# VOLUME III

## DRAFT EIR APPENDICES A - G

# APPENDIX A

# NOTICE OF PREPARATION AND INITIAL STUDY

# NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

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# NOTICE OF PUBLIC SCOPING MEETING & PUBLIC REVIEW PERIOD

July 22, 2008 THROUGH August 20, 2008

ADMINISTRATIVE OFFICE
OF THE COURTS
455 Golden Gate Avenue
San Francisco, CA
94102-3688
Tel 415-865-4200
TDD 415-865-4272
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www.courtinfo.ca.gov

## Proposal to Construct a New Courthouse for the City of Stockton, CA in San Joaquin County

In accordance with the California Environmental Quality Act (CEQA), the purpose of this Notice of Preparation (NOP) is to inform interested parties that the Administrative Office of the Courts (AOC), the staff agency of the Judicial Council of California, is preparing a Draft Environmental Impact Report (EIR) for the proposed construction of the New Stockton Courthouse in Stockton, California. The project is in the scoping phase; AOC is soliciting public input regarding the EIR's scope and content.

The proposed courthouse property is located downtown in Hunter's Square Plaza, immediately west of the existing San Joaquin County Courthouse at 222 East Weber Avenue (**See the enclosed figure**). The new courthouse building will face Weber Avenue, will be approximately eleven stories tall, and will have approximately 300,000 building gross square feet. The new courthouse will have 30 courtrooms compared to the existing building's 22 courtrooms. The new courthouse will primarily support civil, felony, misdemeanor, juvenile delinquency, and family law functions. The courtrooms will have a secure circulation system to increase courthouse security, and all courtrooms will have holding capability for in-custody detainees to maximize functional flexibility of the courtrooms.

The AOC has also identified an alternative site at Madison and Washington Streets, which is located approximately two miles southwest of the Hunter's Square site. The EIR will also analyze this alternative.

The AOC is responsible for implementation of the Trial Court Facilities Act of 2002, Senate Bill 1732, which requires the transfer of responsibility for funding and operation of trial court facilities from California counties to the State of California. San Joaquin County transferred responsibility for the Stockton Courthouse to the State in 2007. The Superior Court of California, County of San Joaquin (Superior Court) has facilities in the Stockton Courthouse; the Juvenile Justice Center in French Camp; and courthouses in Lodi, Manteca, and Tracy. The Superior Court also recently began operations in the new downtown Stockton Courthouse Annex located at 540 East Main Street. After completion of the proposed new courthouse, the Superior Court will vacate its current space in the County Administration Building and the Stockton Courthouse Annex.

## WHY THIS NOTICE?

The purpose of this notice is to provide you with the opportunity to learn more about the proposed project and to provide comments to the AOC concerning the scope and content of the environmental information to be presented in the Draft EIR.

## HOW DO YOU PARTICIPATE?

The AOC encourages your participation. The AOC will hold a public meeting at the location listed below on **July 30, 2008 from 2:00 PM to 4:00 PM** to discuss the NOP and the Draft EIR and receive public comments. Persons who need reasonable accommodation for the meeting should contact Mr. Ripperda at 916-263-8865. Twenty-four hour advance notice is requested.

**Public Meeting Location:**
San Joaquin Regional Transit District (RTD)
Downtown Transit Center Boardroom
421 E. Weber Avenue
Stockton, CA 95202

For additional information or to provide written comments on the scope of the project EIR, please contact:

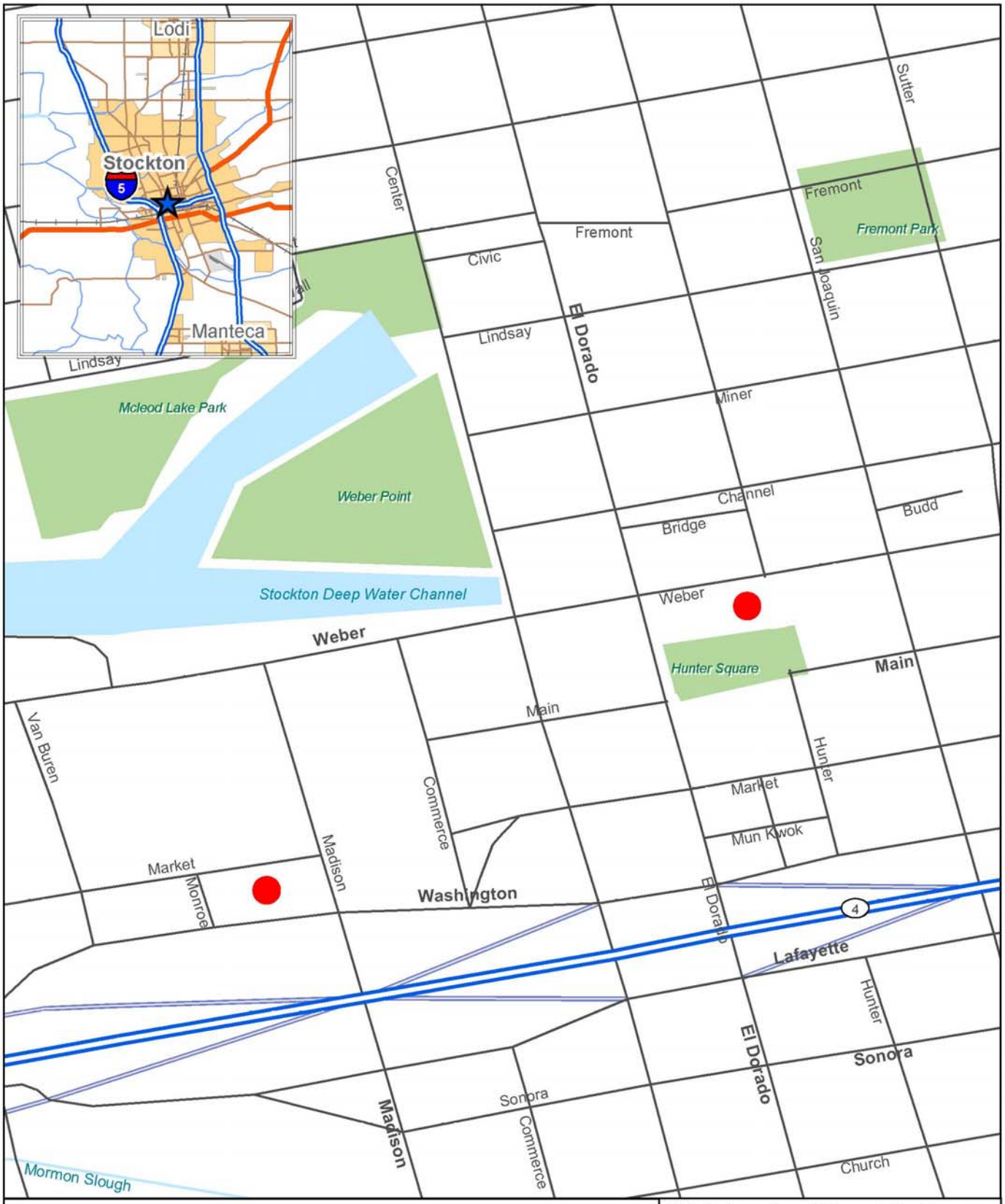
Mr. Jerome Ripperda
Administrative Office of the Courts
Northern/Central Regional Office
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833-3509
E-mail: Jerry.Ripperda@jud.ca.gov or FAX: 916-263-8140.
For questions, call: 916-263-8865

**All mail must be postmarked by 5 PM on August 20, 2008. The deadline for e-mailed comments or faxed comments is 5 PM on August 20, 2008.**

You may download a copy of the Initial Study from the following website:
http://www.courtinfo.ca.gov/programs/occm/projects_sanjoaquin.htm
In addition, copies of the Initial Study document will be available for review in the government document repositories of the following locations:

Community Development
Department, Planning Division
City Hall
425 N. El Dorado Street
Stockton, CA 95202

Stockton Main Library
605 N. El Dorado St.
Stockton, CA 95202


Lodi
Stockton
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Manteca
Lindsay
Center
Fremont
Civic
Lindsay
El Dorado
Sutter
Fremont
Fremont Park
San Joaquin
Miner
Channel
Bridge
Budd
Mcleod Lake Park
Weber Point
Stockton Deep Water Channel
Weber
Weber
Hunter Square
Main
Main
Van Buren
Commerce
Hunter
Market
Mun Kwok
Market
Monroe
Madison
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El Dorado
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Sonora
Commerce
Church
Mormon Slough
Proposed site locations
TETRA TECH
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Administrative Office of the Courts, Judicial Council of California
FIGURE 1.
Vicinity Map
Proposed project location for the new Stockton Courthouse

**STOCKTON COURTHOUSE FOR THE SUPERIOR COURT OF CALIFORNIA, COUNTY OF SAN JOAQUIN:**

**Initial Study**

**Issue Date: July 22, 2008**

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*Prepared for:*

**Judicial Council of California**
Administrative Office of the Courts
455 Golden Gate Avenue
San Francisco, California 94102-4272

*Prepared by:*

**TETRA TECH EM INC.**
135 Main Street, Suite 1800
San Francisco, California 94105
(415) 543-4880

Master Agreement No. MA-200306
Work Order No. 6
Work Authorization Reference No. 134

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## 1.0 INTRODUCTION

The Administrative Office of the Courts (AOC) is the staff agency of the Judicial Council of California. The AOC is responsible for implementation of the Trial Court Facilities Act of 2002, landmark legislation that shifts governance of California courthouses from California counties to the State of California. The AOC began negotiations for transfer of responsibility of all trial court facilities from the counties to the State in 2004.

The AOC proposes to construct a new 300,000-square foot courthouse facility containing 30 courtrooms in the City of Stockton for the Superior Court of California, County of San Joaquin (Superior Court). This project would bring the total number of courtrooms in downtown San Bernardino to 30 courtrooms, 8 courtrooms more than the current total. The proposed site is located on City-owned and privately-owned land, adjacent to the existing courthouse complex.

The AOC will act as the California Environmental Quality Act (CEQA) Lead Agency for this project, as discussed further in the following section. Therefore, the AOC is responsible for implementing the CEQA review process for this project, including preparation and adoption of the Initial Study and Environmental Impact Report.

## 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with Government Code Section (§) 70391 and CEQA (Public Resources Code Section 21000-21177) and pursuant to § 15063 of Title 14 of the *California Code of Regulations*, the Judicial Council typically acts as the CEQA Lead Agency for courthouse projects. The Judicial Council has delegated its project approval authority to the Administrative Director of the Courts (ADOC). The ADOC considers a project's potential environmental impacts in its evaluation of the proposal project. If the ADOC finds that there is no evidence that the project (either as proposed or modified to include mitigation measures) may cause a significant effect on the environment, then the ADOC will find that the proposed project will not have a significant effect on the environment and will adopt a Negative Declaration for the project. Alternatively, if the ADOC finds evidence that any aspect of the proposed project may cause a significant environmental effect (after addition of mitigation measures), the ADOC will determine that an Environmental Impact Report (EIR) is necessary to analyze project-related and cumulative environmental impacts. The determination to prepare a Mitigated Negative Declaration rather than an EIR can be made only if "there is no substantial evidence in light of the whole record before the Lead Agency" that such impacts may occur (Public Resources Code Section 21080).

## 1.2 PURPOSE

The purposes of this Initial Study are to:

1. Facilitate environmental assessment early in the design of the project

2. Provide the ADOC with information to use as the basis for deciding whether to prepare an EIR or Negative Declaration
3. Eliminate unnecessary EIRs
4. Enable the AOC to modify the proposed project to mitigate significant environmental impacts in order to avoid preparation of an EIR
5. Provide factual documentation for a Negative Declaration finding that the proposed project will not have a significant environmental effect

§ 15063 of the CEQA Guidelines identifies the following specific disclosure requirements for inclusion in an Initial Study:

1. A description of the project, including the location of the project
2. An identification of the environmental setting
3. An identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries
4. A discussion of ways to mitigate any significant effects identified in the Initial Study
5. An examination of whether the project is compatible with existing zoning, plans, and other applicable land-use controls
6. The name of the person or persons who prepared or participated in preparation of the Initial Study

## 2.0 PROJECT DESCRIPTION

The AOC proposes to construct a new courthouse in the City of Stockton for the Superior Court of California, County of San Joaquin. The proposed courthouse property is located downtown in Hunter's Square Plaza, immediately west of the existing San Joaquin County Courthouse at 222 East Weber Avenue. The new courthouse building will face Weber Avenue, will be approximately eleven stories tall, and will have approximately 300,000 building gross square feet. The new courthouse will have 30 courtrooms compared to the existing building's 22 courtrooms. The new courthouse will primarily support civil, felony, misdemeanor, juvenile delinquency, and family law functions. The courtrooms will have a secure circulation system to increase courthouse security, and all courtrooms will have holding capability for in-custody detainees to maximize functional flexibility of the courtrooms.

The AOC has also identified an alternative site at Madison and Washington Streets, which is located approximately two miles southwest of the Hunter's Square site. The EIR will also analyze this alternative.

The AOC is responsible for implementation of the Trial Court Facilities Act of 2002, Senate Bill 1732, which requires the transfer of responsibility for funding and operation of trial court facilities from California counties to the State of California. San Joaquin County transferred responsibility for the Stockton Courthouse to the State in 2007. The Superior Court of California, County of San Joaquin (Superior Court) has facilities in the Stockton Courthouse; the Juvenile Justice Center in French Camp; and courthouses in Lodi, Manteca, and Tracy. The Superior Court also recently began operations in the new downtown Stockton Courthouse Annex located at 540 East Main Street. After completion of the proposed new courthouse, the Superior Court will vacate its current space in the County Administration Building and the Stockton Courthouse Annex.

# 3.0 INITIAL STUDY CHECKLIST

## 3.1 PROJECT INFORMATION

The proposed project is described in Section 2.0. Specific project information is provided in Table 2.

**Table 2. Project Information**

| | | |
|---|---|---|
| **1.** | **Project title: New Stockton Courthouse** | |
| **2.** | **Lead agency name and address:** | Administrative Director of the Courts<br>Administrative Office of the Courts<br>455 Golden Gate Avenue<br>San Francisco, CA 94102-3660 |
| **3.** | **Contact person and phone number:** | Jerome Ripperda, Environmental Analyst<br>Administrative Office of the Courts<br>Office of Court Construction and Management<br>2860 Gateway Oaks Drive, Suite 400<br>Sacramento, CA 95833-3509<br><br>Phone: (916) 263-8865<br>Fax: (916) 263-8140<br>e-mail: Jerry.Ripperda@jud.ca.gov |
| **4.** | **Project location:** The project is in Stockton in San Joaquin County. The project site is at the intersection of Weber Ave. and Hunter St. | |
| **5.** | **Assessor Parcel Number:** 149-020-03, 05, 06, 07, 12, and a portion of APN 149-160-01 | |
| **6.** | **General plan designation:** Commercial | |
| **7.** | **Zoning:** Commercial Downtown | |
| **8.** | **Description of project:** Refer to Section 2.0, Project Description. | |
| **9.** | **Surrounding land uses and setting:** Commercial and government, downtown. | |
| **10.** | **Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):** The City Council and Redevelopment Authority to approve property transfer to AOC | |

## 3.2 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. Table 3 lists the environmental resources evaluated in this Initial Study. The environmental analysis in this section uses a slightly modified version of the CEQA Guidelines' checklist for the environmental review process.[1]

[1] The checklist is available at <http://ceres.ca.gov/ceqa/guidelines/pdf/appendix_g-3.pdf>.

**Table 3. Environmental Resources Analyzed in This Initial Study**

| | |
|---|---|
| Aesthetics | Land Use Planning |
| Agricultural Resources | Mineral Resources |
| Air Quality | Noise |
| Biological Resources | Population and Housing |
| Cultural Resources | Public Services |
| Geology and Soils | Recreation |
| Hazards and Hazardous Materials | Transportation/Traffic |
| Hydrology and Water Quality | Utilities and Service Systems |

As a preliminary environmental assessment, this Initial Study determines whether potentially significant impacts exist that warrant additional analysis and comprehensive mitigation measures to minimize the level of impact to environmental resources. The assessment analyzes on-site, off-site, long-term, direct, indirect, and cumulative impacts for the construction and operation of the proposed project. For each environmental resource, the Initial Study poses questions with four possible responses for each question:

- **No Impact.** The environmental issue does not apply to the project, and the project will therefore have no environmental impact.
- **Less Than Significant Impact.** The environmental issue does apply to the project site, but the associated impact will be below thresholds that the ADOC considers significant.
- **Potentially Significant Impact Unless Mitigated.** The project will have the potential to produce significant impacts to the environmental resource. However, mitigation measures modifying the project will reduce environmental impacts to a less-than-significant level.
- **Potentially Significant Impact.** The project will produce significant impacts, and further analysis is necessary.

Table 4 lists the initial evaluation of the proposed project's environmental effects.

## Table 4. CEQA Checklist

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **1. AESTHETICS/VISUAL RESOURCES–Will the project:** | | | | |
| a) Substantially degrade the existing visual character or quality of the site and its surroundings?<br>***The proposed additional buildings along with the proposed elimination of the existing fountain and plaza would alter Downtown Stockton's visual character, resulting in potentially significant impacts.*** | X | | | |
| b) Have a substantial adverse affect on a scenic vista?<br>***The AOC does not expect the proposed project to affect scenic vistas.*** | | | | X |
| c) Substantially damage scenic resources?<br>***Per above***. | | | | X |
| d) Create a new source of substantial light or glare that will adversely affect day or nighttime views?<br>***This project will add additional nighttime light and daytime glare, but the impact will be similar to other light sources in the immediate vicinity.*** | | | X | |
| **2. AGRICULTURAL RESOURCES–Will the project:** | | | | |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural uses?<br>***Since the proposed project is in downtown Stockton and is already used for non-agricultural uses, the project will not convert the project site to non-agricultural uses. The Draft EIR will not discuss this issue further.*** | | | | X |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?<br>***Per above. The Draft EIR will not discuss this issue further.*** | | | | X |
| c) Involve other changes in the existing environment, which could result in conversion of Farmland, to non-agricultural use?<br>***Per above. The Draft EIR will not discuss this issue further.*** | | | | X |
| **3. AIR QUALITY–Will the project:** | | | | |
| a) Conflict with or obstruct implementation of the applicable air quality plan?<br>***The AOC does not expect the proposed project to produce population growth. The EIR will evaluate whether the project is consistent with the air quality management plan.*** | | X | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?<br>***The proposed project will produce air emissions during construction and from traffic-related sources during operation. Impacts from these emissions could be potentially significant, but the air quality analysis will indicate whether mitigation measures may reduce impacts to less than significant.*** | | X | | |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?<br>***Per above.*** | | X | | |
| d) Expose sensitive receptors to substantial pollutant concentrations?<br>***Per above.*** | | X | | |
| e) Create objectionable odors affecting a substantial number of people?<br>***The project will produce odors from construction-related diesel exhaust and courthouse operations traffic, but the AOC does not believe the project will produce odors that will affect a substantial number of people.*** | | | X | |
| f) Conflict with the state goal of reducing greenhouse gas emissions in California to 1990 levels by 2020, as set forth by the timetable established in Assembly Bill (AB) 32, California Global Warming Solutions Act of 2006?<br>***The EIR will evaluate the project's conformity with AB 32.*** | | X | | |
| **4. BIOLOGICAL RESOURCES–Will 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 (DFG) or U.S. Fish and Wildlife Service (USFWS)?<br>***The proposed project site is a developed area and devoid of habitat (including vegetation, riparian areas, wetlands, etc.) that would support candidate, sensitive, or special status species. Therefore, the AOC believes the project will have no effect. The Draft EIR will not discuss this issue further.*** | | | | X |
| 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 DFG or USFWS?<br>***Per above. The Draft EIR will not discuss this issue further.*** | | | | X |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act?<br>***Per above. The Draft EIR will not discuss this issue further.*** | | | | X |
| 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?<br>***Per above. The Draft EIR will not discuss this issue further.*** | | | | X |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?<br>***Stockton's tree preservation policies protect "heritage trees," which the City defines as any* Quercus lobata *(Valley Oak)* Quercus agrifolia *(Coast Live Oak), and* Quercus wislizenii *(Interior Live Oak) that have a trunk diameter of at least 16 inches. The proposed project will remove several trees, but there are no "heritage trees" on the project site. Therefore, the project will not have an impact on biological resources protected by local policies or ordinances.*** | | | | X |
| 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?<br>***There are no conservation plans encompassing the project site. The project site is currently a parking area and a plaza, and it is within the "No Pay" classification area of the San Joaquin Multi-Species Habitat Conservation and Open Space Plan. The project will not produce population growth, and will not provide infrastructure that will induce population growth. Therefore, the project will have no impacts.*** | | | | X |
| **5. CULTURAL RESOURCES–Will the project:** | | | | |
| a) Cause a substantial adverse change in the significance of a historic resource as defined in Section 15064.5?<br>***The project could result in significant impacts to resources in Hunters Square, and it may not be possible to mitigate the impacts to a less-than-significant level.*** | X | | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?<br>***The project may cause significant impacts to resources in Hunters Square, but it may be possible to mitigate the impacts to a less-than-significant level. Pre- construction excavations would be needed in order to identify and avoid impacts to resources should they be present.*** | | X | | |
| c) Disturb any human remains, including those interred outside of formal cemeteries?<br>***Per above.*** | | X | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **6. GEOLOGY AND SOILS–Will the project:** | | | | |
| a) Expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault?<br>***Potential fault rupture is not indicated. Additional confirmation would be provided during the course of environmental review.*** | | | X | |
| b) Expose people or structures to potential substantial adverse effects involving strong seismic ground shaking?<br>***The project site's proximity to active fault zones indicates a potential for ground shaking.*** | | X | | |
| c) Expose people or structures to potential substantial adverse effects involving ground failure (including subsidence or liquefaction-induced lateral spreading)?<br>***The project area may be subject to ground failure (including liquefaction) and may require mitigation in order to reduce potential impacts to below a significant level.*** | | X | | |
| d) Expose people or structures to potential substantial adverse effects involving landslides?<br>***Due to the flat terrain at the site, the AOC believes that landslides are not a concern at the project site. EIR will not discuss this issue any further.*** | | | | X |
| e) Expose people or structures to potential substantial adverse effects involving soil erosion or the loss of topsoil?<br>***The site is flat and developed, and it is predominately either paved or covered with landscaping. Water from the site drains into municipal drains. Since the project will cover exposed soil and will not produce substantial amounts of runoff sheet flow that could cause erosion, the AOC believes that the project will not cause substantial soil erosion or loss of topsoil. Therefore, there will be no impact, and the EIR will not discuss this issue further.*** | | | | X |
| f) Expose people or structures to potential substantial adverse effects involving expansive soil?<br>***The EIR will evaluate this issue.*** | | X | | |
| g) Destroy a unique geological feature?<br>***The site is flat, developed, and has no unique geological feature; the EIR will not evaluate this issue further.*** | | | | X |
| h) Destroy a unique paleontological resource or site?<br>***The project may cause significant impacts to resources in Hunters Square, but it may be possible to mitigate the impacts to a less-than-significant level. Pre- construction excavations would be needed in order to identify and avoid impacts to resources should they be present.*** | | X | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **7. HAZARDS AND HAZARDOUS MATERIALS–Will the project:** | | | | |
| a) Create a significant hazard to the public or the environment through the routine transport, use, emission, or disposal of hazardous materials?<br>***The project does not involve the production, transport, emission, or use of any significant quantities of hazardous materials and, therefore, no impacts would result. The Draft EIR will not discuss this issue further.*** | | | | X |
| b) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?<br>***Per above. The Draft EIR will not discuss this issue further.*** | | | | X |
| c) Result in a safety hazard in the vicinity of an airport or airstrip for people visiting or working in the project area?<br>***The AOC is not aware of airport-related safety issues for the proposed project. The AOC will assume potential impacts exist, pending review of such plans.*** | | X | | |
| d) Impair implementation of an adopted emergency response plan or emergency evacuation plan or physically interfere with emergency plans?<br>***Since the project will not create barriers, it will not interfere with any emergency plans, there will be no impact. The EIR will not discuss this issue further.*** | | | | X |
| e) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires?<br>***Project is located in a developed urban area, and it is not subject to wildland fires. The EIR will not discuss this issue further.*** | | | | X |
| **8. HYDROLOGY AND WATER QUALITY–Will the project:** | | | | |
| a) Violate any water quality standards or waste discharge requirements?<br>***The project would result in stormwater discharges that would expected to be controlled via acceptable stormwater management plans for construction and operation. Mitigation measure would be required to ensure such plans are effective and appropriately implemented.*** | | X | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge so that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level?<br>***The project site is already developed, and since the proposed courthouse will cover less than one acre of ground, the proposed new courthouse will not substantially interfere with groundwater recharge. The AOC believes that the project will not produce substantial population growth. Therefore, the project will not have impacts on groundwater supplies or groundwater surface levels. The EIR will not discuss this issue further.*** | | | | X |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that will result in substantial erosion or siltation on site or off site?<br>***Stream or river drainage courses are not present and would not otherwise be affected. The site is flat and is either paved or covered with landscaping. Water from the site flows into municipal storm water drains. Since the project will not affect site drainage and will repave or re-landscape the site, there will be no impact. The EIR will not discuss this issue further.*** | | | | X |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on site or off site?<br>***Stream or river drainage courses are not present and would not otherwise be affected. The site is flat, and water from the site drains into municipal drains. Since the project will not affect site drainage, there will be no impact. The EIR will not discuss this issue further*** | | | | X |
| e) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?<br>***Although the site is already developed as a parking area and plaza, the proposed new courthouse may contribute additional runoff.*** | | X | | |
| f) Otherwise substantially degrade water quality?<br>***Water quality would not be impaired beyond the potential impacts discussed above.*** | | | | X |
| g) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?<br>***The project does not involve housing. The EIR will not discuss this issue further.*** | | | | X |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?<br>***The project is not within the 100-year floodplain. The EIR will not discuss this issue further.*** | | | | X |
| i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?<br>***The project site is not adjacent to a stream, river, or lake that could inundate the site, and no levees or dams protect the site. The project site is on flat terrain, and the site is above sea level. Therefore, the AOC believes the site is not subject to a significant risk of flooding. The EIR will not discuss this issue further.*** | | | X | |
| j) Expose people or structures to a significant risk of loss, injury, or death involving inundation by seiche, tsunami, or mudflow?<br>***The project site is approximately 20 miles east of the extreme eastern end of the Sacramento-San Joaquin Delta; therefore, the project site is not subject to a seiche or tsunami. The project site is on flat terrain, therefore there is no risk of a mudflow. Therefore, the AOC believes the site is not subject to a significant risk of inundation by seiche, tsunami, or mudflow. The EIR will not discuss this issue further.*** | | | | X |
| **9. LAND USE AND PLANNING–Will the project:** | | | | |
| a) Physically divide an established community?<br>***The proposed project covers only a small area (approximately one acre) and would not divide any communities. The EIR will not discuss this issue further.*** | | | | X |
| b) Conflict with any applicable land-use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect?<br>***The project is consistent with the City of Stockton General Plan Land Use designation of "Commercial" for the project site. However, an in-depth policy review has yet to be conducted. While policy conflicts are not anticipated, a detailed review of all relevant plans and policies will need to be conducted in order to confirm a lack of environmentally related policy conflicts.*** | | X | | |
| **10. MINERAL RESOURCES–Will 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?<br>***Minerals are not available at the proposed site. The EIR will not discuss this issue further.*** | | | X | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| 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?<br>***Per above. The EIR will not discuss this issue further.*** | | | | X |
| **11. NOISE–Will the project result in:** | | | | |
| a) Generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?<br>***The project may exceed noise standards in the absence of mitigation. A Noise Study is being undertaken in order to further characterize noise sources, potential impacts, and local plan or policy implications.*** | X | | | |
| b) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?<br>***Some permanent noise increases may result from increased court-related traffic noise, but impacts will not be substantial and would be less than significant.*** | | | X | |
| c) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?<br>***Construction activity impacts could be significant, although possibly mitigable.*** | X | | | |
| d) Generation of excessive ground-borne vibration or ground-borne noise levels?<br>***Vibration impacts from pile driving could be significant, depending upon design measures that are employed and proximity to existing businesses, offices, and sensitive receptors.*** | | X | | |
| **12. POPULATION AND HOUSING – Will the project:** | | | | |
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?<br>***The project does not include housing or add infrastructure that would indirectly induce construction of additional housing. Therefore, the project will have no impact. The EIR will not discuss this issue further.*** | | | | X |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?<br>***Per above. The EIR will not discuss this issue further.*** | | | | X |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?<br>***Per above. The EIR will not discuss this issue further.*** | | | | X |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| **13. PUBLIC SERVICES – Will the project:** | | | | |
| a) Result in substantial impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for Fire protection services?<br>***The project is proposed in Downtown Stockton, an area efficiently served by existing governmental facilities.*** | | | | X |
| b) Result in substantial impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for police protection services?<br>***The project is proposed in Downtown Stockton, an area efficiently served by existing governmental facilities. The courthouse will require additional police services; however the new courthouse project makes allowances and provides for such an increase and associated support.*** | | | X | |
| c) Result in substantial impacts associated with the provision of new or physically altered governmental facilities in order to maintain acceptable service ratios, response times or other performance objectives for schools, parks, or other public facilities?<br>***As previously stated, the project includes no new housing. Therefore, the project would not have a significant effect upon schools, or most other facilities associated with housing development. The EIR will not discuss this issue further.*** | | | | X |
| **14. RECREATION – Will the project:** | | | | |
| a) 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?<br>***Potential impacts on the plaza and fountain would have a potential unavoidable significant impact on open space and recreational resources.*** | X | | | |
| b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?<br>***As previously noted, no housing is proposed and thus demand for recreational facilities would be limited.*** | | | | X |
| **15. TRANSPORTATION/TRAFFIC–Will the project:** | | | | |
| a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system?<br>***Conclusions regarding traffic impacts are pending results of further analysis as part of the project's traffic study. Until then, a conservative assumption of potential impacts is applied.*** | | X | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Exceed a level of service standard established by the county congestion management agency for designated roads or highways?<br>***Per above.*** | | X | | |
| c) Produce a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?<br>***The Stockton Airport is approximately four miles southeast of the proposed courthouse site. Impacts to air traffic patterns are not anticipated.*** | | | X | |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?<br>***The AOC does not anticipate a substantial increase in hazards due to a design feature or incompatible uses.*** | | | X | |
| e) Result in inadequate emergency access?<br>***The AOC does not anticipate the project to result in inadequate emergency access.*** | | | X | |
| f) Result in inadequate parking capacity?<br>***Existing Downtown parking appears adequate, but the EIR will analyze parking resources.*** | | | X | |
| g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?<br>***The project proposes development of a parking area and open space area. It will not obstruct public transit routes or add features that conflict with alternative transportation resources.*** | | | X | |
| **16. UTILITIES AND SERVICE SYSTEMS–Will the project:** | | | | |
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?<br>***The project does not include housing or add infrastructure that would indirectly induce construction of additional housing. The AOC is not aware of pending or projected capacity, compliance, or operational issues with the municipal wastewater treatment facility that would serve the proposed project. Therefore, potential impacts must be assumed pending review of such plans.*** | | X | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?<br>***The project does not include housing or add infrastructure that would indirectly induce construction of additional housing. The AOC is not aware of pending or projected capacity, compliance, or operational issues with the municipal wastewater treatment facility that would serve the proposed project. Therefore, potential impacts must be assumed pending review of such plans.*** | | X | | |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?<br>***The AOC does not anticipate this result since the facilities are proposed in Downtown Stockton, which is served by ample infrastructure.*** | | | | X |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?<br>***The project does not include housing or add infrastructure that would indirectly induce construction of additional housing. A potential impact is being assumed pending further evaluation.*** | | X | | |
| e) Result in a determination by the wastewater treatment provider that 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?<br>***The project would not generate significant quantities of wastewater relative to other types of development. Therefore, wastewater treatment capacity would not appear to be a project constraint.*** | | | X | |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?<br>***The project would not generate significant quantities of solid waste relative to residential and some other types of commercial businesses. Therefore, the project is unlikely to significantly affect landfill capacity. The project could, however, result in long-term cumulative impacts to landfill capacity, depending upon population forecasts and landfill capacity projections. The EIR will examine this issue in further detail. Mitigation is available to minimize the project's solid waste generation potential.*** | | | X | |
| **17. MANDATORY FINDINGS OF SIGNIFICANCE–Will the project:** | | | | |

| Environmental Resource | Pot. Significant Impact | Pot. Sig. Impact Unless Mitigated | Less Than Significant Impact | No Impact |
|---|---|---|---|---|
| a) Have the potential to 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, or reduce the number or restrict the range of a rare or endangered plant or animal?<br>***Biological impacts would not result from the proposed project.*** | | | | X |
| b) Have the potential to degrade the quality of the environment or eliminate important examples of the major periods of California history or prehistory?<br>***Potential impacts to historical resources may result, which may or may not be fully mitigated. Cumulative environmental impacts could contribute to significant impacts in the absence of adequate mitigation measures.*** | | X | | |
| c) 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.)<br>***Per above. In addition, cumulative impacts to water quality and future landfill capacity may be cumulatively significant absent implementation of adequate mitigation.*** | | X | | |
| d) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?<br>***Per "b" above.*** | | X | | |

## 4.0 REPORT PREPARATION PERSONNEL

### Administrative Office of the Courts

| | |
|---|---|
| ***Senior Project Manager:*** | Steve Sundman |
| ***Environmental Analyst:*** | Jerome J. Ripperda |

### *Tetra Tech*

| | |
|---|---|
| Program Manager: | Dennis Kelly, REA |
| Environmental Services/CEQA Director | Morty Prisament, AICP |
| Technical Advisor: | Sandra Carroll, Ph.D. |
| Environmental Scientist: | Lara Niell |

## 5.0 LEAD AGENCY DETERMINATION

### 5.1 DETERMINATION

Based on the initial study checklist (Table 4) above and related analyses included within:

☐ I find that the proposed project will not have a significant effect on the environment, and the ADOC will prepare a Negative Declaration for the project.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect on the environment because the ADOC has added mitigation measures that will reduce the project's impacts to a level that are not significant, and the ADOC will prepare a Mitigated Negative Declaration for the project.

☒ I find that the proposed project may have a significant impact on the environment, and the AOC will prepare an Environmental Impact Report for the project.

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

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

## 5.2 CERTIFICATION

I certify that the statements furnished above and in the attached sections present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

| Signature | Date |
|---|---|
| Jerome J. Ripperda | Administrative Office of the Courts |
| Printed Name | For |

# APPENDIX B

## PUBLIC COMMENTS FROM NOTICE OF PREPARATION AND SCOPING MEETING

August 20, 2008

Dear AOC,

I do not dispute that the new Stockton courthouse is needed. My only concern is identifying the best location. Of the two options presented (Hunter Square and Washington Street) I feel that Washington Street is the only option.

Hunter Square is an important part of historic downtown Stockton public life. Locating the courthouse on Hunter Square removes Stockton's most important public space, including the iconic fountain, from public use. Downtown Stockton has limited public open space. Removing Hunter Square would divide and disrupt downtown Stockton public life.

The Weber Family, the family that founded Stockton, gave Hunter Square to the city for a public space. In my opinion, the legality of building on this site has not been sufficiently researched and explained and requires extensive consideration before site approval is finalized. Personally, I would like to know what the Weber heirs have to say about the proposal to locate the new courthouse on Hunter Square.

The aesthetics of removing the fountain will permanently alter the view down Main Street. According to, Comments on the Central Parking District Expansion Project EIR submitted by the Brandt-Hawley Law Group which I believe could also apply to the proposed Hunter Square siting of the new courthouse, "Courts have found that aesthetic impacts are proper subjects for environmental review, and that subjectivity should not preclude review of aesthetic impacts. (The Pocket Protectors v. City of Sacramento (2005) 124 Cal.App.4$^{th}$903.) "Under CEQA, it is the state's policy…to '[t]ake all action necessary to provide the people of this state with…enjoyment of aesthetic, natural, scenic, and historic environmental qualities.' ( 21001, subd. (b).)" (Id. At 936-937) "Aesthetic issues are properly studied in an EIR to assess the impacts of a project."

Reuse of the Hunter Square fountain is not a historic issue (50 years of age) but an aesthetic one since it is one of the most iconic features in downtown. Branding consultant Roger Brooks noted the importance of maintaining iconic features as a way to strengthen a city's identity with residents and tourists.

As I see it the new courthouse will involve the relocation of a number of public art pieces including the courthouse murals, goddess statue, and possibly the Hunter Square fountain. I would like to make sure that the top part of the existing Hunter Square fountain is reused with a new base if the Hunter Square site is chosen for the new courthouse. To help oversee proper care of all the associated public art previously mentioned, I suggest that a representative from Stockton Public Art (Robyn Burror) be invited to join the advisory panel in order to help the state reuse the iconic Hunter Square fountain, statue and murals which are some of Stockton's premier public art pieces.

Since this is the beginning of the formal process for constructing the new courthouse, when decisions are being made, I think now is the time for Stockton's Public Art Manager to be involved. The fountain reuse, statue and mural relocations could be part of the public art component for the project. Please include a representative from Stockton public art on the AOC so these matters will be effectively handled.

I question the security of the sully port being located by the Bob Hope (Fox) Theatre, one of downtown's most exquisite entertainment venues. I witnessed the recent prisoner escape on Sutter and Washington and am concerned about additional attempts in the future.

If the Hunter Square site is selected, open space surrounding the new courthouse would be created by demolishing several properties including the former Day and Night Pharmacy. There is currently too much demolition in Stockton, especially in historic downtown. With every demolition, more of Stockton is eroded.

The Hunter Square site provides no public parking in an area currently suffering from mishandled parking garages and limited street parking. The best projects provide their own parking. The new Courthouse at Hunter Square would heighten downtown parking issues and make the city think about further demolitions unless properly addressed.

Possible mitigation measures for the Hunter Square site include -

Using creativity to incorporate the Day & Night façade into the planned open space (could serve as a seating area or café next to the new courthouse while retaining the brick construction and archways that provide visual character)

Parking could be added to the Hunter Square site by adding levels to the parking structure next to the Pacific State Bank as Mahesh Ranchod mentioned in the initial scoping meeting

On the other hand, the Washington Street alternative is highly preferable because it would use already cleared land, not remove Stockton's historic public plaza and fountain and require no other demolitions. This alternative also would provide public parking on a surface lot. Note: Although the Washington Street alternative moves the historic location for court activity to the west, I believe that shuttle buses from SJRTD could help connect jurors and court staff to the Hunter Square area of downtown so that this area would continue to benefit from the surge of court activity.

Sincerely,

Joy Neas, MUP

Founder, Save Old Stockton

**U.S. Department of Homeland Security**
FEMA Region IX
1111 Broadway, Suite 1200
Oakland, CA. 94607-4052

FEMA

July 23, 2008

Jerome Ripperda
Administrative Office of the Courts
Northern/Central Regional Office
2860 Gateway Oaks, Suite 400
Sacramento, California 95833-3509

Dear Mr. Ripperda:

This is in response to your request for comments on the Notice of Preparation of Draft Environmental Impact Report and Notice of Public Scoping Meeting and Public Review Period regarding the Proposal to Construct a New Courthouse for the City of Stockton, California in San Joaquin County.

Please review the current effective Flood Insurance Rate Maps (FIRMs) for the City of Stockton (Community Number 060302), Map revised April 2, 2002 and San Joaquin County (Community Number 060299), Map revised December 16, 2005. Please note that the City of Stockton, San Joaquin County, California is a participant in the National Flood Insurance Program (NFIP). The minimum, basic NFIP floodplain management building requirements are described in Vol. 44 Code of Federal Regulations (44 CFR), Sections 59 through 65.

A summary of these NFIP floodplain management building requirements are as follows:

- All buildings constructed within a riverine floodplain, (i.e., Flood Zones A, AO, AH, AE, and A1 through A30 as delineated on the FIRM), must be elevated so that the lowest floor is at or above the Base Flood Elevation level in accordance with the effective Flood Insurance Rate Map.

- If the area of construction is located within a Regulatory Floodway as delineated on the FIRM, any ***development*** must not increase base flood elevation levels. **The term *development* means any man-made change to improved or unimproved real estate, including but not limited to buildings, other structures, mining, dredging, filling, grading, paving, excavation or drilling operations, and storage of equipment or materials.** A hydrologic and hydraulic analysis must be performed *prior* to the start of development, and must demonstrate that the development would not cause any rise in base flood levels. No rise is permitted within regulatory floodways. RCVD '08 JUL 25

- Upon completion of any development that changes existing Special Flood Hazard Areas, the NFIP directs all participating communities to submit the appropriate hydrologic and hydraulic data to FEMA for a FIRM revision. In accordance with 44 CFR, Section 65.3, as soon as practicable, but not later than six months after such data becomes available, a community shall notify FEMA of the changes by submitting technical data for a flood map revision. To obtain copies of FEMA's Flood Map Revision Application Packages, please refer to the FEMA website at http://www.fema.gov/business/nfip/forms.shtm.

**Please Note:**

Many NFIP participating communities have adopted floodplain management building requirements which are more restrictive than the minimum federal standards described in 44 CFR. Please contact the local community's floodplain manager for more information on local floodplain management building requirements. The City of Stockton floodplain manager can be reached by calling John Giotonini, Director of Public Works, at (209) 937-8411. The San Joaquin County floodplain manager can be reached by calling Thomas R. Flinn, Director of Public Works, at (209) 468-3000.

If you have any questions or concerns, please do not hesitate to call me at (510) 627-7186.

Sincerely,

Gregor Blackburn, CFM, Branch Chief
Floodplain Management and Insurance Branch

cc:
John Giotonini, Director of Public Works, City of Stockton
Thomas R. Flinn, Director of Public Works, San Joaquin County
Ray Lee, State of California, Department of Water Resources, Central District
Alessandro Amaglio, Environmental Officer, DHS/FEMA Region IX

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

ARNOLD SCHWARZENEGGER
GOVERNOR

CYNTHIA BRYANT
DIRECTOR

**Notice of Preparation**

July 22, 2008

To: Reviewing Agencies

Re: New Stockton Courthouse for the Superior Court of California
SCH# 2008072079

Attached for your review and comment is the Notice of Preparation (NOP) for the New Stockton Courthouse for the Superior Court of California draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

**Jerry Ripperda**
**Judicial Council of California**
**Administrative Office of the Courts**
**2860 Gateway Oaks, Suite 400**
**Sacramento, CA 95833**

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

For Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

RCVD '08 JUL 24

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# State Clearinghouse Data Base

**SCH#** 2008072079
**Project Title** New Stockton Courthouse for the Superior Court of California
**Lead Agency** Judicial Council of California

**Type** NOP Notice of Preparation

**Description** The proposed courthouse property is located downtown in Hunter's Square Plaza, immediately west of the existing San Joaquin County Courthouse at 222 Weber Avenue, will be approximately eleven stories tall, and will have approximately 300,000 building gross square feet. The new courthouse will have 30 courtrooms compared to the existing building's 22 courtrooms. The new courthouse will primarily support civil, felony, misdemeanor, juvenile delinquency, and family law functions. The courtrooms will have a secure circulation system to increase courthouse security, and all courtrooms will have holding capability for in-custody detainees to maximize functional flexibility of the courtrooms.

## Lead Agency Contact

**Name** Jerry Ripperda
**Agency** Judicial Council of California
**Phone** (916) 263-8865 **Fax**
**email**
**Address** Administrative Office of the Courts
2860 Gateway Oaks, Suite 400
**City** Sacramento **State** CA **Zip** 95833

## Project Location

**County** San Joaquin
**City** Stockton
**Region**
**Cross Streets** Weber Avenue and Hunter Street
**Lat / Long**
**Parcel No.** 149-020-03, 05, 06, 07, 12; 149-160-01
**Township** **Range** **Section** **Base**

## Proximity to:

**Highways** I-5, 99, 4
**Airports**
**Railways**
**Waterways** Stockton Deep Water Channel - San Joaquin River, Sacramento Delta
**Schools**
**Land Use** Commercial Downtown District

**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Cumulative Effects; Landuse; Noise; Public Services; Traffic/Circulation; Water Quality

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Office of Historic Preservation; Central Valley Flood Protection Board; Department of Fish and Game, Region 2; Department of Water Resources; Delta Protection Commission; California Highway Patrol; Caltrans, District 10; Department of Toxic Substances Control

**Date Received** 07/22/2008 **Start of Review** 07/22/2008 **End of Review** 08/20/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

# )P Distribution List

County: San Joaquin SCH# 2008072079

## ources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
David Johnson

California Coastal Commission
Elizabeth A. Fuchs

Colorado River Board
Gerald R. Zimmerman

Dept. of Conservation
Sharon Howell

California Energy Commission
Paul Richins

Cal Fire
Allen Robertson

Office of Historic Preservation
Wayne Donaldson

Dept of Parks & Recreation
Environmental Stewardship Section

Central Valley Flood Protection Board
Mark Herald

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Dept. of Water Resources
Resources Agency
Nadell Gayou

Conservancy

## h and Game

Depart. of Fish & Game
Scott Flint
Environmental Services Division

Fish & Game Region 1
Donald Koch

Fish & Game Region 1E
Laurie Harnsberger

- [x] Fish & Game Region 2
  Jeff Drongesen
- [ ] Fish & Game Region 3
  Robert Floerke
- [ ] Fish & Game Region 4
  Julie Vance
- [ ] Fish & Game Region 5
  Don Chadwick
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Gabrina Getchel
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

## Other Departments

- [ ] Food & Agriculture
  Steve Shaffer
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Robert Sleppy
  Environmental Services Section
- [ ] Dept. of Health Services
  Veronica Malloy
  Dept. of Health/Drinking Water

## Independent Commissions,Boards

- [x] Delta Protection Commission
  Debby Eddy
- [ ] Office of Emergency Services
  Dennis Castrillo
- [ ] Governor's Office of Planning & Research
  State Clearinghouse
- [x] Native American Heritage Comm.
  Debbie Treadway
- [ ] Public Utilities Commission
  Ken Lewis
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Jean Sarino
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

## Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Sandy Hesnard
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Shirley Kelly
  Office of Special Projects
- [ ] Housing & Community Development
  Lisa Nichols
  Housing Policy Division

## Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Jeff Pulverman
- [ ] Caltrans, District 4
  Tim Sable
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Moses Stites
- [ ] Caltrans, District 7
  Vin Kumar
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [x] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Bob Joseph

## Cal EPA

Air Resources Board

- [ ] Airport Projects
  Jim Lerner
  - [ ] Transportation Projects
    Ravi Ramalingam
  - [ ] Industrial Projects
    Mike Tollstrup
- [ ] California Integrated Waste Management Board
  Sue O'Leary
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Steven Herrera
  Division of Water Rights
- [x] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation

## Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [ ] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [x] RWQCB 5S
  Central Valley Region (5)
  - [ ] RWQCB 5F
    Central Valley Region (5)
    Fresno Branch Office
  - [ ] RWQCB 5R
    Central Valley Region (5)
    Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
  - [ ] RWQCB 6V
    Lahontan Region (6)
    Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____

Last Updated on 02/21/08

M. RANCHHOD,
4225 E. Hammer Lane,
STOCKTON. CA 95212.
Tel: 209-406-1925.

Mr. Jerome Ripperda,
Admin. Office of the Courts,
2860 Gateway Oaks, Ste 400,
SACRAMENTO. CA 95833-3509.

Dear Mr. Ripperda,
Re: New Courthouse: Scoping Meeting.

I attended the above yesterday and thank you for the open and frank manner in which this was presented. I am on the Executive of the Building Industry Association of the Delta, as well as a Board member of the Downtown Alliance. I started the In-Fill Council of the Delta and am therefore extremely committed to, as well as concerned about, the viable redevelopment of the downtown.

Prior to the meeting, sentiments were being expressed about many "concerns" and I cautioned the opponents that this project is one that is not just appropriate but one that is desperately necessary for Stockton Downtown. I stated that one should try to work with the AOC, not merely to express our "concerns" but to seek ways and means to make this project a reality.

It is a fact that public parking is a major concern and although AOC may not be the party that needs to address this, it is in the interests of all concerned, that AOC gets actively involved in the possible solutions. One does not want public agitation about public parking, in future scoping meetings to be they throw out the bath with the bathwater. Parking is going to get worse in the coming years, so there will be more frustration and more agitation from the public.

As I had mentioned in the meeting, the Central Parking District (which is under the Stockton Re-Development Agency) can start active dialogues with the following:

1. The Bank of America Building since it is for sale, could be demolished and replaced with a 4-story Parking structure.
2. The Pacific State Bank has an old 2-story parking structure which could also be dealt with as above.
3. Our Family Trust owns almost half-a-block along Stanislaus Street and between Main Street and Weber Ave., 2 blocks down. The City owns about 40% of the Block and also the La Verta Hotel which is slated for demolition. This could create a sizeable parking structure.

For all 3 sites, perhaps the Owners could become partners in the structure, rather than try to acquire the land at high cost, and if there is some fair return to the Owners, they may participate. Outright sale may not be feasible due to dis-agreement over values etc. I believe that the parking need is such that all 3 sites should be pursued and if there is more land available, then some open space could also be created.

Thank You,
Mahesh Ranchhod.

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07/31/08

Jerome Ripperda
Administrative Office of the Courts
North/Central Regional Office
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833 - 3509

Dear Mr. Ripperda:

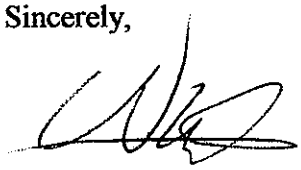
I attended the meeting yesterday about the proposed courthouse building for Stockton and San Joaquin County. Given the size and challenges of this project, it is my opinion that the only rational choice of the three proposals presented is to locate the new building at the Washington and Madison Streets location.

The Washington & Madison Streets site is vastly superior in every respect:

- It will be more cost efficient since it will not require but a minimum amount of demolition since most of the land in the area has been vacant for 30 years.
- It will allow for ample parking. The Stockton Parking District is already planning a multi-story parking structure in this vicinity.
- It will not require any relocation of the courts until after the new structure is complete.
- It will have ample room for expansion or modification.
- It will bring economic development to an area long neglected.
- It will create the third corner of a triangle, together with the central core and the north shore development, encompassing and tying together the greater downtown Stockton area and waterfront.
- It has easy freeway access.

All these considerations make the site the logical choice over trying to shoe-horn something into an already tight space. Not to mention the disruption, indeed cessation, of all normal activity in the downtown core that such a massive project would cause. I expect your EIR will bear this out as well.

Sincerely,



RCVD '08 AUG 04

Wm Maxwell
Maxwell's Bookmark

# San Joaquin Valley
## AIR POLLUTION CONTROL DISTRICT

July 30, 2008

Jerome Ripperda
Administrative Offices of the Courts
Northern/Central Regional Offices
2860 Gateway Oaks, Suite 400
Sacramento, CA 95833-3509

**Project: New Courthouse for the City of Stockton**
**District Reference No: 20080496**

Dear Mr. Ripperda:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and finds:

1. The project is expected to have no significant adverse impact on air quality.

2. The proposed project would be subject to District Rule 9510 (Indirect Source Review) if upon full build-out the project would include 10,000 square feet of government space.

   Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

3. District Rule 9510 is intended to mitigate a project's impact on air quality through project design elements or by payment of applicable off-site mitigation fees. Any applicant subject to District Rule 9510 is required to submit an Air Impact Assessment (AIA) application to the District no later than seeking final discretionary approval, and to pay any applicable off-site mitigation fees before issuance of the first building permit. If approval of the subject project constitutes the last discretionary approval by your agency, the District recommends that demonstration of compliance with District Rule 9510, including payment of all applicable fees, be made a condition of the project's approval.

RCVD '08 JUL 31

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

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

**Southern Region**
2700 M Street, Suite 275
Bakersfield, CA 93301-2373
Tel: (661) 326-6900 FAX: (661) 326-6985

www.valleyair.org

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

The above list of rules is neither exhaustive nor exclusive. To identify other District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm.

If you have any questions or require further information, please call David McDonough, at (559) 230-5920.

Sincerely,

Dave Warner
Director of Permits Services

David McDonough for

Arnaud Marjollet
Permit Services Manager

DW: dm

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

**DEPARTMENT OF TRANSPORTATION**
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August 13, 2008

**10-SJ-Route-4U-PM 16.7**
**SCH#2008072079**
**Stockton Court House**

Jerry Ripperda
Judicial Council of California
Administrative Office of the Courts
2860 Gateway Oaks Drive, Suite 400
Sacramento, CA 95833-3509

Dear Mr. Ripperda:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed Notice of Preparation (NOP) and the draft Environmental Impact Report (EIR) for the proposed New Stockton Courthouse for the Superior Court of California.

The Department has no comments at this time.

If you have any questions or would like to discuss our comments in more detail, please contact Kathy Selsor at (209) 948-7190e-mail: kathy_selsor@dot.ca.gov) or me at (209) 941-1921.

Sincerely,

Kathy Selsor for
TOM DUMAS, CHIEF
OFFICE OF METROPOLITAN PLANNING

C: SMorgan State Clearinghouse

bc: TDumas IGR
VHNguyen Traf Ops

August 19, 2008

Mr. Jerome Ripperda
Adm. Office of the Courts
Northern Central Regional Office
2860 Gateway Oaks, Ste 400

Dear Mr. Ripperda,

AOC proposes to locate the new courthouse downtown in Hunter Square Plaza, immediately west of the existing County Court House at 222 E. Weber Ave. This would require the demolition of Hunter Square Plaza, a historical landmark that dates back to the land grant from Captain Weber over 150 years ago. It is the only open space within the congested downtown core.

The alternative site at Madison and Washington Streets, which is only 7 blocks southwest of Hunter Square, is superior to the primary site. It is easily accessible from the cross-town Freeway and highly traffic. It has ample room for parking for the court house employees.

This site is currently vacant, requiring no demolition of existing structures. Locating the new courthouse here would spur commercial development north to the Waterfront Warehouse and the new Marina now under construction.

Thank you for your consideration.

Sincerely,

Robert Hong
1145 W. Poplar St.
Stockton, Ca 95203

JERRY RIPPERDA
ADMINISTRATIVE OFFICE OF THE COURTS
2860 GATEWAY OAKS, SUITE400
SACRAMENTO, CA 95883-3509

AUGUST 19, 2008

RCVD '08 AUG 21

RE: NEW STOCKTON COURTHOUSE

IN REVIEWING THE CEQA-NOP (NOTICE OF PREPARATION), I WOULD SUGGEST THAT A FURTHER AND MORE INCLUSIVE OVERVIEW OF THE LOCATION OF THE NEW PROPOSED COURTHOUSE BE UNDERTAKEN. THE 100 BLOCK ON EAST WEBER AVE WOULD BE A MORE SUITABLE LOCATION. CURRENTLY THE BANK OF AMERICA HAS A BULIDING ON THE SITE. USING THIS SITE WOULD ENABLE THE CITY OF STOCKTON TO RE-ESTABLISH HUNTER SQUARE AS PEDESTRIAN FRIENDLY ENVIROMENT AND REMOVE THE EXISTING SURFACE PARKING LOT. THE NEW COURTHOUSE COULD USE MAIN STREET OR EL DORADO STREET FOR THE SALLYPORT. IT IS IMPORTANT TO THIS COMMUNITY TO KEEP THE HUNTER SQUARE AREA OPEN FOR PUBLIC USES.

PARKING IS AN ISSUE THAT SHOULD BE CONSIDERED AS A PRECURSOR TO A NEW COURTHOUSE IN THE CENTRAL CORE. THE CITY OF STOCKTON, COUNTY OF SAN JOQUIN, AND THE COURT ADMINSTRATION NEED TO ADDRESS LONG TERM EMPLOYEE PARKING ON A CONTINUING BASIS. THESE AFORMENTIONED GOVERNMENT ENTITIES REQUIRE THE GREATEST NUMBER OF PARKING SPACES AND HAVE THE GREATEST IMPACT ON MAKING DOWNTOWN STOCKTON A DESTINATION POINT AFTER 5PM AND ON WEEKENDS. LONG TERM EMPLOYEE PARKING SHOULD BE OUTSIDE

182

THE CENTRAL CORE WITH SHUTTLE SERVICE PROVIDED TO THE EMPLOYMENT CENTERS. A COMPREHENSIVE DOWNTOWN PARKING PLAN SHOULD BE ADDRESSED FROM THE GOVERNMENTAL NEEDS AND COMMERCIAL USES. FAILURE TO ADDRESS PARKING IS A FUNDAMENTAL FLAW IN ANY EIR. THIS NEW STRUCTURE WILL HAVE A SIGNIFICANT IMPACT ON DOWNTOWN TRAFFIC AND CONGESTION.

ROSALIO ESTRADA
735 WEST ROSE STREET
STOCKTON, CA 95203
209 4710978

# New Stockton Courthouse EIR Scoping Meeting

## Summary of Speakers' Comments

## July 30, 2008

Key issues raised during the scoping meeting were the following:

- Cultural resources
- Open space, including preservation of the fountain or at least the metal portion of the fountain
- Economic impacts of the project
- Parking
- Thorough analysis of the project alternatives
- Public participation – ensure that the public is involved through meetings and availability of documents on the AOC website
- Public agency coordination throughout the project

These key issues were raised and discussed as follows:

1. Remarks from Judge William J. Murray – The current courthouse (CH) has been discussed for many years; there are issues with the quality of this CH. The Superior Court is a state agency; the Judicial Council of California sets state policy. The new CH needs to be built – there is a need for an additional 353 judges in the state. San Joaquin County has increased in population by 91%, and the county is severely under resourced. Security issues are the greatest concern. The Superior Court is limited in programming because of crowding. Temporary space on Main St. is being utilized, but there are now 350 staff; and this office is bursting at the seams. The CH is a downtown fixture. Public accessibility is a plus and the CH is an anchor for redevelopment; it is a landmark in the downtown area. A member of the public asked, "Are we just replacing 30 courtrooms for the project cost ($260 M)? Judge Murray clarified that CH services are more than courtrooms, including security which is a major issue. The new CH will be built to the standards of current, up to date courthouses in the U.S. The attitude of today's prisoners/detainees is "I don't care" – which can cause security concerns in the hallways.

In-custody detainees are walked through public walkways today, which is a security issue as well. Judge Murray explained that criminal cases require additional security for all concerned. Many of the existing courtrooms are not secure enough for criminal proceedings. The new CH will be a full service CH. South San Joaquin County is the locus of most growth today.

2. Remarks from Steve Sundman – AOC is seeking public comment on EIR scope.

3. Remarks from Jerry Ripperda – Morty Prisament is the Tetra Tech CEQA Manager, and Sandra Carroll is responsible for project management during the EIR process. Jerry Ripperda explained how the public would be able to comment for the public record. He clarified that this CEQA process will entail an EIR as the most thorough approach and will maximize public input today and in the future. He also clarified what the AOC can share with the public today, as well as the information needs for the future and invited the public to identify issues. A project advisory group considered several locations for the new CH – and narrowed down the locations to the Hunter Square and Washington St. parcels. Privately owned parcels are still being sought. The footprint of the new CH will depend on the acquisition of additional parcels. A 'Save Old Stockton' (SOS) member asked about parking – will it be surface parking (e.g. surface street or parking lot) or a parking structure? A member of the public asked if the State will provide parking. Jerry Ripperda highlighted key issues from the Initial Study in his presentation slides, and a member of the public asked if the EIR will examine the economic impacts of a new CH? Key dates for the project are to complete the Draft EIR in late September and complete all CEQA requirements in January 2009 or later. It is important to send comments on scoping to AOC by August 20, 2008. Public Comment – this CH is built for today and not for the future – concerned about this policy.

4. Additional Public Comments: Mr. Estrada – stated that he is concerned about taking a public square (Hunter Square) that has been there for 150 years. "Have you considered building on the site of the existing CH?" Under discussion – replacing open public areas around the new CH, per Judge Murray, and seismic issues are also a concern. "We need

to have our open public space." The Bank of America Building and the pharmacy are on two acres. "Make sure we preserve our cultural identity."

5. Joy Neas – Save Old Stockton (SOS): put the CH on Washington St. and address the SOS concerns.

6. Ann Johnson, candidate for Mayor – main concern is parking in the downtown area. Parking spaces are 7,000 short in downtown. There needs to be a solution to parking for the new CH.

7. Melvin Court – "Hunter Square is the only nice looking spot on the southside of the channel. A bridge (location not specified) is needed for cars as well as for walking. This could result in rejuvenation.

8. Kitty Walker – Alternatives Analysis – will the analysis be as thorough for the alternatives as for the proposed site? The plan is for the same level of analysis for all three alternatives per Jerry Ripperda.

9. Mr. Swanson – asked for clarification about a pedestrian walkway near the new CH (location not specified). "The post-construction use is confusing."

10. Public Comment – concern about the new CH location and the long process; what level of city and county participation will AOC give during this project? Will there be an opportunity to comment? Will local officials' comments be weighted more heavily than other public comments? Concerned about the way the AOC publicized the Scoping Meeting (requested posting notices around the Transportation Center where the meeting was held) – will there be another public meeting farther along in the process? Per Jerry Ripperda – A Scoping Report will be published following this meeting, which summarizes what the public has asked. Another public meeting will be held during the 45-day review of the Draft EIR. Public Question – who approves the final EIR? Jerry Ripperda – the Administrative Officer of the Court (AOC). Public Question – will all

courtrooms be built to the level of security as a criminal case in the new CH? Judge Murray – yes for flexibility. Public Comment – this seems to add cost to the project. Judge Murray – yes, the funds is not coming from General Fund, but from a Special Fund of money for new courthouses in CA.

11. Paul Bloomberg – real property conveyance is being handled through the Redevelopment Department (City of Stockton), so local agencies are involved as Responsible Agency.

12. Mr. Rahash – the Washington St. site is a little too far from the downtown area. Consider the Bank of America Building and additional podium parking – look seriously at both of these.

13. Public Comment – the new CH is a great opportunity for downtown – to bring more people downtown. Collaboration – need a greater level of planning for the future of the downtown core. City, County, and AOC should work together to create a plan to enhance the downtown core. The corner of San Joaquin and Weber St. is being discussed regarding what to do with it once the Court has moved out, per Judge Murray. They have not decided yet. Coordinated planning is needed, and a willingness to cooperate is important. Political realities and personalities are involved; CA Public Works Board and Dept. of Finance set many of the ground rules.

14. Mr. Estrada – Washington St. is 7 blocks and ~0.5-.75 mile from the current CH.

15. Public Question – is the plan to put the street back (Main St.)? The City is discussing, but the drawings are draft.

16. Joy Neas from 'Save Old Stockton' (SOS) – the fountain issue – take the metal portion of the fountain and move it to the new location.

17. Ann Johnson – Lead Agency should have good communication with City and County agencies. Provide updates and communicate on a regular basis.

18. Paul Rapp – Cultural Heritage Board – will the AOC website have all the documents for this project? Jerry Ripperda said that he will add site drawings.

19. Jerry Ripperda and Morty Prisament requested people to write their names and contact information to add to the project mailing list.

20. Public Question – will there be other public meetings? Yes – per Jerry Ripperda. The public commenter requested a microphone and public address system for the next meeting. We also need a pointer – per Jerry Ripperda and Judge Murray.

***Notes prepared by Sandra Carroll and Crystal Dobson and reviewed by Lara Niell and Morty Prisament, Tetra Tech. Submitted to AOC on August 18, 2008.***

# APPENDIX C

## LEED CHECKLIST

# LEED for New Construction v2.2
# Registered Project Checklist

Project Name:
Project Address:

| Yes | ? | No | | | |
|---|---|---|---|---|---|
| | | | **Sustainable Sites** | | **14** Points |
| Y | | | Prereq 1 | **Construction Activity Pollution Prevention** | Required |
| | | | Credit 1 | **Site Selection** | 1 |
| | | | Credit 2 | **Development Density & Community Connectivity** | 1 |
| | | | Credit 3 | **Brownfield Redevelopment** | 1 |
| | | | Credit 4.1 | **Alternative Transportation**, Public Transportation Access | 1 |
| | | | Credit 4.2 | **Alternative Transportation**, Bicycle Storage & Changing Rooms | 1 |
| | | | Credit 4.3 | **Alternative Transportation**, Low-Emitting & Fuel-Efficient Vehicles | 1 |
| | | | Credit 4.4 | **Alternative Transportation**, Parking Capacity | 1 |
| | | | Credit 5.1 | **Site Development,** Protect or Restore Habitat | 1 |
| | | | Credit 5.2 | **Site Development,** Maximize Open Space | 1 |
| | | | Credit 6.1 | **Stormwater Design,** Quantity Control | 1 |
| | | | Credit 6.2 | **Stormwater Design,** Quality Control | 1 |
| | | | Credit 7.1 | **Heat Island Effect,** Non-Roof | 1 |
| | | | Credit 7.2 | **Heat Island Effect,** Roof | 1 |
| | | | Credit 8 | **Light Pollution Reduction** | 1 |

| Yes | ? | No | | | |
|---|---|---|---|---|---|
| | | | **Water Efficiency** | | **5** Points |
| | | | Credit 1.1 | **Water Efficient Landscaping**, Reduce by 50% | 1 |
| | | | Credit 1.2 | **Water Efficient Landscaping**, No Potable Use or No Irrigation | 1 |
| | | | Credit 2 | **Innovative Wastewater Technologies** | 1 |
| | | | Credit 3.1 | **Water Use Reduction**, 20% Reduction | 1 |
| | | | Credit 3.2 | **Water Use Reduction**, 30% Reduction | 1 |

| | | | | | |
|---|---|---|---|---|---|
| | | | **Energy & Atmosphere** | | **17** Points |
| Y | | | Prereq 1 | **Fundamental Commissioning of the Building Energy Systems** | Required |
| Y | | | Prereq 2 | **Minimum Energy Performance** | Required |
| Y | | | Prereq 3 | **Fundamental Refrigerant Management** | Required |

***Note for EAc1**: All LEED for New Construction projects registered after June 26th, 2007 are required to achieve at least two (2) points under EAc1.

| | | | | | |
|---|---|---|---|---|---|
| | | | Credit 1 | **Optimize Energy Performance** | 1 to 10 |
| | | | | 10.5% New Buildings or 3.5% Existing Building Renovations | 1 |
| | | | | 14% New Buildings or 7% Existing Building Renovations | 2 |
| | | | | 17.5% New Buildings or 10.5% Existing Building Renovations | 3 |
| | | | | 21% New Buildings or 14% Existing Building Renovations | 4 |
| | | | | 24.5% New Buildings or 17.5% Existing Building Renovations | 5 |
| | | | | 28% New Buildings or 21% Existing Building Renovations | 6 |
| | | | | 31.5% New Buildings or 24.5% Existing Building Renovations | 7 |
| | | | | 35% New Buildings or 28% Existing Building Renovations | 8 |
| | | | | 38.5% New Buildings or 31.5% Existing Building Renovations | 9 |
| | | | | 42% New Buildings or 35% Existing Building Renovations | 10 |
| | | | Credit 2 | **On-Site Renewable Energy** | 1 to 3 |
| | | | | 2.5% Renewable Energy | 1 |
| | | | | 7.5% Renewable Energy | 2 |
| | | | | 12.5% Renewable Energy | 3 |
| | | | Credit 3 | **Enhanced Commissioning** | 1 |
| | | | Credit 4 | **Enhanced Refrigerant Management** | 1 |
| | | | Credit 5 | **Measurement & Verification** | 1 |
| | | | Credit 6 | **Green Power** | 1 |

continued…

| Yes | ? | No | | | |
|---|---|---|---|---|---|
| | | | **Materials & Resources** | | **13** Points |
| Y | | | Prereq 1 | **Storage & Collection of Recyclables** | Required |
| | | | Credit 1.1 | **Building Reuse**, Maintain 75% of Existing Walls, Floors & Roof | 1 |
| | | | Credit 1.2 | **Building Reuse**, Maintain 95% of Existing Walls, Floors & Roof | 1 |
| | | | Credit 1.3 | **Building Reuse**, Maintain 50% of Interior Non-Structural Elements | 1 |
| | | | Credit 2.1 | **Construction Waste Management**, Divert 50% from Disposal | 1 |
| | | | Credit 2.2 | **Construction Waste Management**, Divert 75% from Disposal | 1 |
| | | | Credit 3.1 | **Materials Reuse**, 5% | 1 |
| | | | Credit 3.2 | **Materials Reuse**,10% | 1 |
| | | | Credit 4.1 | **Recycled Content**, 10% (post-consumer + ½ pre-consumer) | 1 |
| | | | Credit 4.2 | **Recycled Content**, 20% (post-consumer + ½ pre-consumer) | 1 |
| | | | Credit 5.1 | **Regional Materials**, 10% Extracted, Processed & Manufactured Regio | 1 |
| | | | Credit 5.2 | **Regional Materials**, 20% Extracted, Processed & Manufactured Regio | 1 |
| | | | Credit 6 | **Rapidly Renewable Materials** | 1 |
| | | | Credit 7 | **Certified Wood** | 1 |

| Yes | ? | No | | | |
|---|---|---|---|---|---|
| | | | **Indoor Environmental Quality** | | **15** Points |
| Y | | | Prereq 1 | **Minimum IAQ Performance** | Required |
| Y | | | Prereq 2 | **Environmental Tobacco Smoke** (ETS) **Control** | Required |
| | | | Credit 1 | **Outdoor Air Delivery Monitoring** | 1 |
| | | | Credit 2 | **Increased Ventilation** | 1 |
| | | | Credit 3.1 | **Construction IAQ Management Plan**, During Construction | 1 |
| | | | Credit 3.2 | **Construction IAQ Management Plan**, Before Occupancy | 1 |
| | | | Credit 4.1 | **Low-Emitting Materials**, Adhesives & Sealants | 1 |
| | | | Credit 4.2 | **Low-Emitting Materials**, Paints & Coatings | 1 |
| | | | Credit 4.3 | **Low-Emitting Materials**, Carpet Systems | 1 |
| | | | Credit 4.4 | **Low-Emitting Materials**, Composite Wood & Agrifiber Products | 1 |
| | | | Credit 5 | **Indoor Chemical & Pollutant Source Control** | 1 |
| | | | Credit 6.1 | **Controllability of Systems**, Lighting | 1 |
| | | | Credit 6.2 | **Controllability of Systems**, Thermal Comfort | 1 |
| | | | Credit 7.1 | **Thermal Comfort**, Design | 1 |
| | | | Credit 7.2 | **Thermal Comfort**, Verification | 1 |
| | | | Credit 8.1 | **Daylight & Views**, Daylight 75% of Spaces | 1 |
| | | | Credit 8.2 | **Daylight & Views**, Views for 90% of Spaces | 1 |

| Yes | ? | No | | | |
|---|---|---|---|---|---|
| | | | **Innovation & Design Process** | | **5** Points |
| | | | Credit 1.1 | **Innovation in Design**: Provide Specific Title | 1 |
| | | | Credit 1.2 | **Innovation in Design**: Provide Specific Title | 1 |
| | | | Credit 1.3 | **Innovation in Design**: Provide Specific Title | 1 |
| | | | Credit 1.4 | **Innovation in Design**: Provide Specific Title | 1 |
| | | | Credit 2 | **LEED® Accredited Professional** | 1 |

| Yes | ? | No | | |
|---|---|---|---|---|
| | | | **Project Totals** **(pre-certification estimates)** | **69** Points |

**Certified:** 26-32 points, **Silver:** 33-38 points, **Gold:** 39-51 points, **Platinum:** 52-69 pc

# APPENDIX D

# VISUAL RESOURCES PHOTOLOG

Contents

## *Hunter Square Views*


**Figure C1. View East From El Dorado Street @ Main Street**

**Figure C2. View Southeast From Weber Street @ El Dorado Street**

**Figure C3. View South From Weber Street @ Stockton Hotel**

**Figure C4. View (#2) South From Weber Street @ Stockton Hotel**

**Figure C5. View South From Weber Street @ N. Hunter Street**

**Figure C6. View Southwest From Courthouse's West Entry Ramp**

**Figure C7. View Southwest From Courthouse Sidewalk Near West Entrance**


**Figure C8. View West From Main Street @ San Joaquin Street**

**Figure C9. View North From Hunter Street @ Market Street**

**Figure C10. View North From Main Street @ S. Hunter Street**


**Figure C11. View Northwest From Main Street @ S. Hunter Street**

**Figure C12. View West From Main Street @ S. Hunter Street**

**Figure C13. View North From State Route 4 Near Washington Street Exit**

## *Washington Street Alternative Views*

**Figure C14. View South-southwest From Charles Weber Institute on Madison**

**Figure C15. View West From Washington Street @ Madison Street**

**Figure C16. View East-northeast from Lincoln Street @ Washington Street**

**Figure C17. View East From Lincoln Street**

**Figure C18. View North From State Route 4**

# APPENDIX E

## URBEMIS MODELING INPUT AND OUTPUT

**10/27/2008 6:28:57 AM**

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\john.warmerdam\Desktop\Stockton EIR 10-23-08\Stockton AOC\Stockton AOC Hunters Square.urb924

Project Name: AOC Stockton Courthouse - Hunter Square

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

**10/27/2008 6:28:57 AM**

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (tons/year unmitigated) | 0.25 | 1.68 | 2.86 | 0.00 | 0.35 | 0.09 | 0.44 | 0.07 | 0.09 | 0.16 | 335.01 |
| 2009 TOTALS (tons/year mitigated) | 0.25 | 1.68 | 2.86 | 0.00 | 0.13 | 0.09 | 0.22 | 0.03 | 0.09 | 0.11 | 335.01 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 62.73 | 0.00 | 49.42 | 61.45 | 0.00 | 28.51 | 0.00 |
| | | | | | | | | | | | |
| 2010 TOTALS (tons/year unmitigated) | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.28 |
| 2010 TOTALS (tons/year mitigated) | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.28 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | | | | | | | |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

**10/27/2008 6:28:57 AM**

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 | 0.25 | 1.68 | 2.86 | 0.00 | 0.35 | 0.09 | 0.44 | 0.07 | 0.09 | 0.16 | 335.01 |
| Mass Grading 03/01/2009-03/31/2009 | 0.04 | 0.29 | 0.16 | 0.00 | 0.26 | 0.01 | 0.28 | 0.06 | 0.01 | 0.07 | 25.84 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.26 | 0.06 | 0.00 | 0.06 | 0.00 |
| Mass Grading Off Road Diesel | 0.03 | 0.29 | 0.14 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 24.72 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 |
| Fine Grading 04/01/2009-04/08/2009 | 0.01 | 0.08 | 0.04 | 0.00 | 0.07 | 0.00 | 0.08 | 0.02 | 0.00 | 0.02 | 7.05 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.00 | 0.02 | 0.00 |
| Fine Grading Off Road Diesel | 0.01 | 0.08 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.74 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 |
| Trenching 04/08/2009-04/22/2009 | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.99 |
| Trenching Off Road Diesel | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.43 |
| Trenching Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |
| Building 05/01/2009-04/21/2010 | 0.20 | 1.21 | 2.61 | 0.00 | 0.01 | 0.07 | 0.08 | 0.00 | 0.06 | 0.07 | 292.13 |
| Building Off Road Diesel | 0.11 | 0.86 | 0.43 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.05 | 0.05 | 78.17 |
| Building Vendor Trips | 0.02 | 0.24 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 42.37 |
| Building Worker Trips | 0.07 | 0.11 | 1.99 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 171.58 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2010 | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.28 |
| Building 05/01/2009-04/21/2010 | 0.08 | 0.51 | 1.11 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 | 0.03 | 131.90 |
| Building Off Road Diesel | 0.05 | 0.36 | 0.19 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 35.29 |
| Building Vendor Trips | 0.01 | 0.10 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.13 |
| Building Worker Trips | 0.03 | 0.05 | 0.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 77.48 |
| Asphalt 03/01/2010-03/15/2010 | 0.01 | 0.07 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 6.55 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 0.01 | 0.07 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 5.39 |
| Paving On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 |
| Coating 04/01/2010-06/15/2010 | 3.21 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |
| Architectural Coating | 3.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |

Phase Assumptions

Phase: Fine Grading 4/1/2009 - 4/8/2009 - Site Preparation

Total Acres Disturbed: 1.2

Maximum Daily Acreage Disturbed: 1.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

Total Acres Disturbed: 1.2

Maximum Daily Acreage Disturbed: 1.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 4/8/2009 - 4/22/2009 - Prep for Foundation

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 3/1/2010 - 3/15/2010 - Asphalt parking areas

Acres to be Paved: 0.3

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/1/2009 - 4/21/2010 - Build AOC Stockton facility

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

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2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 4/1/2010 - 6/15/2010 - Coatings and paints to building and asphalt

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 | 0.25 | 1.68 | 2.86 | 0.00 | 0.13 | 0.09 | 0.22 | 0.03 | 0.09 | 0.11 | 335.01 |
| Mass Grading 03/01/2009-03/31/2009 | 0.04 | 0.29 | 0.16 | 0.00 | 0.09 | 0.01 | 0.11 | 0.02 | 0.01 | 0.03 | 25.84 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.02 | 0.00 | 0.02 | 0.00 |
| Mass Grading Off Road Diesel | 0.03 | 0.29 | 0.14 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 24.72 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 |
| Fine Grading 04/01/2009-04/08/2009 | 0.01 | 0.08 | 0.04 | 0.00 | 0.03 | 0.00 | 0.03 | 0.01 | 0.00 | 0.01 | 7.05 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 | 0.01 | 0.00 | 0.01 | 0.00 |
| Fine Grading Off Road Diesel | 0.01 | 0.08 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.74 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 |
| Trenching 04/08/2009-04/22/2009 | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.99 |
| Trenching Off Road Diesel | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.43 |
| Trenching Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |
| Building 05/01/2009-04/21/2010 | 0.20 | 1.21 | 2.61 | 0.00 | 0.01 | 0.07 | 0.08 | 0.00 | 0.06 | 0.07 | 292.13 |
| Building Off Road Diesel | 0.11 | 0.86 | 0.43 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.05 | 0.05 | 78.17 |
| Building Vendor Trips | 0.02 | 0.24 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 42.37 |
| Building Worker Trips | 0.07 | 0.11 | 1.99 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 171.58 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2010 | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.28 |
| Building 05/01/2009-04/21/2010 | 0.08 | 0.51 | 1.11 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 | 0.03 | 131.90 |
| Building Off Road Diesel | 0.05 | 0.36 | 0.19 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 35.29 |
| Building Vendor Trips | 0.01 | 0.10 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.13 |
| Building Worker Trips | 0.03 | 0.05 | 0.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 77.48 |
| Asphalt 03/01/2010-03/15/2010 | 0.01 | 0.07 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 6.55 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 0.01 | 0.07 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 5.39 |
| Paving On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.18 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 |
| Coating 04/01/2010-06/15/2010 | 3.21 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |
| Architectural Coating | 3.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2009 - 4/8/2009 - Site Preparation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

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PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| General office building | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| General office building | | 11.01 | 1000 sq ft | 300.00 | 3,303.00 | 26,762.56 |
| | | | | | 3,303.00 | 26,762.56 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 49.0 | 1.6 | 98.0 | 0.4 |

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Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Truck < 3750 lbs | 10.9 | 3.7 | 90.8 | 5.5 |
| Light Truck 3751-5750 lbs | 21.7 | 0.9 | 98.6 | 0.5 |
| Med Truck 5751-8500 lbs | 9.5 | 1.1 | 98.9 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 75.0 | 25.0 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.6 | 0.0 | 50.0 | 50.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 1.0 | 0.0 | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.9 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 3.5 | 71.4 | 28.6 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 1.0 | 10.0 | 80.0 | 10.0 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 10.8 | 7.3 | 7.5 | 9.5 | 7.4 | 7.4 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |

% of Trips - Commercial (by land use)

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Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| General office building | | | | 35.0 | 17.5 | 47.5 |

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\john.warmerdam\Desktop\Stockton EIR 10-23-08\Stockton AOC\Stockton AOC Hunters Square.urb924

Project Name: AOC Stockton Courthouse - Hunter Square

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (lbs/day unmitigated) | 5.44 | 45.48 | 29.87 | 0.02 | 24.01 | 2.27 | 26.28 | 5.02 | 2.09 | 7.11 | 4,166.22 |
| 2009 TOTALS (lbs/day mitigated) | 5.44 | 45.48 | 29.87 | 0.02 | 8.51 | 2.27 | 10.78 | 1.78 | 2.09 | 3.87 | 4,166.22 |
| 2010 TOTALS (lbs/day unmitigated) | 121.14 | 25.05 | 36.98 | 0.03 | 0.12 | 1.77 | 1.89 | 0.04 | 1.62 | 1.66 | 4,529.70 |
| 2010 TOTALS (lbs/day mitigated) | 121.14 | 25.05 | 36.98 | 0.03 | 0.12 | 1.77 | 1.89 | 0.04 | 1.62 | 1.66 | 4,529.70 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | | | | | | | |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 3/2/2009-3/31/2009 Active Days: 22 | 3.22 | 26.52 | 14.16 | 0.00 | 24.00 | 1.34 | 25.34 | 5.01 | 1.23 | 6.24 | 2,349.45 |
| Mass Grading 03/01/2009-03/31/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 24.00 | 1.34 | 25.34 | 5.01 | 1.23 | 6.24 | 2,349.45 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 24.00 | 0.00 | 24.00 | 5.01 | 0.00 | 5.01 | 0.00 |
| Mass Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/1/2009-4/7/2009 Active Days: 5 | 3.22 | 26.52 | 14.16 | 0.00 | 24.00 | 1.34 | 25.34 | 5.01 | 1.23 | 6.24 | 2,349.45 |
| Fine Grading 04/01/2009-04/08/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 24.00 | 1.34 | 25.34 | 5.01 | 1.23 | 6.24 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 24.00 | 0.00 | 24.00 | 5.01 | 0.00 | 5.01 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/8/2009-4/8/2009 Active Days: 1 | 5.44 | **45.48** | 23.66 | 0.00 | **24.01** | **2.27** | **26.28** | **5.02** | **2.09** | **7.11** | 4,166.22 |
| Fine Grading 04/01/2009-04/08/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 24.00 | 1.34 | 25.34 | 5.01 | 1.23 | 6.24 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 24.00 | 0.00 | 24.00 | 5.01 | 0.00 | 5.01 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/9/2009-4/22/2009<br>Active Days: 10 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 5/1/2009-12/31/2009<br>Active Days: 175 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building 05/01/2009-04/21/2010 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building Off Road Diesel | 1.30 | 9.79 | 4.94 | 0.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.58 | 0.58 | 893.39 |
| Building Vendor Trips | 0.21 | 2.74 | 2.23 | 0.00 | 0.02 | 0.11 | 0.13 | 0.01 | 0.10 | 0.10 | 484.26 |
| Building Worker Trips | 0.75 | 1.26 | 22.70 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,960.92 |
| Time Slice 1/1/2010-2/26/2010<br>Active Days: 41 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 3/1/2010-3/15/2010 Active Days: 11 | 4.18 | 25.05 | **36.98** | **0.03** | 0.12 | 1.77 | 1.89 | 0.04 | 1.62 | 1.66 | **4,529.70** |
| Asphalt 03/01/2010-03/15/2010 | 2.10 | 12.23 | 8.98 | 0.00 | 0.01 | 1.04 | 1.05 | 0.00 | 0.96 | 0.96 | 1,190.56 |
| Paving Off-Gas | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 1.95 | 11.89 | 6.98 | 0.00 | 0.00 | 1.03 | 1.03 | 0.00 | 0.94 | 0.94 | 979.23 |
| Paving On Road Diesel | 0.02 | 0.24 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 32.55 |
| Paving Worker Trips | 0.06 | 0.11 | 1.92 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 178.78 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/16/2010-3/31/2010 Active Days: 12 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 4/1/2010-4/21/2010 Active Days: 15 | **121.14** | 12.91 | 29.52 | 0.02 | 0.12 | 0.73 | 0.85 | 0.04 | 0.66 | 0.71 | 3,481.03 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/22/2010-6/15/2010<br>Active Days: 39 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

Phase Assumptions

Phase: Fine Grading 4/1/2009 - 4/8/2009 - Site Preparation

Total Acres Disturbed: 1.2

Maximum Daily Acreage Disturbed: 1.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

Total Acres Disturbed: 1.2

Maximum Daily Acreage Disturbed: 1.2

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 4/8/2009 - 4/22/2009 - Prep for Foundation

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 3/1/2010 - 3/15/2010 - Asphalt parking areas

Acres to be Paved: 0.3

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/1/2009 - 4/21/2010 - Build AOC Stockton facility

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 4/1/2010 - 6/15/2010 - Coatings and paints to building and asphalt

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

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CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 3/2/2009-3/31/2009 Active Days: 22 | 3.22 | 26.52 | 14.16 | 0.00 | 8.50 | 1.34 | 9.84 | 1.78 | 1.23 | 3.01 | 2,349.45 |
| Mass Grading 03/01/2009-03/31/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 8.50 | 1.34 | 9.84 | 1.78 | 1.23 | 3.01 | 2,349.45 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 0.00 | 8.50 | 1.77 | 0.00 | 1.77 | 0.00 |
| Mass Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/1/2009-4/7/2009 Active Days: 5 | 3.22 | 26.52 | 14.16 | 0.00 | 8.50 | 1.34 | 9.84 | 1.78 | 1.23 | 3.01 | 2,349.45 |
| Fine Grading 04/01/2009-04/08/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 8.50 | 1.34 | 9.84 | 1.78 | 1.23 | 3.01 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 0.00 | 8.50 | 1.77 | 0.00 | 1.77 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/8/2009-4/8/2009 Active Days: 1 | 5.44 | **45.48** | 23.66 | 0.00 | 8.51 | **2.27** | 10.78 | 1.78 | **2.09** | 3.87 | 4,166.22 |
| Fine Grading 04/01/2009-04/08/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 8.50 | 1.34 | 9.84 | 1.78 | 1.23 | 3.01 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 8.50 | 0.00 | 8.50 | 1.77 | 0.00 | 1.77 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/9/2009-4/22/2009 Active Days: 10 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 5/1/2009-12/31/2009 Active Days: 175 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building 05/01/2009-04/21/2010 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building Off Road Diesel | 1.30 | 9.79 | 4.94 | 0.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.58 | 0.58 | 893.39 |
| Building Vendor Trips | 0.21 | 2.74 | 2.23 | 0.00 | 0.02 | 0.11 | 0.13 | 0.01 | 0.10 | 0.10 | 484.26 |
| Building Worker Trips | 0.75 | 1.26 | 22.70 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,960.92 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-2/26/2010<br>Active Days: 41 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/1/2010-3/15/2010<br>Active Days: 11 | 4.18 | 25.05 | **36.98** | **0.03** | 0.12 | 1.77 | 1.89 | 0.04 | 1.62 | 1.66 | **4,529.70** |
| Asphalt 03/01/2010-03/15/2010 | 2.10 | 12.23 | 8.98 | 0.00 | 0.01 | 1.04 | 1.05 | 0.00 | 0.96 | 0.96 | 1,190.56 |
| Paving Off-Gas | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 1.95 | 11.89 | 6.98 | 0.00 | 0.00 | 1.03 | 1.03 | 0.00 | 0.94 | 0.94 | 979.23 |
| Paving On Road Diesel | 0.02 | 0.24 | 0.08 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 32.55 |
| Paving Worker Trips | 0.06 | 0.11 | 1.92 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 178.78 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/16/2010-3/31/2010<br>Active Days: 12 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/1/2010-4/21/2010<br>Active Days: 15 | **121.14** | 12.91 | 29.52 | 0.02 | 0.12 | 0.73 | 0.85 | 0.04 | 0.66 | 0.71 | 3,481.03 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Time Slice 4/22/2010-6/15/2010<br>Active Days: 39 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2009 - 4/8/2009 - Site Preparation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

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For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| General office building | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| General office building | | 11.01 | 1000 sq ft | 300.00 | 3,303.00 | 26,762.56 |
| | | | | | 3,303.00 | 26,762.56 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 49.0 | 1.6 | 98.0 | 0.4 |
| Light Truck < 3750 lbs | 10.9 | 3.7 | 90.8 | 5.5 |

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Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Truck 3751-5750 lbs | 21.7 | 0.9 | 98.6 | 0.5 |
| Med Truck 5751-8500 lbs | 9.5 | 1.1 | 98.9 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 75.0 | 25.0 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.6 | 0.0 | 50.0 | 50.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 1.0 | 0.0 | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.9 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 3.5 | 71.4 | 28.6 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 1.0 | 10.0 | 80.0 | 10.0 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 10.8 | 7.3 | 7.5 | 9.5 | 7.4 | 7.4 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| | | | | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| General office building | | | | 35.0 | 17.5 | 47.5 |

Operational Changes to Defaults

**10/27/2008 6:27:07 AM**

Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\john.warmerdam\Desktop\Stockton EIR 10-23-08\Stockton AOC\Stockton AOC Hunters Expanded.urb924

Project Name: AOC Stockton Courthouse - Hunter Expanded

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

**10/27/2008 6:27:07 AM**

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (tons/year unmitigated) | 0.27 | 1.77 | 2.92 | 0.00 | 0.64 | 0.10 | 0.74 | 0.13 | 0.09 | 0.22 | 343.29 |
| 2009 TOTALS (tons/year mitigated) | 0.27 | 1.77 | 2.92 | 0.00 | 0.23 | 0.10 | 0.33 | 0.05 | 0.09 | 0.14 | 343.29 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 63.58 | 0.00 | 55.07 | 62.87 | 0.00 | 37.66 | 0.00 |
| | | | | | | | | | | | |
| 2010 TOTALS (tons/year unmitigated) | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.38 |
| 2010 TOTALS (tons/year mitigated) | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.38 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | | | | | | | |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

**10/27/2008 6:27:07 AM**

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 | 0.27 | 1.77 | 2.92 | 0.00 | 0.64 | 0.10 | 0.74 | 0.13 | 0.09 | 0.22 | 343.29 |
| Demolition 02/20/2009-02/27/2009 | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.41 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 0.00 | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.10 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 |
| Mass Grading 03/01/2009-03/31/2009 | 0.04 | 0.29 | 0.16 | 0.00 | 0.42 | 0.01 | 0.43 | 0.09 | 0.01 | 0.10 | 25.84 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.42 | 0.00 | 0.42 | 0.09 | 0.00 | 0.09 | 0.00 |
| Mass Grading Off Road Diesel | 0.03 | 0.29 | 0.14 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 24.72 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 |
| Fine Grading 04/01/2009-04/15/2009 | 0.02 | 0.15 | 0.08 | 0.00 | 0.21 | 0.01 | 0.22 | 0.04 | 0.01 | 0.05 | 12.92 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.21 | 0.04 | 0.00 | 0.04 | 0.00 |
| Fine Grading Off Road Diesel | 0.02 | 0.15 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 12.36 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |
| Trenching 04/08/2009-04/22/2009 | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.99 |
| Trenching Off Road Diesel | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.43 |
| Trenching Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building 05/01/2009-04/21/2010 | 0.20 | 1.21 | 2.61 | 0.00 | 0.01 | 0.07 | 0.08 | 0.00 | 0.06 | 0.07 | 292.13 |
| Building Off Road Diesel | 0.11 | 0.86 | 0.43 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.05 | 0.05 | 78.17 |
| Building Vendor Trips | 0.02 | 0.24 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 42.37 |
| Building Worker Trips | 0.07 | 0.11 | 1.99 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 171.58 |
| 2010 | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.38 |
| Building 05/01/2009-04/21/2010 | 0.08 | 0.51 | 1.11 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 | 0.03 | 131.90 |
| Building Off Road Diesel | 0.05 | 0.36 | 0.19 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 35.29 |
| Building Vendor Trips | 0.01 | 0.10 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.13 |
| Building Worker Trips | 0.03 | 0.05 | 0.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 77.48 |
| Asphalt 03/01/2010-03/15/2010 | 0.01 | 0.07 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 6.66 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 0.01 | 0.07 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 5.39 |
| Paving On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 |
| Coating 04/01/2010-06/15/2010 | 3.21 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |
| Architectural Coating | 3.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |

Phase Assumptions

Phase: Demolition 2/20/2009 - 2/27/2009 - Demoliton of existing structures

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/1/2009 - 4/15/2009 - Site Preparation

Total Acres Disturbed: 1.9

Maximum Daily Acreage Disturbed: 1.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

Total Acres Disturbed: 1.9

Maximum Daily Acreage Disturbed: 1.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 4/8/2009 - 4/22/2009 - Prep for Foundation

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

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1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 3/1/2010 - 3/15/2010 - Asphalt parking areas

Acres to be Paved: 0.48

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/1/2009 - 4/21/2010 - Build AOC Stockton facility

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 4/1/2010 - 6/15/2010 - Coatings and paints to building and asphalt

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 | 0.27 | 1.77 | 2.92 | 0.00 | 0.23 | 0.10 | 0.33 | 0.05 | 0.09 | 0.14 | 343.29 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Demolition 02/20/2009-02/27/2009 | 0.00 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.41 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 0.00 | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.10 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 |
| Mass Grading 03/01/2009-03/31/2009 | 0.04 | 0.29 | 0.16 | 0.00 | 0.15 | 0.01 | 0.16 | 0.03 | 0.01 | 0.04 | 25.84 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.03 | 0.00 | 0.03 | 0.00 |
| Mass Grading Off Road Diesel | 0.03 | 0.29 | 0.14 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 24.72 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 |
| Fine Grading 04/01/2009-04/15/2009 | 0.02 | 0.15 | 0.08 | 0.00 | 0.07 | 0.01 | 0.08 | 0.02 | 0.01 | 0.02 | 12.92 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.02 | 0.00 | 0.02 | 0.00 |
| Fine Grading Off Road Diesel | 0.02 | 0.15 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 12.36 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |
| Trenching 04/08/2009-04/22/2009 | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.99 |
| Trenching Off Road Diesel | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.43 |
| Trenching Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |
| Building 05/01/2009-04/21/2010 | 0.20 | 1.21 | 2.61 | 0.00 | 0.01 | 0.07 | 0.08 | 0.00 | 0.06 | 0.07 | 292.13 |
| Building Off Road Diesel | 0.11 | 0.86 | 0.43 | 0.00 | 0.00 | 0.06 | 0.06 | 0.00 | 0.05 | 0.05 | 78.17 |
| Building Vendor Trips | 0.02 | 0.24 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 42.37 |
| Building Worker Trips | 0.07 | 0.11 | 1.99 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 171.58 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2010 | 3.31 | 0.58 | 1.20 | 0.00 | 0.00 | 0.03 | 0.04 | 0.00 | 0.03 | 0.03 | 142.38 |
| Building 05/01/2009-04/21/2010 | 0.08 | 0.51 | 1.11 | 0.00 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 | 0.03 | 131.90 |
| Building Off Road Diesel | 0.05 | 0.36 | 0.19 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 35.29 |
| Building Vendor Trips | 0.01 | 0.10 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.13 |
| Building Worker Trips | 0.03 | 0.05 | 0.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 77.48 |
| Asphalt 03/01/2010-03/15/2010 | 0.01 | 0.07 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 6.66 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 0.01 | 0.07 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 5.39 |
| Paving On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.29 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 |
| Coating 04/01/2010-06/15/2010 | 3.21 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |
| Architectural Coating | 3.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2009 - 4/15/2009 - Site Preparation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

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PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| General office building | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| General office building | | 11.01 | 1000 sq ft | 300.00 | 3,303.00 | 26,762.56 |
| | | | | | 3,303.00 | 26,762.56 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 49.0 | 1.6 | 98.0 | 0.4 |

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Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Truck < 3750 lbs | 10.9 | 3.7 | 90.8 | 5.5 |
| Light Truck 3751-5750 lbs | 21.7 | 0.9 | 98.6 | 0.5 |
| Med Truck 5751-8500 lbs | 9.5 | 1.1 | 98.9 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 75.0 | 25.0 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.6 | 0.0 | 50.0 | 50.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 1.0 | 0.0 | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.9 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 3.5 | 71.4 | 28.6 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 1.0 | 10.0 | 80.0 | 10.0 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 10.8 | 7.3 | 7.5 | 9.5 | 7.4 | 7.4 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |

% of Trips - Commercial (by land use)

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| General office building | | | | 35.0 | 17.5 | 47.5 |

Operational Changes to Defaults

**10/27/2008 6:26:47 AM**

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\john.warmerdam\Desktop\Stockton EIR 10-23-08\Stockton AOC\Stockton AOC Hunters Expanded.urb924

Project Name: AOC Stockton Courthouse - Hunter Expanded

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

**10/27/2008 6:26:47 AM**

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (lbs/day unmitigated) | 5.44 | 45.48 | 29.87 | 0.02 | 38.01 | 2.27 | 40.28 | 7.94 | 2.09 | 10.03 | 4,166.22 |
| 2009 TOTALS (lbs/day mitigated) | 5.44 | 45.48 | 29.87 | 0.02 | 13.46 | 2.27 | 15.73 | 2.81 | 2.09 | 4.90 | 4,166.22 |
| 2010 TOTALS (lbs/day unmitigated) | 121.14 | 25.20 | 37.03 | 0.03 | 0.12 | 1.77 | 1.90 | 0.04 | 1.62 | 1.67 | 4,549.23 |
| 2010 TOTALS (lbs/day mitigated) | 121.14 | 25.20 | 37.03 | 0.03 | 0.12 | 1.77 | 1.90 | 0.04 | 1.62 | 1.67 | 4,549.23 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | | | | | | | |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 2/20/2009-2/27/2009 Active Days: 6 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Demolition 02/20/2009-02/27/2009 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 1.23 | 8.15 | 4.78 | 0.00 | 0.00 | 0.64 | 0.64 | 0.00 | 0.59 | 0.59 | 700.30 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 3/2/2009-3/31/2009 Active Days: 22 | 3.22 | 26.52 | 14.16 | 0.00 | 38.00 | 1.34 | 39.34 | 7.94 | 1.23 | 9.17 | 2,349.45 |
| Mass Grading 03/01/2009-03/31/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 38.00 | 1.34 | 39.34 | 7.94 | 1.23 | 9.17 | 2,349.45 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 38.00 | 0.00 | 38.00 | 7.94 | 0.00 | 7.94 | 0.00 |
| Mass Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/1/2009-4/7/2009 Active Days: 5 | 3.22 | 26.52 | 14.16 | 0.00 | 38.00 | 1.34 | 39.34 | 7.94 | 1.23 | 9.17 | 2,349.45 |
| Fine Grading 04/01/2009-04/15/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 38.00 | 1.34 | 39.34 | 7.94 | 1.23 | 9.17 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 38.00 | 0.00 | 38.00 | 7.94 | 0.00 | 7.94 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/8/2009-4/15/2009 Active Days: 6 | 5.44 | **45.48** | 23.66 | 0.00 | **38.01** | **2.27** | **40.28** | **7.94** | **2.09** | **10.03** | 4,166.22 |
| Fine Grading 04/01/2009-04/15/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 38.00 | 1.34 | 39.34 | 7.94 | 1.23 | 9.17 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 38.00 | 0.00 | 38.00 | 7.94 | 0.00 | 7.94 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/16/2009-4/22/2009 Active Days: 5 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 5/1/2009-12/31/2009 Active Days: 175 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building 05/01/2009-04/21/2010 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building Off Road Diesel | 1.30 | 9.79 | 4.94 | 0.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.58 | 0.58 | 893.39 |
| Building Vendor Trips | 0.21 | 2.74 | 2.23 | 0.00 | 0.02 | 0.11 | 0.13 | 0.01 | 0.10 | 0.10 | 484.26 |
| Building Worker Trips | 0.75 | 1.26 | 22.70 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,960.92 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-2/26/2010<br>Active Days: 41 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/1/2010-3/15/2010<br>Active Days: 11 | 4.24 | 25.20 | **37.03** | **0.03** | 0.12 | 1.77 | 1.90 | 0.04 | 1.62 | 1.67 | **4,549.23** |
| Asphalt 03/01/2010-03/15/2010 | 2.15 | 12.37 | 9.03 | 0.00 | 0.01 | 1.05 | 1.06 | 0.00 | 0.96 | 0.97 | 1,210.09 |
| Paving Off-Gas | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 1.95 | 11.89 | 6.98 | 0.00 | 0.00 | 1.03 | 1.03 | 0.00 | 0.94 | 0.94 | 979.23 |
| Paving On Road Diesel | 0.02 | 0.38 | 0.13 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.01 | 52.08 |
| Paving Worker Trips | 0.06 | 0.11 | 1.92 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 178.78 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/16/2010-3/31/2010<br>Active Days: 12 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/1/2010-4/21/2010<br>Active Days: 15 | **121.14** | 12.91 | 29.52 | 0.02 | 0.12 | 0.73 | 0.85 | 0.04 | 0.66 | 0.71 | 3,481.03 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Time Slice 4/22/2010-6/15/2010<br>Active Days: 39 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

Phase Assumptions

Phase: Demolition 2/20/2009 - 2/27/2009 - Demoliton of existing structures

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/1/2009 - 4/15/2009 - Site Preparation

Total Acres Disturbed: 1.9

Maximum Daily Acreage Disturbed: 1.9

**10/27/2008 6:26:47 AM**

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

Total Acres Disturbed: 1.9

Maximum Daily Acreage Disturbed: 1.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 6 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 4/8/2009 - 4/22/2009 - Prep for Foundation

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 3/1/2010 - 3/15/2010 - Asphalt parking areas

Acres to be Paved: 0.48

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/1/2009 - 4/21/2010 - Build AOC Stockton facility

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 4 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

Phase: Architectural Coating 4/1/2010 - 6/15/2010 - Coatings and paints to building and asphalt

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 2/20/2009-2/27/2009 Active Days: 6 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Demolition 02/20/2009-02/27/2009 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 1.23 | 8.15 | 4.78 | 0.00 | 0.00 | 0.64 | 0.64 | 0.00 | 0.59 | 0.59 | 700.30 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 3/2/2009-3/31/2009 Active Days: 22 | 3.22 | 26.52 | 14.16 | 0.00 | 13.46 | 1.34 | 14.79 | 2.81 | 1.23 | 4.04 | 2,349.45 |
| Mass Grading 03/01/2009-03/31/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 13.46 | 1.34 | 14.79 | 2.81 | 1.23 | 4.04 | 2,349.45 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 13.45 | 0.00 | 13.45 | 2.81 | 0.00 | 2.81 | 0.00 |
| Mass Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/1/2009-4/7/2009 Active Days: 5 | 3.22 | 26.52 | 14.16 | 0.00 | 13.46 | 1.34 | 14.79 | 2.81 | 1.23 | 4.04 | 2,349.45 |
| Fine Grading 04/01/2009-04/15/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 13.46 | 1.34 | 14.79 | 2.81 | 1.23 | 4.04 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 13.45 | 0.00 | 13.45 | 2.81 | 0.00 | 2.81 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/8/2009-4/15/2009 Active Days: 6 | 5.44 | **45.48** | 23.66 | 0.00 | 13.46 | **2.27** | 15.73 | 2.81 | **2.09** | 4.90 | 4,166.22 |
| Fine Grading 04/01/2009-04/15/2009 | 3.22 | 26.52 | 14.16 | 0.00 | 13.46 | 1.34 | 14.79 | 2.81 | 1.23 | 4.04 | 2,349.45 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 13.45 | 0.00 | 13.45 | 2.81 | 0.00 | 2.81 | 0.00 |
| Fine Grading Off Road Diesel | 3.18 | 26.46 | 12.98 | 0.00 | 0.00 | 1.33 | 1.33 | 0.00 | 1.23 | 1.23 | 2,247.32 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/16/2009-4/22/2009 Active Days: 5 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 5/1/2009-12/31/2009 Active Days: 175 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building 05/01/2009-04/21/2010 | 2.25 | 13.79 | 29.87 | 0.02 | 0.11 | 0.79 | 0.91 | 0.04 | 0.72 | 0.76 | 3,338.57 |
| Building Off Road Diesel | 1.30 | 9.79 | 4.94 | 0.00 | 0.00 | 0.63 | 0.63 | 0.00 | 0.58 | 0.58 | 893.39 |
| Building Vendor Trips | 0.21 | 2.74 | 2.23 | 0.00 | 0.02 | 0.11 | 0.13 | 0.01 | 0.10 | 0.10 | 484.26 |
| Building Worker Trips | 0.75 | 1.26 | 22.70 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,960.92 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-2/26/2010<br>Active Days: 41 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/1/2010-3/15/2010<br>Active Days: 11 | 4.24 | 25.20 | **37.03** | **0.03** | 0.12 | 1.77 | 1.90 | 0.04 | 1.62 | 1.67 | **4,549.23** |
| Asphalt 03/01/2010-03/15/2010 | 2.15 | 12.37 | 9.03 | 0.00 | 0.01 | 1.05 | 1.06 | 0.00 | 0.96 | 0.97 | 1,210.09 |
| Paving Off-Gas | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 1.95 | 11.89 | 6.98 | 0.00 | 0.00 | 1.03 | 1.03 | 0.00 | 0.94 | 0.94 | 979.23 |
| Paving On Road Diesel | 0.02 | 0.38 | 0.13 | 0.00 | 0.00 | 0.01 | 0.02 | 0.00 | 0.01 | 0.01 | 52.08 |
| Paving Worker Trips | 0.06 | 0.11 | 1.92 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 178.78 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/16/2010-3/31/2010<br>Active Days: 12 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/1/2010-4/21/2010 Active Days: 15 | **121.14** | 12.91 | 29.52 | 0.02 | 0.12 | 0.73 | 0.85 | 0.04 | 0.66 | 0.71 | 3,481.03 |
| Building 05/01/2009-04/21/2010 | 2.09 | 12.82 | 28.00 | 0.02 | 0.11 | 0.73 | 0.84 | 0.04 | 0.66 | 0.70 | 3,339.14 |
| Building Off Road Diesel | 1.21 | 9.16 | 4.81 | 0.00 | 0.00 | 0.58 | 0.58 | 0.00 | 0.53 | 0.53 | 893.39 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Time Slice 4/22/2010-6/15/2010 Active Days: 39 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2009 - 4/15/2009 - Site Preparation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

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For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| General office building | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| General office building | | 11.01 | 1000 sq ft | 300.00 | 3,303.00 | 26,762.56 |
| | | | | | 3,303.00 | 26,762.56 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 49.0 | 1.6 | 98.0 | 0.4 |
| Light Truck < 3750 lbs | 10.9 | 3.7 | 90.8 | 5.5 |

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Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Truck 3751-5750 lbs | 21.7 | 0.9 | 98.6 | 0.5 |
| Med Truck 5751-8500 lbs | 9.5 | 1.1 | 98.9 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 75.0 | 25.0 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.6 | 0.0 | 50.0 | 50.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 1.0 | 0.0 | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.9 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 3.5 | 71.4 | 28.6 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 1.0 | 10.0 | 80.0 | 10.0 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 10.8 | 7.3 | 7.5 | 9.5 | 7.4 | 7.4 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| | | | | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| General office building | | | | 35.0 | 17.5 | 47.5 |

Operational Changes to Defaults

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Urbemis 2007 Version 9.2.4

Combined Annual Emissions Reports (Tons/Year)

File Name: C:\Documents and Settings\john.warmerdam\Desktop\Stockton EIR 10-23-08\Stockton AOC\Stockton AOC Washington.urb924

Project Name: AOC Stockton Courthouse - Washington

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (tons/year unmitigated) | 0.54 | 2.81 | 3.71 | 0.00 | 3.84 | 0.18 | 4.01 | 0.80 | 0.16 | 0.97 | 439.63 |
| 2009 TOTALS (tons/year mitigated) | 0.54 | 2.81 | 3.71 | 0.00 | 1.36 | 0.18 | 1.54 | 0.29 | 0.16 | 0.45 | 439.63 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 64.43 | 0.00 | 61.59 | 64.31 | 0.00 | 53.49 | 0.00 |
| | | | | | | | | | | | |
| 2010 TOTALS (tons/year unmitigated) | 3.41 | 0.90 | 1.47 | 0.00 | 0.00 | 0.06 | 0.07 | 0.00 | 0.06 | 0.06 | 173.92 |
| 2010 TOTALS (tons/year mitigated) | 3.41 | 0.90 | 1.47 | 0.00 | 0.00 | 0.06 | 0.07 | 0.00 | 0.06 | 0.06 | 173.92 |
| Percent Reduction | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | | | | | | | |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

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| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 | 0.54 | 2.81 | 3.71 | 0.00 | 3.84 | 0.18 | 4.01 | 0.80 | 0.16 | 0.97 | 439.63 |
| Demolition 02/06/2009-02/27/2009 | 0.01 | 0.07 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 6.42 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 0.01 | 0.07 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 5.60 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.82 |
| Mass Grading 03/01/2009-03/31/2009 | 0.05 | 0.39 | 0.22 | 0.00 | 1.96 | 0.02 | 1.98 | 0.41 | 0.02 | 0.43 | 34.49 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 1.96 | 0.00 | 1.96 | 0.41 | 0.00 | 0.41 | 0.00 |
| Mass Grading Off Road Diesel | 0.05 | 0.39 | 0.20 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 33.08 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.40 |
| Fine Grading 04/01/2009-04/29/2009 | 0.05 | 0.38 | 0.21 | 0.00 | 1.87 | 0.02 | 1.89 | 0.39 | 0.02 | 0.41 | 32.92 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 1.87 | 0.00 | 1.87 | 0.39 | 0.00 | 0.39 | 0.00 |
| Fine Grading Off Road Diesel | 0.05 | 0.37 | 0.19 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 31.58 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.34 |
| Trenching 04/08/2009-04/22/2009 | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.99 |
| Trenching Off Road Diesel | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.43 |
| Trenching Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building 05/01/2009-04/21/2010 | 0.42 | 1.87 | 3.19 | 0.00 | 0.01 | 0.13 | 0.14 | 0.00 | 0.11 | 0.12 | 355.81 |
| Building Off Road Diesel | 0.34 | 1.52 | 1.01 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.10 | 0.10 | 141.85 |
| Building Vendor Trips | 0.02 | 0.24 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 42.37 |
| Building Worker Trips | 0.07 | 0.11 | 1.99 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 171.58 |
| 2010 | 3.41 | 0.90 | 1.47 | 0.00 | 0.00 | 0.06 | 0.07 | 0.00 | 0.06 | 0.06 | 173.92 |
| Building 05/01/2009-04/21/2010 | 0.18 | 0.80 | 1.36 | 0.00 | 0.00 | 0.05 | 0.06 | 0.00 | 0.05 | 0.05 | 160.64 |
| Building Off Road Diesel | 0.14 | 0.65 | 0.44 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.04 | 0.04 | 64.04 |
| Building Vendor Trips | 0.01 | 0.10 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.13 |
| Building Worker Trips | 0.03 | 0.05 | 0.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 77.48 |
| Asphalt 03/01/2010-03/15/2010 | 0.02 | 0.10 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 9.44 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 0.01 | 0.09 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 7.00 |
| Paving On Road Diesel | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.32 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 |
| Coating 04/01/2010-06/15/2010 | 3.21 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |
| Architectural Coating | 3.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |

Phase Assumptions

Phase: Demolition 2/6/2009 - 2/27/2009 - Demolition of existing structures (SUSD)

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/1/2009 - 4/29/2009 - Site Preparation

Total Acres Disturbed: 8.9

Maximum Daily Acreage Disturbed: 8.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

Total Acres Disturbed: 8.9

Maximum Daily Acreage Disturbed: 8.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 4/8/2009 - 4/22/2009 - Prep for Foundation

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 3/1/2010 - 3/15/2010 - Asphalt parking areas

Acres to be Paved: 2.22

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/1/2009 - 4/21/2010 - Build AOC Stockton facility

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 4/1/2010 - 6/15/2010 - Coatings and paints to building and asphalt

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Annual Tons Per Year, Mitigated

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| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 | 0.54 | 2.81 | 3.71 | 0.00 | 1.36 | 0.18 | 1.54 | 0.29 | 0.16 | 0.45 | 439.63 |
| Demolition 02/06/2009-02/27/2009 | 0.01 | 0.07 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 6.42 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 0.01 | 0.07 | 0.04 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 5.60 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.82 |
| Mass Grading 03/01/2009-03/31/2009 | 0.05 | 0.39 | 0.22 | 0.00 | 0.69 | 0.02 | 0.71 | 0.14 | 0.02 | 0.16 | 34.49 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.69 | 0.00 | 0.69 | 0.14 | 0.00 | 0.14 | 0.00 |
| Mass Grading Off Road Diesel | 0.05 | 0.39 | 0.20 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 33.08 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.40 |
| Fine Grading 04/01/2009-04/29/2009 | 0.05 | 0.38 | 0.21 | 0.00 | 0.66 | 0.02 | 0.68 | 0.14 | 0.02 | 0.16 | 32.92 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.66 | 0.00 | 0.66 | 0.14 | 0.00 | 0.14 | 0.00 |
| Fine Grading Off Road Diesel | 0.05 | 0.37 | 0.19 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 31.58 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.00 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.34 |
| Trenching 04/08/2009-04/22/2009 | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.99 |
| Trenching Off Road Diesel | 0.01 | 0.10 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 9.43 |
| Trenching Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Building 05/01/2009-04/21/2010 | 0.42 | 1.87 | 3.19 | 0.00 | 0.01 | 0.13 | 0.14 | 0.00 | 0.11 | 0.12 | 355.81 |
| Building Off Road Diesel | 0.34 | 1.52 | 1.01 | 0.00 | 0.00 | 0.11 | 0.11 | 0.00 | 0.10 | 0.10 | 141.85 |
| Building Vendor Trips | 0.02 | 0.24 | 0.20 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 42.37 |
| Building Worker Trips | 0.07 | 0.11 | 1.99 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 171.58 |
| 2010 | 3.41 | 0.90 | 1.47 | 0.00 | 0.00 | 0.06 | 0.07 | 0.00 | 0.06 | 0.06 | 173.92 |
| Building 05/01/2009-04/21/2010 | 0.18 | 0.80 | 1.36 | 0.00 | 0.00 | 0.05 | 0.06 | 0.00 | 0.05 | 0.05 | 160.64 |
| Building Off Road Diesel | 0.14 | 0.65 | 0.44 | 0.00 | 0.00 | 0.05 | 0.05 | 0.00 | 0.04 | 0.04 | 64.04 |
| Building Vendor Trips | 0.01 | 0.10 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 19.13 |
| Building Worker Trips | 0.03 | 0.05 | 0.83 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 77.48 |
| Asphalt 03/01/2010-03/15/2010 | 0.02 | 0.10 | 0.07 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 9.44 |
| Paving Off-Gas | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 0.01 | 0.09 | 0.05 | 0.00 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.01 | 7.00 |
| Paving On Road Diesel | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.32 |
| Paving Worker Trips | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 |
| Coating 04/01/2010-06/15/2010 | 3.21 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |
| Architectural Coating | 3.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.00 | 0.00 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.83 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2009 - 4/29/2009 - Site Preparation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

**10/27/2008 6:31:12 AM**

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Annual Tons Per Year, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| General office building | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |
| TOTALS (tons/year, unmitigated) | 5.57 | 8.24 | 67.48 | 0.05 | 0.48 | 0.31 | 4,697.60 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| General office building | | 11.01 | 1000 sq ft | 300.00 | 3,303.00 | 26,762.56 |

| | | | | |
|---|---|---|---|---|
| | | | 3,303.00 | 26,762.56 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 49.0 | 1.6 | 98.0 | 0.4 |
| Light Truck < 3750 lbs | 10.9 | 3.7 | 90.8 | 5.5 |
| Light Truck 3751-5750 lbs | 21.7 | 0.9 | 98.6 | 0.5 |
| Med Truck 5751-8500 lbs | 9.5 | 1.1 | 98.9 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 75.0 | 25.0 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.6 | 0.0 | 50.0 | 50.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 1.0 | 0.0 | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.9 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 3.5 | 71.4 | 28.6 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 1.0 | 10.0 | 80.0 | 10.0 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 10.8 | 7.3 | 7.5 | 9.5 | 7.4 | 7.4 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| % of Trips - Commercial (by land use) | | | | | | |
| General office building | | | | 35.0 | 17.5 | 47.5 |

Operational Changes to Defaults

**10/27/2008 6:29:47 AM**

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: C:\Documents and Settings\john.warmerdam\Desktop\Stockton EIR 10-23-08\Stockton AOC\Stockton AOC Washington.urb924

Project Name: AOC Stockton Courthouse - Washington

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

**10/27/2008 6:29:47 AM**

Summary Report:

CONSTRUCTION EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2009 TOTALS (lbs/day unmitigated) | 6.69 | 54.69 | 36.43 | 0.02 | 178.01 | 2.86 | 180.87 | 37.18 | 2.63 | 39.81 | 4,951.91 |
| 2009 TOTALS (lbs/day mitigated) | 6.69 | 54.69 | 36.43 | 0.02 | 63.02 | 2.86 | 65.88 | 13.16 | 2.63 | 15.79 | 4,951.91 |
| 2010 TOTALS (lbs/day unmitigated) | 123.59 | 38.04 | 46.35 | 0.03 | 0.13 | 2.80 | 2.93 | 0.05 | 2.57 | 2.62 | 5,784.18 |
| 2010 TOTALS (lbs/day mitigated) | 123.59 | 38.04 | 46.35 | 0.03 | 0.13 | 2.80 | 2.93 | 0.05 | 2.57 | 2.62 | 5,784.18 |

AREA SOURCE EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | | | | | | | |

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

| | ROG | NOx | CO | SO2 | PM10 | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

Construction Unmitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 2/6/2009-2/27/2009 Active Days: 16 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Demolition 02/06/2009-02/27/2009 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 1.23 | 8.15 | 4.78 | 0.00 | 0.00 | 0.64 | 0.64 | 0.00 | 0.59 | 0.59 | 700.30 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 3/2/2009-3/31/2009 Active Days: 22 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Mass Grading 03/01/2009-03/31/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 178.00 | 0.00 | 178.00 | 37.17 | 0.00 | 37.17 | 0.00 |
| Mass Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |
| Time Slice 4/1/2009-4/7/2009 Active Days: 5 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Fine Grading 04/01/2009-04/29/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 178.00 | 0.00 | 178.00 | 37.17 | 0.00 | 37.17 | 0.00 |
| Fine Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/8/2009-4/22/2009 Active Days: 11 | 6.69 | **54.69** | 29.15 | 0.00 | **178.01** | **2.86** | **180.87** | **37.18** | **2.63** | **39.81** | 4,951.91 |
| Fine Grading 04/01/2009-04/29/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 178.00 | 0.00 | 178.00 | 37.17 | 0.00 | 37.17 | 0.00 |
| Fine Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/23/2009-4/29/2009 Active Days: 5 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Fine Grading 04/01/2009-04/29/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 178.01 | 1.92 | 179.93 | 37.18 | 1.77 | 38.95 | 3,135.14 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 178.00 | 0.00 | 178.00 | 37.17 | 0.00 | 37.17 | 0.00 |
| Fine Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |
| Time Slice 5/1/2009-12/31/2009 Active Days: 175 | 4.83 | 21.35 | 36.43 | 0.02 | 0.11 | 1.43 | 1.55 | 0.04 | 1.31 | 1.35 | 4,066.38 |
| Building 05/01/2009-04/21/2010 | 4.83 | 21.35 | 36.43 | 0.02 | 0.11 | 1.43 | 1.55 | 0.04 | 1.31 | 1.35 | 4,066.38 |
| Building Off Road Diesel | 3.87 | 17.35 | 11.50 | 0.00 | 0.00 | 1.28 | 1.28 | 0.00 | 1.17 | 1.17 | 1,621.20 |
| Building Vendor Trips | 0.21 | 2.74 | 2.23 | 0.00 | 0.02 | 0.11 | 0.13 | 0.01 | 0.10 | 0.10 | 484.26 |
| Building Worker Trips | 0.75 | 1.26 | 22.70 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,960.92 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-2/26/2010<br>Active Days: 41 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/1/2010-3/15/2010<br>Active Days: 11 | 7.88 | 38.04 | **46.35** | **0.03** | 0.13 | 2.80 | 2.93 | 0.05 | 2.57 | 2.62 | **5,784.18** |
| Asphalt 03/01/2010-03/15/2010 | 3.35 | 17.83 | 11.96 | 0.00 | 0.02 | 1.46 | 1.48 | 0.01 | 1.34 | 1.35 | 1,717.23 |
| Paving Off-Gas | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 2.64 | 15.97 | 9.18 | 0.00 | 0.00 | 1.39 | 1.39 | 0.00 | 1.27 | 1.27 | 1,272.04 |
| Paving On Road Diesel | 0.11 | 1.74 | 0.59 | 0.00 | 0.01 | 0.07 | 0.07 | 0.00 | 0.06 | 0.06 | 240.87 |
| Paving Worker Trips | 0.07 | 0.12 | 2.20 | 0.00 | 0.01 | 0.01 | 0.02 | 0.00 | 0.00 | 0.01 | 204.32 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/16/2010-3/31/2010<br>Active Days: 12 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/1/2010-4/21/2010<br>Active Days: 15 | **123.59** | 20.29 | 35.91 | 0.02 | 0.12 | 1.35 | 1.47 | 0.04 | 1.23 | 1.27 | 4,208.84 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Time Slice 4/22/2010-6/15/2010<br>Active Days: 39 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

Phase Assumptions

Phase: Demolition 2/6/2009 - 2/27/2009 - Demolition of existing structures (SUSD)

Building Volume Total (cubic feet): 0

Building Volume Daily (cubic feet): 0

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Concrete/Industrial Saws (10 hp) operating at a 0.73 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 1 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 6 hours per day

Phase: Fine Grading 4/1/2009 - 4/29/2009 - Site Preparation

Total Acres Disturbed: 8.9

Maximum Daily Acreage Disturbed: 8.9

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Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

Total Acres Disturbed: 8.9

Maximum Daily Acreage Disturbed: 8.9

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

2 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Trenching 4/8/2009 - 4/22/2009 - Prep for Foundation

Off-Road Equipment:

2 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Other General Industrial Equipment (238 hp) operating at a 0.51 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 0 hours per day

Phase: Paving 3/1/2010 - 3/15/2010 - Asphalt parking areas

Acres to be Paved: 2.22

Off-Road Equipment:

4 Cement and Mortar Mixers (10 hp) operating at a 0.56 load factor for 6 hours per day

1 Pavers (100 hp) operating at a 0.62 load factor for 7 hours per day

1 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

1 Rollers (95 hp) operating at a 0.56 load factor for 7 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

Phase: Building Construction 5/1/2009 - 4/21/2010 - Build AOC Stockton facility

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 6 hours per day

2 Forklifts (145 hp) operating at a 0.3 load factor for 6 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

1 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

3 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

Phase: Architectural Coating 4/1/2010 - 6/15/2010 - Coatings and paints to building and asphalt

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Construction Mitigated Detail Report:

CONSTRUCTION EMISSION ESTIMATES Summer Pounds Per Day, Mitigated

| | ROG | NOx | CO | SO2 | PM10 Dust | PM10 Exhaust | PM10 | PM2.5 Dust | PM2.5 Exhaust | PM2.5 | CO2 |
|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 2/6/2009-2/27/2009 Active Days: 16 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Demolition 02/06/2009-02/27/2009 | 1.27 | 8.22 | 5.97 | 0.00 | 0.00 | 0.64 | 0.65 | 0.00 | 0.59 | 0.59 | 802.43 |
| Fugitive Dust | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Off Road Diesel | 1.23 | 8.15 | 4.78 | 0.00 | 0.00 | 0.64 | 0.64 | 0.00 | 0.59 | 0.59 | 700.30 |
| Demo On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Demo Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 3/2/2009-3/31/2009 Active Days: 22 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Mass Grading 03/01/2009-03/31/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Mass Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 63.01 | 0.00 | 63.01 | 13.16 | 0.00 | 13.16 | 0.00 |
| Mass Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Mass Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Mass Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |
| Time Slice 4/1/2009-4/7/2009 Active Days: 5 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Fine Grading 04/01/2009-04/29/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 63.01 | 0.00 | 63.01 | 13.16 | 0.00 | 13.16 | 0.00 |
| Fine Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/8/2009-4/22/2009 Active Days: 11 | 6.69 | **54.69** | 29.15 | 0.00 | 63.02 | **2.86** | 65.88 | 13.16 | **2.63** | 15.79 | 4,951.91 |
| Fine Grading 04/01/2009-04/29/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 63.01 | 0.00 | 63.01 | 13.16 | 0.00 | 13.16 | 0.00 |
| Fine Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |
| Trenching 04/08/2009-04/22/2009 | 2.22 | 18.96 | 9.50 | 0.00 | 0.00 | 0.93 | 0.94 | 0.00 | 0.86 | 0.86 | 1,816.77 |
| Trenching Off Road Diesel | 2.18 | 18.90 | 8.32 | 0.00 | 0.00 | 0.93 | 0.93 | 0.00 | 0.86 | 0.86 | 1,714.64 |
| Trenching Worker Trips | 0.04 | 0.07 | 1.18 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 102.13 |
| Time Slice 4/23/2009-4/29/2009 Active Days: 5 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Fine Grading 04/01/2009-04/29/2009 | 4.47 | 35.73 | 19.64 | 0.00 | 63.01 | 1.92 | 64.94 | 13.16 | 1.77 | 14.93 | 3,135.14 |
| Fine Grading Dust | 0.00 | 0.00 | 0.00 | 0.00 | 63.01 | 0.00 | 63.01 | 13.16 | 0.00 | 13.16 | 0.00 |
| Fine Grading Off Road Diesel | 4.42 | 35.65 | 18.16 | 0.00 | 0.00 | 1.92 | 1.92 | 0.00 | 1.77 | 1.77 | 3,007.48 |
| Fine Grading On Road Diesel | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Fine Grading Worker Trips | 0.05 | 0.08 | 1.48 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 127.66 |
| Time Slice 5/1/2009-12/31/2009 Active Days: 175 | 4.83 | 21.35 | 36.43 | 0.02 | 0.11 | 1.43 | 1.55 | 0.04 | 1.31 | 1.35 | 4,066.38 |
| Building 05/01/2009-04/21/2010 | 4.83 | 21.35 | 36.43 | 0.02 | 0.11 | 1.43 | 1.55 | 0.04 | 1.31 | 1.35 | 4,066.38 |
| Building Off Road Diesel | 3.87 | 17.35 | 11.50 | 0.00 | 0.00 | 1.28 | 1.28 | 0.00 | 1.17 | 1.17 | 1,621.20 |
| Building Vendor Trips | 0.21 | 2.74 | 2.23 | 0.00 | 0.02 | 0.11 | 0.13 | 0.01 | 0.10 | 0.10 | 484.26 |
| Building Worker Trips | 0.75 | 1.26 | 22.70 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,960.92 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 1/1/2010-2/26/2010<br>Active Days: 41 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/1/2010-3/15/2010<br>Active Days: 11 | 7.88 | 38.04 | **46.35** | **0.03** | 0.13 | 2.80 | 2.93 | 0.05 | 2.57 | 2.62 | **5,784.18** |
| Asphalt 03/01/2010-03/15/2010 | 3.35 | 17.83 | 11.96 | 0.00 | 0.02 | 1.46 | 1.48 | 0.01 | 1.34 | 1.35 | 1,717.23 |
| Paving Off-Gas | 0.53 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Paving Off Road Diesel | 2.64 | 15.97 | 9.18 | 0.00 | 0.00 | 1.39 | 1.39 | 0.00 | 1.27 | 1.27 | 1,272.04 |
| Paving On Road Diesel | 0.11 | 1.74 | 0.59 | 0.00 | 0.01 | 0.07 | 0.07 | 0.00 | 0.06 | 0.06 | 240.87 |
| Paving Worker Trips | 0.07 | 0.12 | 2.20 | 0.00 | 0.01 | 0.01 | 0.02 | 0.00 | 0.00 | 0.01 | 204.32 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Time Slice 3/16/2010-3/31/2010<br>Active Days: 12 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Time Slice 4/1/2010-4/21/2010 Active Days: 15 | **123.59** | 20.29 | 35.91 | 0.02 | 0.12 | 1.35 | 1.47 | 0.04 | 1.23 | 1.27 | 4,208.84 |
| Building 05/01/2009-04/21/2010 | 4.53 | 20.20 | 34.38 | 0.02 | 0.11 | 1.34 | 1.46 | 0.04 | 1.23 | 1.27 | 4,066.95 |
| Building Off Road Diesel | 3.65 | 16.55 | 11.20 | 0.00 | 0.00 | 1.19 | 1.19 | 0.00 | 1.10 | 1.10 | 1,621.20 |
| Building Vendor Trips | 0.20 | 2.50 | 2.09 | 0.00 | 0.02 | 0.10 | 0.12 | 0.01 | 0.09 | 0.10 | 484.30 |
| Building Worker Trips | 0.68 | 1.16 | 21.09 | 0.02 | 0.10 | 0.05 | 0.15 | 0.03 | 0.04 | 0.08 | 1,961.46 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Time Slice 4/22/2010-6/15/2010 Active Days: 39 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Coating 04/01/2010-06/15/2010 | 119.06 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |
| Architectural Coating | 119.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Coating Worker Trips | 0.05 | 0.08 | 1.53 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.01 | 141.89 |

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 4/1/2009 - 4/29/2009 - Site Preparation

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

The following mitigation measures apply to Phase: Mass Grading 3/1/2009 - 3/31/2009 - Clearing and Grading

For Soil Stablizing Measures, the Water exposed surfaces 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

For Unpaved Roads Measures, the Reduce speed on unpaved roads to less than 15 mph mitigation reduces emissions by:

PM10: 44% PM25: 44%

**10/27/2008 6:29:47 AM**

For Unpaved Roads Measures, the Manage haul road dust 3x daily watering mitigation reduces emissions by:

PM10: 61% PM25: 61%

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

| Source | ROG | NOX | CO | SO2 | PM10 | PM25 | CO2 |
|---|---|---|---|---|---|---|---|
| General office building | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |
| TOTALS (lbs/day, unmitigated) | 29.36 | 39.12 | 358.14 | 0.27 | 2.61 | 1.70 | 26,893.82 |

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2009 Temperature (F): 85 Season: Summer

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

| Land Use Type | Acreage | Trip Rate | Unit Type | No. Units | Total Trips | Total VMT |
|---|---|---|---|---|---|---|
| General office building | | 11.01 | 1000 sq ft | 300.00 | 3,303.00 | 26,762.56 |
| | | | | | 3,303.00 | 26,762.56 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Auto | 49.0 | 1.6 | 98.0 | 0.4 |
| Light Truck < 3750 lbs | 10.9 | 3.7 | 90.8 | 5.5 |

Vehicle Fleet Mix

| Vehicle Type | Percent Type | Non-Catalyst | Catalyst | Diesel |
|---|---|---|---|---|
| Light Truck 3751-5750 lbs | 21.7 | 0.9 | 98.6 | 0.5 |
| Med Truck 5751-8500 lbs | 9.5 | 1.1 | 98.9 | 0.0 |
| Lite-Heavy Truck 8501-10,000 lbs | 1.6 | 0.0 | 75.0 | 25.0 |
| Lite-Heavy Truck 10,001-14,000 lbs | 0.6 | 0.0 | 50.0 | 50.0 |
| Med-Heavy Truck 14,001-33,000 lbs | 1.0 | 0.0 | 20.0 | 80.0 |
| Heavy-Heavy Truck 33,001-60,000 lbs | 0.9 | 0.0 | 0.0 | 100.0 |
| Other Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Urban Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motorcycle | 3.5 | 71.4 | 28.6 | 0.0 |
| School Bus | 0.1 | 0.0 | 0.0 | 100.0 |
| Motor Home | 1.0 | 10.0 | 80.0 | 10.0 |

Travel Conditions

| | Residential | | | Commercial | | |
|---|---|---|---|---|---|---|
| | Home-Work | Home-Shop | Home-Other | Commute | Non-Work | Customer |
| Urban Trip Length (miles) | 10.8 | 7.3 | 7.5 | 9.5 | 7.4 | 7.4 |
| Rural Trip Length (miles) | 16.8 | 7.1 | 7.9 | 14.7 | 6.6 | 6.6 |
| Trip speeds (mph) | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 | 35.0 |
| % of Trips - Residential | 32.9 | 18.0 | 49.1 | | | |
| | | | | | | |
| % of Trips - Commercial (by land use) | | | | | | |
| General office building | | | | 35.0 | 17.5 | 47.5 |

Operational Changes to Defaults

# APPENDIX F

# CULTURAL RESOURCES TECHNICAL STUDY

# HUNTER SQUARE
# STOCKTON

## ENVIRONMENTAL ASSESSMENT

**CEQA**
**California Register of Historical Resources**
**Stockton Register, Historic Landmarks/Sites**
**National Register of Historic Places**

**HISTORIC ENVIRONMENT CONSULTANTS**
**5420 HOME COURT, CARMICHAEL, CALIFORNIA**

**OCTOBER 27, 2008**

# Hunter Square

## Cultural and Historical Evaluation

## Project

Alternative B of the proposed Project will cause the construction of a new Courthouse building in Hunter Square in downtown Stockton. This site has been an open rectangular space created by widening Hunter Street between Weber and a half block south of Main Street since the founding of the City, and Weber's gift of the adjacent Public Square. In the early 1960s, the north portion of the square was landscaped with parking, and the southern portion was landscaped with a fountain and water feature. The trees and fountain filled in the square somewhat visually, since before that work, Hunter Street continued through the space allowing a viewshed up and down the street. The Project will construct a large new Courthouse building in the traditionally open square, interrupting the view north and south on Hunter Street.

All features currently a part of the Square, including landscaped parking, fountain and pool are considered as one resource, Hunter Square, with the named features as contributing elements.

## Historical Background

An immigrant from Germany, Charles Weber became a Mexican citizen in 1844 so that he could have the right to obtain land for settlement in California. In early April 1845, Weber acquired the 49,000 acre El Rancho del Campo de los Franceses. This land, which included a slough on the San Joaquin River, was the site of a settlement that grew to become the city of Stockton.

In 1847 Weber's land grant was surveyed and an early village site was laid out called "Tuleburgh," a name possibly derived from the marshy landscape and Weber's German background. Gold was discovered in California in 1848 and the ensuing Gold Rush essentially guaranteed the success of Weber and the town of Stockton. Stockton became the gateway for those wishing to access the southern portion of the mother lode. The city also became the major supply base for that region.

The first survey of Tuleburgh was completed in 1849 by Captain Weber and Major R.P. Hammond, and delineated the new settlement as a one square mile grid based on east-west streets parallel to Stockton Slough. Weber's admiration of Commodore Robert Stockton for his role in the taking of California from Mexico resulted in his naming the new city after the Commodore. On July 23, 1850 the city of Stockton was incorporated and became a charter city of California, more than a month before California became a state of the United States.

On December 26, 1851 Weber donated a block as a public square, surrounded by San Joaquin, Main, Hunter and Weber, for the county courthouse and city hall. Because of the slough that ran through part of Hunter Street and the Courthouse block, the block of parcels between Weber and Main Streets laid out immediately to the west was laid out narrower than the standard sized blocks, in order to maintain the width of the street next to the slough. When the street was

reclaimed from the slough, it was wider than other north/south streets due to the narrower block of adjacent buildings to the west, thus creating the extra space next to the courthouse that became known as Hunter Square. This space was bounded by various buildings over time and accommodated early wagon freight teams and a wide variety of community celebrations and activities through time.

On August 6, 1853 the cornerstone was laid for the first county Courthouse. "The Courthouse and surrounding plaza became a significant source of civic pride and the hub of downtown Stockton's commercial life" according to Daniel Kasser in his book *Downtown Stockton.*

The second Courthouse was located on the public square on the same site as the first and was completed in 1890. At the time, it was considered one of the finest such public buildings in the state. Its grounds contained diagonal paths amid lush planting and numerous palm trees, and the main façade faced the wide portion of Hunter Street that became known as 'Hunter Square.' Its orientation toward the Square indicates that the space was important to its image as a public building and suggests it had anticipated potential for public use and gatherings.

The second Courthouse was removed to make way for the third and current Courthouse on the same site in 1961. The statue of Justice originally on the top of the second Courthouse was removed and placed on the west side of the 1961 Courthouse next to Hunter Square.

The original Hunter Square open streetscape was modified after the construction of the 1961 Courthouse. Landscaped parking was placed on the northern end of the Square, with an allée of trees leading to a dramatic fountain and water feature on the southern end.

The southern portion of the parcel includes an irregularly shaped concrete pool, a concrete sidewalk around the pool, and a low brick wall around the sidewalk. The pool is approximately 90 feet long in the north-south direction, 45-60 feet wide in the east-west direction, and approximately 12 inches deep. The southern side of the pool has an approximately three-foot tall brick wall above the pool that supports an upper pool. Water flows from the fountain to the upper and then the lower pool. The fountain is approximately 25 feet tall. Its base consists of dark metal pipes approximately 6 inches in diameter mounted vertically, approximately 10 pipes from two to 6 feet tall, and four pipes that are 15 to 25 feet tall. Apertures in tall pipes release water that falls to the pool at the base of the fountain, creating a cascading water sound and a light mist in the immediate area.

"The current water fountain also has roots in the past. Water features have always had a place on the Square. In the 1850s, a beautiful fountain was built from an artesian well. It was awarded a blue ribbon at the State Fair, but was eventually demolished when the well dried up. In 1891, a granite drinking fountain was constructed on the side of the Plaza facing Main Street. Created with funds collected by the Stockton Mail newspaper, the tall classical-style fountain was known as the "Mail Fountain" and included an ice chamber for cooling water. The current fountain was built as the centerpiece for the redesigned Hunter Square. During the City's West End Renewal Project, Main Street was also closed to create a park while the north end of the plaza was dedicated as a parking lot. (Van Ommerern)

These landscape features were established in 1965-1967. The Courthouse was designed by Stockton architects Mortenson & Hollstein and the landscape architect for the project was Donald Crump. The work is a design inspired by the Modernist movement of the 1960s that reinterpreted "Modern" architecture and combined elements of the Art Moderne and the International Style in a contemporary perspective.

The use of brick in the structure hearkens back to early Stockton's important role in the brick making industry. Brick was a favorite building material throughout the valley and in San Francisco in the nineteenth and early twentieth century, and almost always painted except for 'clinker' brick. Stockton was well located for the production and transportation of brick to a number of markets utilizing the brick.

The use of 'natural' brick, often with concrete accents or trim, became popular in the

1960s. It was often left unpainted, celebrating the beauty of 'natural' materials, a popular design theme at the time. Campus buildings on college campuses at Cornell University, Princeton, University of the Pacific, as well as many commercial and industrial buildings throughout California and the country used unpainted natural brick as a favorite building material during the 1960s.

Mortenson and Crump collaborated on another project in Stockton, at the University of the Pacific, designing a water tower that fits attractively within the landscape.

## Significance

Hunter Square is significant historically as an element of the original street grid layout of Stockton by Charles Weber in 1849. That grid is still the principal original city planning scheme for the City of Stockton. Hunter Square was formed within and according to that grid. The interruption of the original grid of the plan by geological barriers such as the marshy slough that overlaid part of Hunter Street and the Public Square caused the standard blocks of the layout to vary in this location. When the slough was filled in and the street paved, the increased width of Hunter Street between Weber Avenue and half a block south of Main Street reflected this natural geological occurrence. The additional width of the street transformed it into a 'Square,' partially due to its proximity to the Courthouse and the businesses and banks that were attracted by the Courthouse and commercial activity, and partly due to the public 'perception' of it as a 'place' related to City and County activities. It has always been associated with local government. This essentially open 'place' has been on this site since the layout of the City, 159 years ago. As such, the site possesses significance that is enhanced by its origins, and provides a connection to the understanding of its origins.

Located adjacent to each of the three successive County Courthouses, Hunter Square has always been a significant focus near county government, commercial, and community activities. The Square, sometimes called the Plaza, has hosted numerous public meetings, political rallies and important events historically significant to Stockton. For example, it was the site of the 1857 California State Fair. In the very early years, freight companies and individuals with horse and wagon teams gathered here to contract to haul freight from Stockton to the southern mines during the height of the Gold Rush. On July 4, 1876, the Plaza was the location of the Centennial Celebration which also featured a balloon ascension presented by a popular Stockton showman. For this Centennial celebration, a large arch was financed, designed and constructed by J.D.Peters at the intersection of Main and Hunter Streets on the Courthouse Plaza. It read "E.Pluribus Unum" (We Are One). (Kasser) In 1909, the "Rush of '49," an unusual street fair depicting a gold mining camp, was held in the Plaza. Recent activities include the Downtown Stockton Certified Farmers Market form 1998 to the present, the Downtown Car Show in 1998, 2006, 2007, Tutti in Piazza 2006 and 2007, and First Night Stockton 1998-2001. (Lipiec-Qualls)

The Square has been the site of important water features that have enriched the downtown district and provided a location for visitors and workers to relax and rejuvenate. In the 1850s, a beautiful fountain was built from an artesian well and was awarded a blue ribbon at the State Fair. In 1891, a granite drinking fountain was constructed on the side of the Plaza facing Main Street. Created with funds collected by the Stockton Mail newspaper, the tall classical-style fountain was known as the "Mail Fountain" and included an ice chamber for cooling water. The current fountain is an important element reflecting that heritage.

Hunter Square has been and remains a character-defining feature of downtown Stockton and serves an important urban planning function. It is also important as an urban planning feature reflecting design themes of the 1960s in downtown Stockton. The Square functions much like an urban park such as those throughout downtown New York City, providing an ongoing attractive and relaxing location to briefly escape the urban environment. This open space/urban park is a focal point within the downtown district, given special importance by its historic proximity to the

Courthouse. It is a small green oasis for downtown residents, office workers and shoppers amid an urban 'hardscape' and sometimes oppressive summer heat.

Summary

The Square is important as a historic site due to its long-standing public use including the location and gathering spot of many community activities. It is also important as an urban planning feature typical of the 1960s in downtown Stockton. The current park with its fountain and pool is an expression of the influence of Modernist design ideas on landscape architecture, and a small scale example of pedestrian malls constructed during the urban renewal era in the latter half of the 20th century. The age of the current design is approximately 43 years, 2 years less than that recommended for listing in the California Register. The age of the Square itself is approximately 159 years.

The current design of the Square is the result of a collaboration between Stockton architect Mortenson, and landscape architect Donald Crump, respected Stockton professionals. The Burns Tower on the University of the Pacific Campus is a notable and somewhat unique project on which they collaborated. The Hunter Square fountain, pool, and park design collaboration is an attractive representative of Modernist design themes prevalent in the 1960s.

The use of the Square for parking has been noted over time since the advent of the automobile. There are photos of cars parked along the west side of Hunter Street, within an area made available by the extra width of the Square. Photographs depict teens and 1920s era autos parked in rows on the west side of the Square. The current parking arrangement is more aesthetic with its landscaping and the fountain in the distance, connecting the open space between Weber Avenue and Main Street.

## National Register of Historic Places

The National Register of Historic Places categories adopted by the National Park Service, defines a Site as "the location of a significant event, a prehistoric or historic occupation or activity… where the location itself possesses historic, cultural or archeological value regardless of the value of any existing structure."

Hunter Square is a historic feature of the City of Stockton, located on Hunter Street, one of the grid of streets laid out by Weber in 1849. The Square extends along this street between Weber and about a half of a block south of Main Street. It has served as an important and long-lived visual landmark and community gathering place in the city's urban downtown district. The then-unobstructed view of the street to the north and south also assisted a geographical orientation for visitors and workers of the area.

However, the 'Square', a particularly wide, short section of the street in downtown Stockton, was primarily an adjunct to the Public Square with its Courthouse and city government facilities, given to the city by Weber in 1851. It was apparently not actually part of the original block gift to the city by Weber, but was created due to the infill of the existing slough covering part of the street and the courthouse block, when paving the streets of the city.

The Square has experienced some modifications of its defining feature as 'open space' in its urban environment. While the current water feature and pool enhance its aesthetic character, the landscaping and parking elements tend to obscure its formerly 'open' image. The original visual character of the Square as a street bounded by buildings that defined its boundaries has been modified with trees, parking and the fountain in the center of the street.

The street itself is approximately 159 years old. However, the current version of the Square is less than 50 years of age, one of the criteria for potential listing on the National Register of Historic Places. The resource would have to meet criteria of exception significance order to meet this criteria. While the current fountain and park are good and competent examples of Modernist

design influences, they are not unique representatives of that era or the products of and were not created designers of widespread fame or notability. The Square does not appear therefore to meet the criteria of "exceptional importance" necessary for Register eligibility for a resource less than fifty years old.

Due to modifications, and the age of the current image Hunter Square, it does not appear to be eligible for listing on the National Register of Historic Places (NRHP).

## California Register of Historical Resources

The criteria for listing historical resources on the California Register are consistent with those developed by the National Park Service for listing properties on the National Register, but have been modified for state use in order to include a range of historical resources which better reflect the history of California. According to *Regulations for the Nomination of Properties to the California Register of Historical Resources*, historical resources that may be nominated to the California Register include the following:

- "an historical resource… designated or listed as a city or county landmark… pursuant to any city or county ordinance, if the criteria for designation or listing under the ordinance have been approved by the Office (Historic Preservation) as meeting standards set by the Commission."
- "an historic resource or a group of local landmarks or historic properties designated under a municipal or county ordinance."

Further, "historical resources designated under municipal or county ordinances which have the authority to restrict demolition or alteration of historical resources, where the criteria for designation or listing *have not* been officially approved by the Office may be nominated to the California Register if the local designation meets "specific… criteria." These criteria are listed in paragraph F (C) under 'Types of Historical Resources and Criteria for Evaluation for Nomination to the California Register of Historical Resources."

These criteria appear to have been met in the Cultural Resources Section of the *Stockton Municipal Code Chapter 16, Development Code, Division 16-730, Cultural Resources.* This would allow a historical resource designated by the city Cultural Resources Board, under the Stockton Cultural Resources ordinance, to be nominated to the California Register with or without the ordinance having been approved formally by the Office of Historic Preservation.

## Stockton Cultural Resources Ordinance

The *Instructions for Recording Historical Resources,* 1995, published by the State Office of Historic Preservation utilizing the NRHP categories adopted by the National Park Service, defines a Site as "the location of a significant event, a prehistoric or historic occupation or activity…where the location itself possesses historic, cultural or archeological value regardless of the value of any existing structure."

Hunter Square has been acknowledged by the Downtown Management District as the "Heart of Stockton"…and considered by them to be "one of the most historic sites in Stockton." The Square has served as site for a number of historical events, such as the site of the 1857 California State Fair, the location of the July 4, 1876 Centennial Celebration Centennial and the 1909 "Rush of '49" with the construction of a notable arch, a street fair celebrating gold rush mining themes, and a number of other public gatherings. Currently the Square is used for the downtown Farmer's Market, special events, as an urban park for workers, shoppers and visitors, and is a focal point of downtown Stockton.

The stated Purposes of the Cultural Resources Division include the intention to "enhance

historic sites including designation, enhancement, perpetuation, preservation, protection and restoration of those…sites which contribute to the cultural and aesthetic benefit of the city."

Council Findings include "The preservation of the remaining sites and structures is in the public interest and would promote the health, safety and general welfare of the City."

The Ordinance states: "The Cultural Resources Board shall recommend for approval to the Commission and the Council areas, sites, and structures including single sites or structures…" having "a special character or special aesthetic architectural or historical interest such as… " b. A Historic Site in compliance with 16-730.090 (Historic Sites)…"

## Summary

The Square appears to have been acknowledged by the public as possessing historic significance, and is still an important public gathering place within the downtown area. It is also recognized as a good reflection of urban planning programs of the 1960s era. While its current appearance differs from the original, it is still an open space that suggests its longtime status as a community gathering place and focal point.

As such, Hunter Square appears to meet criteria for listing as a Stockton Historic Site under the Stockton Municipal Code-Chapter 16, Development Code: Division 16-730.090, Cultural Resources; criteria # 2, #3, #4, #5.

*# 2. Heritage. Its character, interest, or value as a significant of the heritage of the City, State, or the Nation.*

The character and historic value of the Square to the heritage of the City has been widely acknowledged.

*# 3. Visual feature of the City. Its unique location or singular physical characteristic representing an established and familiar visual feature of the City.*

The fountain and park are significant visual character-defining features of the downtown Stockton streetscape and character. They also reflect important design themes from a former era.

*# 4. Way of Life. Its exemplification of a particular way of life important to the City, State, or Nation.*

The kinds of activities that have been part of the Square's history demonstrate important community life styles of different eras, from a site for the hauling of freight to the current operation of the Farmer's Market.

*#5. Historic event. Its location of a significant historic event regardless of the current configuration, development, or use.*

The construction of 3 Courthouses since 1853 adjacent to the Square and with the principal façade facing the Square, and its use as a site for various significant historic celebrations are historic events that occurred before the 1960s modifications.

## Official Listings

If Hunter Square is listed under the Stockton Cultural Resources Ordinance, it appears that it will be eligible for nomination and potential listing on the California Register of Historical Resources. Hunter Square appears to be eligible for listing under the Stockton Cultural Resources Ordinance as a Historic Site.

The Square would appear to be eligible for potential individual listing on the California Register of Historical Resources due to its historical associations, community uses over time, as a planning feature representing an important past design theme, as a good representative of Modernist design, and as a traditional open space and "place" in the heart of downtown Stockton.

## Impacts to Hunter Square

The proposed Project will directly affect Hunter Square by placing a large new Courthouse structure on the site. This will fill the 'open' space that has constituted the image of the Square essentially for 159 years. The streetscape along Hunter Street will be interrupted as will directional orientation. Space within the Square or along its boundaries will apparently be incorporated into the new Courthouse overall design.

Current activities requiring a spatial layout such as the Farmer's Market may be abandoned or relocated. The existing 'open space' in the heart of downtown Stockton will be replaced by a relatively large structure that will block the existing streetscape views and somewhat diminish the open character of this portion of downtown Stockton.

It appears that the Project will cause Main Street to be re-established through the Square in about the vicinity of the fountain. This will eliminate the reflecting pool, its architectural setting and probably the fountain, depending upon the choice of the Proposed Project, Alternative B, or the offsite Alternative.

The Project will remove an original planning feature and an important element of Stockton's heritage that has been in place for approximately 159 years.

The Project will remove a competent and rather rare remaining example of the Modernist movement as expressed in the 1960s fountain and landscaping of the park, a notable effort by Stockton professional designers. This work reflects important urban design themes of the 1960s.

Water features that have been represented in the Square for over 100 years and that also tend to diminish stress with landscape elements that soothe will be at least partly removed.

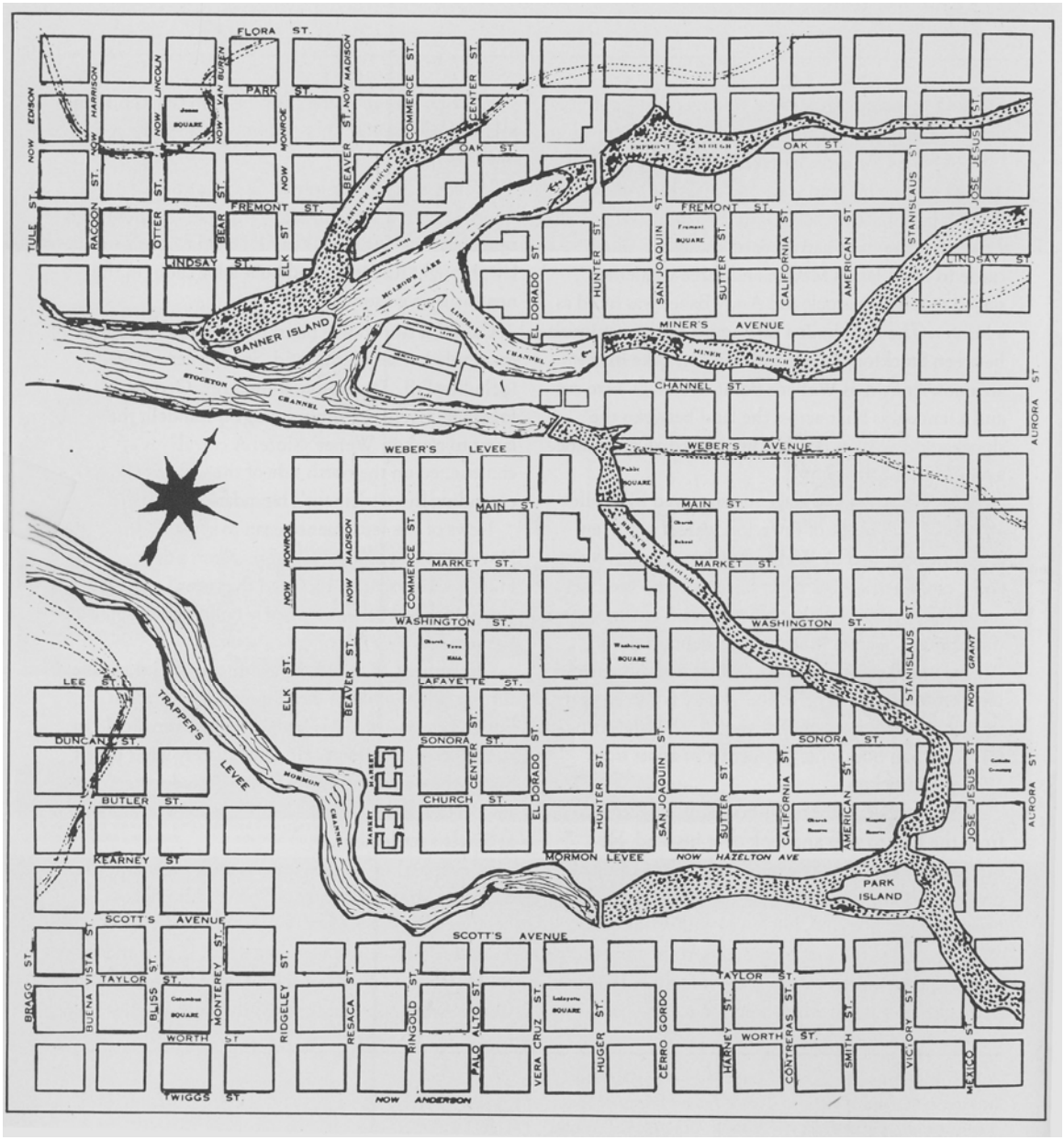
The Project will remove an important downtown gathering space for visitors, workers and residents of Stockton that encourages the use of the downtown area and provides an urban park that is an attribute to the city and the business district.

## Recommendations for Mitigation

It is recommended that if the site of Hunter Square is chosen for the new Courthouse, new public space and gardens around it should be maximized to invite use by the general public. Areas around the Courthouse should be as open as possible and fully landscaped to accommodate this use. The existing fountain or a similar water feature should be re-installed in front of the Courthouse as a part of the associated public gardens.

It would appear that lowering the building and expanding the footprint would diminish some of the important planting and landscape possibilities that could contribute to the public use of the site and its image. Since there are a number of relatively tall buildings in the area already, it seems that at the ground level landscaping and space with public access may be more important than shortening the height of the building. As much space around the building as possible should be retained as open and landscaped space by minimizing the building footprint as much as possible. This action could help to reflect aspects of the former and current character of the Square.

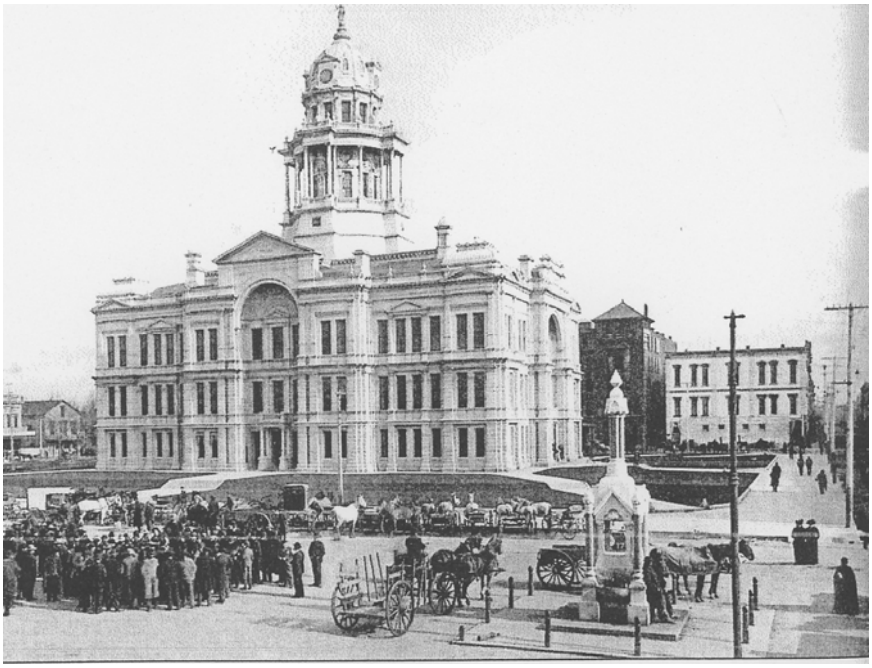
The bulk of the building should be minimized and the land around the building maximized to capture the character, scale and open space of the currently existing Square as much as possible.



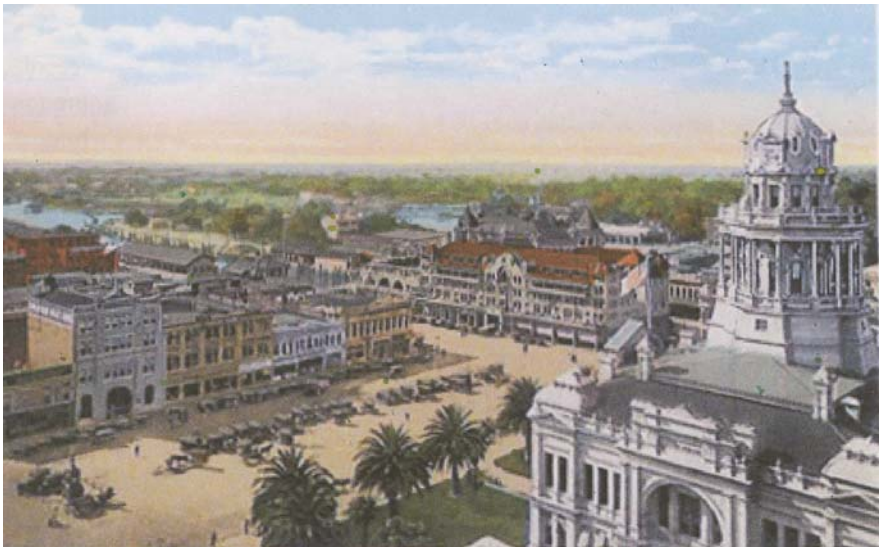

The presence of the slough on Hunter Street near the public square caused the street to be extra wide. Notice how the block to the immediate west is narrower than most others in the grid.

The alleé in Hunter Square on the north end of the square looking south.

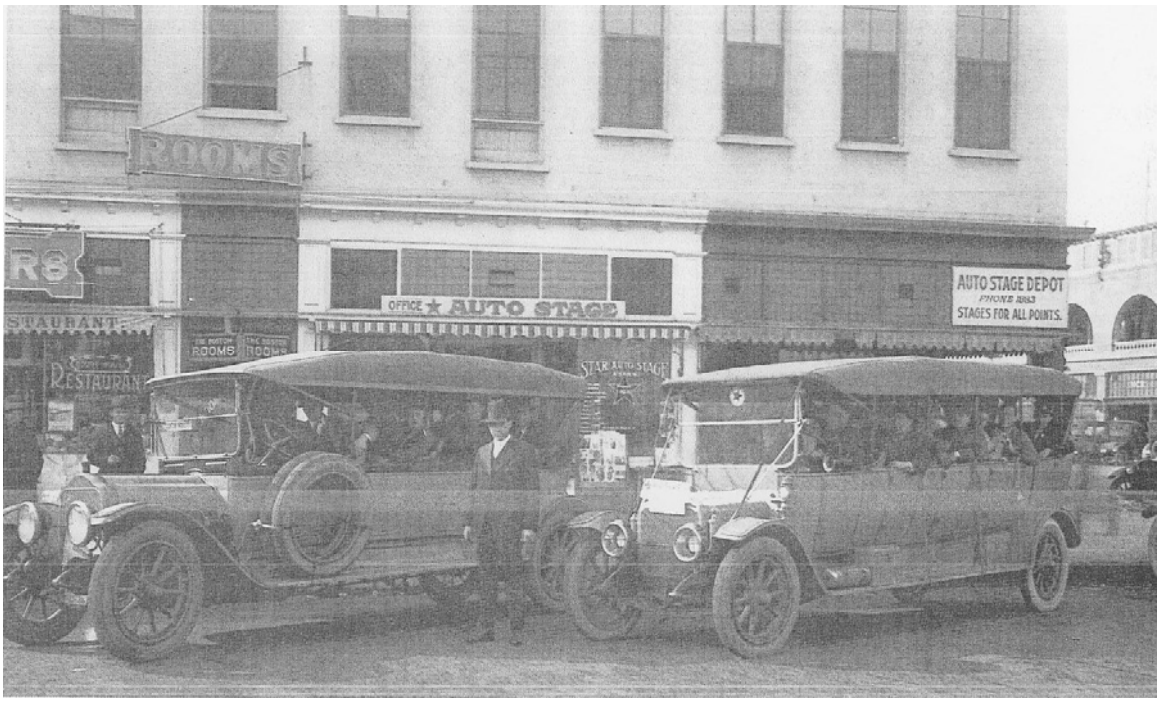
The fountain in Hunter Square as viewed looking to the south.



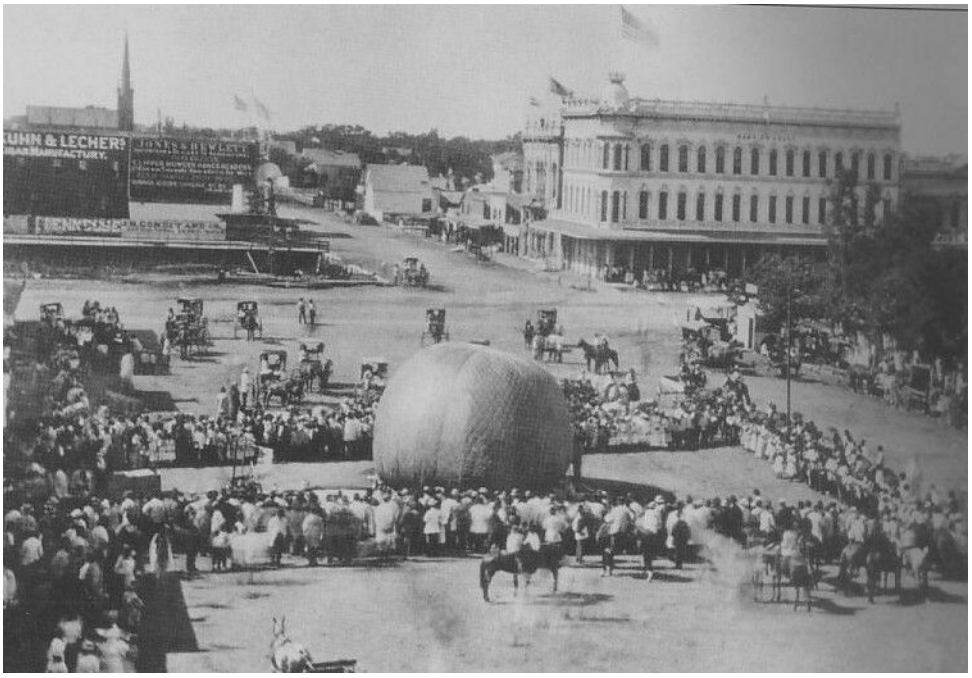
Hunter Square in foreground and 1890 Courthouse, ca 1895. View to the northeast.



Hunter Square is depicted in this postcard in ca 1920. View to the northwest.




Star auto Stage Depot, 1918, northwest corner Hunter Square. Note Stockton Hotel background



Balloon Ascension, Hunter Square/Stockton Plaza, July 4, 1876 Centennial Celebration

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Van Ommeren, Alice, *Stockton in Vintage Postcards.*
Postcards of the Past, *Hunter* Square-Heart of Stockton

Email transmission: October 24, 2008 Sylwia Lipiec-Qualls @ Downtown Stockton
The Downtowner, February 2006

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

# PRIMARY RECORD

Primary #_____
HRI #_____
Trinomial_____
NRHP Status Code 5S3
Other Listings_____
Review Code_____ Reviewer_____ Date_____

**Page** 1 **of** 4 **Resource Name or #:** Hunter's Square
**P1. Other Identifier**:
***P2. Location: *a. County**: San Joaquin
**b. Address**: Hunter's Square **City**: Stockton **Zip: 95202**
***c. USGS 7.5' Quad** **Date**:
***e. Other Locational Data:** **APN#**: as part of 14916001

***P3a. Description:**

Hunter Square is actually a rectangular open public space in downtown Stockton, essentially bounded by Weber Avenue, San Joaquin Street, Main Street and Hunter Street. The Square space is actually a wider part of Hunter Street, a block and a half long, that was shaped by the original slough and its subsequent infill. The northern portion of the space is occupied by parking and a number of trees and greenery. It contains a north-south allée of trees that lead to the fountain and landscape features on the southern end of the Square. Looking south on the walkway between the double line of trees, the tall fountain is framed in the distance.

The base of the metal fountain emerges from the surrounding reflecting pool and curved brick-surfaced structure that partly encircles it. There is a pedestrian walk around the pond containing the centerpiece. Some seating areas are built into the landscaping and there are some freestanding benches. A statue stands on the east side of the square near the current Courthouse entitled "Goddess of Justice." This monument originally stood on the top of the cupola of the second Courthouse and was removed when that Courthouse was demolished.

***P3b. Resource Attributes:** HP31
***P4. Resources Present:** ☐Building ☐Structure ■Object ■Site ☐District ☐Element of District ☐Other (Isolates, etc.)

**P5b. Description of Photo:** View to the south.
***P6. Date Constructed/Age and Source:** ■Historic ☐Prehistoric ☐Both
1851, 1965-1967
***P7. Owner and Address:**
San Joaquin County
222 E. Webber
Stockton, CA
***P8. Recorded by:**
Paula Boghosian, Historic Environment Consultants
5420 Home Court
Carmichael, CA 95608
***P9. Date Recorded:**
September 2008
***P10. Survey Type:**
Intensive
**P11. Report Citation**
Hunter Square Stockton: Environmental Assessment, Cultural Resources (Historic Environment Consultants)

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet ■Building, Structure, and Object Record ☐ Linear Resource Record ☐Archaeological Record ☐District Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 5S3

***Resource Address:** Hunter Square, adjacent to 222 E. Weber

**B1. Historic Name:** Hunter Square

**B2. Common Name:** Hunter Square

**B3. Original Use:** Public Square/Urban Open Space **B4. Present Use:** Public Square/Urban Open Space

***B5. Architectural Style:** n/a

***B6. Construction History:** Most recent improvements and landscaping were completed 1965-67. The space was essentially open and undeveloped until the mid-1960s.

***B7. Moved?** ■No ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** Buildings surrounding the Square, fountain and reflecting pool

**B9a. Architect:** existing rendition; Mortensen & Hollstein, Landscape architect, Donald Crump

**b. Builder:** unknown

***B10. Significance: Theme:** Public Squares **Area:** Downtown Stockton

**Period of Significance:** 1851-2008 **Property Type:** park, urban open space **Applicable Criteria:** A, C

Hunter Square, located in the heart of downtown Stockton, is an important resource due to its historic associations from the original layout of the city, and its varied community uses over 157 years,

The Hunter Square area was created when the city was laid out in 1849 at the behest of German immigrant Charles Weber who had received the land in 1845 as part of a Mexican Land Grant of 50,000 acres. The first survey of the area to become known as Stockton was completed in 1849, and designated the 'city' as a one square mile grid based on east-west streets parallel to Stockton Slough. The place was first legally known as the "City of Stockton" on July 23, 1850.

On December 26, 1851 Weber donated a block surrounded by San Joaquin, Main, Hunter and Weber for the county courthouse and city hall. Construction of the courthouse began in 1853 and the building and grounds became a significant source of civic pride as well as the hub of downtown Stockton's commercial life.

(please see Continuation sheet)

**B11. Additional Resource Attributes:** HP26

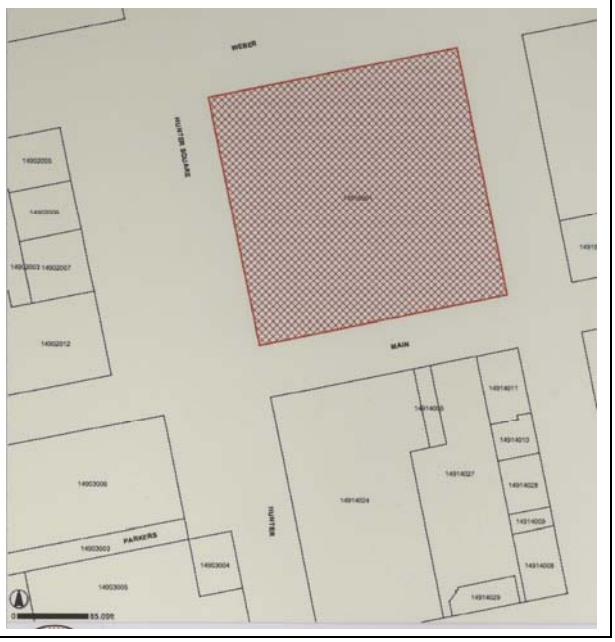
***B12. References:**

Historic Environment Consultants, Hunter Square Stockton: Environmental Assessment, Cultural Resources
(See continuation sheet)

**B13. Remarks:**

***B14. Evaluator:** Paula Boghosian, Historic Environment Cons.

*Date of Evaluation: September 2008




(This space reserved for official comments.)



*These items consist of required information.

The marshy channel that once ran through the Public Square and adjacent Hunter Street was filled in and Hunter Street was connected from the north to the south adjacent to the Public Square. Because of the slough along Hunter Street, the block of parcels between Weber and Main Streets west of the slough had been laid out narrower than the standard sized city blocks. When the slough was filled in, Hunter Street became wider than other streets in the city due to the narrower block on the west. Adjacent to the Public Square, the larger rectangular space on Hunter Street accommodated early freight wagon teams bound for the southern mines, and allowed a wide variety of community activities to occur over time. Eventually this space became known as Hunter Square.

The second courthouse was located on the Public Square on the same site as the first and was completed in 1890. At the time, it was considered one of the finest in the state. Its grounds contained diagonal paths amid lush planting and numerous palm trees and the principal facade faced Hunter Square.

This Courthouse was removed to make way for the current Courthouse on the same site in 1961. The statue of Justice originally on the top of the nineteenth century Courthouse was removed and placed on the west side of the new Courthouse next to Hunter Square. Partially landscaped parking and a small park with a fountain and water feature were constructed in the adjacent 'Hunter Square' in 1965-1967. The Courthouse was designed by Stockton architects Mortenson & Hollstein and the landscape architect for the project was Donald Crump.

Hunter Square has been a public open space adjacent to three successive San Joaquin County Courthouses in the heart of downtown Stockton since the founding of the city. This open space/urban park has been a focal point within the downtown district. Its current landscape features were established in 1965-1967, to enhance the construction of the 1961 Courthouse. The work is a design version of the Modernist movement of the 1960s that reinterpreted "Modern" architecture and combined elements of the Art Moderne and the International Style modes in a contemporary perspective. It is a small green oasis for downtown residents, office workers and shoppers amid an urban hardscape and sometimes oppressive summer heat.

The Square has been and remains a character-defining feature of downtown Stockton and serves an important urban planning function. Serving as a site for initial transport and commerce functions, then community celebrations, recreational events, street fairs, etc., the Square now serves as an urban park such as those throughout downtown New York City and others, providing an attractive relaxing location to briefly escape the urban environment.

Hunter Square appears to be eligible for listing under the Stockton Cultural Resources Ordinance as a Historic Site. The Square would appear to be eligible for potential individual listing on the California Register of Historical Resources due to its historical associations, community uses over time, as a planning feature representing an important past design theme, and as a traditional open space in the heart of downtown Stockton.

## References

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# APPENDIX G

## ADDITIONAL CULTURAL RESOURCES MATERIALS

**CITY OF STOCKTON**
**HISTORIC LANDMARKS**

| | NAME/ ADDRESS | RESOLUTION NO. | EFFECTIVE DATE |
|---|---|---|---|
| 1. | **ST. MARYS CHURCH (1861)**<br>203 East Washington St. | 29,086 | June 1, 1971 |
| 2. | *** THE HOTEL STOCKTON (1910)**<br>Weber & El Dorado Streets | 29,086 | June 1, 1971 |
| 3. | *** THE SPERRY BUILDING (1888)**<br>146 W. Weber Avenue | 29,086 | June 1, 1971 |
| 4. | *** SUPERINTENDENT'S HOME (1900)**<br>Stockton State Hospital<br>521 East Acacia Street | 29,086 | June 1, 1971 |
| 5. | *** WEBER PRIMARY SCHOOL (1873)**<br>55 West Flora Street | 29,100 | June 7, 1971 |
| 6. | **ST. JOHN'S EPISCOPAL CHURCH**<br>115 East Miner Avenue (1892) | 29,100 | June 7, 1971 |
| 7. | **HURRLE-WESTON HOME (1906)**<br>5 East Harding Way | 29,100 | June 7, 1971 |
| 8. | *** HOME OF BENJAMIN HOLT (c.1860)**<br>548 East Park Street | 29,100 | June 7, 1971 |
| 9. | **NEWELL HOME (1888)**<br>1107 N. San Joaquin St. | 29,170 | July 6, 1971 |
| 10. | **COUNTY JAIL SITE (1893)**<br>(Cunningham's Castle)<br>N.E. corner San Joaquin<br>and Channel Streets | 30,101 | Nov. 20, 1972 |
| 11. | **COUNTY COURTHOUSE SITE**<br>Block bounded by Weber,<br>Main, San Joaquin and<br>Hunter Streets | 30,102 | Nov. 20, 1972 |
| 12. | **SANTA FE DEPOT (1900)**<br>735 South San Joaquin Street | 30,103 | Nov. 20, 1972 |
| 13. | **** WEBER POINT**<br>Confluence of Stockton<br>Channel & McLeod Lake | 30,304 | March 12, 1973 |

***** **Also listed in The National Register of Historic Places**

| | NAME/ ADDRESS | RESOLUTION NO. | EFFECTIVE DATE |
|---|---|---|---|
| 14. | **WAGNER LEATHER CO. ENGINE ROOM**<br>122 East Oak Street (1876) | 30,809 | October 15, 1973 |
| 15. | *** WONG MANSION (1921)**<br>345 West Clay Street | 30,834 | November 5, 1973 |
| 16. | **ENGINE HOUSE NO. 3 (1908)**<br>19 North Pilgrim Street | 31,720 | October 7, 1974 |
| 17. | **MINER LEVEE SITE (1927)**<br>North side of Stockton Channel between Harrison and Lincoln | 33,837 | January 31, 1977 |
| 18. | **EDWARD B. CONDY HOME (1893)**<br>820 North Madison Street | 34,112 | May 9, 1977 |
| 19. | *** EL DORADO ELEMENTARY SCHOOL**<br>**1525 Pacific Avenue (1916)** | 34,306 | July 11, 1977 |
| 20. | **CHARLES E. OWEN HOME (1890)**<br>1119 N. San Joaquin St. | 34,629 | November 7, 1977 |
| 21. | ***STOCKTON SAVINGS & LOAN SOCIETY BANK (1908)**<br>301 East Main Street | 34,630 | November 7, 1977 |
| 22. | *** MOSES RODGERS HOME (1890)**<br>921 S. San Joaquin St. | 35,546 | August 28, 1978 |
| 23. | **LUTHER BURBANK SCHOOL (1925)**<br>1130 S. Pilgrim Street | 35,547 | August 28, 1978 |
| 24. | *** NIPPON HOSPITAL (1919)**<br>25 S. Commerce Street | 35,548 | August 28, 1978 |
| 25. | *** CALIFORNIA BUILDING (1917)**<br>11 S. San Joaquin St. | 36,120 | April 2, 1979 |
| 26. | **JEWISH COMMUNITY CENTER (1928)**<br>1337 N. Madison Street | 36,741 | Nov. 13, 1979 |
| 27. | **DUNNE HOME (1895)**<br>1335 N. Hunter Street | 38,208 | May 11, 1981 |

***** **Also listed in The National Register of Historic Places**

| | NAME/ ADDRESS | RESOLUTION NO. | EFFECTIVE DATE |
|---|---|---|---|
| 28. | **WONG HOUSE (1924)**<br>704 N. Stockton St. | 38,553 | Sept. 8, 1981 |
| 29. | *** TRETHEWAY BUILDING (1892)**<br>229 East Weber Avenue | 38,554 | Sept. 8, 1981 |
| 30. | **MEDICO-DENTAL BUILDING (1927)**<br>242 North Sutter Street | 39,045 | May 3, 1982 |
| 31. | **SWETT-MOREING HOME (1883)**<br>143 West Acacia Street | 39,263 | July 26, 1982 |
| 32. | **ORIGINAL TEMPLE ISRAEL(1855)**<br>821 North American Street | 39,264 | July 26, 1982 |
| 33. | *** SPERRY UNION MILL WAREHOUSE (1870S to c.1897)**<br>445 West Weber Avenue | 39,265 | July 26, 1982 |
| 34. | **CITY HALL AND CIVIC COURT (1923-26)**<br>425 N. El Dorado Street | 39,656 | March 14, 1983 |
| 35. | **B & M BUILDING (1860s)**<br>125 Bridge Place | 40,069 | August 29, 1983 |
| 36. | *** COMMERCIAL & SAVINGS BANK**<br>343 East Main Street (1915) | 85-0306 | May 13, 1985 |
| 37. | **STREET CAR BARNS & OFFICES**<br>2850 N. California St. (1907) | 85-0307 | May 13, 1985 |
| 38. | *** FEDERAL BUILDING (1933)**<br>401 N. San Joaquin St. | 85-0324 | May 28, 1985 |
| 39. | **GENOVA BAKERY (1908)**<br>749 N. Sierra Nevada St. | 85-0325 | May 28, 1985 |
| 40. | **DR. CROSS HOUSE (1890)**<br>207 West Acacia Street | 85-0597 | Sept. 23, 1985 |
| 41. | **SEARS ROEBUCK BUILDING (1910-16)**<br>620 North Aurora Street | 86-0274 | May 12, 1986 |

*** Also listed in The National Register of Historic Places**

**** Also a California Historic Landmark**

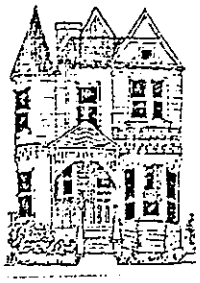
| | NAME/ ADDRESS | RESOLUTION NO. | EFFECTIVE DATE |
|---|---|---|---|
| 42. | **THE HENERY APARTMENTS (1913)**<br>121 South Sutter Street | 86-0294 | May 19, 1986 |
| 43. | *** FOX CALIFORNIA THEATRE**<br>242 East Main Street (1930) | 86-0469 | August 4, 1986 |
| 44. | **ST. AGNES SCHOOL & CONVENT (1914-20)**<br>640 N. San Joaquin Street | 86-0503 | August 11, 1986 |
| 45. | **STOCKTON MEMORIAL CIVIC AUDITORIUM**<br>525 N. Center Street (1924-25) | 90-0198 | March 15, 1990 |
| 46. | **FIRST CHURCH OF CHRIST SCIENTIST**<br>801 N. Center Street (1928) | 95-0107 | March 20, 1995 |
| 47. | **CHILDREN'S HOME OF STOCKTON**<br>430 N. Pilgrim Street (1912) | 99-0312 | June 22, 1999 |
| 48. | **PHILOMATHEAN CLUBHOUSE**<br>1000 N. Hunter Street (1911) | 01-0150 | March 3, 2001 |
| 49. | **DAGUHOY LODGE #528**<br>203 E. Hazelton Avenue | 03-0104 | March 4, 2003 |
| 50. | **SIKH TEMPLE**<br>1930 S. Grant Street | 04-0211 | March 30, 2004 |

**:\Doc #5989-Stockton Landmark List**
**Last Updated 2004**

***** **Also listed in The National Register of Historic Places**

****** **Also a California Historic Landmark**

Figure 7



# NOMINATION FOR DESIGNATION AS A HISTORIC LANDMARK

Cultural Heritage Board City of Stockton

Hunter Square Plaza.

I wish to place before the Cultural Heritage Board the nomination for Historical Landmark designation of the property located at:

Hunter Street.
address

RECEIVED
NOV 13 1979
CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

The property is owned by: ~~the city of Stockton.~~
name

6 East Lindsay. 944-8444.
address and telephone number

The property is presently used for: the public.
site

The original owners of the ~~structure~~ were Captain Charles Weber.
donated site

who ~~erected~~ the ~~building~~ in 1850.
date, as nearly as can be determined

State the reasons why the property should be designated as a historic landmark, keeping in mind that it should embody at least one of the following criteria:

1. The ~~structure~~ or site is identified with a person or persons famous in local or national history. → Captain Weber
2. The structure or site is identified ~~with~~ the economic, political or cultural history of the nation, state, city → Presidents of the United States was there.
3. The structure is a rare architectural specimen representative of a particular style or method of construction.

PLEASE PROVIDE EXTENSIVE BACKGROUND MATERIAL WITH EMPHASIS ON THE HISTORICAL AND/OR ARCHITECTURAL FEATURES OF THE PROPERTY. ATTACH ANY PHOTOGRAPHS, NEWSPAPER ARTICLES, LEGAL DOCUMENTS OR OTHER MATERIAL WHICH WOULD ASSIST THE CITY PLANNING COMMISSION AND THE CULTURAL HERITAGE BOARD IN EVALUATING THE NOMINATION.

Floyd Perry Jr.
signature

~~Floyd Perry Jr.~~
print name

1945 Bel Rio Drive.
address

464-6784.
telephone number

11-9-79
date submitted

Submit nomination to: Cultural Heritage Board
c/o Community Development Department
City Hall, Stockton, CA 95202
(telephone: 209/944-8444)

Hunter Square Plaza.

Figure 7, Continued

Hunter Square Plaza is in the heart of our city. Captain Weber gave away this part of land for a plaza because he knew that every city had one. In the early days of Hunter Square Plaza,a Farmer's Market was located on the Plaza.(Now the Farmer's Market is located under the Crosstown Freeway between San Joaquin and El Dorado streets.). On the Fourth of July,the city held a Fireworks display whitch was banned in downtown due to nearby fires. One building,In fact,was destroyed by some fireworks. It was the old Stockton Theatre(1853-1890)at the southeast corner of El Dorado and Main streets. Hotels,Cafes, Banks and Drug Stores were located at the Plaza. The old Day and Night Drug Sore(1919-1964)was located at the same site as the new one. Other Businesses were Bank of America, Western Union and even Morris Bros. Stationary Store was located there. In the late 1950's and 1960's,Hunter Square Plaza was located in Skid Row. The West-end Redevelopment razed all of the old stately buildings and replaced it with a off-street parking lot,two law offices and a Drugstore along with the Landscaping of the Plaza with a beautiful fountain. There is one true funny story about the Plaza which will always be remembered by old-timers,In the late 1960's the demolition of a nearby Buiding caused a premature collapse of the front wall of the old Plaza Hotel. There,revealed to the people,was a man sleeping in the nude in a second story bedroom.

Reference.

Stockton Record.
Stockton Memories Book.

Figure 8

MEMORANDUM

April 24, 1984

TO: Cultural Heritage Board

FROM: Barbara Elliott, Typist Clerk III

SUBJECT: LANDMARK NOMINATIONS -- DENIED

Per your request at the Cultural Heritage Board meeting of April 4, 1984, I have compiled the following list of landmark nominations which were denied by either the Board, Planning Commission or the City Council.

| NOMINATION NAME/ADDRESS | DATE SUBMITTED |
|---|---|
| Genova Bakery | 10/7/70 & 9/5/72 |
| Western Pacific Depot | 6/17/71 |
| 1341 East Channel St. | 8/14/74 |
| Mail Fountain | approx. 9/13/74 |
| 1227 East Channel St. | 10/17/74 |
| 345 West Flora St. | 11/22/74 |
| 405 East Lindsay St. | 8/11/76 |
| 345 North Harrison St. | 8/30/76 |
| ~~1405 North Commerce St.~~ | 6/6/78 |
| 1344 East Channel | 6/7/78 |
| 348 East Poplar St. | 7/5/78 |
| Yosemite Theatre | 10/21/78 |
| 205 West Fremont St. | 2/7/79 |
| 1430 North Commerce St. | 3/19/79 |
| Elks Building | 5/16/79 |
| Yacht Potomac | 9/10/79 |
| Hunter Square Plaza | 11/9/79 |
| Joaquin Murietta Estates | 6/17/80 |
| Cobblestone Street | 3/26/81 |
| Head of Navigation | 10/25/82 |
| 4455 West Lane | 12/7/83 |

Should you require further information, please advise.

B Elliott

Barbara Elliott