

INITIAL STUDY  
FOR THE  
MARIPOSA INDUSTRIAL PARK  
Stockton, CA

November 5, 2020

*Prepared for:*

City of Stockton  
Department of Community Development  
345 N. El Dorado Street  
Stockton, CA 95202

*Prepared by:*

BaseCamp Environmental, Inc.  
802 West Lodi Avenue  
Lodi, CA 95240  
209-224-8213



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# 1.0 INTRODUCTION

## 1.1 Project Brief

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This document is an Initial Study of the potential environmental effects of the proposed Mariposa Industrial Park, hereinafter referred to as the “project.” This Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA) and generally follows the analysis sequence of the latest Environmental Checklist in the State CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3). The City of Stockton is principal approving body and the CEQA lead agency for this project.

The project proposes the development of eight parcels of land, totaling approximately 203 acres. The project site is currently in the unincorporated area of San Joaquin County, adjacent to the southeastern Stockton city limits. Project planning and engineering is in progress and to be defined in the near future in a proposed Site Plan. Potential development of the site is represented in a Conceptual Site Plan (Figure 2-2).

As shown on Figure 2-2, potential development of the site would involve a series of “high-cube” warehouses with a total floor area of approximately 3.6 million square feet, truck and light vehicle circulation lanes and parking, utility infrastructure and vehicular access from adjacent sections of Mariposa Road, Clark Drive and Marfargoa Road. The project would require discretionary approvals from the City of Stockton including filing of a petition for annexation of the site, pre-zoning of the site, a tentative subdivision map and site plan review and design review. The proposed annexation would require approval from the San Joaquin County Local Agency Formation Commission (LAFCo).

## 1.2 Purpose of Initial Study

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CEQA requires that public agencies document and consider the potential environmental effects of the agency’s actions that meet CEQA’s definition of a project. Briefly summarized, a “project” is an action that may cause direct or indirect physical changes in the environment. A project includes the agency’s direct activities and activities that involve public agency approvals or funding. The CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3) provide guidance for an agency’s implementation of CEQA.

Provided that a project is not exempt from CEQA, the first step in the agency’s consideration of its potential environmental effects is ordinarily the preparation of an Initial Study. The purpose of an Initial Study is to determine whether the project would involve “significant” environmental effects, as defined by CEQA, and to describe feasible mitigation measures that would avoid identified significant effects or reduce them to a level that is less than significant. If the Initial Study does not identify significant effects, then the agency ordinarily prepares a Negative Declaration. If the Initial Study concludes that significant effects would occur but also identifies mitigation

measures that would reduce these significant effects to a level that is less than significant, then the agency may prepare a Mitigated Negative Declaration. However, if a project would involve significant effects that cannot be reasonably defined in an Initial Study or feasibly mitigated, then the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without first preparing an Initial Study.

The proposed project is a “project” as defined by CEQA and is not exempt from CEQA consideration. The City has determined that the project may have significant environmental effects has independently determined, in consultation with the project applicant, that an EIR will need to be prepared. For the purposes of the proposed project this Initial Study is a communication tool that is intended to provide City staff with early information as to the potential environmental effects of the project and as background to the Notice of Preparation.

The Initial Study describes the proposed project and its environmental setting, discusses the potential environmental effects of the project, and identifies the availability of mitigation measures that could eliminate significant environmental effects of the project or reduce them to a level that would be less than significant. The Initial Study addresses potential for significant effects in the following subject areas:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire
- Mandatory Findings of Significance (including Cumulative Impacts)

Consistent with the City’s determination that an EIR will be needed, the Initial Study concludes that the project would have potentially significant environmental effects that will require further evaluation in the EIR. The City will issue a Notice of Preparation for the EIR.

### 1.3 Project Background

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The project site is presently within the land use planning jurisdiction of San Joaquin County. North Littlejohns Creek forms the approximate southern boundary of the project site, and Mariposa Road forms the approximate northeastern boundary. The northern half of the project site is devoted to orchards, while the southern half is largely vacant except for two widely-separated rural residences; historically, the southern portion of the site

was used for agricultural purposes. Three other rural residences, not a part of the project site, are located along the eastern boundary of the site south of Mariposa Road.

The project site and the unincorporated commercial and rural residential areas to the west are located within a Disadvantaged Unincorporated Community designated as the Mariposa Road Community and is subject to the annexation requirements of SB 244 (20112). The project site, area and most of southern Stockton is designated as a “disadvantaged community” by the California Communities Environmental Health Screening Tool (CalEnviroScreen).

Unpaved roads used for agricultural and rural residential access are located primarily along the perimeters of the project site. To the west, two existing County roads, Clark Drive and Marfargoa Road terminate at the western boundary of the project site. Both of these County roads provide access to numerous rural residences and commercial uses located between the project site and the SR 99 East Frontage Road (Figure \_\_\_\_).

The project site and lands to the east and southeast are located in an area that has been planned for industrial development since at least 1990 as expressed in the Stockton General Plan adopted in that year. The area in general has been developing progressively since that time. The project site is adjacent to and north of a 495-acre area known initially as the Arch Road Industrial Park (ARIP), which was subject to environmental review in a 1988 EIR. Recently, Arch Road LP received approval of a subdivision of approximately 325 vacant acres of the ARIP property as the Norcal Logistics Center project, which was the subject of an updated EIR certified by the City in 2015. Vesting Tentative Maps for the Norcal project, already zoned for industrial development, were subsequently approved with conditions. The project site is adjacent to and north of the Norcal site.

Substantial additional industrial and transportation-related development have been developed or approved on surrounding lands. These projects include the recently-approved Sanchez annexation of 160 acres located to the east of the Norcal project and the 20-acre Hoggan annexation located immediately southwest of the project site. Transportation support for this and other south Stockton industrial development is provided by the Burlington Northern Santa Fe (BNSF) Intermodal Facility east of Austin Road, a 423-acre facility consisting of two 7,700-foot long strip tracks, 20,000 square feet of administration and maintenance buildings, 900 container and trailer parking spaces, and various support mechanical facilities. In addition, there have been substantial recent improvements to the transportation infrastructure in the area, including Interstate 5 and State Route (SR) 99 interchange improvements, the Arch-Airport Road connector linking the two highways, and the widening and improvement of SR 99. The general nature of existing and planned non-residential development in the project vicinity is shown on Figure 1-6.

## 1.4 Environmental Evaluation Checklist Terminology

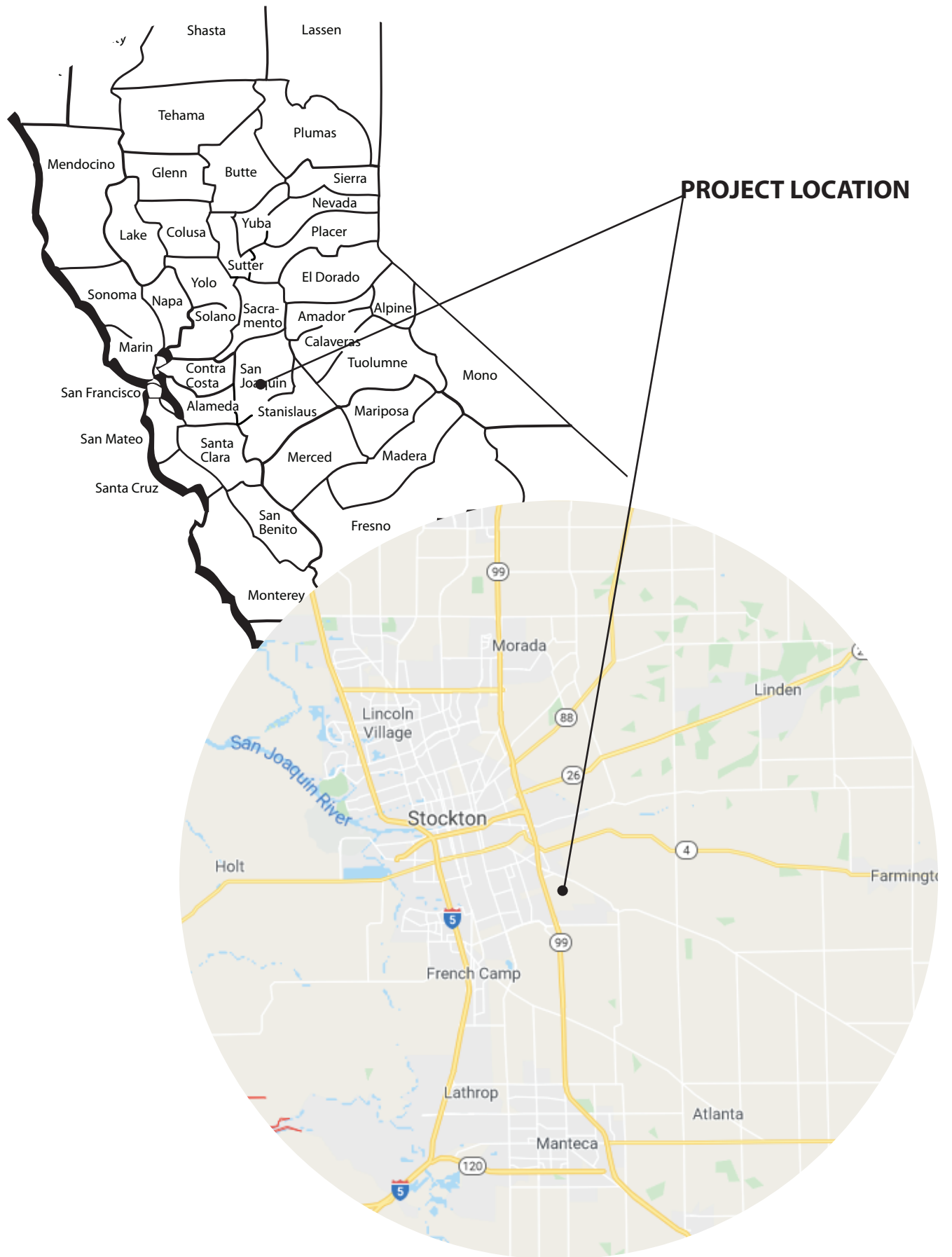
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The project’s potential environmental effects are evaluated in the Environmental Evaluation Checklist presented in Chapter 3.0 of this Initial Study. The checklist, which is drawn directly from Appendix G of the CEQA Guidelines, includes a list of

environmental considerations against which the project is evaluated. For each question, the Initial Study determines whether the project would involve 1) a Potentially Significant Impact, 2) a Less Than Significant Impact with Mitigation Incorporated, 3) a Less Than Significant Impact, or 4) No Impact.

- A Potentially Significant Impact occurs when there is substantial evidence that the project may involve a substantial adverse change to the physical environment, i.e., the environmental effect may be significant, and feasible mitigation measures have not been defined that would reduce the impact to a level that would be less than significant. If there is a Potentially Significant Impact entry in the Initial Study, then an EIR is required. This Initial Study identifies Potentially Significant Impacts requiring evaluation in an EIR.
- An environmental effect that is Less Than Significant with Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a level that is less than significant with the application of defined mitigation measures. This Initial Study identifies one impact that is Less than Significant with Mitigation Incorporated.
- A Less Than Significant Impact occurs when the project would involve an environmental impact, but the impact would not cause a substantial adverse change to the physical environment (that is, “significant effect”) such that mitigation would be required. This Initial Study identifies several impacts that are considered Less Than Significant and therefore would not need to be analyzed in the project EIR.
- A determination of No Impact is self-explanatory. This Initial Study identifies several areas of environmental concern in which the project would have No Impact on the physical environment. As such, these concerns would not need to be analyzed in the project EIR.

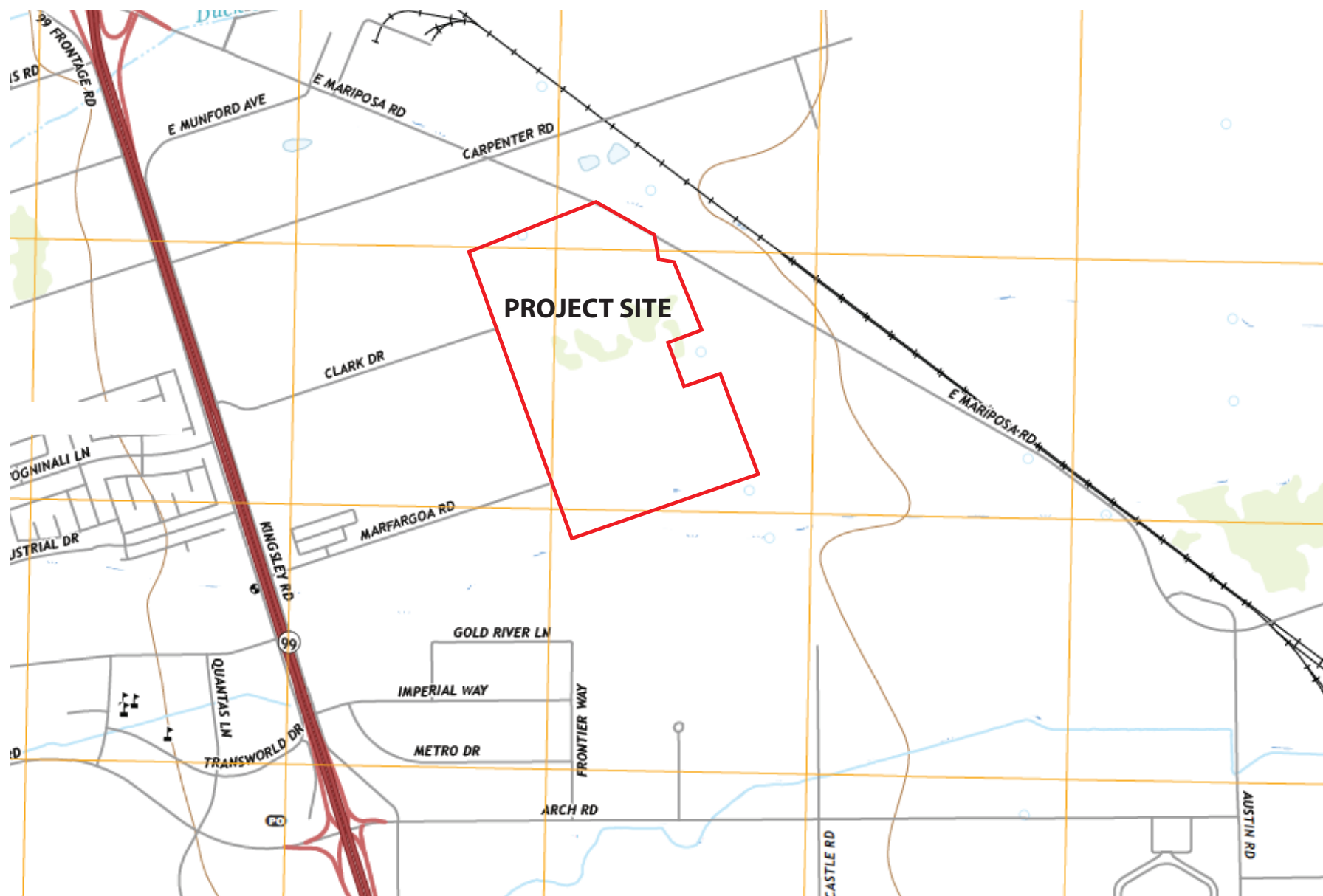
This Initial Study considers that certain potentially significant environmental effects would be mitigated or partially mitigated by implementation of existing provisions of law and standards of practice related to land use planning and environmental protection. Where applicable to the project, such provisions are identified and considered in the environmental impact analysis, and the degree to which they would reduce the project’s potential environmental effects is discussed. These protections are considered part of the existing regulatory environment and are assumed to avoid or minimize the potential environmental effects of the project. These effects would be further described and analyzed in the project EIR. Additional mitigation measures will be identified and described if existing law and practice would be insufficient to reduce potential effects to a level that would be less than significant.





**SOURCE:** Google Maps







**SOURCE:** Google Maps

THIS MAP IS FOR  
ASSESSMENT USE ONLY

179-22

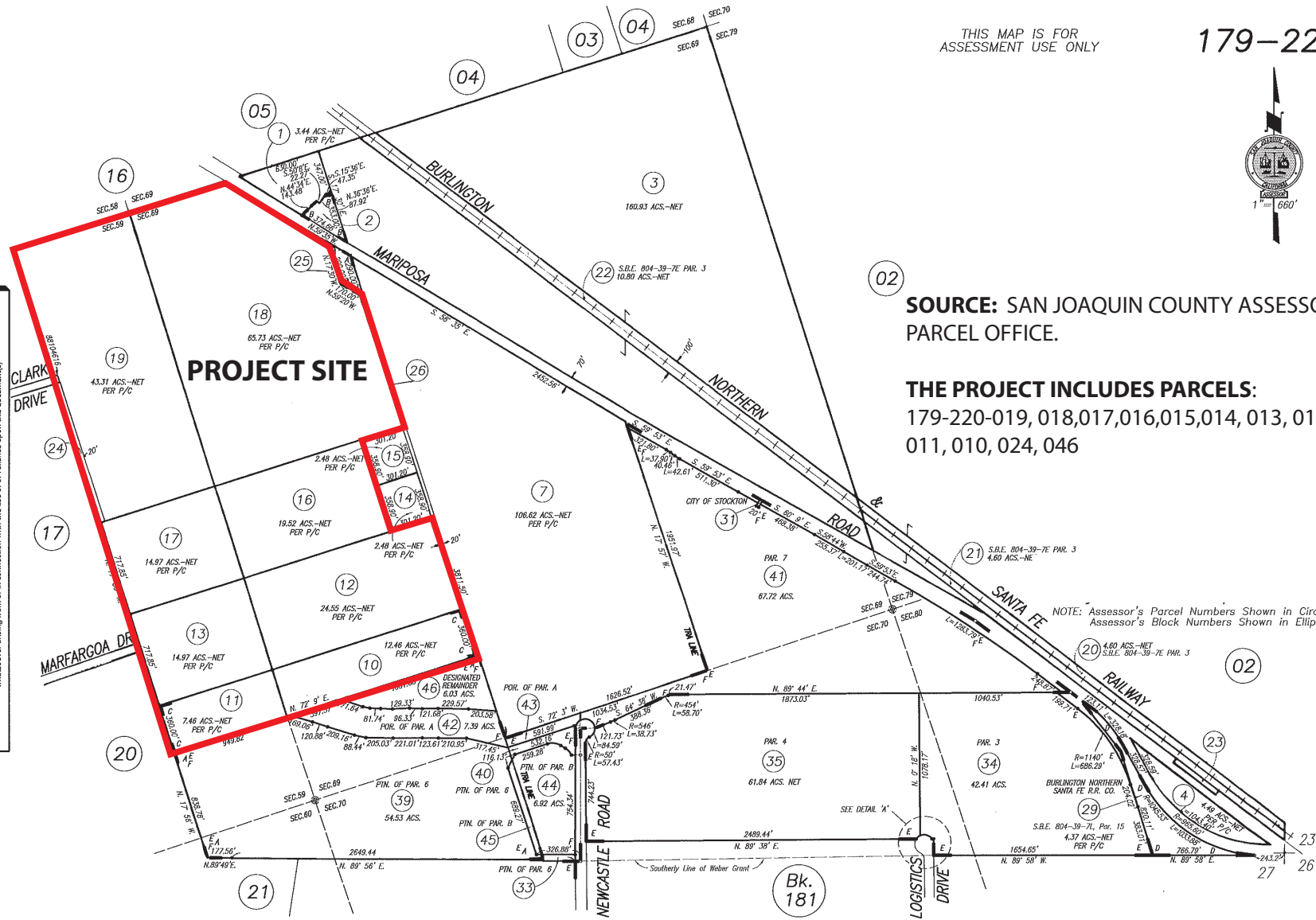


**SOURCE:** SAN JOAQUIN COUNTY ASSESSOR  
PARCEL OFFICE.

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

NOTE: Assessor's Parcel Numbers Shown in Circles.  
Assessor's Block Numbers Shown in Ellipses.

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## 2.0 PROJECT DESCRIPTION

The Mariposa Industrial Park project proposes the annexation, pre-zoning and industrial development of approximately 203.5 acres located immediate south of Mariposa Road and adjacent to the existing City of Stockton city limits. The initial application for the project requests City approvals for the annexation and prezoning of the site and a tentative subdivision map. Subsequent applications will be filed requesting City review of the project site plan review and design review. CEQA documentation for the project will consider all elements of the project, including any required off-site improvements.

### 2.1 Project Location

The project site is located south of Mariposa Road and east of the termini of Clark Drive and Marfargoa Road, approximately 0.7 miles east of SR 99 and 1.3 miles southeast of SR 99 along Mariposa Road. Land to the east is vacant and in agricultural use. Land to the south of the site is approved for industrial development. The project site consists of nine parcels shown on the attached figures and in Table 2-1 below, which lists the subject parcels, owners and addresses. Greenlaw Partners, LLC, the current owners of parcels 179-220-018 and 019, is the project applicant.

TABLE 2-1  
PROPOSED ANNEXATION PARCELS

Parcels	Acres	Owner
179-220-010 179-220-011	12.46 7.46	KAHNCO, Inc. Ron Kahn 969 G Edgewater Boulevard, Suite 636 Foster City, California 94404
179-220-012 179-220-013	24.55 14.97	Investment Grade Loans, Inc. (servicing agent) Andy Lewis 475 S. San Antonio Road Los Altos, California 94022
179-220-016 179-220-017 179-220-024	19.52 14.97 0.50	E and F Financial Services, Inc. (representing 40+ owners) Bill Feldbrill 655 Mariners Island Boulevard, Suite 302 San Mateo, California 94404
179-220-018 179-220-019	65.73 43.31	Mariposa Road Owners, LLC c/o Greenlaw Partners, LLC 18301 Von Karman Avenue, Suite 250 Irvine, California 92660
Total Acres	203.5	

The project site is located in the unincorporated area of San Joaquin County and is presently subject to County land use planning jurisdiction. The County General Plan designates the site A/UR Agriculture Urban Reserve. County zoning of the site is AG-40 Agriculture, 40-acre-minimum parcel size.

The project site is located in the Planning Area of the City of Stockton and is adjacent to the City of Stockton along its south boundary. The site is designated Industrial in the 2018 Envision Stockton General Plan. Adjoining lands in the City are designated, zoned and approved for industrial development as part of the Norcal Logistics Center project, the Sanchez annexation and the Hoggan annexation.

The project site is shown on the Stockton East 7.5-minute quadrangle map within Sections 59 and 69 of the Campo de los Franceses land grant subdivision of Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The approximate latitude of the project site is 37° 55' 13" North, and the approximate longitude is 121° 12' 39" West.

## 2.2 Project Details

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The project proposes annexation and pre-zoning of the 203.5-acre site to IL Industrial, Limited District as described in the Stockton Development Code, consistent with the existing Industrial general plan designation of the site. The proposed annexation and pre-zoning area is shown on Figure 2-1. The project will include approval of a Tentative Subdivision Map to be submitted to the City.

The project site is within the City of Stockton Sphere of Influence but is outside of the 2030 Planning Horizon Areas defined in the City's adopted Municipal Service Review (MSR). In conjunction with the proposed annexation, the applicant is requesting modification of the MSR to include the project site in the 2030 Planning Horizon Area.

The project proposes to develop the eight parcels for light industrial land uses. Project planning and engineering is in progress and to be defined more precisely in a proposed Site Plan. Potential development of the site is represented in a Conceptual Site Plan (Figure 2-2). Potential industrial development would total approximately 3.7 million square feet. A total of approximately 2,900 parking stalls would be provided for automobiles, trucks and trailers. A detention basin to collect storm drainage would be constructed at the southern end of the project site. Landscaping and internal access roads would occupy much of the remaining area of the project site.

The project will later require City site plan review and design review approvals, which will be based on a specific layout and design for proposed buildings and site improvements and other elements of the project to be defined in the ongoing project planning and design process.

TABLE 2-2  
CONCEPTUAL PROPOSED PROJECT SITE BUILDING CONSTRUCTION

<b>Building</b>	<b>Building Footprint (square feet)</b>	<b>Clearance Height (feet)</b>
Building 1	670,320	36
Building 2	637,450	36
Building 3	1,021,440	36
Building 4	1,021,440	36
Building 5	64,260	32
Building 6	100,980	32
Building 7	100,980	32
<b>Total</b>	<b>3,616,870</b>	<b>--</b>

Vehicular access, including truck access, would be developed from adjacent E Mariposa Road. Frontage improvements, including additional pavement width, curb, gutter and sidewalks, will be installed along E Mariposa. In addition, emergency vehicle access will be developed from adjacent Clark Drive and Marfargoa Road. Water and wastewater service would be obtained from existing City of Stockton lines. Existing water lines include a 24-inch trunk line along East Mariposa Road. An existing 30-inch wastewater trunk lines are located adjacent to the site near the east end of Marfargoa Road. The project would include development of a storm drainage detention pond and pumped discharge to adjacent North Littlejohns Creek.

There are no Williamson Act contracts on any of the parcels included in the project site. The project will not require Williamson Act contract cancellation.



Figure 2-1  
PROPOSED ANNEXATION AND PREZONING



**SOURCE:** Ware Malcomb



## 3.0 ENVIRONMENTAL CHECKLIST FORM

### 3.1 AESTHETICS

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

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			✓
			✓
		✓	
		✓	

California Public Resources Code Section 21099 states that the aesthetic and parking impacts of residential, mixed-use residential, or employment center projects on an infill site within a transit priority area shall not be considered significant. An “employment center project,” as defined in Section 21099, means a project located on property zoned for commercial uses with a floor-area ratio of no less than 0.75 and that is located within a transit priority area. The project is not a residential, mixed-use residential, or employment center project, and it is not within a transit priority area. Therefore, it does not meet the criteria of Section 21099, and aesthetic impacts must be analyzed.

a) Scenic Vistas.

Scenic vistas are views of distant landscapes considered to have scenic value. From the project site, possible scenic vistas include the Sierra Nevada mountains to the east and the Coast Ranges to the west. Depending on location and proximity to existing structures, orchards and trees, vistas may be obstructed by existing landscape features. New buildings and other improvements associated with the project may obstruct scenic vistas from lands outside the project site.

b) Scenic Resources.

The project site is a flat area that is mostly vacant or used for agricultural production, including orchards. It contains few non-orchard trees, which include ornamental trees at a single-family residence along its western boundary at the end of Marfargoa Road and Valley oak trees in the vicinity of North Littlejohns Creek and a tributary channel in the southern portion of the site; these trees are approximately \_\_ miles from Mariposa Road, the public way. There are no rock outcroppings or other scenic resources of outstanding value.

There are no existing designated or eligible state scenic roads or highways nor designated local scenic highways in or near the project vicinity.

Valley oak trees near North Littlejohns Creek may be subject to the City's Heritage Tree Ordinance (see Section 3.4, Biological Resources). Project development in the southern portion of the site could affect this scenic and biological resource, which will require further study in a Biological Assessment and an arborist evaluation.

#### c) Visual Character and Quality.

Proposed industrial development would replace existing views of vacant and/or farmed land with views of warehouse buildings and other site improvements. The project site has only limited public views available from the east ends of Clark Road and Marfargoa Road, two public roads located to the west of the site. Middleground views of the project site are available from approximately two miles of westbound Mariposa Road.

The proposed buildings on the project site appear be consistent in building height and mass with other existing industrial buildings in the vicinity. Project development would also be consistent with the developing light industrial/warehouse character of the area but less so with the existing rural residential, commercial, and agricultural character in other directions, which need to be considered in the EIR. New structures, landscaping, and site improvements would be designed and constructed to meet the aesthetic standards of the City of Stockton in accordance with the applicable sections of its Municipal Code and its Design Guidelines.

#### d) Light and Glare.

The project site has no existing lighting features. The limited lighting that does exist in the project area is minor security lighting associated with nearby residences and businesses and from sparse street lighting. Future development would introduce new exterior building security lighting, signage, and architectural and safety lighting for parking areas. While "spill light" from these features would be regulated by the Stockton Development Code, additional lighting could result in indirect lighting effects on rural residences in the vicinity.

The project site would be required to comply with the provisions of Stockton Municipal Code Sections 16.36.060(B) and 16.32.070, which require exterior lighting to be shielded and directed away from adjoining properties and public rights-of-way. This would reduce, but not eliminate, potential indirect illumination on the residences near the project site.

The Design Guidelines state that large expanses of highly reflective surfaces and mirror glass exterior walls are strongly discouraged for industrial and warehouse development. Project design, including lighting plans and light and glare impact potential, will be subject to design review and approval with respect to the Stockton Design Guidelines. Compliance with these guidelines would also further reduce potential light and glare impacts from development on the project site. The extent of impact reduction will be evaluated in the EIR.

The project site is within Land Use Compatibility Zone 7b and the Airport Influence Area of the Stockton Metropolitan Airport. There appear to be no lighting requirements specific to Zone 7b; however, the Airport Land Use Compatibility Plan states that a project may be reviewed that has the potential to create electrical or visual hazards to aircraft in flight, including lighting which could be mistaken for airport lighting.

### 3.2 AGRICULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	Th a pic imp e can t be dis gla yed			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			Th a pic imp e can t be dis gla	
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				Th a pic imp e can t be dis gla yed
d) Result in the loss of forest land or conversion of forest land to non-forest use?				Th a pic imp e can t be dis
e) Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?			Th a pic imp e can t be dis gla yed	

The project site and surrounding areas historically have historically been used for agriculture. The approximate northern half of the project site is currently planted with orchard trees. The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on physical and chemical properties of the soils. According to the 2016 Important Farmland Map of San Joaquin County, the approximate northern half of the project site consists of Farmland of Statewide Importance, while the approximate southern half consists of Farmland of Local Importance (FMMP 2016).

a) Agricultural Land Conversion.

The southern half of the project site is classified as Farmland of Local Importance, which does not fall within the definition of Farmland in CEQA Guidelines Appendix G. Therefore, conversion of this property to non-agricultural use is not considered significant by CEQA standards. However, the northern half of the site contains Farmland of Statewide Importance, which is considered Farmland, as defined in CEQA Guidelines, and would be converted, to a non-agricultural use. In addition, portions of the project site may include “prime agricultural land” as defined in the Cortese-Knox-Hertzberg Act – a definition that is used in evaluating annexation applications. The applicability of these designations to the site will be detailed in the EIR.

The conversion of agricultural land in conjunction with planned urban expansion was documented in the Stockton General Plan 2040. The project site and surrounding areas are designated for industrial and other urban uses in the General Plan. The potential for agricultural land conversion impacts in conjunction with urban development, specifically Farmland, was disclosed in the Stockton General Plan 2040 EIR as a significant and unavoidable adverse effect. New development is obligated to pay agricultural land mitigation fees in accordance with City ordinances. However, as described in the EIR, no mitigation is available that would reduce agricultural land conversion impacts to a level that would be less than significant. These potential impacts were accepted by the City as documented in a Statement of Overriding Considerations for this issue adopted by the Stockton City Council in conjunction with General Plan adoption. This Statement of Overriding Considerations remains operative and may provide adequate analysis of agricultural land conversion impacts of the project. However, additional analysis of this issue would be required, including identification of any additional mitigation measures and programs that may reduce potential project impacts.

b) Agricultural Zoning and Williamson Act.

All parcels within the project site are currently zoned by San Joaquin County as AG-40 - General Agriculture, 40-acre minimum parcel size (see Table 13-1 in Chapter 13.0, Land Use). The project proposes that the City of Stockton annex these parcels and pre-zone them to IL - Limited Industrial. With the change in jurisdiction from the County to the City and with the application of the proposed pre-zoning, the existing agricultural zoning would be eliminated. Potential impacts of the zoning change will be further analyzed in the EIR.

None of the parcels within the project site appear to be under an existing Williamson Act contract, so this issue will likely not require detailed discussion in the EIR.

c, d) Forest Lands.

The project is in a developing area in transition from agricultural to urban uses. ; there are no forest lands on the project site or in the project vicinity. No land in the project vicinity is zoned as forest land or timberland. This issue will not likely require further analysis in the EIR.

e) Indirect Conversion of Farmland or Forest Land.

The 2016 Important Farmland Map of San Joaquin County indicates that the project site has Farmland of Statewide Importance and Farmland of Local Importance. However, the project site is in an area designated by the Stockton General Plan for urban development, and such development has occurred nearby, along with extensions of urban infrastructure.

The project site is within the City's Sphere of Influence; however, it is not within its 10-year planning horizon (City of Stockton 2019). The project is adjacent to and near other agricultural lands that are designated by the City for urban development but are not currently within the 10-year planning horizon. Development of the project site may further encourage conversion of these nearby agricultural lands. These potential development-inducing effects will be subject to further analysis in the EIR.

### 3.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollutant control district may be relied upon to make the following determinations. Would the project:

- Conflict with or obstruct implementation of the applicable Air Quality Attainment Plan?
- 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?
- Expose sensitive receptors to substantial pollutant concentrations?
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input checked="" type="checkbox"/> The project can be done.			
<input checked="" type="checkbox"/> The project can't be done yet.			
<input checked="" type="checkbox"/> The project can be done.			
		<input checked="" type="checkbox"/> The project can't be done.	

The project site is within the San Joaquin Valley Air Basin, and most air quality issues in the Air Basin are managed by the San Joaquin Valley Air Pollution District (SJVAPCD). The federal and California Clean Air Acts set ambient air quality standards for specified air pollutants. Except for ozone and particulate matter, the Air Basin is in attainment of, or unclassified for, all federal and State ambient air quality standards. Ozone is not emitted directly into the air but is formed when reactive organic gases (ROG) and nitrogen oxides (NO<sub>x</sub>) react in the atmosphere in the presence of sunlight. Particulate matter is a mixture of solid and liquid particles suspended in air, including dust, pollen, soot, smoke, and liquid droplets. In San Joaquin County, particulate matter is generated by a mix of rural and urban sources, including agricultural operations, industrial emissions, dust suspended by vehicle traffic, and secondary aerosols formed by reactions in the atmosphere.

In addition to the criteria pollutants, the California Air Resources Board has identified other air pollutants as toxic air contaminants (TACs) - pollutants that are carcinogenic (i.e., cause cancer) or that may cause other adverse short-term or long-term health effects.

Diesel particulate matter, considered a carcinogen, is the most common TAC, as it is a product of combustion in mobile and stationary source diesel engines and construction equipment. Other TACs are less common and are typically associated with industrial operations.

a) Air Quality Plan Consistency.

A project generates two general categories of air pollutant emissions: emissions from construction activities and emissions from project operations. Construction emissions are short-term, plus they would be subject to SJVAPCD rules and regulations that would reduce such emissions. However, preliminary CalEEMod results indicate that project operations could generate nitrogen oxide (NOx) emissions that would exceed CEQA significance thresholds established by the SJVAPCD (SJVAPCD 2015). These NOx emissions, which are a component of ozone for which the San Joaquin Valley Air Basin is in nonattainment status of both federal and State air quality standards, are expected to be generated mainly by vehicle traffic. Other criteria pollutants appear to be substantially below SJVAPCD significance thresholds.

For similar recent projects, comments have been received by several agencies regarding air quality analysis and proposed mitigation of impacts, including the SJVAPCD, the ARB, and the State Attorney General's Office. These previous comments would be reviewed and incorporated into the air quality analysis for this project as applicable.

b) Cumulative Emissions.

As noted in a) above, project operational emissions may exceed SJVAPCD significance thresholds for NOx, which would affect compliance with ozone air quality standards. Future attainment of federal and State ambient air quality standards is a function of successful implementation of the SJVAPCD's attainment plans. Consequently, the application of significance thresholds for criteria pollutants is relevant to the determination of whether a project's individual emissions would have a cumulatively significant impact on air quality. Since project operational emissions may exceed the SJVAPCD significance thresholds, the project may have an adverse cumulative impact on reducing air pollutant emissions in the Air Basin.

Conversely, the project would involve a significant of industrial development, likely to be used for warehousing and distribution consistent with other recent projects in the region. Regional increases in warehousing and distribution development may signal changes in the travel and fuel efficiency of the industry regionally or statewide. The availability of information on this subject will be explored during preparation of the EIR and reported in the document where relevant.

Air quality impacts of projected urban development as described in the Stockton General Plan 2040 were identified in the Stockton General Plan 2040 EIR as a significant and unavoidable adverse effect, even with application of mitigation measures identified in the General Plan EIR. A Statement of Overriding Considerations for this issue was adopted by the Stockton City Council, which remains operative. Further analysis of this issue in relation to the General Plan EIR analysis will be conducted in the EIR. Also, the analysis

of cumulative impacts would take into consideration comments submitted by State and regional agencies on similar recent projects, as mentioned in a) above, and include such previous comments as determined to be applicable.

c) Exposure of Sensitive Receptors.

“Sensitive receptors” refer to those segments of the population most susceptible to poor air quality (i.e., children, the elderly, and those with pre-existing serious health problems affected by air quality). Land uses where sensitive individuals are most likely to spend time also may be called sensitive receptors; these include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities (SJVAPCD 2015).

Emissions of pollutants considered toxic air contaminants, mainly diesel particulate matter from trucks, may occur in sufficient concentrations that could have adverse health impacts on nearby sensitive receptors, primarily residences in the project vicinity. The EIR analysis will include the preparation of a Health Risk Assessment to that will quantify potential increases in cancer risk in the vicinity of the project that may result from air pollutant emissions associated with potential on-site air toxic emissions and those from on-road truck traffic.

Air toxic emissions are of particular significance as the project site is located adjacent to an area designated a “disadvantaged unincorporated community” and requiring special consideration in land use planning, including annexation practices, under the State’s recent environmental justice legislation. The project site and vicinity are within an area identified as a “disadvantaged community” in the State’s CalEnviroScreen online environmental justice mapping tool. A disadvantaged unincorporated community is an unincorporated area that is occupied predominantly by low-income and/or historic minority households that is determined to experience disproportionate environmental burdens, such as air pollution or water contamination. The Attorney General Office, in comments on a previous project in the area, expressed concern about environmental impacts on the disadvantaged unincorporated community in the area and recommended several air quality measures to reduce potential environmental burdens. The extent of the project air quality impacts on this disadvantaged unincorporated community will be analyzed in the EIR, using the results of the Health Risk Assessment, among other things.

d) Odors and Other Emissions.

Operations of the proposed warehouses are not expected to generate significant odors, other than from vehicle emissions. There is no information to indicate that proposed uses will included odor-generating industrial uses such as manufacturing or food processing. Vehicle emissions potentially causing odor would be localized and would dissipate rapidly away from the project site and its principal access routes. The nearest sensitive receptors would be rural residences, which are unlikely to be exposed to substantial odors from project operations. More detailed analysis of potential odor sources will be included in the EIR.

### 3.4 BIOLOGICAL RESOURCES

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state habitat conservation plan?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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	<input checked="" type="checkbox"/> No a can t be dis gla yed		

Existing conditions on the project site include a mature walnut orchard on the approximate northern half of the site. The southern portion of the site consists of areas developed previously with ponds potentially used for aquaculture, leveled hay fields, fallow fields, and two home and farm center sites. The southernmost portion of the site, including North Littlejohns Creek, a tributary to the creek, and a few seasonal wetlands consists of very gradually sloping areas, which have not been precisely leveled for agricultural purposes. Additional detail on the biological resources of the site, in particular special-status species and sensitive habitats, is provided below.

Land uses in the immediate vicinity of the site are primarily agricultural and rural residential, intermixed with open fallow grassland parcels. Lands south of the project site have been developed for industrial uses within the last several years; the land immediately



south of the site is located within the City of Stockton and is approved for industrial development .

a) Effects on Special-Status Species.

Special-status species include plant and/or wildlife species that are legally protected under the federal Endangered Species Act, the California Endangered Species Act, or other laws and regulations, or are considered rare enough by the scientific community and trustee agencies to warrant special consideration. Special-status species of concern in the Stockton area include Swainson's hawk, listed as threatened under the California Endangered Species Act; burrowing owl, considered a State Species of Special Concern; white-tailed kite, another State Species of Special Concern; and giant garter snake, listed as threatened under both federal and State Endangered Species Acts.

A search of the California Natural Diversity Database found a 1998 record of nesting Swainson's hawks along North Littlejohns Creek on or near the site. Additionally, there are several records of nesting Swainson's hawks within a mile of the site and within the general project vicinity. During a 2020 field survey of the site, a large raptor stick nest was observed in a tree at the same location as the 1998 Swainson's hawk observation. The only other special-status wildlife species recorded near the site consisted of a few scattered burrowing owl records. The ruderal and highly disturbed grasslands within the site provide low-quality, but potentially suitable habitat for burrowing owl. The potential project impacts on these two bird species will be further analyzed.

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) applies to San Joaquin County, including the City of Stockton and vicinity. Under the SJMSCP, North Littlejohns Creek will be assumed to support giant garter snake and western pond turtle, and the seasonal wetlands near the creek will be assumed to support vernal pool fairy shrimp and vernal pool tadpole shrimp, all of which are special-status species. The presence or absence of these species on the project site will be explored in a biological assessment of the site to be prepared in conjunction with and reported in the EIR. The biological assessment will include field surveys for special-status species, identify any associated biological and permitting constraints to development and identify mitigation measures for potential biological impacts.

b) Riparian and Other Sensitive Habitats.

North Littlejohns Creek is along and near the southern boundary of the project site. The creek corridor contains riparian vegetation that could be disturbed by project development. Additionally, a tributary ditch draining from the project site to North Littlejohns Creek has adjacent riparian vegetation that could be affected by development. More site-specific biological impact analysis will be conducted during the preparation of the EIR, focusing on potential removal of riparian trees and other vegetation as part of project development. Biological assessment of this area will also include an arborist evaluation of native oak trees.

c) State and Federally Protected Wetlands.

Land on the majority project site has been disturbed by past agricultural activity, including land leveling, except in the vicinity of North Littlejohns Creek and its tributary channel in the southern portion of the project site. Five seasonal wetlands totaling approximately \_\_\_ acres in area have been identified on the site, in the vicinity of North Littlejohns Creek or the tributary. The creek and tributary will likely be considered “waters of the U.S.”, work within which would be regulated by the federal Section 404 permit program. The seasonal wetlands may be protected by federal or State programs, but regardless of regulatory protection may provide habitat to the fairy shrimp species discussed above. These issues and concerns will be further analyzed in the biological assessment and the EIR, which will include delineation of jurisdictional and other wetland areas.

**d) Fish and Wildlife Movement.**

North Littlejohns Creek is an intermittent stream, dry for much of the year. As a result, the creek does not provide suitable aquatic habitat for fish and would not be considered a fish migratory corridor. Trees and nearby grasslands may provide suitable nesting and foraging habitat for birds protected under the Migratory Bird Treaty Act. Disturbance of such habitats may affect these migratory birds; this potential issue will be considered in more detail in the EIR.

**e) Local Biological Resource Requirements.**

Stockton Municipal Code Chapter 16.130 addresses Heritage Trees, which are any valley oak, coast live oak, and interior live oak tree with a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. Valley oaks are located within the riparian corridor of North Littlejohns Creek and its tributary and may be located in the vicinity of existing residences on the site. Whether any onsite oaks would qualify as Heritage Trees will be evaluated in an arborist study and reported in the EIR. Removal of Heritage Trees requires a permit under Stockton Municipal Code Chapter 16.130 and mitigation measures such as tree replacement in accordance with the ordinance.

**f) Conflict with Habitat Conservation Plans.**

The project is expected to participate in the SJMSCP, managed by the San Joaquin Council of Governments (SJCOG), which will help streamline the environmental review and permitting and facilitate timely construction. SJMSCP participation requires payment of a habitat conservation fee and observance of Incidental Take Minimization Measures (ITMMs) designed to reduce impacts on special-status species to a less than significant level. Compliance with the SJMSCP may require observance of development buffers along North Littlejohns Creek, the tributary, and the seasonal wetlands, which may reduce the developable area near these features. Participation in the SJMSCP would provide consistency with adopted Habitat Conservation Plans. No other habitat conservation plans apply to the project site.

### 3.5 CULTURAL RESOURCES

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Potentially Significant	Less Than Significant	Less Than Significant	No Impact
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Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?
- b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5?
- c) Disturb any human remains, including those interred outside of formal cemeteries?

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The project site is generally considered to be in the Northern Valley Yokuts ancestral territory. Section 3.18, Tribal Cultural Resources, discusses the Yokuts in more detail. Section 3.18 also discusses AB 52, which requires CEQA consultation with Native American tribes on projects that could potentially affect resources of value to the tribes. A preliminary cultural resource review and contact with the Yokuts tribe indicates that the project site is sensitive for tribal cultural resources.

Euro-American contact began with infrequent excursions by Spanish explorers traveling through the Sacramento-San Joaquin Valleys in the late 1700s to early 1800s. The Spanish, and later Mexican, governments of California tried to encourage settlement by awarding large plots of land, called ranchos, to prominent men. The project site was part of one such grant, Charles M. Weber's El Campo de los Franceses; the site is located in the southeastern portion of the grant area. Weber founded the City of Stockton in 1850, and the City incorporated that same year.

#### a) Historical Resources.

Existing structures include two houses and outbuildings, one at the east end of Marfargoa Road and one near North Littlejohns Creek. Research conducted as part of the preliminary cultural resource review indicates that no historic-era developments occurred within the project site during the 19th century and through at least until the early 1950s, other than a water well. However, two resources were recorded within one-quarter mile of the project site: a rail line segment, and a historic-era structure. Further analysis for historical properties will be conducted, including preparation of a comprehensive cultural resource study.

Existing residences and outbuildings on the site may have been constructed during the historical period (pre-1970). These structures have not been evaluated for their potential historical value, but a preliminary significance evaluation will be conducted during the cultural resources studys. Should these structures be found to have historical potential, additional evaluation by an architectural historian may be required.

It is possible that currently unknown historical resources could be encountered during project construction. This potential and mitigation measures needed to avoid significant effects on inadvertently discovered resources will be included in the EIR.

#### b) Archaeological Resources.

A Sacred Lands File search conducted as part of the preliminary cultural resource review of the project indicated the presence of a Native American cultural property within or near the project site. As such, the project is deemed to have a moderate level of sensitivity for early Native American archaeological remains. Moreover, it is possible that other archaeological resources, currently unknown, could be encountered during project construction.

The EIR process will include preparation of a comprehensive cultural resource study, including a field archaeological survey of the site, which will include recommendations for treatment of any archaeological resources encountered by the survey or inadvertently discovered during construction of the project. Inadvertent discovery recommendations typically include stopping work in the vicinity of the find until a qualified archaeologist can evaluate the find and make recommendations on its disposition.

c) Human Burials.

As noted above, a Sacred Lands File search of the site indicated the presence of a Native American cultural property on or in the vicinity of the site. A representative of the North Valley Yokuts tribe affirmed that Native American burials had been found in the immediate vicinity of the project site. Therefore, there is potential that human remains of Native American origin could be encountered during project construction, particularly in the area near North Littlejohns Creek. Inadvertent discovery mitigation measures discussed above will apply to potential burial finds as well as required contact with the County Coroner. Required measures include procedures set forth in CEQA Guidelines Section 15064(e) and Stockton Municipal Code Section 16.36.050.

### 3.6 ENERGY

Would the project:

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?			Th a ph e can be dis pla yed	
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?			Th a ph e can be dis pla	

Electricity is a major energy source for residences and businesses in California. In San Joaquin County, based upon the most recent information available, electricity consumption in 2016 totaled approximately 5,457 million kilowatt-hours, of which approximately 3,698 million kilowatt-hours were consumed by non-residential uses and the remainder by residential uses (CEC 2018a). In 2016, natural gas consumption in San Joaquin County totaled approximately 195 million therms, of which approximately 115 million therms were consumed by non-residential uses and the remainder by residential uses (CEC 2018b). Motor vehicle use also accounts for substantial energy usage. The

SJCOG estimated countywide daily vehicle miles traveled (VMT) was 17,868,785 miles in 2015, which led to the consumption of approximately 511 million gallons of gasoline and diesel fuel (SJCOG 2018).

a) Project Energy Consumption.

The project would lead to substantial energy consumption, both from construction and from project operations. Project construction is expected to short-term energy consumption in grading, development of buildings and site improvements, and installation of utilities and street improvements. Project operations would represent ongoing energy consumption, mainly electricity and possibly natural gas.







The EIR will estimate energy consumption associated with project operations and will compare the consumption with energy conservation and fossil fuel consumption goals in plans such as the Stockton General Plan, the Stockton Climate Action Plan, and the State's Renewables Portfolio Standard, which sets targets for electrical generation from sources other than fossil fuels. Development on the project site would also be required to comply with the adopted California Energy Code and the California Green Building Standards Code, both of which contain building energy efficiency standards.

b) Consistency with Energy Plans.

The City of Stockton does not have plans adopted specifically for renewable energy or energy efficiency. The consistency of the project with other plans and associated energy conservation goals will be evaluated in the EIR.

### 3.7 GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)				
ii) Strong seismic ground shaking?				
iii) Seismic-related ground failure, including liquefaction?				
iv) Landslides?				
b) Result in substantial soil erosion or the loss of topsoil?				
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and				

potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

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The topography of the project site is essentially flat; the central portion of the site has been graded to form a series of water storage ponds. Existing available documentation indicates there are no active or potentially active faults on the site or in the Stockton vicinity. The Stockton Fault is a south-dipping reverse fault that trends east-west across the Stockton area, but it has not been classified as an active fault by the California Geological Survey. The nearest active fault is the Greenville Fault, approximately 22 miles west-southwest of Stockton. Soils in the northern portion of the site consist of Jacktone clay; Stockton clay is the predominant soil in the approximate southern half of the site.

#### a-i) Fault Rupture Hazards.

The project site does not appear to have any identified faults. Geologic hazards information available in local planning documents will be cross-checked with other available studies during preparation of the EIR.

#### a-ii) Seismic Ground Shaking.

The project site is considered subject to seismic shaking from active faults, located mainly outside San Joaquin County. Geologic hazards information available in local planning documents will be cross-checked with other available studies during preparation of the EIR, and potential severity of ground shaking on project structures will be identified.

#### a-iii) Seismic-Related Ground Failure.

Geologic hazards include such phenomena as liquefaction and subsidence. Liquefaction generally occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong seismic ground shaking. Under certain circumstances, seismic ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement.

Site-specific information on geologic hazards has not been developed; a preliminary geotechnical study is expected to be prepared during the EIR preparation period. As with seismic hazards, information available in local planning documents on these hazards will be cross-checked with other available studies during preparation of the EIR. Findings and

concerns resulting from this process will be included and analyzed in the EIR, including any geological or soil issues that could be addressed by engineering and construction measures such as site preparation, foundation engineering, pavement design, and others.

a-iv) Landslides.

The project site is in a topographically flat area; as such, landslides would not occur. The project would have no impact related to landslides.

b) Soil Erosion.

The site preparation, grading, and construction associated with the project would loosen soils, temporarily exposing them to water and wind erosion. Eroded soils could be conveyed to nearby streams, thereby potentially compromising water quality. As project construction activities would disturb more than one acre of land area, a Construction General Permit from the SWRCB would be required. The Construction General Permit would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) by a Qualified SWPPP Developer. The SWPPP would include implementation of Best Management Practices (BMPs) to avoid or minimize adverse water quality impacts from erosion and sedimentation. These permit requirements will apply to the project in addition to the requirements of the City's Storm Water Management Plan (SWMP) that sets its own construction and post-construction BMP requirements for water pollution control. The EIR will evaluate the applicability of permits and plans to the project, the BMPs proposed to be included in the project, and the efficacy of the BMPs in preventing significant water quality impacts.

c) Geologic Instability.

Existing soil and geological conditions are common to the Stockton area. As noted in a) above, seismic activity, subsidence, and liquefaction are potential occurrences in the Stockton area. Analysis of geological instability will include review of available geological hazards information as well as any information provided by the project geotechnical study. The EIR will identify any geological or soil issues and identify any additional work needed from qualified geotechnical professionals to address these issues.

d) Expansive Soils.

Both Jacktone clay and Stockton clay are considered expansive (shrink-swell) soils. Hazards information available in local planning documents will be cross-checked with other available studies during preparation of the EIR, and potential severity of expansive soil hazards on project structures will be evaluated. The EIR will identify any resulting expansive soils issues and identify any additional work needed from qualified geotechnical professionals to address these issues, including recommendations from the project geotechnical study.

e) Adequacy of Soils for Sewage Disposal.

The project proposes to connect to the City’s wastewater system and does not propose the use of septic tanks or other onsite wastewater disposal systems. The project would have no impact on this issue.

f) Paleontological Resources.

Paleontological resources are fossils or groups of fossils that are unique, unusual, rare, uncommon, or important, and those that add to an existing body of knowledge in specific areas. Only a handful of specimens are within the Planning Area of the Stockton General Plan, and those are identified as relatively recent (City of Stockton 2016). However, records of vertebrate fossils have been related to the Modesto Formation, which underlies the project site and most of Stockton.

The status of paleontological knowledge related to Stockton and project site will be described in the EIR, and potential paleontological impacts will be discussed. Unidentified paleontological resources could be uncovered during project construction. The EIR would evaluate the potential for encountering such resources and any mitigation measures needed to prevent significant paleontological effects should such resources be encountered. Mitigation measures typically include stopping work around the find until a qualified paleontologist can evaluate the find and make recommendations on its disposition.

3.8 GREENHOUSE GAS EMISSIONS

Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<div><div></div><div>Th a pic e can t be dis p ye</div></div>			
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<div><div></div><div>Th a pic e can t be dis p ye</div></div>			

Greenhouse gas (GHG) emissions have been a subject of State concern, with the passage of State legislation such as AB 32 and SB 32, plus the adoption of Scoping Plans containing GHG reduction measures and actions. The City of Stockton adopted a Climate Action Plan (CAP) in 2014. The CAP sets a GHG emission reduction target of 10% below 2005 GHG emission levels by 2020, or approximately 20.6% below 2020 “business as usual” GHG emissions (i.e., 2020 GHG emissions that are unmitigated), which is the level by which the State has set its emission reduction goal. The CAP sets forth strategies to achieve the target reductions, including building energy efficiency, renewable energy use, reduction in vehicle transportation, and a Development Review Process through which development projects requiring discretionary approval from the City must demonstrate a



29% reduction from 2020 business-as-usual GHG emissions, consistent with the SJVAPCD target.

Environmental Impacts and Mitigation Measures

a, b) Project GHG Emissions and Consistency with GHG Reduction Plans.

As with air pollutant emissions, GHG emissions are from project construction and project operations. Construction GHG emissions are temporary and would cease when project work is completed. GHG emissions from project operations could, on the other hand, be generated in amounts that may hinder attaining the objectives of State Scoping Plans and the Stockton CAP. The project EIR will estimate the amount of GHG that would be generated by project construction and operations using the CalEEMod program. Two amounts of operational GHG emissions will be calculated: one without including any project features or regulatory requirements that would reduce GHG emissions (the “business-as-usual” amount), and one that incorporates such features and regulatory requirements. These two amounts would be compared for the amount of GHG reduction that occurs.

Approximately 83% of the reductions needed to achieve the City’s GHG reduction goal are achieved through state-level programs, and 17% are achieved through City-level programs. Therefore, projects achieving GHG reductions consistent with the City-level share of GHG reductions are considered less than significant. The EIR will determine if the reductions achieved through project features and regulatory requirements would satisfy the City’s GHG goals. If these reductions do not meet these goals, then the EIR will explore measures to further reduce GHG emissions that could be applied to the project so that the project could meet the goals.

GHG impacts associated with urban development as proposed in the Stockton General Plan 2040 was identified in the Stockton General Plan 2040 EIR as a significant and unavoidable adverse effect, even with application of mitigation measures identified in the EIR. A Statement of Overriding Considerations for this issue was adopted by the Stockton City Council, which remains operative. Further analysis of this issue in relation to the General Plan EIR analysis will nonetheless be conducted in the EIR and compared to the results of the Stockton General Plan 2040 analysis.

The California Attorney General’s Office has commented recently on a nearby industrial project regarding GHG emissions impacts on a disadvantaged unincorporated community and recommended mitigation measures to reduce impacts on the community. The project EIR will evaluate these previous comments and recommended mitigation measures and determine their applicability to this project.

3.9 HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
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# Incorporated

- a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?
- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

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Data on hazardous waste and hazardous material use and transportation sites are kept in the GeoTracker database, maintained by the SWRCB, and in the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). GeoTracker and EnviroStor map the locations and provide the names and addresses of hazardous material sites, along with their contamination history and cleanup status. A search of both databases indicated no record of active hazardous material sites on the project site. However, potential hazardous material sites associated with other commercial and industrial uses in the vicinity of the project site have been identified.

## a) Hazardous Material Transportation, Use, and Storage.

Project development may require the transport, use, and storage of hazardous materials for operations. These generally would be cleaning products, fuels, solvents, and products designed to maintain warehouse equipment. Project site activities that would transport or store hazardous materials would be required to do so in compliance with applicable local, state, and federal regulations. These requirements would include preparation and implementation of a Hazardous Materials Business Plan for activities that would transport or store certain quantities of hazardous materials. The EIR will analyze the extent to which hazardous materials may be associated with the project, and whether potential hazardous

materials transport, use, or storage would be subject to additional requirements such as a Hazardous Material Business Plan.

b) Upset and Accident Conditions.

Construction activities on the project site may involve the use of hazardous materials typical for such activities, such as fuels and solvents, and thus create a potential for hazardous material leakage and spills, or damage to containers that may release hazardous materials. Although such releases are not anticipated to be in large amounts, the EIR will analyze the potential risk associated with such releases and measures that would minimize them. These include SWPPP requirements that contractors have absorbent materials at construction sites to clean up minor spills, that contractors are equipped to meet notification requirements and that applicable local, state, and federal regulations regarding hazardous material transport, use, and storage are identified.

c) Release of Hazardous Materials near Schools.

A project may have significant impacts if it would involve hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. There are no schools within one-quarter mile of the project site; the nearest school is Nightingale Charter School on 1721 Carpenter Road, approximately 2.25 miles west of the project site. However, as noted in Section 3.3 Air Quality a Health Risk Assessment will be conducted to determine the potential cancer risk of diesel particulate matter emissions from truck traffic on nearby sensitive receptors, including schools.

d) Hazardous Material Sites.

As noted, a search of hazardous material databases did not find records of active hazardous material sites on or adjacent to the project site. However, the EnviroStor database identified two active sites across Mariposa Road from the project site. One, the Amador Chemical Corporation site, has been identified with soil and groundwater contamination. The other, the Ripon-Pacific site, has soil contaminated mainly by pesticides in wastewater. Nearby land uses, such as Delta Charter and the auto salvage businesses on Clark Road, involve activities that could lead to contamination by hazardous materials such as motor vehicle fluids. The EIR will describe these sites and their potential impacts on the project site based primarily on a Phase I Environmental Site Assessment (ESA) for the project. The project site has also been used historically for agricultural production, which typically involves use of pesticides, agricultural chemicals and other hazardous materials that can contaminate soils and water. Potential contamination from these sources will be discussed in the EIR based on the findings of the Phase I ESA, including recommendations for Phase II and other work required to ensure that any on-site contamination is consistent with State and federal requirements for industrial uses. Industrial development is generally considered less sensitive to exposure to existing site contamination than land uses such as residential subdivisions and schools.

e) Public Airports.

The nearest public airport, Stockton Metropolitan Airport, is approximately two miles to the southwest. As noted in Section 3.1, Aesthetics, the project site is within the airport's

Airport Influence Area, and it is within Land Use Compatibility Zone 7b of the Stockton Airport Land Use Compatibility Plan. The plan specifies the type of land uses that are prohibited within Zone 7b, along with review of objects exceeding 100 feet in height and restrictions on potential hazards to flight. The EIR will evaluate project consistency with the development criteria for Zone 7b and describe any measures needed to maintain project compliance with the San Joaquin County Airport Land Use Compatibility Plan and the Stockton General Plan.

f) Emergency Response and Evacuations.

The EIR will determine if the project has the potential to interfere with emergency vehicle response or evacuations in the site vicinity. While project construction work would mostly occur on the project site, frontage improvements and connection to utility lines on Mariposa Road may occur, which could temporarily interfere with emergency vehicle access and evacuations. The EIR will recommend measures to minimize emergency response and evacuation impacts such as coordination with emergency management agencies, covering or backfilling of trenches and other excavation, and preparation of a traffic control plan.

g) Wildland Fire Hazards.

The project site currently is composed of agricultural and vacant land. However, it is within an urbanizing area and is partially surrounded by existing urban development, which has a low wildfire hazard. The project site is not within a Fire Safety Hazard Zone designated by Cal Fire. Industrial development does not involve substantial exposure to wildland fires, due to the installation concrete, paving, and landscaping. Section 3.20, Wildfire, discusses this issue in more detail, along with the treatment of wildfire issues in the EIR.

### 3.10 HYDROLOGY AND WATER QUALITY

Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?				
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?				
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river runoff or through the addition of impervious surfaces, in a manner which would:				

- i) Result in substantial erosion or siltation on- or off-site?
  - ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?
  - iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
  - iv) Impede or redirect flood flows?
- d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?
- e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

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	Th a pic er e can t be dis pla yed		
		Th a pic er e can t	
		Th a pic er e can t be dis pla yed	
		Th a pic er e can t be dis pla yed	

North Littlejohns Creek flows west along the southern boundary of the project site. North Littlejohns Creek, which originates as Littlejohns Creek in the Sierra foothills, is an intermittent stream, mostly conveying peak flows during and after winter storms. In summer months, the creek receives irrigation runoff on an occasional basis, as well as urban stormwater drainage from outfalls. A tributary ditch runs through the southern portion of the project site, joining North Littlejohns Creek in the southernmost part of the site. No other surface waters are located on or in the vicinity of the project.

The project site is within the Eastern San Joaquin County Groundwater Subbasin of the San Joaquin Valley Groundwater Basin. Since the late 1940s and early 1950s, groundwater extraction to meet agricultural and urban demands has created a pronounced pumping depression between the Mokelumne and Stanislaus Rivers, with the center of the depression east of Stockton (ESA 2014). The demand for groundwater in San Joaquin County appears to have peaked in the 1990s and is projected to continue to decline as the City of Stockton uses more surface water, more efficient urban and irrigation practices are adopted, and sustainable groundwater management plans are implemented. In 2020, a Groundwater Sustainability Plan was adopted for the Eastern San Joaquin Subbasin. This plan proposes projects that are designed to maintain sustainable groundwater levels, including direct and in-lieu recharge projects.

According to the Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency (FEMA), the area within the banks of North Littlejohns Creek is designated Zone A, while the portion of the project site between North Littlejohns Creek and the tributary ditch is designated Zone AO. Zones A and AO denotes areas inside the 100-year floodplain, which is an area of concern for flood hazards. The remainder of the project site is in Zone X, which is outside the 100-year floodplain.

SB 5 and associated bills, enacted in 2007, requires urban and urbanizing areas in the Central Valley to have protection from a flood with a chance of occurring on average once

every 200 years at a depth of three feet or greater. Based on information in the Stockton General Plan, the project site is not subject to 200-year flooding of three feet in depth or greater.

a) Water Quality.

The project proposes future development of warehouse buildings. As noted in Section 3.7, Geology and Soils, construction activities associated with this development could disturb soils, which could be transported off-site by runoff and could eventually enter North Littlejohns Creek. In addition, debris, fuels, oils, and other pollutants from project operations, particularly from motor vehicles, could be transported. This could have a potentially significant impact on water quality in North Littlejohns Creek, which in turn drains into French Camp Slough and eventually the San Joaquin River.

The City of Stockton operates under a NPDES MS4 permit, which requires construction erosion control as well as reduction of pollutants in post-construction runoff to the City's storm drain system from new development and redevelopment projects. To ensure compliance with the conditions of the permit, the City has adopted a Storm Water Management Program. Program elements most applicable to land development include construction storm water discharge requirements which are met by the development and implementation of an SWPPP, and the incorporation of post-construction BMPs in new development per the Storm Water Quality Control Criteria Plan. Project development will be required to submit storm water management plans for the project that will include construction erosion and sedimentation controls as well as post-construction BMPs. The water quality protection elements of the project will be described and analyzed in the EIR, for both surface waters and groundwater.

b) Groundwater Supplies and Recharge.

The project would not draw directly from groundwater but would obtain its water supply from to the City's water system. The City's water supply relies in part on groundwater, though that reliance has been reduced with the City's efforts over the years to increase surface water supplies. Development on the project site would generate additional water demands, which the EIR will analyze to determine potential impacts on groundwater aquifers.

Development of the project would replace existing vacant land with buildings and pavement. This would reduce the potential groundwater recharge area, thereby reducing the amount of percolation. The Stockton General Plan 2040 EIR noted that, while future development would increase the total amount of impervious areas, priority projects would be required to implement multiple BMPs that minimize impervious areas and retain, reuse, and/or infiltrate stormwater. The project will be required to include storm water detention features that can also be expected to result in recovery of some additional recharge capability.

The size of the project will require preparation of a Water Supply Assessment pursuant to SB 610, demonstrating the availability of adequate water supply during normal, dry and multiple dry years. The WSA and its results will be included in the EIR. Also, as noted, a

Groundwater Sustainability Plan has been prepared for the Eastern San Joaquin Subbasin. Project impacts relevant to these issues will be analyzed in the EIR.

c-i, ii) Drainage Patterns.

Proposed development of the project site would alter existing storm drainage patterns, due to grading and the installation of buildings and pavement. In addition, proposed development would result in additional generation of runoff due to the introduction of impervious surfaces on currently undeveloped properties. The EIR will analyze the changes to drainage patterns and how these changes may affect onsite and offsite erosion or flooding.

c-iii) Runoff.

The preliminary site plan includes a detention basin in the southern portion of the project site that would collect storm drainage from onsite development. It is anticipated that the collected storm drainage would be discharged to North Littlejohns Creek, metered to the stream as capacity is available. The EIR will consider the volume of runoff from the site and the method by which it would be discharged into North Littlejohns Creek based on engineering analysis in the Storm Drainage Master Plan for the project. The EIR will also describe applicable regulations for runoff collection and discharge.

Runoff from future development on the project site would contain pollutants such as motor vehicle fluids and metal deposits, among others, known collectively as “urban runoff.” As discussed in a) above, project development would be required to comply with water quality plans, permits, and regulations that would minimize water quality impacts. It is expected that the proposed detention basin would be adequately sized to accommodate onsite runoff, in accordance with the City’s Standards and Specifications for storm basins. The EIR will consider the potential significance of project discharges of contaminated runoff and measures required to minimize impacts on water quality.

c-iv) Flooding Hazards.

A small portion of the project site is within an area designated Zone AO by FEMA, indicating a 100-year floodplain. Most project development, including the warehouse buildings, appears to occur in an area not within any designated floodplain. It is not known at this time whether project development would encroach upon the designated 100-year floodplain. The EIR will analyze the impacts of any development, including storm water detention facilities, that encroach on the designated floodplain, including any potential alteration of flood flows. The EIR will also describe and potential flooding impacts of the project, including any applicable floodproofing requirements.

Based on available information, the project site would not be subject to a 200-year flood depths of three feet or greater, or subject to potential inundation from failure of dams and dikes associated with Sierra foothill water storage reservoirs, or failure of levees confining the flows of project area streams. This information will be verified in a review of local planning documents and will be cross-checked with any applicable technical studies during preparation of the EIR.

d) Release of Pollutants in Flood, Tsunami, or Seiche Zones.

As described in c-iv) above, the southernmost portion of the project site is within a 100-year floodplain. Industrial development in Zone AO of that floodplain would be have to flood-proofed per City floodplain ordinances. Industrial General Permit would prevent storage of hazardous materials would be installed there. Any development that encroaches on this floodplain would be analyzed in the EIR for potential impacts related to pollutant releases. The project is not near any large bodies of water, so it would not be subject to seiches or tsunamis.

e) Conflicts with Water Quality or Groundwater Management Plans.

As discussed above, the project would be required to comply with water quality provisions in the City's Storm Water Management Program and Storm Water Quality Control Criteria Plan, including post-construction BMPs and volume control. The EIR will consider the project's potential compliance based on available project design information. As noted, a Groundwater Sustainability Plan for the Eastern San Joaquin Groundwater Subbasin has been adopted that sets a sustainable groundwater management target and proposes project and management actions to attain this target. The EIR will analyze development compliance with the Groundwater Sustainability Plan.

### 3.11 LAND USE AND PLANNING

Would the project:

a) Physically divide an established community?

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?				<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No can't tell
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No can't tell			

Existing land uses on the project site are predominantly agricultural or unused (vacant); two rural residences are located in the western and southern portions of the site. As described in Section 3.4, Biological Resources, the project site includes a mature walnut orchard in the northern half portion of the site, while the southern half consists of former pond areas, leveled hay fields, fallow fields, and the two home sites.

Land uses in this portion of San Joaquin County are primarily agricultural and residential, intermixed with open fallow and grassland parcels. Lands south of the site have been converted into warehousing and other industrial uses over the last several years. The unincorporated area west of the project site is occupied primarily by rural residences along Marfargoa Road and rural residences and auto salvage businesses along Clark Road, along with vacant land. Lands north of the project site are occupied by a commercial business, a



rural residence, and vacant land. Three rural residences are adjacent to and immediately east of the project site.

All of the project site parcels are currently designated as Agriculture-Urban Reserve by the San Joaquin County General Plan and zoned AG-40 (Agriculture-General, 40-acre minimum parcel size). The Stockton General Plan 2040 has designated these parcels as Industrial; no City zoning applies to the site.

Environmental justice is an issue of growing concern in California. State law defines “environmental justice” as “the fair treatment of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” Low-income residents, communities of color, tribal nations, and immigrant communities have historically experienced disproportionate environmental burdens and related health problems. The California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen) to identify environmental justice communities by U.S. Census tract. A census tract that scores in the top 25% under the CalEnviroScreen formula is considered a “disadvantaged community” that has particularly large environmental burdens. The project site and surrounding area are included in one of the disadvantaged community designations.

Unconnected with the disadvantaged community defined above is the “disadvantaged unincorporated community.” A disadvantaged unincorporated community is a fringe, island, or legacy community adjacent to a city in which the median household income is 80% or less than the statewide median household income. SB 244 prohibits LAFCo from approving annexations adjacent to disadvantaged unincorporated communities that include 12 or more registered voters unless 1) an application to annex the adjacent community has been filed in the past five years, or 2) the LAFCo finds, based upon written evidence, that a majority of the residents within the adjacent community are opposed to annexation. The project site is within the Mariposa Road Community, designated by the Stockton Municipal Service Review as a Disadvantaged Unincorporated Community (DUC).

a) Division of Established Community.

The area surrounding the project site is predominantly a combination of vacant parcels, agricultural uses, and commercial and rural residential development. The pattern of development, or lack thereof, in the area does not constitute a cohesive “community,” as it is commonly understood, that could be divided by the project. The project would not divide any established community and therefore would have no impact on this issue.

b) Conflicts with Land Use Plans, Policies, and Regulations.

The project site would be pre-zoned by the City, and the pre-zoning would take effect upon project site annexation. The proposed pre-zoning is consistent with the existing Stockton General Plan designation of Industrial for the project site. It is not expected that the proposed annexation and pre-zoning would significantly conflict with Stockton General Plan 2040 policies and ordinances designed to protect the environment. The project EIR will analyze the potential environmental effects of the project, including

potential conflicts with General Plan policies and City ordinances. For issues where there could be potential conflict with policies or ordinances, the EIR will identify measures required to avoid or minimize any conflicts.

The San Joaquin LAFCo would be responsible for review and approval of the proposed annexation. LAFCo's review encompasses the consistency of the project with State statutes and policies, particularly the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, as well as its own locally-adopted policies. In determining the appropriateness of a proposed annexation, key considerations of LAFCo include whether the project would constitute a logical expansion of a city boundary and whether the Municipal Service Review and the Sphere of Influence Plan for the annexing city demonstrates that adequate services can be provided with the timeframe needed by the inhabitants of the annexed area. It would also include an evaluation of impacts on prime agricultural land. The EIR will review the applicable LAFCo annexation policies and determine project compliance with these policies.

An updated Municipal Services Review (MSR) for the City of Stockton was adopted in 2019. In the adopted MSR, the project site is not shown within the area designated for annexation over the ensuing 10-year period. The project is expected to be accompanied by a City proposal to amend the MSR to include the project site within the 10-year annexation horizon. The EIR will consider the consistency of this proposal with applicable LAFCo policies and practices as described in the City proposal.

Census Tract 6077003700, within which the project site is located, is considered a disadvantaged community. Project development could have an adverse environmental justice impact on this disadvantaged community. In addition, as noted, the project site is within the Mariposa Road Community, a Disadvantaged Unincorporated Community. As such, the proposed annexation of the project site would likely be subject to SB 244 requirements. The EIR will analyze the specific environmental burdens and health issues affecting the disadvantaged community and determine if the project would contribute to these problems. If so, the project would propose mitigation measures that would minimize or eliminate the project's contribution to an environmental burden. The EIR would also analyze project compliance with SB 244 requirements.

### 3.12 MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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?				<div> <input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Can't Tell  <input type="checkbox"/> No Data  <input type="checkbox"/> Not Applicable         </div>
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?				<div> <input checked="" type="checkbox"/> Yes  <input type="checkbox"/> No  <input type="checkbox"/> Can't Tell  <input type="checkbox"/> No Data  <input type="checkbox"/> Not Applicable         </div>

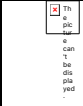
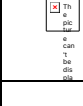
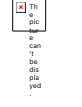
Mineral resources within San Joaquin County are primarily sand, gravel, and other construction material deposits in the alluvial portion of the valley floor. Sand and gravel deposits have been identified along the Stanislaus River in San Joaquin and Stanislaus Counties from Ripon to the Stanislaus/Tuolumne County line (DMG 1977). Portland cement concrete aggregate deposits also have been identified within San Joaquin County; however, none are located on or adjacent to the project site (DMG 1988).

Oil and natural gas deposits have been identified throughout the Central Valley. Most of the deposits in the Stockton area are of natural gas. The project vicinity does not contain oil or natural gas fields. The nearest such field is the Stockton natural gas field, approximately 4.5 miles from the site. This field has been abandoned and is now developed with urban uses. The nearest active field is the French Camp natural gas field, approximately 5 miles southwest of the project site.

a, b) Availability of Mineral Resources.

There are no identified mineral resource areas on or near the project site, nor are there any active mining operations. Therefore, the project would not affect the availability of, or access to, any known or locally designated mineral resources. The EIR will note this.

### 3.13 NOISE

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

The Stockton General Plan 2040 EIR identified mobile sources of noise, especially cars and trucks, as the most common and significant sources of noise in the City. Additional sources of transportation noise include aircraft at the Stockton Metropolitan Airport, approximately two miles southwest of the project site. Industrial land uses as potentially significant noise sources. Industrial noise is generated from processing machinery, loading dock activity, and heating, ventilating, and air conditioning (HVAC) systems. In addition, warehousing and industrial land uses generate substantial truck traffic that contributes to noise from local roadways.

Certain land uses are particularly sensitive to noise and vibration, including residential, school, and open space/recreation areas where quiet environments are necessary for enjoyment, public health, and safety. The nearest noise-sensitive receptors to the project site are adjacent rural residences to the east. Other rural residences are west and north of the site. Other nearby land uses are agricultural or commercial, which are less sensitive to noise. There are no other noise-sensitive receptors in the project vicinity.

a) Temporary or Permanent Increase in Ambient Noise Levels.

The project can be expected to generate substantial noise from construction activities. Construction noise can be expected to be produced in various locations within the project as buildout of the 200-acre site proceeds. Construction noise is short-term and would cease when work is completed. Nevertheless, project construction noise could exceed exterior noise thresholds set by the City for residential and other sensitive uses located in residential areas adjacent to the project site, when construction is occurring in those areas.

After completion of construction work, project operations, particularly truck and other vehicle traffic, could generate noise at levels that exceed City exterior noise thresholds in areas adjacent to the site and along transportation routes that would have concentrated use by project-related vehicles. These are potentially significant impacts that are dependent on the amount and routing of traffic generated by the project and will be further analyzed in the EIR. The EIR will consider the range of potential construction and operations noise and determine whether mitigation measures would be necessary.

Noise impacts associated with urban development as envisioned in the Stockton General Plan 2040 was analyzed in the Stockton General Plan 2040 EIR and identified as a significant and unavoidable adverse effect. The significant effects identified in the General Plan EIR were confined to specific roadway segments, the closest segments of which are State Route 99 between Farmington Road and Mariposa Road and Mariposa Road between State Route 99 and Stagecoach Road. The EIR identified no mitigation that would reduce these impacts to a level that would be less than significant. A Statement of Overriding Considerations for this issue was adopted by the Stockton City Council, which remains operative. Further analysis of the noise impacts of the project, and these impacts issue in relation to the General Plan EIR analysis will be included in the EIR, particularly potential noise impacts that were considered significant and unavoidable in the General Plan EIR.

b) Exposure to Groundborne Vibrations.

Groundborne vibration is not a common environmental problem. It is typically associated with transportation facilities, although it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some sources of groundborne vibration are trains, trucks, and buses on rough roads, heavy earth-moving equipment, and construction activities such as blasting and pile driving. Construction equipment likely to be used could generate groundborne vibrations at adjacent residences that could be felt or cause structural damage. The EIR will analyze the potential for groundborne vibration generated by construction equipment and determine its significance based on defined vibration standards.

c) Public Airport and Private Airstrip Noise.

The nearest public airport is Stockton Metropolitan Airport, approximately two miles to the southwest. The project site is outside the noise contours delineated in the Airport Land Use Compatibility Plan for the airport and is not exposed to substantial airport noise. The project apparently would not place employees in an area where they could potentially be exposed to noise from the airport. The EIR will verify this information. There are no private airstrips in the project vicinity.

### 3.14 POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			<div>Th a pic - can t be dis pla yed</div>	
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			<div>Th a pic - can t be dis pla yed</div>	

As of January 1, 2020, the population of Stockton was estimated at 318,522, an increase of approximately 9.2% from its 2010 population as recorded by the U.S. Census Bureau. As of January 1, 2020, Stockton had an estimated 101,235 housing units. Single-family detached units (typical houses) accounted for approximately 64.4% of total housing units in Stockton, with multifamily units of two or more per building accounting for approximately 26.9%. The remaining units were single-family attached units and mobile homes (California Department of Finance 2020).

a) Unplanned Population Growth.

The project proposes new warehouse development. It does not propose residential development, so it would not directly affect population growth. This development would provide new employment opportunities, which may influence people currently residing outside Stockton to relocate closer to or within the city and surrounding area to take advantage of these opportunities. It is expected that most jobs generated by project development would be filled mainly by existing residents in San Joaquin County. The EIR will document project expectations in this regard.

Project development would be consistent with the land use designations of the Stockton General Plan, which provides guidance for development based on anticipated growth in both jobs and the resident population based on these designations. The EIR will document project consistency with General Plan land development and population projections.

Employment growth impact associated with urban development as proposed in the Stockton General Plan 2040 was identified in the Stockton General Plan 2040 EIR as a significant and unavoidable adverse effect. No mitigation is available that would reduce this impact to a level that would be less than significant. A Statement of Overriding Considerations for this issue was adopted by the Stockton City Council, which remains operative. Further analysis of this issue in relation to the General Plan EIR analysis will be conducted in the EIR.

#### b) Displacement of Housing or People.

The project may require the removal of one or two onsite single-family residences. The number of displaced residents, if any, would be small, and the supply of vacant housing units can readily accommodate them. The EIR will address any potential impacts of removing existing houses.

### 3.15 PUBLIC SERVICES

Would the project:

a) Result in substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:






i) Fire protection?

ii) Police protection?

iii) Schools?

iv) Parks?

v) Other public facilities?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Fire protection?				
ii) Police protection?				
iii) Schools?				
iv) Parks?				
v) Other public facilities?				

The project site is currently within the Montezuma Fire Protection District. Upon annexation, the site would be detached from the Montezuma district and served with fire protection by the Stockton Fire Department. Law enforcement services for the project site are currently provided by the San Joaquin County Sheriff's Department. The Stockton Police Department would provide law enforcement services for the project site upon annexation. The project site is within the boundaries of the Stockton Unified School District and would remain so upon annexation. Both the City of Stockton and San Joaquin County provide park and recreational services to the public. Other public services include libraries, courthouses, and a health care facility (San Joaquin General Hospital), which are common to both jurisdictions. Additional park and recreation information is provided in Section 3.16, Recreation.

a-i) Fire Protection Services.

Project site development would generate new demand for fire protection services. Demand for service at nearby industrial areas is currently served by the Stockton Fire Department, and new development can likely be served by the Fire Department. However, the Fire Department has indicated that response times to the project site would be in the range of 10-12 minutes, which would be a greater response time than the target of 3-4 minutes set in the Stockton General Plan 2040. Adequate response time to the project vicinity has been a significant issue for LAFCo in considering other nearby projects and a subject of ongoing discussions with the City. The EIR will fully discuss issues related to and options for providing adequate fire protection services to the project site, including temporary interagency service agreements, new or expanded Fire Department facilities and other options for service.

a-ii) Police Protection Services.

Project development would generate an incremental new demand for police protection services. The Police Department indicates that additional capital facilities may be needed as a result of rapid development in the area. The EIR will analyze police protection issues, including the need for additional facilities, and the means by which these needs can be met, including required payment of a Public Facility Fees.

a-iii) Schools.

The project site is within the boundaries of the Stockton Unified School District. The project would not involve residential development, so it would not directly generate new students. Project development would generate new employment opportunities, which could attract employees with children to the Stockton area, leading to new demands for educational services. The EIR will discuss this potential impact on schools and determine its significance.

The developer would be required to pay SB 50 development impact fees to the Stockton Unified School District. The fees would be applied to the costs of new facilities required to accommodate any additional student population generated indirectly by industrial development. Under the provisions of SB 50, the payment of impact fees is considered adequate mitigation for CEQA purposes.

a-iv) Parks.

The project would not involve any direct effects on parks or recreational facilities; there are no such facilities located adjacent to or near the project. Since the project does not propose residential development, it is unlikely to generate a substantial population increase and therefore is not likely to generate a substantial demand for new or expanded parks or recreational facilities or services. Section 3.16, Recreation, discusses this in more detail.

a-v) Other Public Facilities.

Since the project does not propose residential development, it is unlikely to generate a substantial population increase and therefore is not likely to generate a substantial demand

for additional library, public hospital, or courthouse services. No new or expanded facilities would be required. The EIR will note this.

### 3.16 RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated?			Th a pic e can t be dis pla yed	
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?			Th a pic e can t be dis pla yed	

As noted in Section 3.15, Public Services, both the City of Stockton and San Joaquin County provide park and recreational services. The City owns and operates 66 parks located in primarily residential development areas throughout the City, along with accessible open space, special purpose facilities, and trails. The nearest City Park to the project site is Ernie Shropshire Park, a neighborhood park approximately two miles to the west. San Joaquin County has neighborhood, community, and regional parks, along with a Regional Sports Complex adjacent to Stockton Metropolitan Airport. The nearest County park to the project site is Kennedy Park and Community Center, approximately two miles to the northwest.

a, b) Recreational Facilities.

As noted in Section 3.15, Public Services, the project would not involve any direct effects on parks or recreational facilities. Since the project does not propose residential development, it is unlikely to generate a substantial population increase and therefore would not generate a demand for new or expanded parks or recreational facilities or services. The EIR will verify this, as well as discuss any fees the project may pay that are related to park and recreational services.

### 3.17 TRANSPORTATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Th a pic e can t be dis pla yed			



b) Conflict with or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

c) Substantially increase hazards to a geometric design feature (e g., sharp curves or dangerous intersections) or incompatible uses (e g, farm equipment)?

d) Result in inadequate emergency access?

<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Can't Tell <input type="checkbox"/> No Answer			
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Can't Tell <input type="checkbox"/> No Answer		
	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Can't Tell <input type="checkbox"/> No Answer		

As proposed, the project would obtain its primary access from existing Mariposa Road. Mariposa Road is a west-northwest-to-east-southeast roadway connecting Charter Way in south Stockton with Escalon-Bellota Road north of Escalon. It is classified in the Stockton General Plan as an arterial roadway. In the project area, Mariposa Road is a two-lane roadway with a 45-mph posted speed limit.

The project also proposes to incorporate emergency vehicle access via Clark Drive, Marfargoa Road and a private road extension to the north end of Newcastle Road, south of North Littlejohns Creek. Clark Road and Marfargoa Road are County rural roads that end at the site's western boundary. There is no public transit service in the vicinity of the project site, and no bicycle routes or sidewalks.

The project can be expected to generate substantial volumes of light vehicle and truck traffic as a result of proposed industrial uses. Initial trip generation estimates indicate that the developed project may generate between 6,000 and 12,000 all-vehicle trips per day, or more, depending on the traffic intensity of the proposed industrial uses. At present, these potential uses are defined only generally, as shown on the Site Plan in Figure \_\_. Traffic generated by the project would have substantial effects on traffic volumes and operations on regional and local roads providing access to and from the project site, which will need to be evaluated in the EIR.

Transportation impacts are now required to conform with Section 15064.3 of the CEQA Guidelines, which incorporates the requirements of SB 743 into CEQA analysis. As opposed to analysis of traffic operations, the prevalent method of transportation analysis, SB 743 intends to balance congestion management and mitigation of traffic impacts with statewide GHG emission reduction goals by imposing an alternative mechanism for transportation impact evaluation that prioritizes reducing GHG emissions. Section 15064.3(b) states that vehicle miles traveled (VMT) is the preferred method for evaluating project transportation impacts, rather than Levels of Service (LOS).

a) Conflicts with Transportation Programs and Plans.

As noted, the project would generate substantial volumes of traffic, including heavy-duty truck traffic, which would initially be directed onto Mariposa Road as a primary feeder to Arch Road and State Route 99. Increased traffic could have potentially significant impacts on operations of nearby roads, intersections, and freeway ramps as represented in City of Stockton transportation standards. Traffic volume effects will be further analyzed in the EIR, which would involve preparation of a detailed traffic study for the project; the quantitative results of the traffic study will be reported in the EIR primarily in terms of the

consistency of anticipated project traffic with City transportation standards and may or may not be identified as significant environmental effects, consistent with the requirements of SB 743. SB 743 requirements will be evaluated in detail as discussed in subsection (b) below.

Traffic impacts associated with levels of urban development envisioned in the Stockton General Plan 2040 were identified in the Stockton General Plan 2040 EIR as significant and unavoidable adverse effects, even with application of mitigation measures identified in the EIR. Unavoidable effects were confined to specific roadway segments, the closest of which to the project site are State Route 99 between Farmington Road and Mariposa Road and Arch-Airport Road between SR 99 and Quantas Lane. A Statement of Overriding Considerations for this issue was adopted by the Stockton City Council, which remains operative. The EIR analysis of traffic will take into account General Plan EIR analysis, in general and in particular with respect to roadway segments predicted to have significant and unavoidable impacts.

b) Conflict with CEQA Guidelines Section 15064.3(b).

As noted above, Section 15064.3 to the CEQA Guidelines requires use of an alternative mechanism for evaluating transportation impacts that prioritizes reducing GHG emissions; the mechanism provides that vehicle miles traveled (VMT) is the preferred method for evaluating project transportation impacts, rather than LOS. VMT accounts for total miles traveled by vehicle trips associated with a project. Unlike LOS, VMT accounts for the total environmental impact of transportation, including use of non-vehicle travel modes such as public transit and bicycling.

The project can be expected to result in increased VMT, although the consistency of the increase with adopted transportation and land use plans has not yet been evaluated. This potential project effect would be subject to detailed analysis in the EIR using the City's VMT analysis methodology, which is currently in development. The EIR will explore potential VMT mitigation measures associated with compliance with the Stockton CAP, SJVAPCD rules regulations and potential project planning and design features. The increase in VMT is a potentially significant impact that will be further analyzed in the EIR, based on data provided by the project traffic study and including applicable VMT standards. The EIR VMT analysis will also account for the methodology and results of corresponding analysis in the Stockton General Plan 2040 EIR.

c) Traffic Hazards.

On-site circulation improvements and improvements to public roads serving the site would be made in accordance with the City's standard specifications, adopted in part to ensure vehicle safety. Project construction would involve movement of construction equipment onto and from the site and in-street construction to provide infrastructure and vehicle access. Construction work on Mariposa Road is not expected to require closure or any major restriction on continuing public use of this or other roads. Once construction work is completed, project development would not involve obstruction or predictable safety concerns on any roadways. The EIR will discuss these concerns based on discussion with

Project traffic may occasionally conflict with farm equipment moving to and from agricultural fields in the vicinity. This would be limited primarily to the harvest season for the crops that are grown in the area, and agricultural traffic would decrease over time as more planned development occurs in the area. The EIR will evaluate the significance of this potential issue.

Project access would primarily be from new driveways to and from Mariposa Road but would also include emergency vehicle access from one or more of the options available. Lack of access for emergency vehicles is a potentially significant impact that will be further analyzed in the EIR; this analysis would consider project proposals for emergency access and recommend mitigation, if necessary.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | Potentially Significant Impact  | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--|------------------------------|-----------|
| <input checked="" type="checkbox"/> Th<br><input type="checkbox"/> e<br><input type="checkbox"/> pic<br><br>e<br>can<br>t<br>be<br>dis<br>pla<br>yed<br>. |  |                              |           |
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November 2020

Northern Valley Yokuts descendants, tribe members and families are located in the Stockton vicinity; tribal representative participate in local project environmental review and approval processes.

In 2014, the California Legislature enacted AB 52. AB 52 modifies CEQA procedures regarding consultation with Native American tribes on cultural resource issues. AB 52 established a category called “tribal cultural resources,” which not only includes physical resources but also site features, places, cultural landscapes, and sacred places and objects of value to a tribe, and which are on or eligible for listing on a State or local historic register. Notification of tribes that have requested it must shall be initiated prior to the release of a CEQA document for public review.

Under AB 52, when a tribe has requested notification, the lead agency must provide the tribe with notice of a proposed project within 14 days either of a project application being deemed complete or when the lead agency decides to undertake the project if it is the agency’s own project. The tribe has 30 days from receipt of the notification letter to respond in writing. If the tribe requests consultation, then the lead agency has up to 30 days after receiving the tribe’s request to initiate formal consultation. The consultation process ends when either (1) the resource in question is not considered significant, (2) the parties agree to mitigate or avoid a significant effect on a tribal cultural resource, or (3) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. Regardless of the outcome, a lead agency is still obligated under CEQA to mitigate for any significant environmental effects, as explicitly noted in AB 52. The City will provide notice to the Northern Valley Yokuts as well as any other tribes that have requested it as a part of the project review process.

a, b) Tribal Cultural Resources.

As discussed in Section 3.5, Cultural Resources, a preliminary cultural resource review was conducted for the project. This included contacting the Native American Heritage Commission to request a search of the Sacred Lands File database for the project area, which revealed the presence of a Native American cultural property within or near the project area and recommended contact with a representative of the Northern Valley Yokuts. The representative, Katherine Perez, stated that Native American burials have been found in the immediate vicinity of the project area. The review concluded that the project site had a “moderate” level of sensitivity for early Native American archaeological remains.

The EIR would evaluate the potential for the project site to have effects on tribal cultural resources, based on a cultural resource study that would involve contact with local tribes and correspondence between the City and the tribes during the AB 52 notification and consultation process. The analysis would be done concurrently with anticipated AB 52 consultation, and the results will be included in the EIR. The potential for inadvertent discovery of unknown tribal cultural resources will also be assessed.

### 3.19 UTILITIES AND SERVICE SYSTEMS

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

A due diligence investigation by project engineers Kier and Wright Engineering identified an existing 24-inch sanitary sewer main along the west boundary of the project site. At Marfargoa Road, a 42-inch diameter main extends east to west toward SR 99.

The project site has no developed water service. However, a 24-inch diameter line is located along Mariposa Road at the project frontage. There is no existing storm drainage infrastructure in the area, such as main lines or laterals.

Overhead electrical lines are located on Mariposa Road, along Marfargoa Road and Clark Drive and along the access roadway along the eastern side of the parcel. There is an existing gas line to the west of the project site near Marfargoa Road. Telephone, cable, and fiberoptic service is available to the project site from existing fiber optic service installed along Mariposa Road.

Upon annexation, the City of Stockton would provide potable water and wastewater collection services. Storm drainage services and facilities will need to be provided privately by the project or with facilities to be dedicated to the City. Solid waste collection service would be provided by Waste Management. Energy services, including electricity and natural gas, are currently provided by Pacific Gas and Electric Company. Telecommunication services are provided by AT&T, Comcast, and Century Link.

a) Relocation or Construction of Utility Facilities.

Future development would likely require the construction of off-site utility lines to serve the project site. Potable water and wastewater collection lines are adjacent to the site and can be extended directly to the project. Depending on their location, new lines might have potentially significant impacts. The project proposes development of onsite storm drainage collection and detention facilities, which would include water quality protection features as required by the Stockton Storm Water Management Plan. Proposed utility services, available capacity and improvements needed to provide adequate service to the project will be analyzed in Wastewater, Water and Storm Drainage Master Plans that will be prepared by the project engineers and submitted to the City for review and approval. Any related utility impacts will be analyzed and described in the EIR based on Master Plan information and discussion with project and City engineering staff.

b) Water Supplies.

The project would place new demands on the water supplies of the City of Stockton. It is unlikely that this additional demand would require the City to obtain additional water supplies. City water supplies during normal, dry and multiple dry years have been analyzed over a 20-year period in the Stockton Urban Water Management Plan (UWMP) and found to exceed anticipated demand. Potential project water demands and their impacts on water supplies will, however, need to be addressed in a project Water Supply Assessment (WSA) pursuant to the requirements of SB 610.

c) Wastewater Treatment Capacity.

The project would likely place demands on the City's wastewater treatment system of the City of Stockton. These additional demands will be quantified in the EIR but are likely accounted for in planned management and expansion of the treatment facility over time, and costs would be accounted for in Public Facility Fees required to be paid by the project and other new development in the City. The potential impacts of wastewater treatment plant expansion to meet anticipated City demands have been accounted for or will be accounted for in other CEQA and NEPA documents. Nonetheless, potential project impacts on wastewater treatment capacity are considered potentially significant and will be further analyzed in an EIR.

d, e) Solid Waste Services.

Development of the project site would generate a demand for solid waste disposal services. The City's solid waste is transported and disposed of primarily at three active sanitary landfills in San Joaquin County. The latest information indicates that total capacity available at all three landfills is approximately 182.5 million cubic yards. The total maximum daily throughput at the County landfills is 11,013 tons. The EIR will estimate the amount of solid waste the project would generate and compare that to existing landfill capacity to determine if additional capacity would be required. The project is expected to comply with applicable state and local statutes and regulations related to solid waste, including recycling requirements.

### 3.20 WILDFIRE

If located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones, would the project:

- a) Substantially impair an adopted emergency response plan or emergency evacuation plan?
- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?
- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?
- d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
			<div> <div></div> <div>Th</div> <div>pic</div> <div> <div></div> <div>can</div> <div>t</div> <div>be</div> <div>dis</div> <div>pla</div> <div>yed</div> </div> </div>
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			<div> <div></div> <div>Th</div> <div>pic</div> <div> <div></div> <div>can</div> <div>t</div> <div>be</div> <div>dis</div> <div>pla</div> <div>yed</div> </div> </div>
			<div> <div></div> <div>Th</div> <div>pic</div> <div> <div></div> <div>can</div> <div>t</div> <div>be</div> <div>dis</div> <div>pla</div> <div>yed</div> </div> </div>

Wildland fires are an annual hazard in San Joaquin County. Wildland fires burn natural vegetation on undeveloped lands and include rangeland, brush, and grass fires. Long, hot, and dry summers with temperatures often exceeding 100°F add to the County's fire hazard. Human activities are the major causes of wildland fires, while lightning causes the remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the County.

The California Department of Forestry and Fire Protection (Cal Fire) has a Fire and Resource Assessment Program that identifies fire threat based on a combination of two factors: 1) fire frequency, or the likelihood of a given area burning, and 2) potential fire behavior (hazard). These two factors are combined in determining the following Fire Hazard Severity Zones: Moderate, High, Very High, Extreme. These zones apply to areas designated as State Responsibility Areas – areas in which the State has primary firefighting responsibility. The project site is not in a State Responsibility Area and has not been placed in a Fire Hazard Severity Zone. The area surrounding the project site is likewise not in a State Responsibility Area or in any designated fire hazard zone.

- a) Emergency Response Plans and Emergency Evacuation Plans.

This issue was discussed in Section 3.9, Hazards and Hazardous Materials. The EIR will determine if the project would interfere in any way with emergency vehicle responses or evacuations.

- b) Exposure of Project Occupants to Wildfire Hazards.

The project site is not part of a State Responsibility Area, and Cal Fire maps indicate the site is not designated within a Very High Fire Hazard Severity Zone or a zone of higher severity. The project site currently is agricultural and vacant land. It is within an urbanizing area and is partially surrounded by existing urban development, which has a low wildfire hazard. The project would reduce any existing wildland fire hazard by replacing vacant land with buildings and pavement, which will also be documented in the EIR.




c) Installation and Maintenance of Infrastructure.

As noted in b) above, the project site is in an urban area with a low wildfire hazard. The installation of these improvements would not exacerbate the wildfire risk on the project site.

d) Risks from Runoff, Post-Fire Slope Instability, or Drainage Changes.

The project site is in a topographically flat area near the midpoint of the San Joaquin Valley between the Coast Ranges and the Sierra Nevada foothills. As such, it is not in an area where people or structures would be exposed to significant risks from changes resulting from fires in steeper areas, including downslope or downstream flooding or landslides. The EIR will note this.

### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

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



a) Findings on Biological and Cultural Resources.

Potentially significant biological resource impacts are described in Section 3.4, Biological Resources. Potentially significant cultural resource impacts are described in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources. These impacts will be further analyzed in the EIR and mitigated to the degree feasible.

b) Findings on Cumulatively Considerable Impacts.

A cumulative impact is an environmental impact that may result from the combination of two or more environmental impacts associated with the proposed project with each other, or the combination of one or more project impacts with related environmental impacts caused by other projects. The project could have environmental impacts that are individually limited but may be cumulatively considerable. This issue will be further analyzed in the EIR, which will refer to the Stockton General Plan EIR and other applicable documents to determine the issues for which potentially significant cumulative impacts are likely.

c) Findings on Adverse Effects on Human Beings.

The project may potentially have adverse effects on human beings in issue areas such as air quality, hazardous materials, flooding, and transportation, among possibly others. This issue will be further analyzed in an EIR. This analysis will be linked to the discussion of impacts related to environmental justice, as described in Section 3.11, Land Use and Planning.

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## 5.0 NOTES RELATED TO EVALUATION OF ENVIRONMENTAL IMPACTS

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
- 4) “Less Than Significant with Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced.
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration [CEQA Guidelines Section 15063(c)(3)(D)]. In this case, a brief discussion should identify the following:
  - a) Earlier Analysis Used: Identify and state where they are available for review.
  - b) Impacts Adequately Addressed: Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c) Mitigation Measures: For effects that are “Less than Significant with Mitigation Incorporated,” describe the mitigation measures, which ones were incorporated or refined from the earlier document, and the extent to which

they address site-specific conditions for the project.

- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
  - a) the significance criteria or threshold, if any, used to evaluate each question; and
  - b) the mitigation measure identified, if any, to reduce the impact to less than significance.