseline VMT per Capita

Table 4: New VMT Thresholds of Significance for San Joaquin County (Residential Projects)		
Baseline VMT per Capita	Threshold	Daily VMT Threshold
23.6	15% Below Baseline	20.1

Source: Pock Lane TIS VMT Analysis Memo, November 22, 2021

Potential VMT Reductions and TDM Measures

The SJCOG RTP 2022 model was created based on estimated land use and socio-economic data available at that time. More recent big-data includes much more up to date socio-economic data such as level of employment and tele-commute information at the census block level.

AMG reviewed big-data of trips and employment data for two census blocks near to the proposed project. Replica² was used to estimate the potential employment trip reductions since it is well known that many workers continue to work from home. The census data indicated that approximately 61.4% are employed and 52.3% work remotely as shown in **Table 4**. A copy of the Replica for the two census blocks is contained in **Appendix A**.

Based on the information, it was estimated that the potential reduction in VMT due to remote work is approximately 1,251 as shown in **Table 4**. The resulting total VMT due to the project is approximately 2,646 and 18.76 VMT/Capita. Under the assumption as indicated above, the proposed project VMT/Capita would not contribute to a significant impact.

² Replica Big Data available for Fall 2023 data for Census Block 1 (Tract 46, San Joaquin) & Block 3 (Tract 46, San Joaquin)

Table 4 : Estimates of Remote Work (Replica Data)

		Notes
Assumed Work Population (Pop)	87	61.4% Employed
Assumed Remote Work Pop	45.28	52.3% Remote Work
Reduced Remote VMT	1,251.49	VMT reduction for remote work
VMT of non-remote workers	1,141.42	
VMT others	1,504	
Estimated new VMT	2,646	VMT to reflect remote workers
New VMT per capita	18.76	

Source: Replica Data

Employment %	61.4
Remote work %	52.3
Worked in person %	47.7

TDM Measures

Besides work trips, there are other trips where VMT could be reduced if appropriate infrastructure is provided, or family services are provided. The following are several recommendations that the proposed project could participate:

- Help fund an improve bicycle and/or pedestrian facilities and/or transit services
- Help setup carpool opportunities
- Contribute to provide car-, bike-, and ride-sharing programs

It is our understanding that there is a pending gas station, convenience store and quick serve restaurant near the site. This will serve to reduce the VMT of the proposed project.

Result Summary

The VMT per capita of Baseline No Project and Baseline Plus Project scenarios are both 27.6.

The SJ County baseline VMT per capita calculated from the model is **23.4**, and the threshold of 15% below baseline is **20.0**.

Based on available big-data of remote work, the estimated trip reduction resulted in approximately 18.76 VMT/Capita. Under the assumption as indicated above, the proposed project VMT/Capita would not contribute to a significant impact.

z:\p24\03378 - gudel residential development (stonecliff development)\07 report\gm gudel vmt tech memo 060724.docx

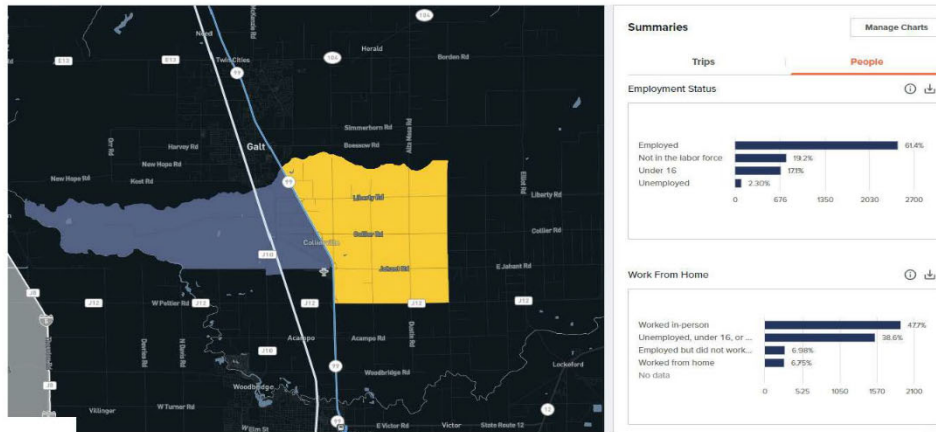


Appendix A

Replica Census Blocks Employment/Travel Information

Advanced Mobility Group | 3003 Oak Road, Suite 100, Walnut Creek, CA | P: 925.322.9921

Replica Data (Fall 2023)
 Block 3 (Tract 46, San Joaquin) & Block 1 (Tract 46, San Joaquin)



6/5/2024

Z:\P2403378 - Gudel Residential Development (Stonehill Development)\VMT\Gudel VMT Summary



SAN JOAQUIN
—COUNTY—
Greatness grows here.

Attachment D

Mitigation Monitoring and Reporting Program

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**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Land Use				
<p>Mitigation Measure 4.A-1: The following new policy shall be included in the 2035 General Plan as a means of reducing the impact of division of an existing community:</p> <p><u>LU-1-14: New Infrastructure Developments. The County shall work to reduce or eliminate potential impacts of any new major infrastructure development, especially those that are linear in nature (freeways, utility corridors, rail lines, roadways, etc.), that could physically divide an established community. In this case, the term "established community" shall mean residential neighborhoods or urban communities.</u></p> <p>A corresponding implementation program shall also be included in the 2035 General Plan:</p> <p><u>LU-G: Review of New Infrastructure. The County shall comment on any plan that would result in new infrastructure (e.g., freeways/roads, transmission lines, rail lines, surface water conveyance facilities) that would physically divide an established community and shall require that any routing be revised to protect existing communities. The County shall work with special districts, community service districts, public utility districts, mutual water companies, private water purveyors, sanitary districts, and sewer maintenance districts to provide adequate public facilities and to plan/coordinate, as appropriate, future above-ground utility corridors in an effort to minimize future land use conflicts.</u></p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
<p>Mitigation Measure 4.A-2: The 2035 General Plan shall be revised to retain the existing agricultural land designations for the approximately 607 acres at the southwestern edge of Stockton that are within the Primary Zone of the Delta and are subject to the Delta Protection Commission Land Use and Resources Management Plan (LURMP).</p>	The 2015 General Plan map shall be revised prior to adoption of the 2035 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Transportation and Circulation				
<p>Mitigation Measure 4.D-1: The following new policy shall be included in the 2035 General Plan:</p> <p><u>TM-1.19: At the time these sections of State Route 88 are shown through Regional Congestion Management Plan (RCMP) traffic count monitoring to exceed the RCMP standards, the County of San Joaquin shall coordinate with the San Joaquin Council of Governments (SJCOC) to evaluate the need for a RCMP Deficiency Plan. If needed, the RCMP Deficiency Plan shall identify improvements to add roadway capacity to allow the facility to achieve the RCMP level of service (LOS) standard ("direct fix"). Alternatively, the County may prepare an RCMP system-wide deficiency plan to improve multi-modal circulation and air quality. Improvements identified in the RCMP Deficiency Plan shall be programmed for inclusion and construction under the Regional</u></p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Transportation and Circulation (cont.)				
Transportation Impact Fee (RTIF) program, payable at the time of building permit applications. Construction of the "direct fix" improvements would improve LOS at both of these segments to an acceptable LOS D or better.				
Mitigation Measure 4.D-2: The following new implementation program shall be included in the 2035 General Plan: TIM-K: The County shall widen the following local roadways from two to four lanes or, alternatively, implement demand management strategies to reduce daily traffic to less-than-significant levels. As part of the next Traffic Impact Mitigation Fee (TIMF) update, the County shall consider including these roadways improvements in the TIMF Capital Improvement Program where they are not already addressed in the Regional Transportation Improvement Fee Program. <ul style="list-style-type: none"> • Chrisman Road, North of Schulte Road • Escalon-Bellota Road from Mahon Ave to Magnolia Lane • French Camp Road, East of Airport Way • Howard Road from Clifton Court Road to Grimes Road • Jack Tone Road from French Camp Road to SR 120 • Jack Tone Road from Leroy Ave to Graves Road • Lower Sac Road, North of Mokelumne Street • McHenry Ave from Jones Road to the Stanislaus County Line • Tracy Boulevard, South of Finck Road 	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.D-10: Implement Mitigation Measures 4.D-1 and 4.D-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Cultural and Paleontological Resources				
Mitigation Measure 4.E-1: The following revision to NCR-6.7 "Adaptive Reuse of Historic Structures," in the 2035 General Plan would reduce the impact of the inappropriate adaptive reuse efforts of designated or eligible historical resources in San Joaquin County. NCR-6.7: Adaptive Reuse of Historic Structures. The County shall encourage the adaptive reuse of architecturally significant or historical buildings if the original use of the structure is no longer feasible and the new use is allowed by the underlying land use designation and zoning district. <u>Adaptive reuse efforts shall conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.</u>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Cultural and Paleontological Resources (cont.)				
<p>Mitigation Measure 4.E-2: The following revision to NCR-6.5 "Protect Archaeological and Historical Resources," in the 2035 General Plan would reduce impacts to significant archaeological resources from issuance of any discretionary permit or approval in San Joaquin County. [Note that revisions address both impact 4.E-2 and 4.E-3].</p> <p>NCR-6.5: Protect Archaeological, Paleontological, and Historical Resources. The County shall protect significant archaeological, paleontological, and historical resources by requiring an archaeological a cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented.</p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
<p>Mitigation Measure 4.E-3: The following new policy "Inadvertent Discovery of Cultural Resources," in the 2035 General Plan would reduce impacts to accidentally discovered archaeological resources during ground disturbing activities in San Joaquin County.</p> <p>NCR-6.10: Inadvertent Discovery of Cultural Resources. If prehistoric or historic-period archaeological resources are encountered during ground disturbing activities in the county, all activities within 100 feet shall halt and the County shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that a project could damage a unique archaeological resource (as defined pursuant to the CEQA Guidelines), mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the County. Treatment of unique archaeological resources shall follow the applicable requirements of PRC Section 21083.2. Treatment for most resources would consist of (but would not be not limited to) sample excavation, artifact collection, site documentation, and historical research, with the aim to target the recovery of important scientific data contained in the portion(s) of the significant resource to be impacted by the project. The treatment plan shall include provisions for analysis of data in a regional context, reporting of results within a timely manner, curation of artifacts and data at an approved facility, and dissemination of reports to local and state repositories, libraries, and interested professionals.</p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Cultural and Paleontological Resources (cont.)				
Mitigation Measure 4.E-4: The following revision to NCR-6.5 "Protect Archaeological and Historical Resources," in the 2035 General Plan would reduce impacts to paleontological resources from issuance of any discretionary permit or approval in San Joaquin County. [Note that revisions address both Impact 4.E-2 and 4.E-3] NCR-6.5: Protect Archaeological, Paleontological, and Historical Resources. The County shall protect significant archaeological, paleontological, and historical resources by requiring an archaeological and cultural resources report be prepared by a qualified cultural resource specialist prior to the issuance of any discretionary permit or approval in areas determined to contain significant historic or prehistoric archaeological artifacts or paleontological resources that could be disturbed by project construction. The County shall require feasible mitigation identified in the report, such as avoidance, testing, or data recovery efforts, to be implemented. (Source: Existing GP, Heritage Resources, Policy 2, modified)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-6: Implement Mitigation Measures 4.E-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.E-7: Implement Mitigation Measures 4.E-2 and 4.E-3.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Air Quality				
Mitigation 4.G-1: The following additional policy shall be included to address potential construction emissions from new development under the 2035 General Plan: PHS 5.15: Construction Emissions. The County shall require that new development projects incorporate feasible measures to reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with San Joaquin Valley Air Pollution Control District requirements.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation 4.G-2: The following additional policies shall be included to address potential operational emissions from new development under the 2035 General Plan: PHS-5.16: Operational Emissions. The County shall require that new development projects incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with San Joaquin Valley Air Pollution Control District requirements.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Air Quality (cont.)				
PHS-5.17: Wood Burning Devices. The County shall require the use of natural gas where service is available or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes as required under the SJVAPCD Rule 4901- Woodburning Fireplaces and Woodburning Heaters. The County shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes.				
<p>Mitigation 4.G-3: The following additional policy shall be included to address potential health risks from new development under the 2035 General Plan:</p> <p>PHS-5.185: Health Risk Evaluation. Prior to project approval, the County shall evaluate health risks when proposed developments would result in new sensitive receptors near existing sources of substantial toxic air contaminants (TACs) or the development of sources of substantial toxic air contaminants near existing sensitive receptors. Evaluation would be based on consideration of the California Air Resource's Board Air Quality and Land Use Handbook: A Community Health Perspective distance recommendations between sources and receptors. If the project would not meet the distance recommendations between sources and receptors, the County shall require the applicant to ensure TAC impacts would be below the carcinogenic threshold (i.e., probability of contracting cancer for the Maximally Exposed Individual would be less than 10 in one million) and below the non-carcinogenic threshold (i.e., result in a Hazard Index less than 1 for the Maximally Exposed Individual). In addition, several measures to reduce potential risk from commercial or industrial land uses that would be considered include:</p> <ul style="list-style-type: none"> Proposed commercial or industrial land uses that have the potential to emit toxic air contaminants (such as loading docks for diesel delivery trucks) would be located as far away as possible from existing and proposed sensitive receptors. Signs would be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. Proposed commercial and industrial land uses that have the potential to host diesel trucks would incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, idleAire, electrification of truck parking, and alternative energy sources for transport refrigeration units to allow diesel engines to be completely turned off. 	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.G-5: Implement Measures 4.G-1 and 4.G-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Noise				
<p>Mitigation 4.H-1: The following additional policy and implementation program shall be included to address potential construction noise from new development under the 2035 General Plan:</p> <p>PHS-9.10: Construction Noise Time Limitations. The County shall seek to limit the potential noise impacts of construction activities on surrounding land uses by limiting construction activities to the hours of 7 am to 7pm, Monday through Saturday. Exceptions to these allowable hours could be allowed if approved beforehand by the County.</p> <p>PHS-AA: Revise Construction Noise Hours of Exemption. The County Code shall be revised to incorporate the more conservative allowable hours of construction of 7am to 7pm for noise exemption in order to reduce the potential for nuisance and/or sleep disturbance from construction noise.</p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
<p>Mitigation 4.H-5: Policy PHS-9.7 shall be revised as follows to address potential non-transportation-source noise impacts from new development under the 2035 General Plan:</p> <p>PHS-9.7: Require Acoustical Study. The County shall require a project applicant to prepare an acoustical study for any proposed new residential or other noise-sensitive development when the County determines the proposed development may expose people to noise levels exceeding acceptable General Plan noise levels. Based on this acoustical study, the applicant shall incorporate mitigation measures into the project design in order to achieve the County noise standards.</p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Geology, Soils, and Seismicity				
<p>Mitigation Measure 4.I-1: The proposed 2035 General Plan Policies PHS-3.1 and PHS-3.2 shall be modified as follows:</p> <p>PHS-3.1: Consider Geologic Hazards for New Development. The County shall consider the risk to human safety and property from seismic and geologic hazards (e.g., slope/levee stability, unstable soils, expansive soils, etc.) as identified through a geotechnical investigation by a California licensed geotechnical engineer in designating the location and intensity for new development and the conditions under which that development may occur in accordance with the most current version of the County's building code. The County shall require feasible mitigation identified in the geotechnical investigations to be implemented. (Source: Existing GP, Seismic and Geologic Hazards, Policy 1, modified by EIR analysis)</p>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Geology, Soils, and Seismicity (cont.)				
PHS-3.2: <u>Location of Sensitive Land Uses</u> . The County shall not approve any of the following land uses if they are located within one-eighth of a mile of any active fault or on soil that is highly susceptible to liquefaction as identified in a geotechnical investigation by a California licensed geotechnical engineer: facilities necessary for emergency services; major utility lines and facilities; manufacturing plants using or storing hazardous materials; high occupancy structures, such as multifamily residences and large public assembly facilities; and facilities housing dependent populations, such as prisons, schools, and convalescent centers. (Source: Existing GP, Seismic and Geologic Hazards, Policy 2; modified by Local Hazard Mitigation Plan and EIR analysis)				
Mitigation Measure 4.1-2: The proposed 2035 General Plan Policies PHS-3.4 and PHS-3.5 shall be modified as follows: PHS-3.4: Liquefaction Studies. The County shall require proposals for new development in areas with high liquefaction potential to include detailed site-specific liquefaction studies by a California licensed geotechnical engineer or engineering geologist in accordance with the most current County building code. (Source: New Policy, Consultants; modified by EIR analysis) PHS-3.5: Subsidence or Liquefaction. The County shall require that all proposed structures, utilities, or public facilities within recognized near-surface subsidence or liquefaction areas be located and constructed in a manner that minimizes or eliminates potential damage. (Source: New Policy, Consultants)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.1-3: Implement Mitigation Measure 4.1-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.1-5: Implement Mitigation Measure 4.1-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.1-6: Implement Mitigation Measure 4.1-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.1-7: Implement Mitigation Measure 4.1-1 and 4.1-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Aesthetics				
Mitigation Measure 4.L-1: The following implementation program shall be added to the 2035 General Plan: <u>IS-S: The County shall work with Caltrans to ensure that any road expansions of identified scenic routes shall minimize disruption of the elements that make the route scenic (e.g., orchards, historic structures, and riparian vegetation) where feasible.</u>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-2: Implement Mitigation Measure 4.L-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-3: Implement Mitigation Measures 4.L-1 and 4.A-2.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-4: Policy NCR-7.7 shall be revised as follows: NCR-7.7: Reducing Glare and Light Pollution. The County shall encourage project designs, lighting configurations, complementary land uses, and operational practices that reduce the potential for glare during daytime hours and reduce nighttime light pollution and to protect adjacent land uses from light and glare and preserve views of the night sky. (RDR) (Source: New Policy, Consultants) To reduce lighting impacts from new signage, Implementation Measure ED-I shall be revised as follows: ED-I: Signage and Wayfinding Program. The County, in coordination with Caltrans, chambers of commerce, and the Lodi Winegrowers Association, shall develop, adopt, and maintain a comprehensive signage and wayfinding program for agritourism, wineries, recreation, and heritage sites that will help tourists easily navigate from one destination to another throughout the county. Lighting of any signage shall be designed to minimize glare for the surroundings. (Source: New Program, Consultants)	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.L-5: Implement Mitigation Measures 4.L-1 and 4.L-4.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.M-5: The following new policy shall be included in the 2035 General Plan as a means of reducing the impact on regional parkland: NCR-8.26: Regional Parkland Development. The County shall assess the feasibility of adopting a development fee program for new development to contribute to the acquisition and development of new regional parkland.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

**GENERAL PLAN 2035
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Procedures	Monitoring Responsibility	Monitoring and Reporting Action	Mitigation Schedule
Aesthetics (cont.)				
Mitigation Measure 4.M-7: Implement Mitigation Measure 4.M-5.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Utilities and Service Systems				
Mitigation Measure 4.N-5: The County shall include the following new policy in the proposed 2035 General Plan: <u>IS-1.18: Landfill Capacity. The County shall analyze remaining landfill capacity and continue to implement solid waste diversion programs in order to increase the rate of diversion across all communities and increase the usable life of existing landfill disposal facilities.</u>	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.N-9: Implement Mitigation Measure 4.N-5.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mineral Resources				
Mitigation Measure 4.O-1: The following implementation measures shall be added to the 2035 General Plan: NCR-NEW1: Protection of Mineral Resource Sites. The County shall discourage the development of incompatible land uses, as defined by the State Mining and Geology Board (SMGB), within or immediately adjacent to existing and potential mineral resource sites, including existing and new MRZ-2 (Mineral Resource Zone 2) zones identified by Surface Mining and Reclamation Act (SMARA) and locally important mineral resource sites as they are identified in the future such that the development would impede or preclude mineral extraction or processing.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan
Mitigation Measure 4.O-2: Implement Mitigation Measure 4.O-1.	Inclusion in 2025 General Plan	San Joaquin County Community Development Department	Verify prior to adoption of General Plan	Prior to adoption of General Plan

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Attachment E **Findings for Subdivision** **and for** **CEQA §15183 Exemption** **Compliance**

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FINDINGS FOR SUBDIVISION

PA-2200056

1. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan, any applicable Specific Plan, pre-existing Special Purpose Plan or Master Plan, the Development Title, and other applicable provisions of the County Code.
 - **This finding can be made because the project site has the General Plan designation and the zoning of Rural Residential (R/R; R-R) which may conditionally permit a residential subdivision with an approved subdivision application. The subdivision's proposed lot size average is 1.27 acres, which meets the General Plan minimum size for the R/R designation of 1 to 5 acres and meets the Development Title standard of a minimum of one (1) acre for the R-R zone. The proposed subdivision will also be consistent with the development density established by the General Plan for the R/R designation which ranges from 0.2 to 1.0 dwelling per acre. The project site is located in the Rural Community of Collierville, a community for which the General Plan has no specific plan. There are no other Master Plans, Specific Plans, or Special Purpose Plans in the vicinity.**
2. The site is physically suitable for the type of development and the proposed density of the development.
 - **This finding can be made because the 78.76-acre site is of adequate size and shape to accommodate the proposed 54 lot subdivision, allowing parcel to meet the minimum size requirement to allow ample building envelopes wherein residences can be constructed; roadways, and other requirements of the Development Title can also be accommodated, as depicted on the Revised Site Plan dated November 23, 2023. The General Plan density for the R/R designation is a minimum of 0.2 units per acre to a maximum of 1.0 unit per acre. The proposed density of one (1) acre lots means the development is consistent with the General Plan density requirements.**
3. The proposed subdivision, together with the provisions for its design and improvement, are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat, unless an Environmental Impact Report (EIR) was prepared and a finding was made that specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible, pursuant to Section 21081(a)(3) of the Public Resources Code.
 - **This finding can be made because an Environmental Impact Report (EIR) was performed in 2014 for the 2035 General Plan which concluded that some environmental impacts were less than significant with mitigation measures while some impacts were significant and unavoidable. General Plan policies and implementing actions that address biological diversity and ecological integrity that are relevant to this project include protecting wetlands by prohibiting development in existing wetland areas and implementing the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan to mitigate biological impacts resulting from open space land conversion**
4. The proposed subdivision, together with the provisions for its design and improvement, is not likely to cause serious public health problems.
 - **This finding can be made because the project will be conditioned to meet San Joaquin County development regulations that protect public health, safety, and welfare and ensure the project is not injurious to adjacent properties.**
5. The proposed subdivision, together with the provisions for its design and improvement, will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision. The County may approve a map if it finds that alternative easements for access or for use will be provided and that these easements will be substantially equivalent to ones previously acquired by the public.

- **This finding can be made because the proposed subdivision will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision as there are no such known easements.**
6. Water and wastewater disposal services will be available and sufficient to serve a proposed subdivision. If the subdivision has more than 500 dwelling units, this finding must be in accordance with Section 66473.7 of the Subdivision Map Act.
- **This finding can be made because the project is conditioned to be served by a public water system that can provide adequate domestic and fire water supply for the subdivision. As there is no public water system currently available, the applicant/developer is required to provide a public water system with a non-County maintenance entity that conforms to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works.**
- The rural residential subdivision is permitted to utilize individual, on-site septic systems for wastewater disposal provided there is a public water system and public storm drain system. A will service letter from County Service Area #29 ensuring the provision of storm water service has been submitted by the applicant. Provide the applicant is able to provide the required public water system, wastewater disposal will take place with on-site septic system.**
7. Any land or improvement to be dedicated to the County or other public agency is consistent with the General Plan, any applicable Specific Plan, pre-existing Special Purpose Plan, or Master Plan, and any other applicable plan adopted by the County.
- **This finding can be made because the land to be dedicated to the County, including land dedication to result in a 42-foot wide right-of-way from the centerline of Liberty Road and from the centerline of Lower Sacramento Road, is consistent with the Development Title.**
8. The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision.
- **This finding can be made because the proposed subdivision, as designed, can make use of passive heating and cooling; a residence could be located on the proposed new parcels to face westerly, allowing the afternoon sun to passively or actively with the use of rooftop solar panels, heat the new homes.**

CEQA §15183 Exemption Compliance Finding

1. Substantial evidence in the record demonstrates that the Project is consistent with the 2035 San Joaquin County General Plan Environmental Impact Report (GP EIR) certified by Board of Supervisors on December 13, 2016, in accordance with the California Environmental Quality Act (CEQA) and the Project is consistent with the development density and intensity of the General Plan. Therefore, pursuant to Public Resources Code §21083.3 and CEQA Guideline §15183, no further environmental documentation is required.

Public Resources Code § 21083.3 and its companion Guideline §15183 provide a CEQA exemption for projects that are consistent with a General Plan, Community Plan, or zoning ordinance where an EIR was prepared for such policy documents. The GP EIR expressly provides that document can be used to streamline “future environmental review...pursuant to Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183.” The General Plan designates this Property for rural residential uses (R/R) with a density range of 0.2 to 1.0 residential units per acre. The County Development Title authorizes a subdivision of 54 lots of 1 acre or more in the Rural Residential (R-R) zone, in which the Project is located, subject to an approved Subdivision application. Therefore, the Project is consistent with the development density of the General Plan and implementing Development Title. Further, the County prepared a “§15183 CEQA Checklist” for the Project to determine whether there are any project-specific aspects that will result in significant environmental effects above and beyond those addressed in the GP EIR. That document determined that no such effects would occur. Accordingly, the Project qualifies for the §15183 exemption and a Notice of Exemption shall be filed.

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Attachment F **Conditions of Approval**

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CONDITIONS OF APPROVAL

PA-2200056

STONECLIFF DEVELOPMENT INC. AND VENTANA DEVELOPMENT COMPANY, INC.
DILLON AND MURPHY

Major Subdivision No. PA-2200056 was approved by the Planning Commission on . The effective date of approval is . This tentative map approval will expire on , which is three (3) 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: Community Development Department, [209] 468-3121)
 - a. **TENTATIVE MAP:** The Parcel Map shall substantially conform to the approved revised tentative map dated November 23, 2023.
 - b. **MITIGATION MONITORING AND REPORTING PROGRAM:** The project shall comply with all required mitigations included in the General Plan 2035 EIR MMRP dated December 13, 2016.
 - c. **RIGHT TO FARM:** Pursuant to San Joaquin County Code Section 6-9004(b), the following note shall be placed on the Parcel Map and recorded as a separate instrument:
 1. All persons purchasing parcels 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 inconveniences or discomforts shall not be considered to be a nuisance.
 - d. **LOT SIZE AND WIDTH:** The following lot size and width regulations shall apply to this map:
 1. The lot width of individual lots, measured at such distance back from the front lot line as is required for the depth of the front yard, must be equal to or greater than 105 feet with the exception of corner lots which must be equal to or greater than 50 feet in width. (Development Title Section 9-203.030[a][3])
 2. All parcels shall be a minimum of 1 acre in size. (Development Title Table 9-203.030)
 - e. **ROAD NAMES:** All subdivision road names shall be submitted to the Community Development Department for approval by the Director. Contact Rafedah Carella at 209-468-3138 for road name standards. (Development Title Section 9-1150.18)
 - f. **RIPARIAN HABITAT:** Parallel to any waterway or wetland, a natural open space area for riparian habitat and waterway protection shall be maintained to provide nesting and foraging habitat and the protection of waterway quality. The minimum width of said open space shall be one-hundred (100) feet, measured from the mean high water level of the natural bank or fifty (50) feet back from the existing riparian habitat, whichever is greater. Water-dependent uses may be permitted in this buffer.
 1. The mean high water level and the edge of the riparian habitat parallel to the unnamed creek and wetland areas shall be shown on the Final/Parcel Map. The open space buffer required above shall be shown on the Final/Parcel Map with the following note:

Pursuant to Section 9-707.030 of the San Joaquin County Development Title, this area is designated as a natural open space for riparian habitat and waterway and wetland protection. No development other than water dependent uses shall be permitted in this space.

- g. **NATURAL RESOURCES / TREE PRESERVATION:** Future development on the parcel(s) shall be consistent with the requirements of the County's Tree Preservation Ordinance (Development Title Section 9-400.080). The following note shall be placed on the Final/Parcel Map and also shall be recorded as a separate instrument:
 - 1. The removal of a Native Oak Tree, Heritage Oak Tree, or Historical Tree shall require an approved Improvement Plan application. Replacement of any tree removed under Development Title Section 9-400-080 shall be as specified in Section 9-400-080.
- h. **CULTURAL RESOURCES:** If, in the course of development, prehistoric or historic-period materials are encountered, all work in the vicinity of the find shall halt until an archaeologist can evaluate the materials and make recommendations for further action. 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.
- i. **LANDSCAPING:** Landscaping shall be provided and comply with the following:
 - 1. Trees are required as specified in Section 9-402.050 of the Development Title and shall be planted prior to the finalizing of the building permit(s).
- j. **DEVELOPMENT REQUIREMENT:** The following development requirements apply and shall be shown on the Parcel Map:
 - 1. Prior to any grant of approval for a development project or issuance of a building permit on the "Designated Remainder," the requirements of Chapter 9-602 (Water Systems) of the San Joaquin County Development Title shall be met.

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. DEPARTMENT OF PUBLIC WORKS (Contact: [209] 468-3000)

- a. All improvements shall be in conformance with the current Improvement Standards and Specifications of the County of San Joaquin. All improvement plans and specifications shall include grading plan for each individual lot. The improvement plans and specifications are subject to plan check, field inspection fees and must be approved by the County of San Joaquin Department of Public Works prior to approval of the Final Map. (Development Title Section 9-802.02[c], Section 9-505, Section 9-600 and R-92-814)
- b. If improvements referred to herein are not completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin ensuring the completion of improvements within one (1) year after approval of the Final Map. (Development Title Section 9-600.020[j])

- c. If improvements are partially or fully completed prior to approval of the Final Map, the subdivider shall execute an agreement with the County of San Joaquin to warranty the public improvements offered for acceptance by the County for one (1) year after acceptance by the Board of Supervisors.
- d. Dedication to result in a 42-foot-wide right-of-way from the centerline of Liberty Road to the property line shall be required on the Final Map. Liberty Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060(a)(2))
- e. Dedication to result in a 42-foot-wide right-of-way from the centerline of Lower Sacramento Road to the property line shall be required on the Final Map. Lower Sacramento Road shall be improved to County standards for an 84-foot-wide right-of-way Rural Arterial/Expressway road. (Development Title Section 9-608.060(a)(2))
- f. All roads within the subdivision shall be dedicated on the Final Map and improved to County Standards for a 50-foot right-of-way Rural Residential street. (Development Title Sections 9-501.070, 9-608.010[c][4] and 9-608.060[a][2])
- g. Access rights shall be dedicated and restricted for lots 19-30 along the frontage of Liberty Road on the Final Map. (Development Title Section 9-608.060)
- h. Access rights shall be dedicated and restricted for lots 1, 34 and 35 along the frontage of Lower Sacramento Road on the Final Map. (Development Title Section 9-608.060)
- i. Terminal drainage is required for the entire subdivision (including lots). A community detention pond shall be provided in accordance with the County standards and provide adequate drainage for the entire subdivision, including the lots. Hydrologic and hydraulic analyses shall be provided and demonstrate that all property, both downstream and upstream of the discharge, will not be subject to a higher flood level as a result of the proposed drainage. The storm drainage system, including the basin and all storm drainage appurtenances, shall be included on the improvement plans. (Development Title Section 9-606.010)
- j. It is the responsibility of the applicant to obtain all required regulatory permits for all work within the unnamed channel.
- k. The project shall be served by a public water system conforming to the requirements of the San Joaquin County Environmental Health Department and the Department of Public Works. The system shall provide adequate domestic and fire water supply in conformance with the requirements of the County Fire Warden and the local Fire District. The water system design, including all required wells and any necessary treatment systems, shall be included on the improvement plans. (Development Title Section 9-602.010)
- l. Street lighting shall be provided for the proposed subdivision at intersections in accordance with San Joaquin County's Improvement Standards. (Development Title Section 9-608.120)
- m. Annexation into County Service Area 29 for storm drainage and street lighting services shall be required prior to approval of the Final Map.
- n. The subdivider shall agree to pay user fees for CSA 29 services (storm drainage and street lighting) from the time improvements are accepted by the County until the lots are placed on the County tax rolls.
- o. A Community Services District or other non-County public utility agency shall be formed prior to approval of the Final Map to provide for the operation, maintenance, and improvement of the water system. (General Plan Policy IS-2.6)
- p. Water meters shall be installed on all water services. (Board of Supervisors Order B-91-650)
- q. An Offer of Dedication of groundwater rights is required on the Final Map.

- r. All utilities shall be underground except power transmission facilities of a 35 KV or greater. Public utility easements shall be provided along the road frontage of the subdivision and as required by the public utility companies. (Development Title Section 9-609.020)
- s. A Preliminary Soils Report is required in accordance with the County Standards for the purpose of determining the R-Value for the design of the roads. (Development Title Section 9-505.020)
- t. A grading plan shall be submitted as a part of the improvement plans and approved prior to approval of the Final Map. The grading plan shall contain the information listed in the California Building Code (CBC) Appendix J Section J104.2, complete drainage details and elevations of adjacent parcels. Retaining wall details shall be submitted where applicable. (Grading that disturbs more than one acre will require a National Pollutant Discharge Elimination System permit.)
- u. All traffic signs and markings shall conform to the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), and/or San Joaquin County Standards and shall be shown on the improvement plans. (Development Title Section 9-608.010)
- v. The developer shall obtain all necessary permits from the San Joaquin Valley Air Pollution Control District for operation of stand-by generators in conjunction with water well facilities.
- w. The applicant and/or future property owners shall keep the unnamed creek free of all obstacles that impede the flow of water. Any alteration to the ditches will require a Watercourse Encroachment permit from the Department of Public Works.
- x. For future development of "Designated Remainder", services shall be provided in accordance with the adopted County Development policies for "Division 11: Infrastructure Standards and Requirements" of the San Joaquin County Development Title and shall be noticed by a statement on the Final Map. (Development Title Section 9-606.060[b])
- y. The applicant/developer shall pay a fair share contribution for the improvements of the following intersections prior to recording the Final Map:
 - 1. \$27,231 for the improvements to Liberty Road and Lower Sacramento Road.
 - 2. \$5,147 for the improvements to Kost Road and Lower Sacramento Road.
 - 3. \$60,480 for the improvements to Liberty Road and West Frontage Road.
 - 4. \$31,600 for the improvements to Liberty Road and East Frontage Road.
- z. This project is a NPDES Region-Wide Permit requirements and shall comply with the following conditions. Prior to release of the building permit, plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-3605):
 - 1. Treatment: A registered professional engineer shall design the site to treat the 85th percentile storm as defined in the County's 2021 Storm Water Quality Control Criteria Plan (SWQCCP).
 - 2. Hydromodification: A registered professional engineer shall design the site to comply with the volume reduction requirement outlined in the County's 2021 SWQCCP.
 - 3. Trash: A registered professional engineer shall design the site to comply with the trash control requirements outlined in the County's 2023 SWQCCP.
- aa. Prior to release of the building permit, the owner shall enter into an agreement with the San Joaquin County for post-construction maintenance of stormwater quality facilities.

- bb. Prior to release of the building permit the applicant shall submit the storm Water Pollution Prevention Plan (SWPPP) to Public Works. A copy of the approved SWPPP and all required records, updates, test results and inspection reports shall be maintained on the construction site and be available for review upon request.
- cc. Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works for file. Contact the SWRCB at (916) 341-5537 for further information.
- dd. Prior to release of building permits all new construction and the substantial improvement of any structure or tanks in the area of special flood hazard shall be elevated or floodproofed in accordance to San Joaquin County Ordinance Code Section 9-1605.12(a), (b), and (c). Plans and calculations shall be submitted and approved by the Public Works Department – Water Resources Division (209-468-9360).

Informational Notes:

- i. Any construction activity that results in the disturbance of at least one (1) acre of soil shall require a State NPDES construction permit. Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one (1) acre of soil and is not part of a larger plan of development, are required to obtain coverage under the current General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and 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.

3. ENVIRONMENTAL HEALTH DEPARTMENT (Contact: [209] 468-3420)

- a. A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map. (San Joaquin County Development Title, Section 9-905.12)

NOTE: The Environmental Health Department received a surface and subsurface contamination report (Service Request #SR0085053) dated March 23, 2022, that has been approved.

- b. A soil suitability and nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to recordation of final map. (San Joaquin County Development Title, Section 9-1105.2(d)). The fee will be based on the current schedule at the time of payment.

The sewage disposal system shall comply with the onsite wastewater treatment systems standards of San Joaquin County prior to approval. A percolation test conducted in accordance with the E.P.A. Design Manual - Onsite Wastewater and Disposal Systems is required for each parcel. The fee will be based on the current schedule at the time of payment.

NOTE: The Environmental Health Department received and reviewed a soil suitability nitrate loading study dated April 13, 2020 (Service Request# SR0081892) and has been Conditionally approved. Prior to issuance of building permit(s), an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department. Be advised that any additional time required to review the addendum will be billed at current schedule rate. A sewage disposal area as indicated by the soil suitability study and/or percolation tests must

be shown for each parcel on the final subdivision improvement plans (San Joaquin County Development Title, Section 9-1105.2).

- c. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2)
- d. Any Submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) prior to issuance of building permits and at least six months before initiating construction of any water related improvement, as defined. The issuance of a permit to operate a small public water system by the local primacy agency, EHD, is prohibited without the concurrence of the Water Board. Please contact Gena Farley at Gena.Farley@waterboards.ca.gov or 209-948-7488 with the SWRCB Division of Drinking Water concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

If the Water Board determines that an onsite well shall be used as the potable water source, a permit application to operate Small Public Water System shall be submitted to the EHD for approval prior to issuance of building permits. To issue a permit to operate, concurrence from the Water Board is required. A yearly permit to operate a public water system will be required by the Environmental Health Department prior to sign off of the certificate of final occupancy (San Joaquin County Development Title, Section 9-602.010 and 9-601.030.).

The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-602.010 and 9-601.030 and C.C.R., Title 22, and Health and Safety Code, Section 116525 116570.

- e. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).
- f. Designated Remainder: The designated remainder parcel is non-buildable for living structures until the Environmental Health Department receives and approves a Soil Suitability and Nitrate Loading Study showing the remainder parcel is suitable for septic system usage including a percolation test (San Joaquin County Development Title, Section 9-1105.11(b)).
- g. Destroy any abandoned well(s) under permit and inspection by the Environmental Health Department as required by San Joaquin County Development Title, Section 9-1115.5(e).
- h. Construction of an individual domestic water well under permit and inspection by the Environmental Health Department is required at the time of development (San Joaquin County Development Title, Section 9-1115.3).
- i. 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).
- j. In areas zoned Rural Residential, where parcels one (1) acre or more in size suitability of an area for septic tank usage will be considered if served by a public water system and public storm drainage system (San Joaquin County Development Title, Section 9-1105.2 (d)(6)).

4. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Contact: [209] 235-0600)

- a. This project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The applicant must provide a Certificate of Payment prior to issuance of any grading or building permits.

5. SAN JOAQUIN COUNTY DEPARTMENT OF PARKS AND RECREATION (Contact: [209] 953-8800)

- a. The San Joaquin County Department of Parks and Recreation will require the payment of fee in-lieu of land dedication as a condition of the project. Based on the information provided in

Development Title Section 9-1230, et al, the fee is \$15,260.61.

6. WILTON RANCHERIA (Contact: [916] 683-6000 x. 2023)

- a. The developer shall coordinate with representatives from Wilton Rancheria to allow for the following measures:
 1. Wilton Rancheria is to be allowed to perform a Pedestrian Survey, either with or without an archaeologist, prior to the start of construction.
 2. Wilton Rancheria is to be allowed to perform Cultural Awareness training to all on-site staff and crew of the developer prior to the start of construction or ground disturbing activities.
 3. Wilton Rancheria is to be allowed to have a Tribal Monitor on site for all ground disturbing activities associated with the project, compensated by the developer.