

NORCAL LOGISTICS CENTER

Initial Study
(Project File No. P12-110)

Prepared for
City of Stockton
Community Development Department

October 2012



**CITY OF STOCKTON
NOTICE OF PREPARATION**

October 31, 2012

To: (See attached list)

From: Lead Agency
City of Stockton
c/o Community Development Dept.
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

ASSESSOR RECORDER
COUNTY CLERK
KENNETH W. BLAKEHOPE

2012 OCT 31 AM 8:38

SAN JOAQUIN COUNTY

Deley Mather
DEPUTY

SUBJECT: **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT PURSUANT TO
PUB. RES. CODE SEC. 21080.4 AND CAL. CODE OF REGULATIONS TITLE 14,
SEC 15082(a) FOR THE NORCAL LOGISTICS CENTER PROJECT (P12-110)**

The City of Stockton will be the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The project description, location and the probable environmental effects are discussed within the Initial Study which may be viewed at the following web address: <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanEnv.html> or is alternatively available for purchase at the Community Development Department at the above-noted address.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. **We respectfully request that you return your comments to the above-noted Lead Agency address by December 3, 2012.** If no comments are received by the date indicated, it will be assumed that the document is acceptable.

Scoping Meeting: A public scoping meeting will be held from 4:00 to 6:00 PM on November 14, 2012 at the Robert J. Cabral Agricultural Center, located at 2101 E. Earhart Avenue, Suite 100 in Stockton. Responsible agencies and members of the public are invited to attend and provide input on the scope of the EIR. All interested parties are welcome to attend the scoping meeting.

If you have any questions regarding this matter, please contact Adam Brucker, Senior Planner at (209) 937-7564 or by email at Adam.Brucker@stocktongov.com

PROJECT TITLE: NorCal Logistics Center Project
PROJECT FILE #: P12-110
APPLICANT: Arch Road LTD PTP
APN(s): 179-220-27, 28, 30; 181-110-23; 181-100-15

PROJECT DESCRIPTION/LOCATION: The project site is located on the north side of Arch Road, west of Austin Road and south of Mariposa Road. Regional access to the approximately 331-acre project site is provided by Highway 99. The applicant proposes to subdivide five parcels zoned for industrial use within the City of Stockton. The southern parcel is 56 acres and would be subdivided into 6 lots. The northern four parcels total approximately 275 acres and would be subdivided into 14 lots. The site is served by existing public utilities, which would be extended to the new lots. The proposed project includes internal circulation improvements, including the extension of Newcastle Road to a connection with Mariposa Road.

STEVE CHASE, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By *Adam Brucker*
Adam Brucker, Senior Planner

Date: October 31, 2012

AFFIDAVIT OF MAILING AND POSTING

I declare that on 10/31/2012, I deposited in the United States mail facilities in the City of Stockton, State of California, a true copy of the above Notice of Preparation (NOP) with any attachments, with the postage thereon prepaid, addressed to each public agency and other interested parties on the attached distribution list. A copy of the NOP has also been mailed or delivered to the San Joaquin County Clerk who is required to post said NOP for a period of 30 days in accordance with Public Resources Code Section 21092.3.

Signature

Deley Mather
COUNTY CLERK
Title

11/30/2012
Posting Period Ending Date

NORCAL LOGISTICS CENTER

Initial Study
(Project File No. P12-110)

Prepared for
City of Stockton
Community Development Department

October 2012



2600 Capitol Avenue
Suite 200
Sacramento, CA 95816
916.564.4500
www.esassoc.com

Los Angeles

Oakland

Orlando

Palm Springs

Petaluma

Portland

San Diego

San Francisco

Santa Cruz

Seattle

Tampa

Woodland Hills

210506

OUR COMMITMENT TO SUSTAINABILITY | ESA helps a variety of public and private sector clients plan and prepare for climate change and emerging regulations that limit GHG emissions. ESA is a registered assessor with the California Climate Action Registry, a Climate Leader, and founding reporter for the Climate Registry. ESA is also a corporate member of the U.S. Green Building Council and the Business Council on Climate Change (BC3). Internally, ESA has adopted a Sustainability Vision and Policy Statement and a plan to reduce waste and energy within our operations. This document was produced using recycled paper.

TABLE OF CONTENTS

NorCal Logistics Center Initial Study

	<u>Page</u>
Description of Project	1
Environmental Factors Potentially Affected	11
Evaluation of Environmental Impacts	12
Aesthetics	12
Agricultural Resources	14
Air Quality	16
Biological Resources	17
Cultural Resources	18
Geology, Soils, and Seismicity	19
Greenhouse Gas Emissions	21
Hazards and Hazardous Materials	22
Hydrology and Water Quality	25
Land Use and Planning	28
Mineral Resources	30
Noise	31
Population and Housing	32
Public Services	33
Recreation	35
Transportation and Traffic	36
Utilities and Service Systems	38
Mandatory Findings of Significance	40
Appendix	
A. Environmental Information Form	
List of Figures	
1. Regional Project Location	7
2. Project Site	8
3. Vesting Tentative Map 1	9
4. Vesting Tentative Map 2	10

ENVIRONMENTAL CHECKLIST

Initial Study

1. **Project Title:** NorCal Logistics Center
File # P12-110
2. **Lead Agency Name and Address:** City of Stockton
345 N. El Dorado Street
Stockton, CA 95202
3. **Contact Person and Phone Number:** Adam Brucker, Senior Planner
(209) 937-8266
4. **Project Location:** North of Arch Road and west of Austin Road
Stockton, CA 95215
5. **Project Sponsor's Name and Address:** Arch Road L.P.
10350 Bren Road W.
Minnetonka, MN 55343
6. **General Plan Designation(s):** Industrial (I)
7. **Zoning Designation(s):** Industrial, Limited (IL)
8. **Description of Project:**

Introduction

The applicant, Arch Road L.P., proposes to develop light industrial and warehouse uses within the City of Stockton. The project consists of subdividing five parcels zoned for industrial use within the City of Stockton. The southern parcel is 56 acres and would be subdivided into 6 lots. The northern parcels cover 275 acres, and would be subdivided into 15 lots. The site is served by existing public utilities, which would be extended to the new lots. The proposed project includes internal circulation improvements, including a new connection to Mariposa Road.

The project site is located within an existing industrial area known as Arch Road Units 3 and 4. Arch Road Units 3 and 4 consists of eight industrially-zoned parcels covering 475 acres in the City of Stockton at Arch Road and Newcastle Road. This development has been the subject of several prior environmental studies including an EIR prepared in 1988, a supplemental EIR in 1995, and cultural survey in 2007 that was updated in 2008. The project site is located northwest of the intersection of Arch and Austin Roads. The project site is within the existing corporate boundaries of the City of Stockton. As discussed in greater detail below, the project site is currently designated

by the City's General Plan as "Industrial" (I), and under the City's Zoning as "Industrial Limited" (IL). Under this designation and zoning, Industrial uses are permitted "as of right," the only City permit needed is a Building Permit, no City discretion is involved in the issuance of such Building Permits, and hence the California Environmental Quality Act (CEQA) does not normally apply. However, several ministerial planning reviews are required prior to any submittal of a building permit application, these include site plan and architectural design review. As discussed below, the applicant, Arch Road L.P., has already developed a portion of the project site with Industrial uses. The applicant now proposes the subdivision of a portion of the project site to allow greater user flexibility (ownership of the land versus leasing of the land), although the creation of new lots on the project site will not change the Industrial uses allowed, nor the density or intensity of that Industrial use. However, because the approval of a subdivision map by the City is "discretionary," CEQA applies to the subdivision approval. The proposed subdivision and lot creation will involve two separate areas of the project site: land immediately adjacent to Arch Road, and land adjacent to Mariposa Road. These two separate portions of the project site will involve two separate Vesting Tentative Maps, processed with the City under the Subdivision Map Act and local City Subdivision Ordinance. The Vesting Tentative Map for the parcel adjacent to Arch Road is referred to as VTM 1. VTM 1 is comprised of approximately 56 acres and proposed the creation of 6 lots. The Vesting Tentative Map for the parcel adjacent to Mariposa Road is referred to as VTM 2. VTM 2 is comprised of approximately 275 acres and proposes the creation of 15 lots. The EIR will analyze the collective development of both VTM 1 and VTM 2. The project includes a phasing plan that will provide for orderly development and timed implementation of on-site and off-site improvements required to serve the development.

The project site has a City of Stockton General Plan designation of Industrial (I). This designation applies to a wide variety of industrial uses including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, retail sales, service businesses, public and quasi-public uses, and other similar and compatible uses. The proposed project is zoned Industrial Limited (IL) by the City of Stockton Zoning Ordinance. The IL zoning district is applied to areas appropriate for light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts and whose operations are totally conducted indoors. Other uses permitted within the IL zoning district include ancillary office uses and warehousing. The IL zoning district is consistent with the Industrial land use designation of the General Plan. Unlike the Industrial General (IG) zoning designation, uses may not occur outdoors or be associated with nuisance or hazardous impacts in the IL zoning district.

Surrounding Land Uses and Setting

Located near the center of San Joaquin County, the City of Stockton (City) serves as the County seat. San Joaquin County is located at the northern end of the San Joaquin Valley. The City is located 83 miles east of the San Francisco Bay area and 40 miles south of Sacramento. Interstate 5 runs north-south near the western border of the City and State Route 99 runs north-south near the eastern border of the City. Both roadways provide access to other communities surrounding the City (including the City of Lodi to the north and the cities of Lathrop and Manteca to the south) and regional access to other parts of the State. The Primary Zone of the Sacramento/San Joaquin Delta (Delta) is located to the west of the City. Much of the western most part of the City is located

within the secondary zone of the Delta. Rural residential, industrial, and agricultural uses are the primary land uses within the City.

The project site is five separate parcels of the applicant's larger property located in southeast Stockton (see **Figure 1**), north of Arch Road, southwest of Mariposa road, and extending to either side of Newcastle Road (see **Figure 2**). The overall property consists of approximately 495 acres, whereas the project site portions of that larger property consists of approximately 331± acres. North Littlejohns Creek and Weber Slough run east to west through portions of the project site.

Existing Land Uses

The project site is located on land historically utilized for agricultural uses. Project areas are a mix of vacant land (previously used for agriculture), and developed land. North Littlejohns Creek and Weber Slough run east to west through portions of the project site.

The entirety of the project site has a City of Stockton General Plan land use designation of Industrial (I). This designation applies to a wide variety of industrial uses including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, retail sales, service businesses, public and quasi-public uses, and other similar and compatible uses.

Additionally, the entirety of the proposed project is already zoned Industrial Limited (IL) by the City of Stockton Zoning Ordinance. The IL zoning district is applied to areas appropriate for light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts and whose operations are totally conducted indoors. Other uses permitted within the IL zoning district include ancillary office uses and warehousing. The IL zoning district is consistent with the Industrial land use designation of the General Plan. Unlike the Industrial General (IG) zoning designation, uses may not occur outdoors or be associated with nuisance or hazardous impacts in the IL zoning district.

The Department of Conservation's Farmland Mapping and Monitoring Program has designated land located on the project site as "Prime Farmland" and "Farmland of Statewide Importance." However, in practice, the land comprising the project site has not been farmed for years, is designated for Industrial development by the City's land use regulations, and is currently either vacant or in Industrial use. "Prime Farmland" is defined as farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. "Farmland of Statewide Importance" is defined as farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. The parcels included in the proposed project are not zoned or otherwise designated for agricultural land uses.

The land to the north of the project site is primarily agricultural, although it is designated for Industrial (north) and "Village J" (northeast of Mariposa Road) in the 2035 General Plan. The BNSF Intermodal Facility is to the east. The Northern California Youth Correctional Center (NCYCC) is to the south (designated as Institutional in the 2035 General Plan), along with some fallow

agricultural lands designated for future Industrial and Institutional land uses. Existing industrial development is to the west.

Project Objectives

CEQA Guidelines Section 15124(b) requires that the project description contain a clearly written statement of project objectives, including the underlying purpose of the project. The statement of project objectives is an important determinant for the lead agency when it develops a reasonable range of alternatives to evaluate in the EIR. The project applicant's objectives for the proposed project include the following:

- To provide the industrial development contemplated by, and consistent with, the City's General Plan;
- To provide for flexibility of number of users and size of structures and legal parcels (large and small), thereby maximizing the industrial development potential of the land by providing additional legal parcels that can be sold to different users and upon which parcels industrial structures of varying sizes can be located;
- To develop additional industrial uses in this particular location to take advantage of existing General Plan and related regulations, available or easily supplemented industrial-ready infrastructure, such as adjacent highways, roadways, wastewater, water, drainage, rail, and similar services and facilities, and applicant's ownership of this land;
- To place new industrial development in areas where impacts to sensitive natural resources can be reduced and/or avoided, and where other impacts can be reduced and/or avoided through site design, phasing and landscaping.

Proposed Subdivision

The project is the "subdivision" of the portions of the larger applicant property that comprises the project site to allow greater user flexibility (allowing different sized lots to attract a wider range of Industrial users), although the creation of such new lots on the project site will not change the Industrial uses already allowed, nor will it increase or decrease the density or intensity of that existing Industrial use. Because the approval of a subdivision map by the City is "discretionary," CEQA applies to the subdivision approval. However, it is important to note that if no subdivision maps were proposed (and approved) on the project site, the same level of Industrial use development already allowed on the project site could and likely would take place, the only permits needed to develop the project site with such Industrial uses would be building permits, and that no additional CEQA review would take place in that scenario, since no discretionary development permits would be involved (building permits are ministerial).

The proposed subdivision maps (and the lots that they will create when the lots appear on a recorded final map) will involve two separate areas of the project site: land immediately adjacent to Arch Road, and land adjacent to Mariposa Road. These two separate portions of the project site will involve two separate Vesting Tentative Maps, processed with the City under the Subdivision Map Act and local City Subdivision Ordinance. The Vesting Tentative Map for the land adjacent to Arch Road and [other locator] is referred to as "VTM 1." VTM 1 is comprised of approximately 56 acres and proposes the creation of 6 new lots. The Vesting Tentative Map for the land adjacent to Mariposa Road is referred to as "VTM 2." VTM 2 is comprised of approximately 275 acres

and proposes the creation of 15 new lots. VTM 1 and VTM 2 will have a combined total size of approximately 331± acres, yielding approximately 6,337,980 square-feet of future industrial use (assuming a 0.5 floor area ratio) and will result in the creation of 21 new developable lots (see Figure 3 and Figure 4). Some of these lots may be adjusted (and/or merged) to provide the ultimate industrial user with the most efficient site plan. Consistent with the IL zoning, the site would provide for warehouse, light industrial, and ancillary office uses. This EIR analyzes the collective development of both VTM 1 and VTM 2, again with the “baseline” being the level of industrial development already allowed without the proposed VTM 1 and VTM 2.

Infrastructure

The project includes an extension of Newcastle Road (a two-lane road north of Arch Road) to Mariposa Road. The extended Newcastle Road will provide access to the northern parcels, and will alleviate traffic on Austin Road by providing another direct connection between Mariposa Road and Arch Road. Logistics Drive ends in a cul-de-sac and is located north of Arch Road between the proposed project and the Sanchez property (the parcel northwest of the intersection of Arch Road and Austin Road). The project will also provide street improvements (1/2 road section and frontage improvements) on Mariposa Road.

Sanitary sewer is provided for the project by connecting to the existing sewer lines in Newcastle Road which then connects to an east-west main sewer line. Existing water lines near the project site extend from Arch Road, Fite Court, and Carpenter Road as well as internal locations within Arch Road Units 3 and 4. Development of the project will require additional water lines to be constructed on Mariposa Road, Austin Road, the extension of Newcastle Drive, Logistics Drive, and Arch Road between Newcastle and Austin Road. Sanitary sewer service to the southern parcel (VTM 1) will be provided by a new sewer trunk line on Arch Road. Sewer will be discharged into the new trunkline and then will head west to the Arch Road Regional Sanitary Sewer Pump Station. This sewer trunkline is scheduled to state construction in the spring of 2013.

A Storm Drainage Master Plan was prepared for the proposed project. The Master Plan defines the area that the runoff detention basins would serve and the general location of the storm drain system. The Storm Drain Master Plan area covers approximately 611 acres, comprised of two drainage basins, N3 and W3. This plan area includes the 331-acre project site. Two detention basins have been constructed that would serve the Master Plan area and the project site. The drainage basin (N3) located just south of North Littlejohns Creek has a capacity of 113 acre feet (ac-ft) and primarily collect runoff from the northern portion of the project site. The drainage basin (W3) located west of Newcastle Road and north of Arch Road has a capacity of 108 ac-ft and collect runoff from the southern section of the project site. Basin N3 would discharge stormwater to North Littlejohns Creek and Basin W3 would discharge stormwater to Weber Slough. The drainage system for Basin N3 would include a pump station with an emergency natural gas engine generator.

9. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement. Indicate whether another agency is a responsible or trustee agency.)

This EIR provides the environmental information and analysis necessary for the range of development evaluated in this EIR. This EIR provides the foundational CEQA compliance documentation upon which the City's, responsible agencies' and all other applicable agencies' consideration of and action on all necessary and/or desirous permits, approvals, and other grants of authority (collectively, "approvals") shall be based. This includes without limitation all those approvals set forth in this EIR, as well as any additional approvals necessary and/or desirous to such project planning, development, construction, operation and maintenance (e.g., any and all discretionary plans and approvals).

Lead Agency Approvals

The project requires the following discretionary approval from the City of Stockton:

- **Subdivision Maps.** The creation of lots on the project site would require the approval of vesting tentative subdivision map(s) and final subdivision maps.

Other ministerial approvals for the implementation of the project will include site plan review, architectural design review, the issuance of building permits, and encroachment permits for work within City right-of-way.

Other Agency Approvals

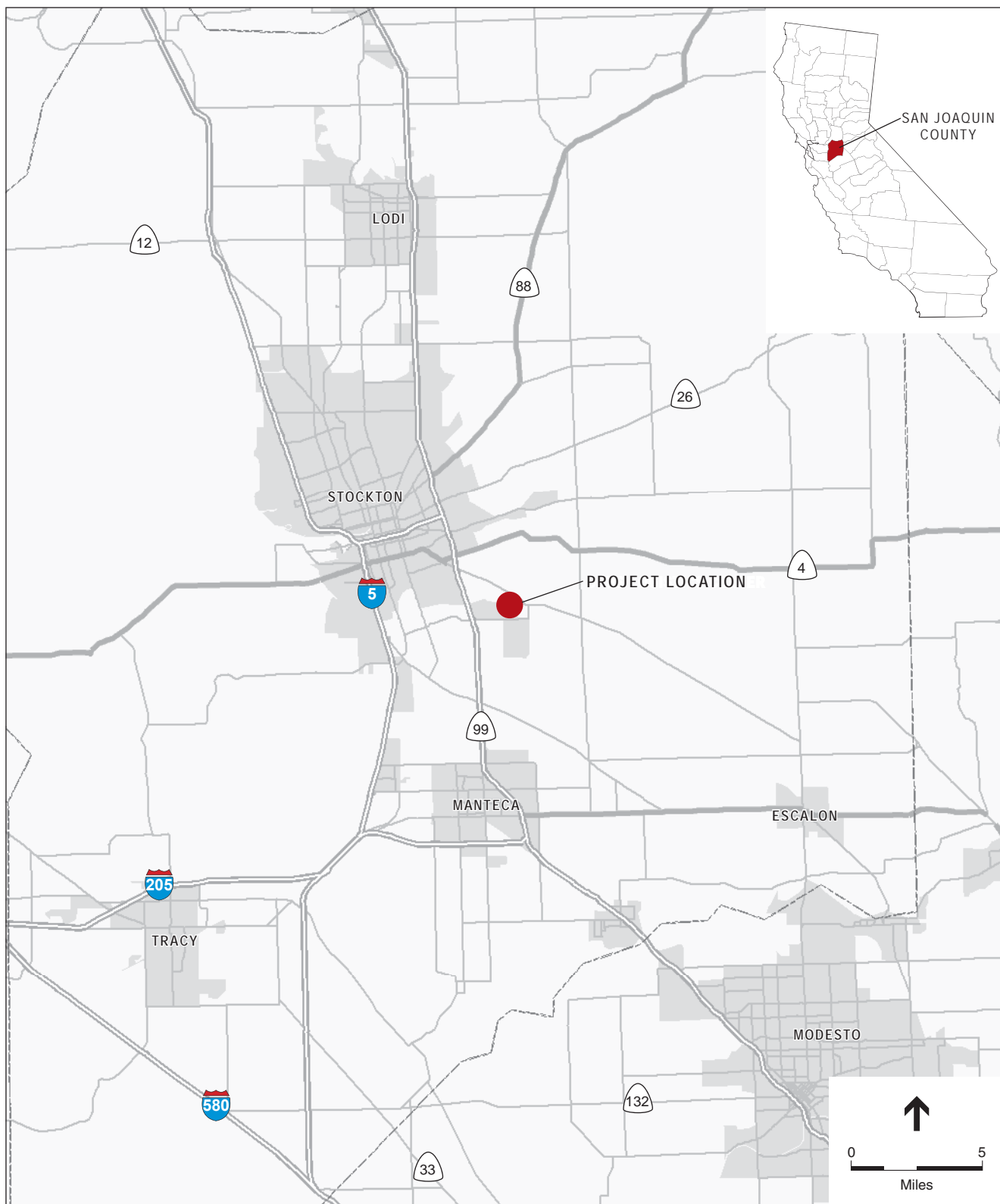
The following discretionary approvals/permits from other public agencies may be required for implementation of the project.

- **Regional Water Quality Control Board (RWQCB)** – The proposed project will require grading of an area greater than one acre; therefore, an NPDES Permit from the RWQCB and preparation of a Storm Water Pollution Prevention Plan (SWPPP) will be required. The RWQCB may also issue Waste Discharge Requirements (WDRs) for discharge from Basin N3 into North Little Johns Creek. If a 404 Clean Water Act permit (see below) is required, a Section 401 water quality certification would be required from the RWQCB.
- **San Joaquin Valley Air Pollution Control District (SJVAPCD)** – As a major industrial development, the project may be subject to Indirect Source Review (ISR) by the SJVAPCD. The storm drainage pump station for Basin N3 may require an authority to construct and a permit to operate for the natural gas engine generator.

Permits Acquired

The following approvals/permits have already been obtained by the project applicant:

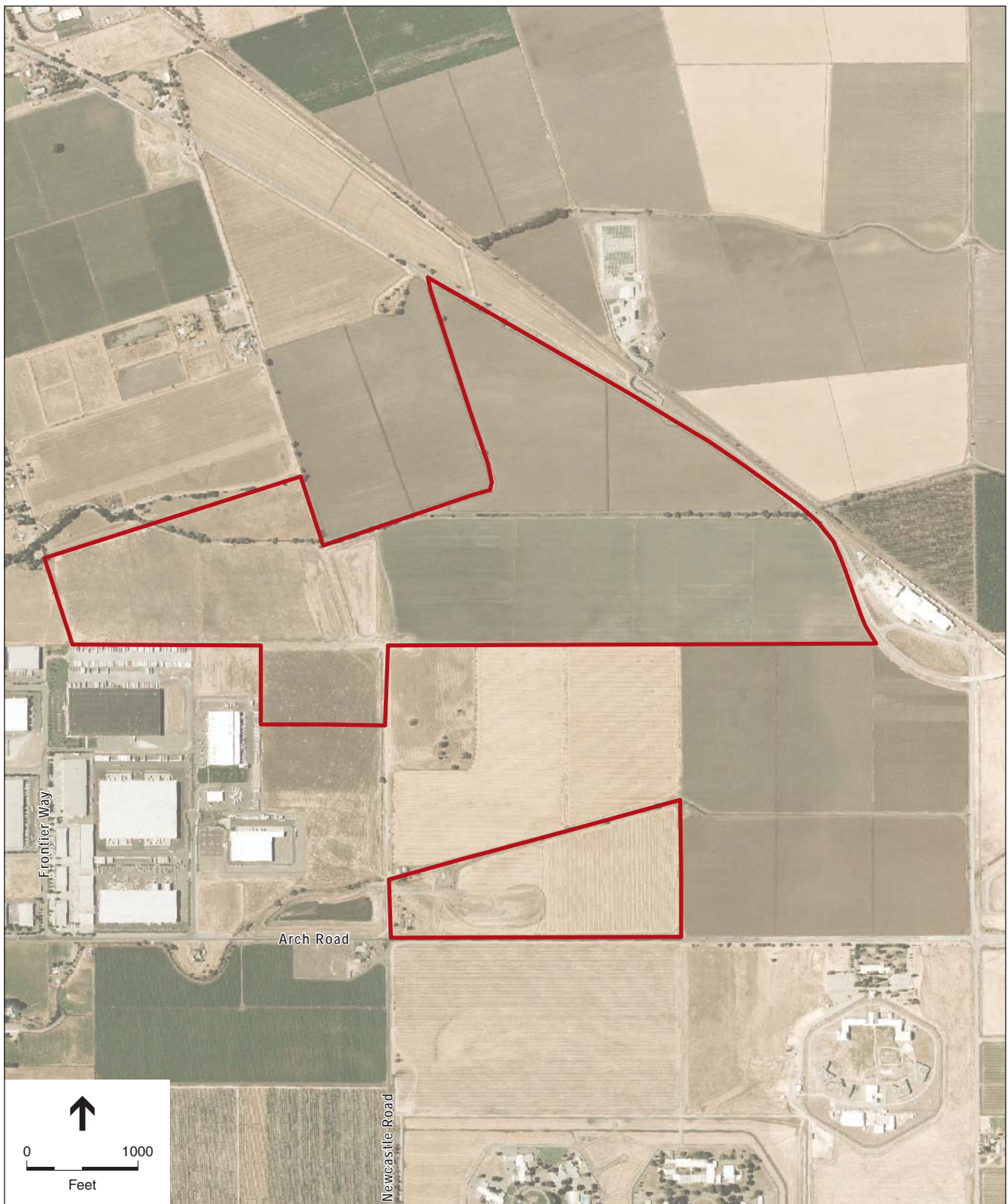
- **U.S. Army Corps of Engineers (ACOE)** – Construction within North Littlejohns Creek and/or Weber Slough required a Section 404 Clean Water Act permit from the ACOE.
- **California Department of Fish and Game (CDFG)** – For any modification of the bank or channel of North Littlejohns Creek and/or Weber Slough, a 1602 Streambed Alteration Agreement with CDFG was required.
- **San Joaquin Council of Governments** – Approval of work within or adjacent to North Littlejohns Creek and/or Weber Slough required compliance with the ITMMs issued under the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).



SOURCE: ESRI, 2007; and ESA, 2012

NorCal Logistics Center . 210506

Figure 1
Regional Locator



SOURCE: USDA, 2006; and ESA, 2012

NorCal Logistics Center . 210506

Figure 2
Project Site

PROPOSED	EXISTING	
		FEMA FLOOD ZONE BOUNDARY
		EASEMENT AS NOTED
		ADJOINING BOUNDARY
		ASPHALT BERM
		BLOCK/RETAINING WALL
		CONCRETE CURB
		CONCRETE CURB & GUTTER
		CONTOUR LINE
		DRIVEWAY
		EDGE OF PAVEMENT
		FENCE LINE
		LOT LINE
		MONUMENT/MONUMENT LINE
		PROPERTY LINE
		FIBER OPTIC LINE
		GAS LINE
		OVERHEAD ELECTRIC LINE
		UNDERGROUND ELECTRIC LINE
		SANITARY SEWER-MANHOLE
		STORM DRAIN-MANHOLE
		WATER LINE & VALVE
		JOINT TRENCH
		STREET RIGHT OF WAY
		SIDEWALK
		ELECTROLINER
		POWER POLE/JOINT POLE
		SPOT ELEVATION
		TRAFFIC SIGN
		TREES OR BUSHES
		TREE ON TREE TABLE
		UTILITY BOX
		FIRE HYDRANT
		BLOW OFF VALVE
		STUB
		AREA DRAIN
		BURLINGTON NORTHERN & SANTA FAY RAIL ROAD
		BY SEPARATE INSTRUMENT
		BOTTOM OF WALL
		BUILDING LINE
		CATCH BASIN
		EASEMENT
		INSTRUMENT NUMBER
		LOT LINE ADJUSTMENT
		LIMITED LIABILITY COMPANY
		OFFICIAL RECORD
		PACIFIC GAS AND ELECTRIC
		PARCEL MAP
		PUBLIC STORM DRAIN EASEMENT
		RIGHT OF WAY
		RECORD OF SURVEY
		STORM DRAIN MANHOLE
		STORM DRAIN EASEMENT
		SECTION
		SANITARY SEWER EASEMENT
		WATERLINE EASEMENT
		CONCRETE
		GRAVEL

NOTES

- OWNER/SUBDIVIDERS NAME:
ARCH RD LP - CARE OF
MIKE LAU
10350 BREN RD W.
MINNETONKA, MN. 55343
- APPLICANT / LAND SURVEYOR:
KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS INC.
2850 COLLIER CANYON ROAD
LIVERMORE, CA 94551
ATTN: SEIH H. IRSHAD, LS 5922
TELEPHONE: 925-245-8789
- PURPOSE OF THE VESTING TENTATIVE MAP: TO SUBDIVIDE ONE EXISTING PARCEL INTO SIX (6) NEW COMMERCIAL/INDUSTRIAL LOTS
- THE SUBJECT PROPERTY IS CURRENTLY ZONED: "L" - INDUSTRIAL LIMITED THE PROPOSED LAND USE IS: INDUSTRIAL
- FLOOD ZONE INFORMATION:
THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM), PANEL NO. 0677C0490F & 0677C0495F, COMMUNITY NUMBER 060302, DATED OCTOBER 16, 2009, AS BEING LOCATED IN FLOOD ZONES "A", "AO", "X-SHADED" AND "X" ACCORDING TO FEMA, ZONES "A", "AO", "X-SHADED" AND "X" ARE DEFINED AS:

ZONE AO: FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY SHEET FLOW ON SLOPING TERRAIN); AVERAGE DEPTHS DETERMINED. FOR AREAS OF ALLUVIAL FAN FLOODING, VELOCITIES ALSO DETERMINED.

ZONE X-SHADED: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVEES FROM 1% ANNUAL CHANCE FLOOD.

6) SAN JOAQUIN COUNTY TAX ASSESSORS PARCEL NUMBER:

181-100-15
- TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL SURVEY PERFORMED BY HAMMON, JENSEN & WALLEN PHOTOGRAMMETRY, SUPPLEMENTED BY A FIELD SURVEY. DATE OF PHOTOGRAPHY MAY 18, 2007.
- THE SUBDIVIDER INTENDS TO FILE MULTIPLE PHASED FINAL MAPS PURSUANT TO GOVT. CODE 86463.1. THE MAXIMUM NUMBER OF MAPS SHALL BE SIX. ALL NECESSARY IMPROVEMENTS FOR EACH LOT TO BE CONSTRUCTED AT TIME OF FINAL MAP.
- EXISTING TREES WITHIN THE DEVELOPABLE PORTION OF THE SUBJECT PROPERTY ARE SHOWN ON SHEET 2 OF THIS TENTATIVE MAP. THERE EXIST NUMEROUS TREES WITHIN THE UNDEVELOPABLE NORTH LITTLE JOHNS CREEK. SAID TREES WITHIN NORTH LITTLE JOHNS CREEK ARE NOT SHOWN HEREON.
- PROPOSED UTILITIES FOR THIS SUBDIVISION OF LAND ARE SHOWN ON SHEET 2 OF THIS VESTING TENTATIVE MAP.
- GROSS AREAS SHOWN HEREON INCLUDE THOSE PORTIONS OF LOGISTICS DRIVE, ARCH ROAD AND NEWCASTLE ROAD ADJOINING THE PROPOSED LOTS WITHIN THE HEAVY DISTINCTIVE BORDER SHOWN HEREON.
- PARCEL A WEBER SLOUGH IS TO BE DEDICATED TO SAN JOAQUIN COUNTY IN FEE AS A FLOOD CONTROL RIGHT-OF-WAY.
- RIGHT OF INGRESS, EGRESS TO ARCH ROAD LIMITED TO RIGHT TURNS IN AND OUT ONLY.

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATE IN THE CITY OF STOCKTON, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING ALL OF THAT CERTAIN 4.55 ACRES GROSS PARCEL OF LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON FEBRUARY 13, 1968, IN BOOK 17 OF SURVEYS, PAGE 35, OFFICIAL RECORDS SAN JOAQUIN COUNTY, AND A PORTION OF THAT CERTAIN 135,000 ACRES GROSS PARCEL OF LAND SHOWN ON THAT CERTAIN RECORD OF SURVEY FILED FOR RECORD ON FEBRUARY 5, 1969, IN BOOK 18 OF SURVEYS, PAGE 126, OFFICIAL RECORDS SAN JOAQUIN COUNTY, BEING SITUATE IN NORTHWEST ¼ OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF NEWCASTLE ROAD AND THE MONUMENT LINE OF ARCH ROAD, SAID POINT BEING THE SOUTHWEST CORNER OF THE NORTHWEST ¼ OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, AS SHOWN ON SAID MAPS:

THENCE NORTHERLY ALONG SAID CENTERLINE, NORTH 0° 21' 46" WEST, 568.23 FEET;

THENCE LEAVING SAID CENTERLINE, NORTH 89° 38' 14" EAST, 36.00 FEET; THENCE NORTH 74° 35' 18" EAST, 2637.41 FEET;

THENCE NORTH 89° 43' 57" EAST, 72.00 FEET TO THE EASTERLY LINE OF THE AFOREMENTIONED 135,000 ACRE PARCEL (18 M 126);

THENCE ALONG SAID EASTERLY LINE, SOUTH 00° 16' 03" EAST, 1268.95 FEET, TO THE SOUTHEAST CORNER OF SAID 135,000 ACRE PARCEL, SAID POINT ALSO BEING ON THE MONUMENT LINE OF THE AFOREMENTIONED ARCH ROAD;

THENCE ALONG SAID CENTERLINE, SOUTH 89° 59' 02" WEST, 2652.90 FEET TO THE POINT OF BEGINNING.

CONTAINING 2,449,975 S.F. OR 56,2437 ACRES, MORE OR LESS.

BASIS OF BEARINGS:

THE BEARING OF NORTH 0° 21' 46" WEST TAKEN ON THE CENTER LINE OF NEWCASTLE ROAD AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON MAY 24, 2005, IN BOOK 23 OF PARCEL MAPS AT PAGE 118, OFFICIAL RECORDS OF SAN JOAQUIN COUNTY WAS TAKEN AS THE BASIS FOR ALL BEARINGS SHOWN HEREON.

FILED AS A VESTING TENTATIVE MAP THIS ____ DAY OF ____, 20__

FEE: _____

CITY OF STOCKTON PLANNING COMMISSION

APPROVED BY THE CITY OF STOCKTON PLANNING COMMISSION
THIS ____ DAY OF ____, 20__

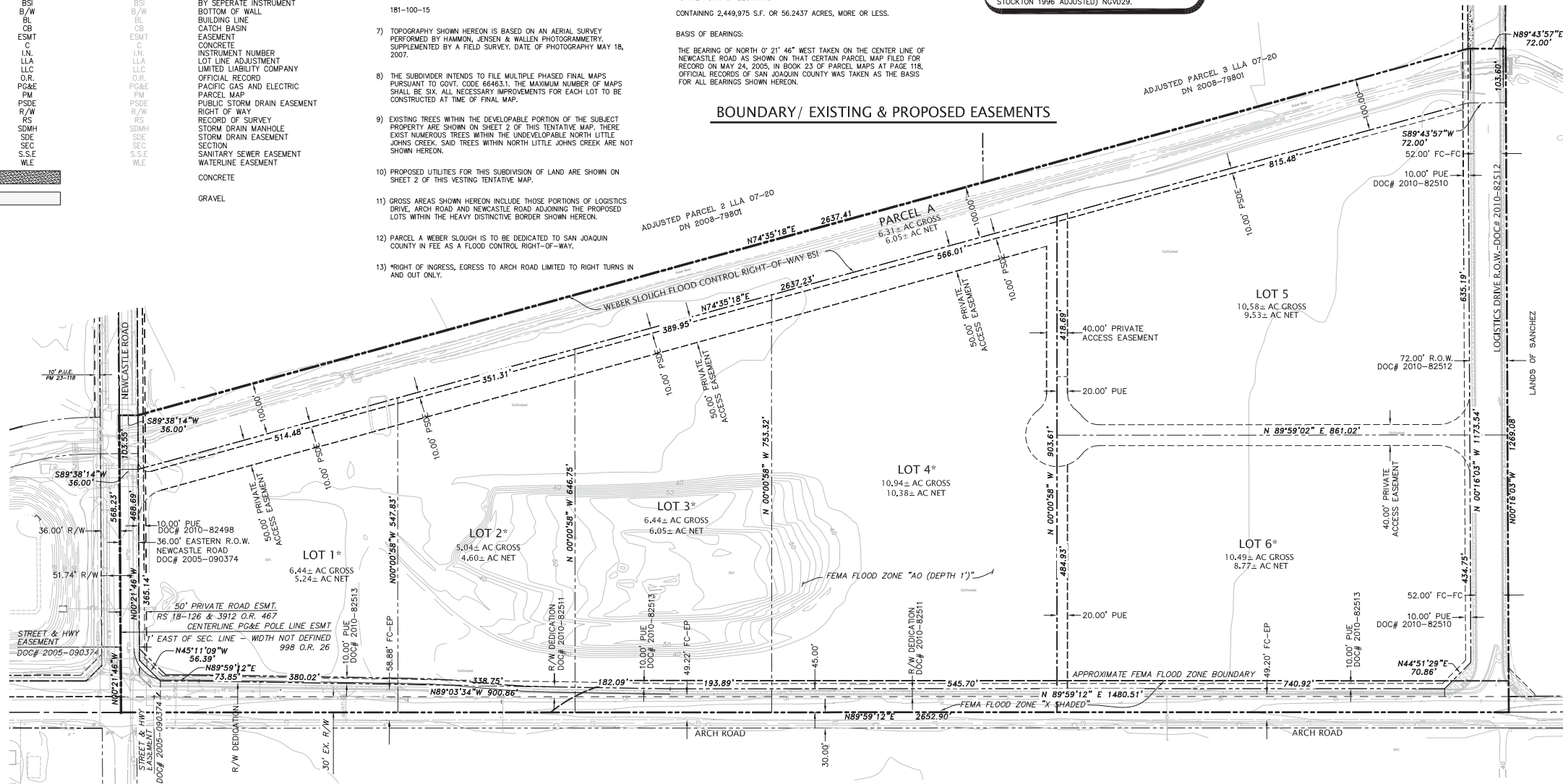
CHAIRMAN

APPROVED BY THE CITY ENGINEER OF THE CITY OF STOCKTON
THIS ____ DAY OF ____, 20__

CITY ENGINEER

BENCHMARK:
CITY OF STOCKTON BENCHMARK NO. 327, A SAN JOAQUIN COUNTY BRASS DISK STAMPED "0-27.4" IN THE NORTHWEST CORNER OF BRIDGE NO. 1047 ON AUSTIN ROAD, APPROXIMATELY 580 FEET NORTH OF ARCH ROAD. ELEVATION=43.54 FEET. (CITY OF STOCKTON 1996 ADJUSTED) NGVD29.

BOUNDARY/ EXISTING & PROPOSED EASEMENTS



SOURCE: Kier & Wright, 2012; and ESA, 2012

NorCal Logistics Center . 210506

Figure 3
Vesting Tentative Map 1

NOTES

- OWNER/SUBOWNERS NAME:
ARCH RD LP - CARE OF
WADE LAL
10350 BREN RD W
MINNETONKA, MN 55343
- APPLICANT / LAND SURVEYOR:
KIER & WRIGHT CIVIL ENGINEERS & SURVEYORS INC.
2850 COLLIER CANYON ROAD
LIVERMORE, CA 94551
ATTN: SETH H. IRSH, LS 5922
TELEPHONE: 925-445-0788
- PURPOSE OF THE VESTING TENTATIVE MAP: TO SUBDIVIDE EXISTING 274.79 ACRE PARCEL INTO FIFTEEN (15) NEW COMMERCIAL/INDUSTRIAL PARCELS
- THE SUBJECT PROPERTY IS CURRENTLY ZONED: "L" - INDUSTRIAL LIMITED
THE PROPOSED LAND USE IS: INDUSTRIAL
- FLOOD ZONE INFORMATION:
THE SUBJECT PROPERTY IS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) FLOOD INSURANCE RATE MAP (FIRM), PANEL NO. 06770249F & 06770249P, COMMUNITY NUMBER 060302, DATED OCTOBER 16, 2000, AS BEING LOCATED IN FLOOD ZONES "A", "AO", "X-SHADED" AND "X" ACCORDING TO FEMA, ZONES "A", "AO", "X-SHADED" AND "X" ARE DEFINED AS:

ZONE A: NO BASE FLOOD ELEVATIONS DETERMINED.

ZONE AO: FLOOD DEPTHS OF 1 TO 3 FEET (USUALLY SHEET FLOW ON SLOPING TERRAIN); AVERAGE DEPTHS DETERMINED FOR AREAS OF ALLUVIAL FAN FLOODING, VELOCITIES ALSO DETERMINED.

ZONE X-SHADED: AREAS OF 0.2% ANNUAL CHANCE FLOOD; AREAS OF 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT OR WITH DRAINAGE AREAS LESS THAN 1 SQUARE MILE; AND AREAS PROTECTED BY LEVES FROM 1% ANNUAL CHANCE FLOOD.

ZONE X: AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.
- SAN JOAQUIN COUNTY TAX ASSESSORS PARCEL NUMBERS: 181-100-23, 27, 28, 30.
- TOPOGRAPHY SHOWN HEREON IS BASED ON AN AERIAL SURVEY PERFORMED BY HAMMON, JENSEN & MULLEN PHOTOGRAMMETRY, SUPPLEMENTED BY A FIELD SURVEY. DATE OF PHOTOGRAPHY MAY 18, 2007.
- THE SUBOWNER INTENDS TO FILE MULTIPLE PHASED FINAL MAPS PURSUANT TO GOVT. CODE 66463.1; THE MAXIMUM NUMBER OF MAPS SHALL BE FIFTEEN. ALL NECESSARY IMPROVEMENTS FOR EACH LOT TO BE CONSTRUCTED AT TIME OF FINAL MAP.
- EXISTING TREES WITHIN THE DEVELOPABLE PORTION OF THE SUBJECT PROPERTY ARE SHOWN ON SHEETS 3, 4 AND 5 OF THIS VESTING TENTATIVE MAP. THERE EXIST NUMEROUS TREES WITHIN THE UNDEVELOPABLE NORTH LITTLE JOHNS CREEK. SAID TREES WITHIN NORTH LITTLE JOHNS CREEK ARE NOT SHOWN HEREON.
- PROPOSED UTILITIES FOR THIS SUBDIVISION OF LAND ARE SHOWN ON SHEETS 3, 4 AND 5 OF THIS VESTING TENTATIVE MAP. STREET WIDENING IMPROVEMENTS AND UTILITIES WITHIN NEWCASTLE ROAD SOUTH OF THE CUL-DE-SAC AND LOGISTICS DRIVE ARE BEING CONSTRUCTED BY SEPARATE PERMIT. IMPROVEMENTS WITHIN NEWCASTLE ROAD EAST AND NORTH OF THE CUL-DE-SAC ARE PROPOSED BY THIS TENTATIVE MAP.
- GROSS AREAS SHOWN HEREON INCLUDE THOSE PORTIONS OF LOTS WITHIN EXISTING AND PROPOSED PUBLIC STREETS.
- PARCEL C IS TO BE DEDICATED AS AN EASEMENT TO THE CITY OF STOCKTON FOR DRAINAGE AND FUTURE ROAD PURPOSES.
- THAT PORTION OF NEWCASTLE ROAD AND FUTURE NEWCASTLE ROAD WITHIN THIS SUBDIVISION WILL BE DEDICATED AS AN EXEMPT FOR PUBLIC ROAD PURPOSES TO THE CITY OF STOCKTON.
- PARCEL B WILL BE DEDICATED IN FEE TO THE CITY OF STOCKTON FOR DRAINAGE PURPOSES UPON COMPLETION OF THE FUTURE PUMPING FACILITIES.
- ALL NEW IMPROVEMENTS AND EXTENSIONS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ARCH ROAD INDUSTRIAL PARK NORTH (OPUS LOGISTICS CENTER) - MASTER WATER PLAN (APPROVED JUNE 6, 2008).
- ALL NEW IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH THE ARCH ROAD INDUSTRIAL PARK NORTH (OPUS LOGISTICS CENTER) - MASTER SANITARY SEWER PLAN (APPROVED JUNE 6, 2008).
- THIS PROJECT MUST COMPLY WITH THE STORM WATER QUALITY CONTROL CRITERIA PLAN, PER THE STOCKTON MUNICIPAL CODE SECTION 13.20.010 AND AS OUTLINED IN THE CITY'S PHASE 1 STORM WATER NOTES PERMIT ISSUED BY THE CALIFORNIA WATER QUALITY BOARD, CENTRAL VALLEY REGION (ORDER NO. RS-2007-0173).
- THE OWNERS, DEVELOPERS AND/OR SUCCESSORS-IN-INTEREST (OOS) MUST EXECUTE A MAINTENANCE AGREEMENT WITH THE CITY, PRIOR TO RECEIVING A CERTIFICATE OF OCCUPANCY, TO PROVIDE FUNDING FOR THE OPERATION, MAINTENANCE AND REPLACEMENT COSTS OF THE STORM WATER BEST MANAGEMENT PRACTICES.
- ALL IMPROVEMENTS SHOULD BE CONSTRUCTED IN ACCORDANCE WITH THE ARCH ROAD INDUSTRIAL PARK EAST MASTER STORM DRAINAGE PLAN, REV. NO. 2.

LEGAL DESCRIPTION:

ALL THAT CERTAIN REAL PROPERTY SITUATE IN THE CITY OF STOCKTON, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING A PORTION OF THAT CERTAIN TRACT OF LAND LYING IN SECTIONS 69, 70, 79 AND 80 OF C.M. WEBER GRANT EL RANCHO DEL CAMPO DE LOS FRANCESCOS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY BOUNDARY LINE OF SECTION 27 AND 28, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE, AND MERIDIAN, SAID POINT BEING DISTANT WESTERLY 243.20 FEET MEASURED ALONG SAID NORTHERLY BOUNDARY LINE FROM THE NORTHEAST CORNER OF SECTION 27; THENCE ALONG THE SOUTHWESTERLY LINE OF THAT CERTAIN 2,967 ACRE PARCEL OF LAND AS DESCRIBED IN DEED FROM WILLIAM LAD SALMON TO THE COUNTY OF SAN JOAQUIN RECORDED NOVEMBER 25, 1949 IN BOOK OF OFFICIAL RECORDS, BOOK 1083, PAGE 296, SAN JOAQUIN COUNTY RECORDS, THE FOLLOWING COURSES:

ALONG A CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 1045.60 FEET THROUGH A CENTER ANGLE OF 56° 06' 21" [THE LONG CHORD OF WHICH BEARS NORTH 56° 59' 10" WEST 983.46 FEET] AN ARC DISTANCE OF 1023.89 FEET; THENCE NORTH 28° 56' 00" WEST 328.59 FEET TO THE BEGINNING OF A CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 965.60 FEET THROUGH A CENTRAL ANGLE OF 19° 28' 29" [THE LONG CHORD OF WHICH BEARS NORTH 38° 40' 15" WEST 326.83 FEET] AN ARC DISTANCE OF 328.21 FEET, MORE OR LESS TO A POINT IN THE SOUTHWESTERLY RIGHT OF WAY LINE MARIPOSA ROAD [80 FEET WIDE] PER O.D.P.H. ON NOVEMBER 6, 1981; LAST SAID POINT BEING THE MOST WESTERLY CORNER OF SAID 2,967 ACRE PARCEL; THENCE ALONG LAST SAID SOUTHWESTERLY RIGHT OF WAY LINE NORTH 52° 59' 40" WEST 1155.00 FEET, MORE OR LESS; THENCE CONTINUING ALONG LAST SAID SOUTHWESTERLY RIGHT OF WAY LINE NORTH 60° 23' 40" WEST 306.48 FEET; THENCE LEAVING LAST SAID RIGHT OF WAY LINE SOUTH 18° 26' 00" EAST 1975.71 FEET; THENCE SOUTH 71° 49' 30" WEST 1622.55 FEET; THENCE SOUTH 18° 26' 30" EAST 958.71 FEET TO A POINT IN SAID NORTHERLY BOUNDARY LINE OF SECTION 27 AND 28; THENCE ALONG SAID NORTHERLY BOUNDARY LINE NORTH 89° 39' 56" EAST 5343.87 FEET, MORE OR LESS TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL THAT PORTION CONVEYED TO THE BURLINGTON NORTHERN SANTA FE RAILWAY COMPANY, A DELAWARE CORPORATION BY GRANT DEED RECORDED DECEMBER 31, 2002, INSTRUMENT NO. 2002-237858, OFFICIAL RECORDS AND RE-RECORDED MARCH 17, 2004, INSTRUMENT NO. 2004-053393, OFFICIAL RECORDS COUNTY OF SAN JOAQUIN.

ALSO EXCEPTING THEREFROM THE FOLLOWING PARCEL OF LAND:

BEGINNING AT THE NORTHWEST CORNER OF SAID SECTION 27, THENCE ALONG THE NORTHERLY PROLONGATION OF THE WESTERLY LINE OF SAID SECTION 27, NORTH 00° 21' 46" WEST, 106.32 FEET.

THENCE NORTH 89° 38' 14" EAST, 2657.47 FEET TO A POINT ON THE NORTHERLY PROLONGATION OF THE EASTERLY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 27;

THENCE ALONG SAID LINE, SOUTH 00° 16' 03" EAST, 125.50 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST 1/4 OF SAID SECTION 27;

THENCE ALONG THE NORTHERLY LINE OF THE NORTHWEST 1/4 OF SAID SECTION 27, SOUTH 89° 56' 57" WEST, 2657.33 FEET TO THE POINT OF BEGINNING.

THE BASIS OF BEARINGS FOR THE ABOVE DESCRIBED EXCEPTION PARCEL WAS TAKEN AS NORTH 89° 56' 57" EAST ON THE NORTHERLY LINE OF THE NORTHWEST 1/4 OF SECTION

ALL THAT CERTAIN REAL PROPERTY SITUATE IN THE CITY OF STOCKTON, COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

BEING PORTIONS OF PARCEL ONE AND RAMOS DRIVE, AS SHOWN ON THAT CERTAIN PARCEL MAP FILED FOR RECORD ON MAY 24, 2005 IN BOOK 23 OF PARCEL MAPS AT PAGE 118, SAN JOAQUIN COUNTY RECORDS, AND ALL OF PARCEL 11, AS DESCRIBED IN THAT CERTAIN DOCUMENT RECORDED JULY 10, 2007 AS INSTRUMENT NUMBER 2007-125731, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A CITY OF STOCKTON MONUMENT IN THE INTERSECTION OF ARCH ROAD AND THE CENTERLINE OF NEWCASTLE ROAD, AS SHOWN ON SAID MAP;

THENCE NORTHERLY ALONG SAID CENTERLINE, NORTH 02°14'6" WEST, 1903.47 FEET, THE POINT OF BEGINNING;

THENCE, THROUGH PARCEL ONE NORTH 89°56'32" WEST, 1136.80 FEET;

THENCE, NORTH 07°4'58" EAST, 750.00 FEET

THENCE, NORTH 89°56'32" WEST, 1518.47 FEET;

THENCE, SOUTH 89°49'09" WEST, 177.56 FEET;

THENCE, NORTH 17°56'37" WEST, 838.78 FEET;

THENCE, NORTH 72°09'31" EAST, 2429.07 FEET;

THENCE, SOUTH 17°50'54" EAST, 1622.11 FEET TO A POINT IN THE CENTERLINE OF THE AFOREMENTIONED RAMOS DRIVE;

THENCE, ALONG SAID CENTERLINE SOUTH 89°56'32" EAST, 275.89 FEET TO A POINT IN THE CENTERLINE OF NEWCASTLE ROAD, SAID POINT ALSO BEING THE NORTHEAST CORNER OF THE AFOREMENTIONED PARCEL ONE;

THENCE, SOUTH 02°14'6" EAST 750.02 FEET TO THE POINT OF BEGINNING.

FILED AS A VESTING TENTATIVE MAP THIS _____ DAY OF _____, 20____

FEEL: _____

CITY OF STOCKTON PLANNING COMMISSION

APPROVED BY THE CITY OF STOCKTON PLANNING COMMISSION

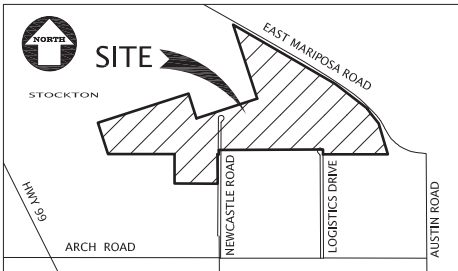
THIS _____ DAY OF _____, 20____

CHAIRMAN

APPROVED BY THE CITY ENGINEER OF THE CITY OF STOCKTON

THIS _____ DAY OF _____, 20____

CITY ENGINEER

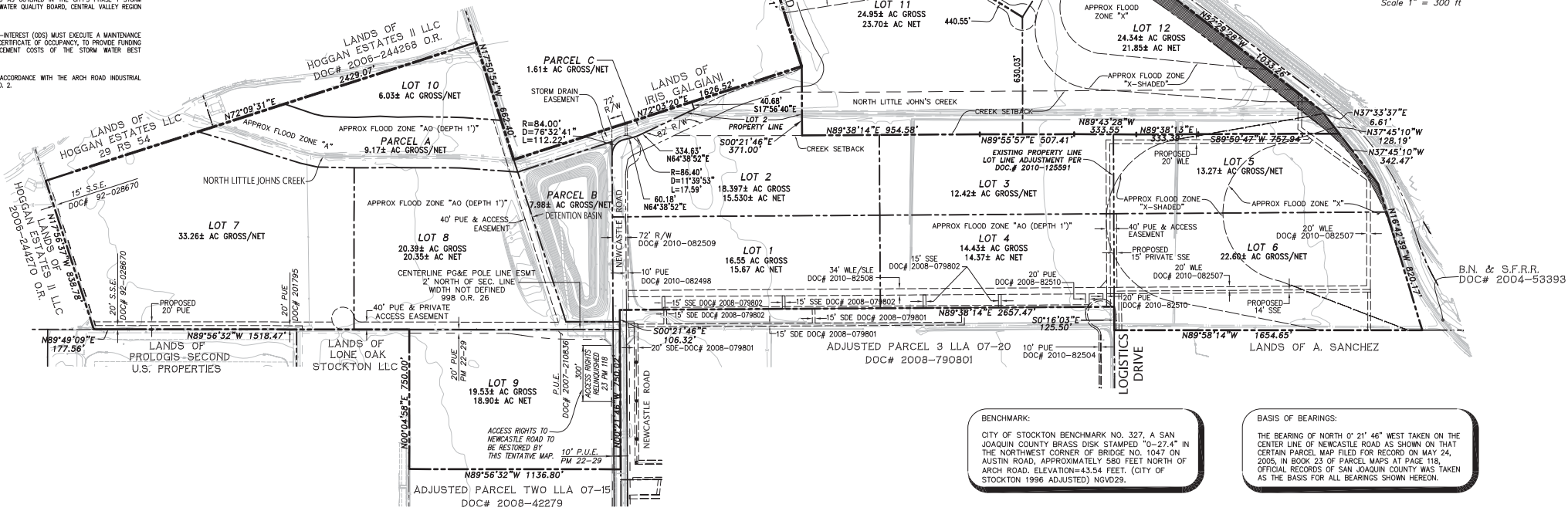


VICINITY MAP

NOT TO SCALE

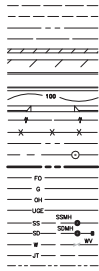
BOUNDARY/ EXISTING & PROPOSED EASEMENTS

TOTAL AREA OF SUBDIVISION = 274.79 AC

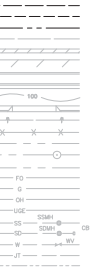


LEGEND

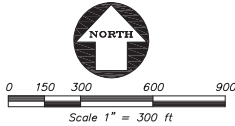
PROPOSED



EXISTING



FEMA FLOOD ZONE BOUNDARY
EASEMENT AS NOTED
ADJOINING BOUNDARY
ASPHALT BERM
BLOCK/RETAINING WALL
BUILDING LINE
CONCRETE CURB
CONCRETE CURB & GUTTER
CONTOUR LINE
DRIVEWAY
EDGE OF PAVEMENT
FENCE LINE
LOT LINE
MONUMENT/MONUMENT LINE
PROPERTY LINE
FIBER OPTIC LINE
GAS LINE
OVERHEAD ELECTRIC LINE
UNDERGROUND ELECTRIC LINE
SANITARY SEWER-MANHOLE
STORM DRAIN-MANHOLE & CATCH BASIN
WATER LINE & VALVE
JOINT TRENCH
STREET RIGHT OF WAY
ELECTROCUTION
POWER POLE/JOINT POLE
SPOT ELEVATION
TRAFFIC SIGN
TREES OR BUSHES
TREE ON TREE TABLE
UTILITY BOX
FIRE HYDRANT
BLOW OFF VALVE
STUB
AREA DRAIN
BURLINGTON NORTHERN
& SANTA FAY RAIL ROAD
INDICATES EASEMENT OR RIGHT-OF-WAY
DEDICATION BY SEPARATE INSTRUMENT
BOTTOM OF WALL
BUILDING LINE
CATCH BASIN
EASEMENT
CONCRETE
INSTRUMENT NUMBER
LOT LINE ADJUSTMENT
LIMITED LIABILITY COMPANY
OFFICIAL RECORD
PRIVATE ACCESS EASEMENT
PACIFIC GAS & ELECTRIC
PARCEL MAP
PUBLIC UTILITY EASEMENT
RIGHT OF WAY
RECORD OF SURVEY
STORM DRAIN MANHOLE
STORM DRAIN EASEMENT
SECTION
SANITARY SEWER EASEMENT
WATERLINE EASEMENT



Environmental Factors Potentially Affected

The proposed project could potentially affect the environmental factor(s) checked below. The following pages present a more detailed checklist and discussion of each environmental factor.

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology, Soils and Seismicity |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology and Water Quality | <input checked="" type="checkbox"/> Land Use and Land Use Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population and Housing |
| <input checked="" type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation and Traffic |
| <input checked="" type="checkbox"/> Utilities and Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by Lead Agency)

On the basis of this initial study:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.

Adam Brucker
Signature

10-31-12
Date

Adam Brucker, Senior Planner
Printed Name

For

Evaluation of Environmental Impacts

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
1. AESTHETICS—Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The proposed project site is located on flat land that is currently vacant. The site is in a largely undeveloped area where the adjacent land uses include agricultural lands and existing industrial uses. According to the City of Stockton General Plan there are no designated scenic vistas and no notable geographic features in the vicinity of the proposed project; as a result, the proposed project would not have an effect on a scenic vista. Therefore, this impact is **less-than-significant**.
- b) A review of the current Caltrans Map of Designated Scenic Routes indicates that there are no officially designated state scenic highways in the City of Stockton; however there are two officially designated state scenic highways within San Joaquin County. Interstate 5 (I-5) from the Stanislaus County Line to Interstate 580 (0.7 miles) and Interstate 580 from I-5 to the Alameda County Line (15.4 miles) are officially designated state scenic highways. These highways are located in the southwest portion of San Joaquin County and are not in the vicinity of the proposed project. Furthermore, Arch Road, Mariposa Road, Newcastle Road, and Austin Road, the closest streets to the proposed project site are not identified as a scenic roadway by any City, County, or State planning document. Therefore, the proposed project would have **no impact** on scenic resources associated with a scenic highway or roadway, and no mitigation is required.
- c) The development of urban uses has the potential degrade the character and quality of the existing visual environment. The EIR will include an aesthetics analysis that will assess the visual character of the existing project area, address the City's General Plan policies, and evaluate the consistency of the project with the visual quality requirements of the General

Plan and other relevant planning documents. Mitigation measures will be implemented where feasible in order to minimize and/or avoid impacts to visual resources.

- d) The placement of buildings on lands where no building currently exist may create substantial new sources of light and glare. The EIR will address the impacts of the project's sources of glare during daytime hours and light during nighttime hours.

References

California Department of Transportation (Caltrans), 2008. California Scenic Highway Program.

Available at: <http://www.dot.ca.gov/hq/LandArch/scenic/scpr.htm>

City of Stockton, 2007. 2035 General Plan, December 2007.

San Joaquin County, 1992. 2010 General Plan, July 1992.

Agricultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
2. AGRICULTURAL RESOURCES				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.				
Would the project:				
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?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The Department of Conservation's Farmland Mapping and Monitoring Program has designated land located on the proposed site as "Prime Farmland" and "Farmland of Statewide Importance." "Prime Farmland" is defined as farmland with the best combination of physical and chemical features able to sustain long term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. "Farmland of Statewide Importance" is defined as farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date. Because land on the proposed project has been classified as "Prime Farmland" and "Farmland of Statewide Importance," this impact is considered **potentially significant** and will be addressed in the EIR. The project would be subject to the City's Agricultural Land Mitigation Program.
- b) The proposed project is not zoned or otherwise designated for agricultural land uses and is not currently subject to a Williamson Act contract. Therefore, there is **no impact**.
- c) The proposed project site does not contain forest land or land zoned for forest land or timberland. Therefore, there is **no impact**.

- d) Land uses adjacent to the proposed project site include important agricultural lands. Because the proposed project site is currently vacant, it is possible that development of the site may have some minor impacts on adjacent agricultural lands (i.e., dust generation); however it is unlikely that uses associated with the proposed project would have any permanent detrimental impact to the adjacent farmlands. Because IL zoning requires nuisance generating uses to be indoors; this impact would be **less-than-significant**.

References

California Department of Conservation, 2006. Farmland Mapping and Monitoring Program.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
3. AIR QUALITY				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-e) The EIR will address whether potentially significant impacts to air quality on the project site or in the vicinity could occur as a result of the construction and operation of the proposed project. Construction impacts include fugitive dust and emissions from heavy construction equipment. Operational impacts include both stationary and mobile sources (automobiles and heavy trucks). Due to the limitations imposed by the IL zoning, it is not anticipated that odor-producing uses would be developed at the project site. Air quality impacts will be fully examined in the EIR and feasible mitigation measures will be identified.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-d) Although the project area has been used for agricultural operations, Littlejohns Creek runs through the north side of the property. Portions of Littlejohns Creek may provide habitat for special status species including the giant garter snake. Biological impacts are **potentially significant**.
- e-f) The project site is included within the San Joaquin County Multi-species Habitat Conservation and Open Space Plan (SJMSCP). The SJMSCP covers 97 special status plant, fish, and wildlife species in five designated zones. The project site is located entirely within the Central Zone. While it is anticipated that the project will participate in the SJMSCP and all City ordinances, construction of the project could potentially conflict with the provisions of the SJMSCP. This impact is considered **potentially significant** and will be addressed in the EIR.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
5. CULTURAL RESOURCES— Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-d) The project area was examined in a cultural resources report by Michael Brandman Associates in 2007, and updated in 2008 by ASI. The Brandman report recorded three historic resources within 0.25 miles of the site, and a demolished resource on-site, the Ira Ladd Ranch residence. The ASI report did not find any significant cultural resources within the project area. However, undiscovered archaeological or paleontological may exist on the project site, therefore this impact is considered **potentially significant**. The EIR will address the proposed project's impact on cultural resources including historical, archaeological, and paleontological resources, as well as the possible discovery or disturbance of human remains.

Geology, Soils, and Seismicity

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
6. GEOLOGY, SOILS, AND SEISMICITY— Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The proposed project site is relatively flat and is located in an area of low surface rupture or fault-related surface disturbance. According to the Department of Conservation, Division of Mines and Geology Special Publication 42, the proposed project site is not located within a delineated Alquist-Priolo Earthquake Fault Zone; therefore this impact is considered **less-than-significant**.
- b) The proposed land use would include structures and landscaping that would minimize bare soil subject to erosion. Compliance with the City of Stockton grading ordinance (Sec. 13-501 of the Municipal Code) would minimize construction impacts relating to top soil erosion. This is a **less-than-significant** impact.
- c) The proposed project site's topography is relatively flat and is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Additionally, the probability of soil liquefaction actually taking place on the project site is considered to be a low to moderate hazard.

With adherence to all applicable codes and regulations, including the Uniform Building Code, geologic hazard impacts associated with on-or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse would be minimized. The impact is considered to be **less-than-significant**.

- d) The presence of expansive soils on the project site could pose a risk to property and life as a result of development of the project. This impact is considered **potentially significant** and will therefore be further analyzed in an EIR.
- e) The proposed project will connect to existing sewer systems; septic tanks will not be used as part of the proposed project, therefore there is **no impact**.

References

California Department of Conservation, 1999. Division of Mines and Geology, Fault-Rupture Hazard Zones in California, Special Publication 42.

U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS). 1992. Soil Survey of San Joaquin County, California. October 1992.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Development of industrial uses would potentially greenhouse gas emissions, including area sources, mobile (vehicular) sources, and indirect (energy usage) sources. This potentially significant impact will be examined in the EIR.
- b) The City of Stockton has developed a draft climate action plan, as part of the implementation of its 2035 General Plan. The proposed project will be analyzed for consistency with this and any other applicable plans, policies, and regulations.

References

City of Stockton, 2012. *Draft Climate Action Plan*. February 2012.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
7. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a,b) Two Phase I Environmental Site Assessments (Phase I) were prepared for the proposed project. A Phase I and Screening Level Phase II was prepared for a 460-acre, nine parcel agricultural property located at Arch Road and Newcastle Road (GeoTrans, Inc., 2007a). No Recognized Environmental Conditions were identified for these properties. However, there were several significant findings identified in each of the Phase Is and the Phase II.

The following were identified as significant findings in the Phase I and Screening Level Phase II Environmental Site Assessment Report, 460-Acre Property (GeoTrans, Inc., 2007a):

- 5365 Arch Road (APN 181-10-05) is listed on the HAZNET database. The listing indicates 2.18 tons of unspecified oil containing waste was

transported from the property to a Treatment, Storage, Disposal (TSD) facility in Yolo County.

- Due to existing and former agricultural uses of this site, agricultural pesticide and chemical use has occurred on the property.
- Household debris, oil containers, and empty pesticide/herbicide containers are found in various locations throughout the property. Additionally, soil staining was found in conjunction with some of the locations of oil containers and pesticide/herbicide containers. The soil was sampled and tested as part of the Phase II.
- Three large soil stockpiles are located on the property. Soil sampling and testing of the soil stockpiles was conducted as part of the Phase II.
- The potential for elevated pesticide concentrations in on-site soils is considered low.

The Screening Level Phase II Environmental Site Assessment Report identified the following results from soil sampling and testing conducted for the proposed project site:

- Seven oil-stained areas and a collection of empty agricultural chemical containers were identified at the abandoned farm site on APN 181-10-02 (Parcel 2) and APN 181-10-05 (Parcel 5), located at the northeast corner of the intersection of Arch Road and Newcastle Road. One soil sample from Parcel 5 contained motor oil concentrations in the soil of 5,100 mg/kg motor oil and another sample taken from Parcel 2 showed concentrations of motor oil at 1,100 mg/kg. The Environmental Screening Level (ESL) for motor oil is 1,000 mg/kg. No evidence of soil impact was found in connection with the three soil stockpiles or beneath the empty agricultural chemical containers (GeoTrans, Inc., 2007a).

Construction and operation of the proposed project would potentially require the use of various types and quantities of hazardous materials. A wide range of uses are allowed under the Industrial Limited zoning designation, including light manufacturing, recycling and waste collection, research and development, machine and welding shops, and equipment repair and maintenance to name a few. However, all allowed uses are required to remain indoors. At this time, no specific operations are planned as part of the proposed project, as a result, it is unknown what types of hazardous materials might be utilized by future operations on the project site. It is assumed that any hazardous materials that are used, disposed of, or transported to and from the project site will be done so in accordance with federal, state, and local laws regulating hazardous materials. During construction, there is the potential for accidental release of hazardous materials or the disturbance of unidentified prior contamination. Existing contaminated soil or hazards associated with debris located on the proposed project site could be disturbed during grading and construction activities as part of the proposed project and result in the exposure of construction workers to

- hazardous materials. This impact is considered **potentially significant** and will be examined in the EIR.
- c) The proposed project is not located within one-quarter mile of an existing school. Venture Academy, a charter school, is the nearest school facility at approximately two miles from the project site. Please refer to (a,b) for further discussion of potential hazards related to the proposed project. This impact is **less-than-significant**.
 - d) A portion of the proposed project site is listed on a regulatory agency database for hazardous materials. 5365 Arch Road is listed on HAZNET as having removed oil containing waste and disposing of it at a TSD facility (GeoTrans, Inc., 2007a). Since the listed contaminated material was removed, as identified in the database record, the site is not expected to pose a significant hazard to the environment or the public. This impact is considered **less-than-significant**.
 - e) The EIR will address whether the proposed project is located within two miles of the Stockton Metropolitan Airport (Airport) and whether or not the proposed project would result in a safety hazard for people residing or working in the project area.
 - f) The proposed project site is not located within the vicinity of a private airstrip. There is **no impact**.
 - g) The proposed project will not interfere with an emergency response plan or emergency evacuation plan. Prior to approval, the applicant will be required to demonstrate compliance with all emergency access requirements and other emergency standards in place in the City of Stockton. This impact is **less-than-significant**.
 - h) The proposed project area is not located near any existing wildlands, so no potential impact is expected. Consequently, there is a **less-than-significant** impact due to wildland fire threat.

References

- GeoTrans, Inc. 2007a. Phase I and Screening Level Phase II Environmental Site Assessment Report, 460-Acre Property Arch Road at Newcastle Road, Stockton, California. Prepared for Opus West Corporation. July 2007.
- GeoTrans, Inc. 2007b. Phase I Environmental Site Assessment Report, 149-Acre Sanchez Property 6001 South Austin Road, Stockton, California. Prepared for Opus West Corporation. October 17, 2007.
- San Joaquin County Council of Governments (SJCOG). 1983. Airport Land Use Plan. October 25, 1983.
-

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
8. HYDROLOGY AND WATER QUALITY— Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river, or by other means, in a manner that would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of a site or area through the alteration of the course of a stream or river or, by other means, substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other authoritative flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,f) Development of the proposed project site has the potential to expose bare soil and potentially generate other water quality pollutants that could be exposed to precipitation and subsequent entrainment in surface runoff. Construction activities involving soil disturbance, excavation, cutting/filling, and grading activities could result in increased erosion and sedimentation to surface waters. Construction materials such as asphalt, concrete, and equipment fluids

could be exposed to precipitation and subsequent runoff. These impacts are considered **potentially significant** and will be further addressed in the EIR.

Furthermore, the property owner is required to file a Notice of Intent (NOI) with the State Water Resources Control Board prior to commencement of construction activity. Upon receipt of the completed NOI, the property owner will be sent a receipt letter containing the Waste Discharger's Identification Number (WDID). The City requires the WDID from the State of California Water Resources Control Board to be submitted prior to issuance of a Grading Permit or plan approval. The SWPPP is required to be available on site. In addition, an Erosion Control Plan is also required to be incorporated into the project plans and/or grading plans prior to approval.

The project must also comply with the Storm Water Quality Control Criteria Plan, as outlined in the City's Phase 1 Storm Water NPDES permit issued by the California Water Quality Control Board, Central Valley Region (Order No. R5-2007-0173). The owners, developers, and/or successors-in-interest (ODS) must establish maintenance entity acceptable to the City to provide funding for the operation, maintenance and replacement costs of the Storm Water Best Management Practices. The property owners, developers, and/or successors-in-interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.

- b) The project does not include on-site wells. The project would increase the area of impervious surfaces. Upon development, the project will be required to design and construct a storm drainage collection and discharge outfall into a waterway in accordance with the Stockton Municipal Code, and applicable master plans. Water for the project will be supplied by the City of Stockton, and includes groundwater supplies. A water supply assessment will be required as part of the EIR. Therefore, impacts to groundwater levels are considered **potentially significant** and will be analyzed in the EIR.
- c,d,e) The project site is currently undeveloped, with large open areas of generally pervious surfaces. Implementation of the project would create impervious surfaces (roofs, concrete, and asphalt) over a significant portion of the project site, thereby preventing precipitation from infiltrating and causing it to pond and/or runoff. Therefore, development would increase runoff, potentially causing flooding onsite and/or contributing to offsite flooding in down-gradient locations. In addition, site runoff may be discharged more efficiently, decreasing the time necessary to reach drainage facilities and exceeding conveyance system capacity. Drainage and runoff impacts resulting from the proposed project will be evaluated in the EIR.
- g,h) No residences are included as part of the proposed project. A large portion of the project site is located within a FEMA designated 100-year flood hazard area, therefore there is potential for structures created by the proposed project to impede or redirect flood flows. This impact is considered **potentially significant** and will be analyzed in the EIR.

- i) Flood protection for the project site is provided by a large system of levees and upstream impoundments. These structures are subject to risks associated with inadequate maintenance, rising sea level, and regional land subsidence. However, in applying the significance thresholds, these risks are not directly or indirectly influenced by the project. In recognition of these findings, the impact is considered **less-than-significant**.
- j) The proposed project site is located on and near flat topography remote from any major water bodies, thus precluding any potential for these impacts; therefore implementation of the proposed project would have **no impact** from seiche, tsunami, or mudflows.

References

City of Stockton, 2004. South Stockton Water Master Plan Update, November 2004.

Federal Emergency Management Agency (FEMA), 2002. Flood Insurance Rate Maps for Stockton, California. Community Panel Number 0603020040E & 0603020045E, revised April 2, 2002.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
9. LAND USE AND LAND USE PLANNING— Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The project vicinity is located in a largely undeveloped area that has historically been used for agriculture. The project will not divide an established community; therefore there is **no impact**.
- b) All of the parcels included in the proposed project are located within the City of Stockton and are designated for industrial uses (by both the general plan and zoning ordinance). The IL zoning district is applied to areas appropriate for light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts and whose operations are totally conducted indoors. Includes ancillary office uses. The IL zoning district is consistent with the Industrial land use designation of the General Plan. Unlike the Industrial General zoning district, uses may not occur outdoors or be associated with nuisance or hazardous impacts in the IL zoning district.

Due to the proposed site's location near the Stockton Metropolitan Airport, the proposed project is subject to review by the Airport Land Use Commission for consistency with the San Joaquin County Airport Land Use Plan. The project applicant is also required to coordinate with Stockton Metropolitan Airport to submit FAA Form 7460.1 ("Notice of Proposed Construction or Alteration") to the FAA 30 days prior to filing an application for a construction permit to the City. The proposed project is subject to building height limitations, light and glare restrictions, and wildlife attractant restrictions. At this time, no specific industrial uses are identified. However, the proposed project includes a stormwater detention basin. This detention basin could be filled in the event of a major storm event. It is assumed that standing water collected in the basin from major storm events would remain in the detention basin for less than 24-48 hours. As stated above, the FAA recommends that wildlife attractants be separated from an airport serving turbine-operated aircraft by 10,000 feet. Although the proposed detention basin will only hold water for intermittent periods of time, a potentially significant impact could remain from

the location of a potential wildlife attractant less than 10,000 feet from an airport. The proposed project's consistency with all allocable land use plans, policies, and regulations will be further addressed in the EIR.

- c) To the extent that construction activities would not avoid, minimize, or mitigate impacts to special-status species, riparian habitat, or other sensitive natural communities, the project could conflict with the goals of the SJMSCP (see also Biological Resources, above). This impact is considered **potentially significant** and will be addressed in the EIR.

References

California Department of Transportation, Division of Aeronautics (Caltrans), 2002. California Airport Land Use Planning Handbook. January 2002.

Federal Aviation Administration (FAA), 2007. FAA Advisory Circular 150/5200-33B: Hazardous Wildlife Attractants on or Near Airports. August 28, 2007.

San Joaquin Council of Governments (SJCOG), 2000. San Joaquin County Multi-species Habitat Conservation and Open Space Plan. November 2000.

San Joaquin Council of Governments (SJCOG), 1993. Airport Land Use Plan. August 24, 1993.

San Joaquin County, 1992. 2010 General Plan, July 1992.

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
10. MINERAL RESOURCES—Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) An initial review of the project area indicates that no mineral resources are known to exist within the vicinity. Most of the City is classified as MRZ-1 by the Department of Conservation, indicating that there is no evidence of important mineral resources.

References

City of Stockton, 2007. *2035 General Plan*. December 2007.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
11. NOISE—Would the project:				
a) Result in exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan area, or, where such a plan has not been adopted, in an area within two miles of a public airport or public use airport, would the project expose people residing or working in the area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project located in the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d) Construction and operation of the proposed project may cause an increase in noise, groundborne vibrations, and ambient noise levels within the project vicinity. This impact is considered **potentially significant**; therefore, the EIR will address impacts associated with noise and vibration.
- e) The project is located approximately 1.5 miles northeast of the Stockton Metropolitan Airport; therefore, this impact is considered **potentially significant**. The EIR will address whether the project would expose people residing or working in the area to excessive noise levels.
- f) The project is not located in the vicinity of a private airstrip, therefore **no impact** would occur.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
12. POPULATION AND HOUSING— Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b) The project will provide temporary (construction) and permanent jobs in the project area. It is anticipated that the majority of these jobs will be filled by current residents of the Stockton area. Additional housing will not be needed to serve the project. This impact is **less-than-significant**.
- b,c) The proposed project does not include demolition of existing housing; therefore there is **no impact**.

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
13. 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 following public services:				
i) Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a.i) The proposed project site will be served by the Stockton Fire Department (SFD). The SFD provides fire protection, fire prevention services, and paramedic emergency medical services to all areas of the City of Stockton. Specific services provided by the Fire Department include fire fighting, fire prevention, fire hydrant maintenance, training, fire dispatch, hazardous materials intervention, and weed abatement services. The nearest SFD station is #12, located at 4010 East Main Street, approximately 4 miles from the proposed project site. Capital costs of Fire Department expansion are accounted for by the City's Public Facilities Fee program. All Fire Station Expansion Fees will be paid as required at the time they are due; however this impact is still considered **potentially significant**.
- a.ii) Law enforcement services will be the responsibility of the Stockton Police Department. Capital costs of Police Department expansion are accounted for by the City's Public Facilities Fee program. All Police Station Expansion Fees will be paid as required at the time they are due; therefore this impact is considered **less-than-significant**.
- a.iii) The project site is within the boundaries of the Stockton Unified School District (SUSD). The proposed project will not generate any additional residential population that will increase the demand for additional schools in the project neighborhood or the City as a whole; therefore there is **no impact**.
- a.iv) See recreation discussion, below.

References

City of Stockton, Stockton Fire Department, 2008. Available at:
<http://www.stocktongov.com/Fire/>

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
14. RECREATION—Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

The proposed project area is currently vacant agricultural lands. The proposed project will not contribute to an increase in the local population, and no additional demand on existing neighborhood and regional parks would be created. Furthermore, warehouse/low density projects are exempt from Parkland Public Facilities Fees. The proposed project would have **no impact** on the use of existing neighborhood and regional parks.

Transportation and Traffic

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
15. TRANSPORTATION AND TRAFFIC— Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location, that results in substantial safety risks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate parking capacity?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-f) The estimated trip generation for the project, both phases, is 21,500 average daily trips. These additional trips may affect the following intersections and freeway segments/ramps:

Intersections

1. Arch-Airport Road/Quantas Lane
2. Arch-Airport Road/State Route (SR) 99 Ramps
3. Arch-Airport Road/Frontage Road
4. Arch Road/Frontier Way
5. Arch Road/Fite Court
6. Arch Road/Newcastle Road
7. Arch Road/Austin Road
8. Austin Road/Mariposa Road
9. Carpenter Road/Mariposa Road

10. Stagecoach Road/Mariposa Road
11. SR 99 East Frontage Road/Mariposa Road
12. SR 99 Northbound Mariposa Off-Ramp/SR 99 East Frontage Road
13. SR 99 East Frontage Road/Peterson Road
14. SR 99 Southbound Ramps/Mariposa Road
15. SR 99 Northbound Off-Ramp/Mariposa Road/SR 99 West Frontage Road/SR 99 Southbound On-Ramp

Freeway Segments and Ramps

1. SR 99, north of Mariposa Road
2. SR 99, north of Arch-Airport Road
3. SR 99, south of Arch-Airport Road
4. SR 99 at Arch-Airport Road northbound on-ramp merge
5. SR 99 at Arch-Airport Road northbound on-ramp diverge
6. SR 99 at Arch-Airport Road southbound on-ramp merge
7. SR 99 at Arch-Airport Road southbound on-ramp diverge

The impacts from vehicular traffic are considered **potentially significant** and the EIR will include a complete traffic study. The project would not alter air traffic patterns.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
16. UTILITIES AND SERVICE SYSTEMS—Would the project:				
a) Conflict with wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities, or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Require new or expanded water supply resources or entitlements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) There is no evidence that the proposed project, which would include uses allowed under the Industrial Limited zoning district, would violate RWQCB standards. This impact is considered **less than significant**.
- b) The project site is served by existing utilities municipal water. Water laterals will need to be extended to the proposed lots. This impact is considered **less than significant**.
- c) Implementation of the proposed project will result in large areas of impervious surfaces where before there were none; this will cause a change in both the path and runoff flow rate of stormwater. The project area includes existing detention basins. The EIR will assess the adequacy of the proposed stormwater drainage system. This impact is considered **potentially significant**.
- d) The project site is currently planned and zoned for industrial uses, and should be included in long-term water supply assessments for the City. The project will be assessed, using the most current Urban Water Management Plan, to determine the adequacy of the water

supply. This impact is therefore considered **potentially significant** and will be examined in the EIR.

- f) The anticipated construction of new buildings as part of the proposed project would increase the amount of solid waste that is received by the local landfill. The EIR will evaluate whether there is capacity at service area landfills to accommodate the additional solid waste contributed by the proposed project. This impact is considered **potentially significant**.
 - g) There is no evidence that the proposed project, which would include uses allowed under the Industrial Limited zoning district, would violate applicable federal, state, and local statutes and regulations related to solid waste. This impact is considered **less than significant**.
-

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
17. MANDATORY FINDINGS OF SIGNIFICANCE— Would the project:				
a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that would be individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) Per Issue 4, Biological Resources, above, the project has the potential to substantially degrade the environment; therefore this impact is considered **potentially significant**.
- b) Implementation of the project has the potential to involve impacts of “cumulatively considerable” scope that may affect the quality of the environment and in doing so might indirectly impact human beings. The EIR will provide a complete study of the potential impacts of the project regarding “mandatory significance.” Where feasible, mitigation measures will be introduced in order to offset any potential impacts resulting from the project. This impact is considered **potentially significant**.
- c) Potentially significant impacts related to hazardous materials, air quality, and noise have been identified in this initial study. Therefore this impact is considered **potentially significant** and will be further examined in the EIR.

Appendix A

Environmental Information Form



STOCKTON
ENVIRONMENTAL INFORMATION AND INITIAL STUDY FORM
(Pursuant to Cal. Code of Regulations, Title 14, Sections 15063-15065)

INITIAL STUDY FILE NO: IS

EIR FILE NO: P12-110

INITIAL STUDY FILING DATE:

LEAD AGENCY
City of Stockton
Community Development Dept.
Planning Division
345 North El Dorado Street
Stockton, CA 95202
(209) 937-8266

Note: *The purpose of this document is to describe the project, its environmental setting, any potentially significant adverse environmental impacts which may be caused by the project or which may affect the project site and/or surrounding area, and any mitigation measures which will be incorporated into the project. Please complete all applicable portions of Section A (General Information/Project Description) and as much of Section B (Project Site Characteristics) as possible. If a question is not applicable, then, respond with "N/A". After completing Sections A and B, please sign the certification following Section B and attach any supplemental documentation and exhibits as deemed necessary. The completed form and applicable fees should be filed at the above-noted Lead Agency address.*

PLEASE TYPE OR PRINT

A. GENERAL INFORMATION/PROJECT DESCRIPTION (Completed by Applicant)

1. Project Title: NorCal Logistics Center
2. Property Owner(s): Arch Road L.P.
Address: 10350 Bren Road W., Minnetonka, MN. Zip 55343 Phone 925-245-8788
3. Applicant/Proponent: Arch Road L.P. Contact Person: Tom Schaal
Address: 10350 Bren Road W., Minnetonka, MN Zip 55343 Phone 925-245-8788
4. Consulting Firm: ESA Contact Person: Brian Grattidge
Address: 2600 Capitol Ave., #200, Sacramento CA Zip 95816 Phone 916-564-4500
5. Project Site Location:
 - a. Address (if applicable) or Geographic Location: North of Arch Road and west of Austin Road, Stockton, CA 95215
 - b. Assessor's Parcel Number(s): 179-220-27, 28, 30; 181-110-23; 181-100-15
 - c. Legal Description [Attach metes and bounds (bearings and dimensions) description and corresponding map(s) or list existing lots of record from recorded deed]:
See tile sheet of Tentative Parcel Maps in the Initial Study for detailed legal descriptions.
6. General Project Description: *(Describe the whole action, including later phases of the project and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)*
See attached.
7. Applications Currently Under City Review:

File Number(s): City Planning Application P12-110 – Arch Road LTD – Vesting Tentative Maps (VTM 1 - Tract No. 3732 and VTM 2 - Tract NO. 3733).

8. Other permits/reviews required by the City, County, State, Federal or other agencies for project implementation:

<u>Agency:</u>	<u>Permits/Reviews:</u>
<u>NPDES</u>	<u>Permit and preparation of a SWPPP</u>
<u>SJVAPCD</u>	<u>Indirect Source Review (ISR)</u>

9. Describe proposed General Plan (GP) amendments and/or rezoning/rezoning (Zoning) requests, if applicable:

<u>Existing GP Designation</u>	<u>Proposed GP Designation</u>	<u>Acres</u>	<u>Existing Zoning</u>	<u>Proposed Zoning</u>	<u>Acres</u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>

10. Describe any site alterations which result from the proposed project: (Address the amount and location of grading, cuts and fills, vegetation/tree removal, alterations to drainage, removal of existing structures, etc.)

11. Specific Project Description/Operational Characteristics:

a. Describe Proposed Commercial, Industrial, Institutional, and Recreational Uses (all non-residential uses):

	<u>Proposed Land Use(s)</u>	<u>Zoning</u>	<u>Site Acreage</u>	<u>Structure Sq. Ft.</u>	<u>Required Parking</u>	<u>Parking Provided</u>
(1)	Industrial	IL	331	6,337,980	TBD	TBD

(2) Describe project phasing (location/timing):

See attached.

(3) Days/Hours of operation: Potentially 24 hours/day; Work shifts per day: 3

(4) Total number of employees: 4300; Number of employees per work shift: unknown

(5) Number of company vehicles/trucks: TBD

(6) Estimated number of vehicle trip ends (TE) per day generated by project: Trucks TE/Day; Passenger Vehicles, TE/Day; Total, 22,950 TE/Day.

(7) Estimated maximum number of TE/Day based on proposed General Plan Designation: 22,950 TE/Day, and/or Proposed Zoning: 22,950 TE/Day

(8) Will land use-related noise produced on site exceed adopted noise standards (i.e.: 45 Leq dB during nighttime or 55 Leq dB during daytime hours at nearest residential property line; 75 Lmax dB at nearest commercial property line; and/or 80 Lmax dB at nearest industrial property line)?
No ✓ Yes If yes, describe sources and levels of noise:

(9) Other operational or design characteristics:

See Initial Study

b. Describe Proposed Residential Land Uses: [Check (4) or specify applicable types]

Apartments ☐

Townhouses ☐

Conventional 1-F ☐ , 2-F ☐ , or 3-F ☐

Condominiums ☐

Elderly Apartments ☐

Dormitory/Rooming/Boarding Houses ☐

Residential Care Facility ☐

Employee Housing ☐

PURD ☐

Mobile Homes ☐

Occupancy Facilities ☐

Other ☐

Motel/Hotel/B&B; Extended Stay/Single Rm. ☐

(1) Residential Land Use Summary:

<u>Type of Unit</u>	<u>Zoning</u>	<u>Acreage</u>	<u>Proposed Units</u>	<u>Units/Acre</u>	<u>Max. Units</u>	<u>Allowed</u>	<u>Max. Density</u>

(2) Describe Project Phasing:

(3) Population Projection for Proposed Project: =

Projected Population Density (Persons/Unit): =

(4) Student Generation Projected for Proposed Project: = _____
 Projected Student Density (K-12 Students/Unit): = _____

(5) Estimated total number of vehicle trip ends (TE) per day generated by proposed project: = ____

(6) Estimated maximum number of TE/Day based on proposed General Plan Designation: _____ TE/Day,
 and/or Proposed Zoning: _____ TE/Day

12. Will the project generate any substantial short-term and/or long-term air quality impacts, including regional/cumulative contributions? No _____ Yes _____ If so, estimate the type and amount of emissions below (e.g., tons per year of PM10, ROG, Nox, and CO):

- a. Construction Emissions: To be analyzed in the EIR.
- b. Stationary Source Emissions: To be analyzed in the EIR.
- c. Mobile Source Emissions: To be analyzed in the EIR.

B. PROJECT SITE CHARACTERISTICS (Completed by Applicant and/or Lead Agency, as applicable):

1. Total Site Acreage (Ac.) (or) Square Footage (S.F.): 6,337,980 S.F. 331 Ac.

<u>Ex. General Plan Designations</u>	<u>Acres</u>	<u>Ex. Zoning (City or County)</u>	<u>Acres</u>
<u>Industrial (I)</u>	<u>331</u>	<u>Industrial, Limited (IL)</u>	<u>331</u>

Identify and describe any specific plans, redevelopment areas, and/or other overlay districts/zones which are applicable to the project site:

None.

<u>Identify Existing On-Site Land Uses and Structures:</u>	<u>Acres or Sq. Ft.:</u>
<u>Vacant with no existing structures</u>	<u>331</u>
_____	_____

5. Prior Land Uses if Vacant: Agriculture

6. Describe any on-site and adjacent utility/infrastructure improvements and right-of-ways/easements:
 To be analyzed in the EIR.

7. Adjacent land uses, zoning and General Plan designations:

Adjacent Uses	Zoning (City or County)	General Plan Designations
North: Agriculture	Industrial Limited (IL)	Industrial (I)
South: Corrections center	Public (P) (County)	Public Facilities (P-F) (County)
East: BNSF Intermodal Facility	AG-40 (County)	Agricultural (AG) (County)
West: Industrial	Industrial Limited (IL)	Industrial (I)

8. If site contains at least ten (10) acres of undeveloped and/or cultivated agricultural land, complete the following:

- a. Is the land classified as "Prime Farmland" and/or "Farmland of Statewide Importance" (as identified on the San Joaquin County "Important Farmland Map")? No ____ Yes ✓
- b. Is the site under a Williamson Act Land Conservation Contract? No ✓ Yes ____

c. If the site is under contract, has a "Notice of Non-Renewal" been filed? No ___ Yes ___

If yes, when will the contract expire? Date: _____

9. Describe important on-site and/or adjacent topographical and water features:

On-Site: Littlejohns Creek and Weber Slough

Adjacent: N/A

10. Describe any important on-site and/or adjacent vegetation/wildlife habitat:

On-Site: Littlejohns Creek

Adjacent: Weber Slough

11. Describe any general and special status wildlife species known to inhabit the site or for which the site provides important habitat: Species may include Giant Garter Snake and Swainson's Hawk.

12. Identify and describe any significant cultural resources on or near the site (*attach a "Records Search", "Site Survey", and/or other documentation, if applicable*): See Initial Study.

13. Identify and describe any on-site or nearby public health and safety hazards or hazardous areas (*attach a "Preliminary Site Assessment" and/or "Remediation Plan", if applicable*): _____
See Initial Study.

14. Identify and describe any potentially hazardous geologic/soil conditions: None.

15. Is any portion of the site subject to a 100-year flood? No _____ Yes ☒ If so, what flood zone? A & AO

16. Identify and describe, below, any existing and/or projected on-site ambient noise levels which exceed adopted noise standards (*plot noise contours on proposed tentative maps or on a site plan for the project, if applicable*):

a. Do on-site ambient noise levels from existing land uses (locally regulated noise sources) located on-site or off-site exceed adopted noise standards? Yes ___ No ___. If so, describe: _____
To be analyzed in the EIR.

b. Does or will transportation-related noise exceed 60 dB Ldn at any exterior location or 45 dB Ldn at any interior location? Yes ___ No ___. If so, describe: _____
To be analyzed in the EIR.

17. Indicate by checking (4) whether the following public facilities/infrastructure, utilities, and services are presently or readily available to the project site and whether the proposed project can be adequately served without substantial improvements or expansion of existing facilities and services. If new or expanded/modified facilities or services are necessary, explain below.

	Yes	No	N/A
a. Water supply/treatment facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Wastewater collection/treatment facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Storm drainage, flood control facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Solid waste collection/disposal/recycling services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e. Energy/communication services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f. Public/private roadway and access facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g. Public/private parking facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h. Other public/private transportation services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>


	(public transit, railway, water or air transport, etc.)			
i.	Fire and emergency medical services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
j.	Police/law enforcement services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
k.	Parks and recreation services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
l.	Library services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
m.	General government services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
n.	School facilities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explanation(s):

SIGNATURE (*Completed by Owner or Legal Agent*)

I certify, under penalty of perjury, that the foregoing is true and correct and that I am (*check one*):

- ☐ Legal property owner (*owner includes partner, trustee, trustor, or corporate officer*)
- ☒ Owner's legal agent, authorized project applicant, or consultant (*attach proof of consent to file on owner's behalf*)



 (Signature)

10/25/12

 (Date)

Brian J. Graddidge, ESA Project Mgr.

 (Type or Print Name and Title)

C. **ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Completed by Lead Agency or Authorized Consultant - - Check (4) Responses and Provide Supporting Documentation and References, as applicable):**

- *In completing this Checklist, the Lead Agency shall evaluate each environmental issue based on the preceding Sections A and B of this Initial Study and shall consider any applicable previously-certified or adopted environmental analysis. The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in light of the whole record before the Lead Agency. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.*
- *Following each section of this Checklist is a subsection to incorporate environmental documentation and to cite references in support of the responses for that particular environmental issue. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Agency cites (in parentheses) at the end of each section. This subsection provides (a) the factual basis for determining whether the proposal will have a significant effect on the environment; (b) the significance criteria or threshold, if any, used to evaluate each question; and (c) the new or revised mitigation measures and/or previously-adopted measures that are incorporated by reference to avoid or mitigate potentially significant impacts. Mitigation measures from Section D, "Earlier Analyses", may be cross-referenced. In addition, background and support documentation may be appended and/or incorporated by reference, as necessary. This section is required to support a "Mitigated Negative Declaration". If an Environmental Impact Report (EIR) will be prepared, this section shall provide an "EIR Scope of Work" in order to focus on issues to be addressed in the Draft EIR*
- *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 site is not subject to flooding). A "No Impact" answer should be explained if 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).*
- *Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is "Potentially Significant", "Less-than-Significant with Mitigation Incorporated", or "Less-than-Significant". "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant and mitigation measures to reduce the impact to a less-than-significant level have not been identified or agreed to by the project applicant. If there are one or more "Potentially Significant Impact" entries upon completing the Checklist, an Environmental Impact Report (EIR) is required.*
- *The "Less-than-Significant with Mitigation Incorporated" category applies when revisions in the project plans or proposals made, or agreed to, by the applicant would avoid or mitigate the effect(s) of the project to a point where, clearly, no significant adverse environmental effect would occur. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Upon completing the Checklist, if there is no substantial evidence in light of the whole record before the Lead Agency that the project, as revised, may have a significant effect on the environment, then, a "Mitigated Negative Declaration" shall be prepared.*
- *The Checklist shall incorporate references to common or comprehensive information sources [e.g., the City's General Plan, redevelopment plans, infrastructure master plans, zoning ordinance/development code(s), and related environmental documents, etc.] for potential regional (Citywide) and cumulatively considerable impacts. In addition, any prior site-specific environmental documents and/or related studies (e.g., traffic studies, geo-technical/soils reports, etc.) should be cited and incorporated by reference, as applicable. Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated. Referenced documents shall be available for public review in the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado St., Stockton, CA.*
- *Supporting Information Sources: A source list should be attached and other sources used and/or individuals contacted should be cited in the discussion.*

ENVIRONMENTAL SIGNIFICANCE CHECKLIST

1. AESTHETICS - Would the project:

- | | |
|---|--------------------------------|
| a. Have a substantial adverse effect on a scenic vista? | Less than Significant Impact |
| b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway? | No Impact |
| c. Substantially degrade the existing visual character or quality of the site and its surroundings? | Potentially Significant Impact |
| d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area? | Potentially Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

2. AGRICULTURAL RESOURCES - In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:

- | | |
|--|--------------------------------|
| a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | Potentially Significant Impact |
| b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract? | No Impact |
| c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use? | Less than Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

3. AIR QUALITY - When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- | | |
|--|--------------------------------|
| a. Conflict with or obstruct implementation of the applicable air quality plan? | Potentially Significant Impact |
| b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? | Potentially Significant Impact |
| c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)? | Potentially Significant Impact |
| d. Expose sensitive receptors to substantial pollutant concentrations? | Potentially Significant Impact |
| e. Create objectionable odors affecting a substantial number of people? | Less than Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

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 Game or U.S. Fish and Wildlife Service? | Potentially Significant Impact |
| 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 Game or U.S. Fish and Wildlife Service? | Potentially Significant Impact |
| c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means? | Potentially Significant Impact |
| 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? | Potentially Significant Impact |
| e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | Potentially Significant Impact |
| f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan? | Potentially Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

5. CULTURAL RESOURCES - Would the project:

- | | |
|--|--------------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? | Potentially Significant Impact |
| b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? | Potentially Significant Impact |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | Potentially Significant Impact |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | Potentially Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

6. GEOLOGY AND SOILS - Would the project:

- | | |
|---|------------------------------|
| a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: | |
| (1) 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. | Less than Significant Impact |
| (2) Strong seismic groundshaking? | Less than Significant Impact |

- | | |
|--|--------------------------------|
| (3) Seismic-related ground failure, including liquefaction? | Less than Significant Impact |
| (4) Landslides? | Less than Significant Impact |
| b. Result in substantial soil erosion or the loss of topsoil? | Less than Significant Impact |
| 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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse? | Less than Significant Impact |
| d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? | Potentially Significant Impact |
| e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater? | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

7. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

- | | |
|---|--------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | Less than Significant Impact |
| 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? | Potentially Significant Impact |
| c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | Less than Significant Impact |
| d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | Less than Significant Impact |
| e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area? | Potentially Significant Impact |
| f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area? | No Impact |
| g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | Less than Significant Impact |
| h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | Less than Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

8. HYDROLOGY AND WATER QUALITY - Would the project:

- | | |
|---|--------------------------------|
| a. Violate any water quality standards or waste discharge requirements? | Potentially Significant Impact |
|---|--------------------------------|

- | | |
|---|--------------------------------|
| b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)? | Potentially Significant Impact |
| c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite? | Potentially Significant Impact |
| d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite? | Potentially Significant Impact |
| e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? | Potentially Significant Impact |
| f. Otherwise substantially degrade water quality? | Potentially Significant Impact |
| g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? | No Impact |
| h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows? | Potentially Significant Impact |
| i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? | No Impact |
| j. Contribute to inundation by seiche, tsunami, or mudflow? | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

9. LAND USE AND PLANNING - Would the project:

- | | |
|--|--------------------------------|
| a. Physically divide an established community? | No Impact |
| b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | Potentially Significant Impact |
| c. Conflict with any applicable habitat conservation plan or natural community conservation plan? | Potentially Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

10. MINERAL RESOURCES - Would the project:

- | | |
|--|-----------|
| a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | No Impact |
| b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

11. NOISE - Would the project:

- | | |
|---|--------------------------------|
| a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies? | Potentially Significant Impact |
| b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels? | Potentially Significant Impact |
| c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | Potentially Significant Impact |
| d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | Potentially Significant Impact |
| e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels? | Potentially Significant Impact |
| f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

12. POPULATION AND HOUSING - Would the project:

- | | |
|---|------------------------------|
| a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? | Less than Significant Impact |
| b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere? | Less than Significant Impact |
| c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere? | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

13. PUBLIC SERVICES - Would the project:

- a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a 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 following public services:
- | | |
|------------------------------|--------------------------------|
| (1) Fire protection? | Potentially Significant Impact |
| (2) Police protection? | Less than Significant Impact |
| (3) Schools? | No Impact |
| (4) Parks? | No Impact |
| (5) Other public facilities? | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

14. RECREATION - Would the project:

- | | |
|--|-----------|
| a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | No Impact |
| b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | No Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

15. TRANSPORTATION/TRAFFIC - Would the project:

- | | |
|--|--------------------------------|
| a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)? | Potentially Significant Impact |
| b. Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways? | Potentially Significant Impact |
| c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? | Potentially Significant Impact |
| d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | Potentially Significant Impact |
| e. Result in inadequate emergency access? | Potentially Significant Impact |
| f. Result in inadequate parking capacity? | Potentially Significant Impact |
| g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | Potentially Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

16. UTILITIES AND SERVICE SYSTEMS - Would the project:

- | | |
|--|--------------------------------|
| a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | Less than Significant Impact |
| b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | Less than Significant Impact |
| c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | Potentially Significant Impact |
| d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed? | Potentially Significant Impact |
| e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | Less than Significant Impact |
| f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | Potentially Significant Impact |
| g. Comply with federal, state, and local statutes and regulations related to solid waste? | Less than Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

17. MANDATORY FINDINGS OF SIGNIFICANCE

- | | |
|---|--------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? | Potentially Significant Impact |
| 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.) | Potentially Significant Impact |
| c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? | Potentially Significant Impact |

Supporting Documentation/References Cited:

NorCal Logistics Center Initial Study, October 2012.

D. EARLIER ANALYSIS (Completed by Lead Agency or Authorized Consultant):

Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Initial Study/Negative Declaration [Section 15063(c)(3)(D) of the State CEQA Guidelines]. The previously-certified or adopted environmental document(s) and any applicable adopted mitigation measures, CEQA "Findings", statements of overriding consideration, and mitigation monitoring/reporting programs are incorporated by reference, as cited below, and discussed on attached sheet(s) to identify the following:

- (a) **Earlier Analysis Used** — Identify and state where earlier analyses are available for review.
- (b) **Impacts Adequately Addressed** — Identify which effects from the above Checklist (Section C) 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 that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- (d) **CEQA Findings, Statements of Overriding Consideration, and Mitigation Monitoring/Reporting Programs** — Identify any applicable previously adopted CEQA Findings, overriding considerations, and mitigation monitoring/reporting provisions that have been relied upon and incorporated into the proposed project, pursuant to Sections 15150 (Incorporation by Reference) and 15152(f)(3) (Tiering) of the State CEQA Guidelines.

<u>ENVIRONMENTAL ISSUE:</u>	<u>REFERENCES TO EARLIER ANALYSES, IMPACTS ADEQUATELY ADDRESSED, AND INCORPORATED MITIGATION AND FINDINGS:</u>
1. <u>AESTHETICS</u>	_____
2. <u>AGRICULTURAL RESOURCES</u>	_____
3. <u>AIR QUALITY</u>	_____
4. <u>BIOLOGICAL RESOURCES</u>	_____
5. <u>CULTURAL RESOURCES</u>	_____
6. <u>GEOLOGY AND SOILS</u>	_____
7. <u>HAZARDS AND HAZARDOUS MATERIALS</u>	_____
8. <u>HYDROLOGY AND WATER QUALITY</u>	_____
9. <u>LAND USE AND PLANNING</u>	_____
10. <u>MINERAL RESOURCES</u>	_____
11. <u>NOISE</u>	_____
12. <u>POPULATION AND HOUSING</u>	_____
13. <u>PUBLIC SERVICES</u>	_____
14. <u>RECREATION</u>	_____
15. <u>TRANSPORTATION/TRAFFIC</u>	_____
16. <u>UTILITIES AND SERVICE SYSTEMS</u>	_____
17. <u>MANDATORY FINDINGS OF SIGNIFICANCE</u>	_____

E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED *[Completed by Lead Agency or Authorized Consultant - - Check (4), as applicable]:*

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact”), as indicated in the preceding Checklist (Section C) and the Earlier Analysis (Section D):

- | | | |
|---|--|--|
| <input checked="" type="checkbox"/> Aesthetics | <input checked="" type="checkbox"/> Agricultural Resources | <input checked="" type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources | <input checked="" type="checkbox"/> Geology/Soils |
| <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality | <input checked="" type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

F. OTHER REFERENCES AND PERSONS CONSULTED *(Completed by Lead Agency or Authorized Consultant):*

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Board of Supervisors*, 222 Cal. App. 3d 1337(1990).

G. DETERMINATION [Completed by Lead Agency - -Check (4), as applicable]:

On the basis of this initial evaluation and on substantial evidence in light of the whole record before the Lead Agency:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, however, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent (see attached Mitigation Agreement). A MITIGATED NEGATIVE DECLARATION or an ADDENDUM to a MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR), SUBSEQUENT EIR, SUPPLEMENT to an EIR, or an ADDENDUM to an EIR is required.
- ☐ I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or MITIGATED NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or MITIGATED NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required. Specifically, the environmental documentation for the proposed project is provided by the following document(s):

(1) Negative Declaration/Initial Study (I.S.) File No.: _____
State Clearinghouse No.: _____

(2) Final EIR File No: _____ Title: _____
State Clearinghouse No.: _____

(3) Other Environmental Document(s): _____

(Pursuant to the State and City Guidelines for Implementation of CEQA, the determination of the Community Development Director may be appealed to the City Planning Commission by submitting a written appeal with the applicable fee to the Community Development Department within ten (10) calendar days following this date of the determination.)

STEVE CHASE, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By: 
(Signature of Planner)

Date: 10-31-12
(Date of Determination)

Adam Brucker, Senior Planner
(Name and Title of Planner – Typed or Printed)

::ODMA\GRPWISE\COS.CDD.CDD_Library:13512.1