

NORCAL LOGISTICS CENTER

Final Environmental Impact Report
(Project File No. P12-110)

Prepared for
City of Stockton
Community Development Department

February 2015



NORCAL LOGISTICS CENTER

Final Environmental Impact Report (Project File No. P12-110)

Prepared for
City of Stockton
Community Development Department

February 2015



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 Final EIR

	<u>Page</u>
1. Introduction and List of Commenters	1-1
1.1 Purpose of This Document	1-1
1.2 Summary of the Proposed Project	1-1
1.3 Organization of the Final EIR	1-3
1.4 Public Participation and Review	1-4
1.5 List of Commenters	1-5
2. Revisions to the Draft EIR	2-1
2.1 Purpose of This Document	2-1
2.2 Text Changes to the Draft EIR	2-1
3. Comments and Responses	3-1
3.1 Introduction	3-1
3.2 Comment Letters and Responses	3-1
4. Mitigation Monitoring and Reporting Program	4-1
4.1 Introduction	4-1
4.2 Compliance Checklist	4-1
4.3 Mitigation Monitoring Program	4-2
List of Figures	
3.2-1 FMMP and Williamson Act Lands	2-4
List of Tables	
1-1 Comment Letters Regarding the Draft EIR	1-5
4-1 Mitigation Monitoring and Reporting Program	4-3

This page intentionally left blank

CHAPTER 1

Introduction and List of Commenters

1.1 Purpose of This Document

This document includes all agency and public comments received on the Draft Environmental Impact Report (Draft EIR, SCH #2012102061) for the NorCal Logistics Center Project (Proposed Project). Written comments were received by the City of Stockton during the public comment period from September 8, 2014 through October 23, 2014 and oral testimony accepted during a City of Stockton Planning Commission hearing. This document includes written responses to each comment received on the Draft EIR. The responses correct, clarify, and amplify text in the Draft EIR, as appropriate.

This Final EIR document has been prepared in accordance with the California Environmental Quality Act (CEQA) and together with the Draft EIR (and Appendices) constitutes the EIR for the Proposed Project that will be used by the decision-makers during project hearings.

1.2 Summary of the Proposed Project

The applicant, Arch Road L.P., proposes to further subdivide approximately 325 acres (“project site”) of its 495-acre property. The project site is comprised on two non-adjacent portions: an approximately 50-acre southern portion (at the southern end of the property) adjacent to Arch Road and an approximately 275-acre northern portion (at the north end of the property) adjacent to Mariposa Road. The entirety of applicant’s property is presently zoned for the development of industrial uses, “as of right,” within the City of Stockton (City). The proposed subdivision will not enlarge nor change the industrial development already allowed on the property. Therefore, the “project” consists of simply further subdividing the northern and southern portions of the project site: (i) the approximately 50-acre southern portion located along Arch Road would be subdivided into 6 new lots (total) (this parcel is 56 gross acres, however 6 acres are setback for Weber Slough and will be avoided by the project); and (ii) the approximately 275-acre northern portion located along Mariposa Road would be subdivided into 15 new lots (total). These two separate portions will involve two separate Vesting Tentative Maps (pursuant to Government Code section 66498.1, et seq), processed with the City under the Subdivision Map Act and local City Subdivision Ordinance. The Vesting Tentative Map for the southern portion of the project site adjacent to Arch Road is referred to as VTM 1. Again, VTM 1 is comprised of approximately 50 acres and will involve the creation of 6 new lots. The Vesting Tentative Map for the northern portion of the project site adjacent to Mariposa Road is referred to as VTM 2. Again, VTM 2 is comprised of approximately 275 acres and proposes the creation of 15 new lots. The Environmental Impact

Report (EIR) will analyze the collective development of both VTM 1 and VTM 2. The lots resulting from VTM 1 and VTM 2 will allow greater user flexibility (ownership of the land versus leasing of the land), although the creation of these new lots on the project site will not change the Industrial uses allowed, nor the density or intensity of that Industrial use. The project will be phased to ensure the orderly development and timed implementation of on-site and off-site improvements required to serve the development.

Based on the net-acreage of 263 acres for the northern portion and 45 acres for the southern portion and a floor-area-ratio of up to 0.50 (below the allowable floor-area-ratio of 0.60 under the General Plan land use designation), up to 6,280,480 square feet of light industrial uses could be constructed on the new lots (southern and northern portions combined). This is no greater amount of development that could occur in the absence of the proposed subdivision map and lot creation. The project 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.

Project Actions

The Proposed Project is anticipated to include, but may not be limited to, the following City actions:

- Certification of the EIR to determine that the EIR was completed in compliance with the requirements of CEQA, that the decision-making body has reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the City of Stockton.
- Adoption of a Mitigation Monitoring and Reporting Program, which specifies the methods for monitoring mitigation measures required to eliminate or reduce the project's significant effects on the environment.
- Adoption of Findings of Fact, and for any impacts determined to be significant and unavoidable, a Statement of Overriding Considerations.
- Approval of vesting tentative subdivision map(s) and final subdivision maps for the creation of lots on the project site.
- The City Municipal Utilities Department will also review for compliance with the City's Storm Water Quality Control Criteria Plan (SWQCCP) and require updated Water, Storm Drain, and Sanitary Sewer Master Plans.

The Proposed Project is anticipated to include, but may not be limited to, the following actions by entities other than the City:

- **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.
- **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.

1.3 Organization of the Final EIR

The Final EIR is organized as follows:

Chapter 1 – Introduction and List of Commenters: This chapter summarizes the project under consideration and describes the contents of the Final EIR. This chapter also contains a list (see Table 1-1, below) of all of the agencies or persons who submitted comments on the Draft EIR during the public review period, presented in order by agency, organization, individual and date received.

Chapter 2 – Revisions to the Draft EIR: This chapter describes changes and refinements made to the Proposed Project since publication of the Draft EIR. These refinements, which are described as a narrative in the beginning of the chapter, would not change the environmental analysis and conclusions presented in the Draft EIR for the reasons discussed in Chapter 2. This chapter also summarizes text changes made to the Draft EIR in response to comments made on the Draft EIR and/or staff-initiated text changes. Changes to the text of the Draft EIR are shown by either a line through the text that has been deleted or double underlined where new text has been inserted. The revisions contain clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text revisions do not change the analysis and conclusions presented in the Draft EIR.

Chapter 3 – Comments and Responses: This chapter contains the comment letters received on the Draft EIR followed by responses to individual comments (see Table 1-1, below, for a summary of all comment letters received). Each comment letter is presented with brackets indicating how the letter has been divided into individual comments. Each comment is coded with the letter number appearing first, followed by the comment number. For example, comments in Letter A1 are numbered A1-1, A1-2, A1-3, and so on. Immediately following the letter are responses, each with coding that correspond to the bracketed comments. If the subject matter of one letter overlaps that of another letter, the reader may be referred to more than one group of comments and responses to review all information on a given subject. Where this occurs, cross-references to other comments are provided. Some comments that were submitted to the City do not pertain to CEQA environmental issues nor address the adequacy of the analysis contained in the Draft EIR. Responses to such comments, though not required, are included to provide additional information. When a comment does not directly pertain to environmental issues analyzed in the Draft EIR, does not ask a question about the adequacy of the analysis contained in the Draft EIR, expresses an opinion related to the merits of the project, or does not question an element of or conclusion of the Draft EIR, the response notes the comment and may provide additional information where appropriate. The intent is to recognize the comment.

Chapter 4 – Mitigation Monitoring and Reporting Program: This chapter contains the Mitigation Monitoring and Reporting Program (MMRP) to aid the City in its implementation and monitoring of measures adopted in the EIR, and to comply with the requirements of Public Resources Code Section 21081.6(a).

1.4 Public Participation and Review

The City of Stockton has complied with all noticing and public review requirements of CEQA. This compliance included notification of all responsible and trustee agencies and interested groups, organizations, and individuals that the Draft EIR was available for review. The following list of actions took place during the preparation, distribution, and review of the Draft EIR:

- A Notice of Preparation (NOP) and Initial Study for the EIR was filed with the State Clearinghouse on October 31, 2012. The 30-day public review comment period for the NOP ended on December 3, 2012. The NOP was distributed in particular to governmental agencies, organizations, and persons interested in the Proposed Project. The City sent the NOP to agencies with statutory responsibilities in connection with the Proposed Project with the request for their input on the scope and content of the environmental information that should be addressed in the EIR. The NOP was also published on the City's website and filed at the County Clerk's office.
- A public scoping meeting for the EIR was held on November 14, 2012.
- A Notice of Completion (NOC) and copies of the Draft EIR were filed with the State Clearinghouse on September 8, 2014. An official 45-day public review period for the Draft EIR was established by the State Clearinghouse, ending on October 23, 2014. A Notice of Availability (NOA) for the Draft EIR was published in the Stockton Record on September 8, 2014 and sent to appropriate public agencies, all property owners within the project area, and property owners within 1,000 feet of the property area. The Draft EIR was also published on the City's website.
- Copies of the Draft EIR were available for review at the following locations:

Community Development Department
Planning and Engineering Division
345 North El Dorado Street
Stockton, CA 95202

Cesar Chavez Central Library
605 North El Dorado Street
Stockton, CA 95202

Weston Ranch Branch Library
1453 W. French Camp Road
Stockton, CA 95206

Maya Angelou Branch Library
2324 Pock Lane
Stockton, CA 95205

Margaret K. Troke Branch Library
502 West Benjamin Holt Drive
Stockton, CA 95207

1.5 List of Commenters

The City of Stockton received 8 comment letters during the comment period on the Draft EIR for the Proposed Project. **Table 1-1** below indicates the numerical designation for each comment letter, the author of the comment letter, and the date of the comment letter. As shown in the table, all comment letters received were from local and state government agencies.

**TABLE 1-1
COMMENT LETTERS REGARDING THE DRAFT EIR**

Letter Number	Entity	Author of Comment Letter	Date of Comment Letter
A1	San Joaquin Council of Governments - SJMSCP	Laurel Boyd	September 15, 2014
A2	Central Valley Regional Water Quality Control Board	Trevor Cleak, Environmental Scientist	October 16, 2014
A3	San Joaquin County, Environmental Health Department	Maniappa Naidu, REHS	October 21, 2014
A4	State of California, Department of Conservation	Molly A. Penberth, Manager	October 21, 2014
A5	State of California, Department of Transportation	Joshua Swearingen for Tom Dumas, Chief	October 22, 2014
A6	San Joaquin Council of Governments - ALUC	David Ripperda, Regional Planner	October 23, 2014
A7	San Joaquin Council of Governments - CMA	David Ripperda, Regional Planner	October 23, 2014
A8	State of California, Governor's Office of Planning and Research	Scott Morgan, Director, State Clearinghouse	October 23, 2014

This page intentionally left blank

CHAPTER 2

Revisions to the Draft EIR

2.1 Purpose of This Document

This chapter describes text changes made to the Draft EIR either in response to a comment letter or initiated by City staff or in response to a modification to the Proposed Project.

Under CEQA, an EIR can require recirculation if significant new information is added after public review and prior to certification. According to State CEQA Guidelines section 15088.5(a), new information is not considered significant “unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement.” More specifically, the CEQA Guidelines define significant new information to include:

- A new significant environmental impact resulting from the project or from a new mitigation measure;
- A substantial increase in the severity of an environmental impact that would not be reduced to insignificance by adopted mitigation measures;
- A feasible project alternative or mitigation measure considerably different from those analyzed in the Draft EIR that would clearly lessen the environmental impacts of the project and which the project proponents decline to adopt; and
- A Draft EIR that is so fundamentally and basically inadequate and conclusory that meaningful public review and comment were precluded.

Since publication of the Draft EIR, no new significant impacts have been identified and no information is provided that would reflect a substantial increase in severity of a significant impact that would not be mitigated by measures agreed to by the project applicant. In addition, no new or considerably different project alternatives or mitigation measures have been identified.

Finally, there are no changes or set of changes that would reflect fundamental inadequacies in the Draft EIR. Recirculation of any part of the EIR therefore is not required.

2.2 Text Changes to the Draft EIR

This section summarizes text changes made to the Draft EIR either in response to a comment letter or initiated by City staff or in response to a modification to the Proposed Project. New text

is indicated in double underline and text to be deleted is reflected by a ~~strike through~~. Text changes are presented in the page order in which they appear in the Draft EIR and are organized (below) by EIR chapter.

The text revisions provide clarification, amplification, and corrections that have been identified since publication of the Draft EIR. The text changes do not result in a change in the analysis or conclusions of the Draft EIR.

Chapter 2. Project Description

On **page 2-11** (last paragraph, second to last sentence) of the Draft EIR, text is updated to reflect the current status of the Arch Road sewer trunk line construction project.

This sewer trunkline project is completing construction this fall ~~is scheduled to start construction in the spring of 2014~~. A Storm Drainage Master Plan has been prepared for the proposed project (see **Figure 2-5**).

On **page 2-12** (first paragraph, second to last sentence) of the Draft EIR, text is updated to reflect construction of the pump station by the project applicant and ownership (both land and infrastructure) of the basin (N3) by the City of Stockton.

Ultimately, the drainage system for Basin N3 will include a pump station (to be constructed by the project applicant), with the entire drainage system and parcel dedicated to the City. These storm drain improvements will be completed before 50 percent of the watershed area is developed.

On **page 2-12** (last sentence on page) of the Draft EIR, the section describing additional lead agency approvals is clarified to include the City's Municipal Utilities Department's review and approval of updated utility master plans for the proposed project.

The City Municipal Utilities Department will also review for compliance with the City's Storm Water Quality Control Criteria Plan (SWQCCP) and require updated Water, Storm Drain, and Sanitary Sewer Master Plans.

Section 3.2 Agricultural Resources

On **page 3.2-3** of the Draft EIR (see Section 3.2.2), the setting section (including **Figure 3.2-1**) is revised as follows to reflect updated 2012 Important Farmland mapping data provided by the California Department of Conservation.

While the project site and surrounding properties have historically been used for agricultural production, a majority of the project site is currently under development, with a limited number of undeveloped areas currently identified as fallow agricultural fields. Highway 99 and existing agricultural operations border the site to the north and east. To the west, existing industrial operations border the project site. The Northern California Youth Correctional Center (NCYCC) and land pending annexation and industrial zoning are located to the south.

The ~~2010~~ 2012 FMMP data for San Joaquin County indicates that the project site is currently mapped as ~~55~~ 2 acres of *Prime Farmland*, ~~176~~ 164 acres of *Farmland of Statewide Importance*, and approximately ~~79~~ 150 acres of *Farmland of Local Importance* (see **Figure 3.2-1**).

Similarly, on **page 3.2-9** of the Draft EIR, Impact 3.2.1 is revised as follows to reflect updated 2012 Important Farmland mapping data provided by the California Department of Conservation.

Impact 3.2.1: Implementation of the proposed project would result in the permanent conversion of land designated by the Department of Conservation FMMP as *Prime Farmland, Farmland of Statewide Importance or Unique Farmland*. (Potentially Significant)

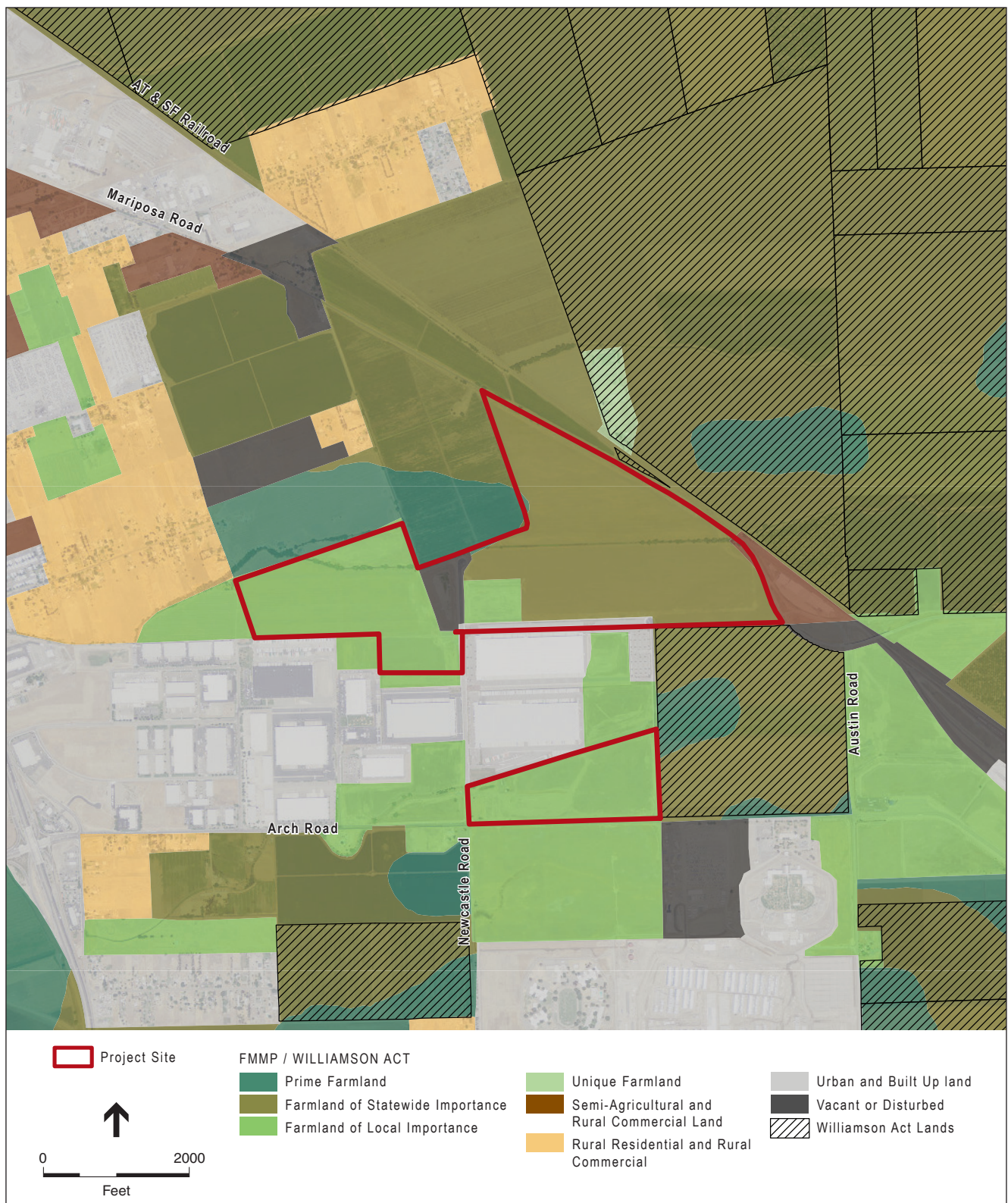
While the project site and surrounding properties have historically been used for agricultural production, the project site is currently under varying degrees of development. However, lands within the proposed project area are currently designated by the Department of Conservation FMMP as Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance. The City of Stockton's recently updated General Plan designates the project area for industrial uses and significant unavoidable environmental impacts resulting from conversion of agricultural land in the project site have been addressed in the General Plan EIR. Nevertheless, implementation of the proposed project would result in the direct and permanent conversion of approximately ~~231~~ 166± acres of land currently designated as important farmland to a non-agricultural use, including approximately ~~55~~ 2 acres of Prime Farmland and ~~176~~ 164 acres of Farmland of Statewide Importance; therefore this impact is considered *potentially significant*.

Section 3.4 Biological Resources

On **page 3.4-24** of the Draft EIR, Impact 3.4.5 is revised as follows to clarify the projects consistency with the City's Tree Preservation Ordinance.

Impact 3.4.5: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (No Impact)

A number of trees (including valley oak) meet the City's requirements as Heritage Oaks and are protected by the City. These trees comprise the Valley Foothill Riparian habitat occurring along sections of the banks of North Littlejohns Creek and Weber Slough (see Figure 3.4-1). As described above on pages 3.4-20 and 3.4-21, these portions of the project area are intentionally avoided and Heritage Oaks will not be disturbed. Additionally, should a tree meeting the City's Heritage Tree criteria be inadvertently affected by the proposed project (direct or indirectly), the City will ensure the project applicant complies with the permitting requirements outlined under the City's Tree Preservation Ordinance. Consequently, the proposed project is not anticipated to conflict with any current local policies or ordinances protecting biological resources. *No impact* is expected.



SOURCE: Williamson Act, 2009; NAIP, 2012; FMMP, 2012; ESRI, 2012; ESA, 2014

NorCal Logistics Center . 210506

Figure 3.2-1
FMMP and Williamson Act Lands

Section 3.9 Hydrology/Water Quality

On **page 3.9-12** (top of page) of the Draft EIR, additional text is provided under the State Regulatory Setting section describing Assembly Bill 1881.

Assembly Bill 1881 (State Model Water Efficient Landscape Ordinance)

In 2006, the California State Assembly passed AB 1881 which required all local agencies to develop water conservation policies by 2010. To create a minimum standard that could serve as a guide for local agencies, the California Department of Water Resources created the Model Water Efficient Landscape Ordinance. The new Model Ordinance updated the requirements of AB 325 which was passed in 1990. Requirements under the legislation include the following:

- Drip irrigation equipment was included as “appropriate technology” in the bill and ordinance.
- Requires swing joints to reduce wasted irrigation water caused by broken spray heads.
- Updates irrigation controller requirements to match improvements in technology.
- Prohibits spray irrigation within 2 feet of impervious surfaces.
- Prohibits spray irrigation on area less than 8 feet wide.

On **page 3.9-14** (last paragraph, last sentence) of the Draft EIR, the term “If necessary” is removed from the paragraph.

Consistency with the City’s SWQCCP water quality regulations requires that project applicants/owners address all four categories of storm water pollution control measures and ensure the future maintenance of the Storm Water Best Management Practices. ~~If necessary, p~~Project applicants/owners shall enter into an access and maintenance agreement with the City and pay all associated storm water fees prior to building occupancy.

Section 3.10 Land Use

On **page 3.10-7** (Section 3.10 Land Use) of the Draft EIR, Mitigation Measure 3.10-1 is revised as follows to address consistency with the San Joaquin County Airport Land Use Plan for the Stockton Metropolitan Airport.

Measure 3.10.1: Incorporate Building Design Features Consistent with SJCALUP Guidance. Any proposed structure over 200’ above ground level; or construction which includes reflective material (other than traffic markings), unusual levels of lighting, or telecommunications equipment, shall be submitted to the FAA (San Francisco Airports District Office) for review (using Form 7460-1) to determine if the proposed construction

would be a hazard to navigable airspace. For new development within the Airport Influence Area, ALUC review is required for any proposed object taller than 100 feet AGL.

Section 3.13 Traffic and Circulation

On **page 3.13-20** of the Draft EIR, the following text is added to the methodology description to clarify the traffic analysis timeframes included in the Draft EIR:

Analysis timeframes include existing, near-term, and cumulative conditions. The existing condition scenario is based on data collected in 2012. The near-term scenario reflects expected conditions in the next 5 to 10 years, reflective of 2017 to 2022 conditions. The cumulative condition reflects City of Stockton General Plan build out conditions, which are reflective of 2035 conditions.

CHAPTER 3

Comments and Responses

3.1 Introduction

This section contains the comment letters that were received on the Draft EIR. Following each comment letter is a response by the City intended to supplement, clarify, or amend information provided in the Draft EIR or refer the reader to the appropriate place in the document where the requested information can be found. Comments that are not directly related to environmental issues may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based upon comments on the Draft EIR, those changes are included following the individual response to comment, with a summary of all Draft EIR text changes included in Chapter 2, “Revisions to the Draft EIR”.

3.2 Comment Letters and Responses



S J C O G, Inc.

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

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

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

To: Adam Brucker, City of Stockton, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: September 15, 2014

Local Jurisdiction Project Title: Public Review of the Draft EIR for the NorCal Logistics Center Project

Assessor Parcel Number(s): 179-220-27, -28, -30, 181-110-23, 181-100-15

Local Jurisdiction Project Number: SCH#: 2012102061; File No. P12-110

Total Acres to be converted from Open Space Use: 331 acres

Habitat Types to be Disturbed: Agricultural Habitat Land

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

Dear Mr. Brucker:

SJCOG, Inc. has reviewed the transmittal letter for the Public Review of the Draft Environmental Impact Report for the NorCal Logistics Center Project (SCH#: 2012102061; File No. P12-110). The project applicant proposes to further subdivide approximately 325 acres of its 495 acre property. The project consists of subdividing the northern and southern portions of the project site: (i) the approximately 50-acre southern portion located along Arch Road would be subdivided into 6 new lots; and (ii) the approximately 275-acre northern portion located along Mariposa Road would be subdivided into 15 new lots. These two separate portions will involve two separate Vesting Tentative Maps. The Vesting Tentative Map for the southern portion of the project site adjacent to Arch Road is referred to as VTM 1. The Vesting Tentative Map for the northern portion of the project site adjacent to Mariposa Road is referred to as VTM 2.

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

At this time the applicant is requesting to further subdivide approximately 325 acres with no ground disturbance. Any future structures requiring ground disturbance on this or subsequent divided parcels will need to contact SJMSCP staff to transfer ownership of the Incidental Take Minimization Measures (ITMM) to Arch Road, L.P. Current or future owners of this—or subdivided properties should be made aware of the conditions that are placed by the SJMSCP on future development on the created parcels.

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

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

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- Sign and Return Incidental Take Minimization Measures to SJMSCP staff (given to project applicant after pre-construction survey is completed)

- Pay appropriate fee based on SJMSCP findings. **Fees shall be paid in the amount in effect at the time of issuance of Building Permit**
- Receive your Certificate of Payment and release the required permit

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

↑
A1-1
cont.

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

**S J C O G , I n c .***San Joaquin County Multi-Species Habitat Conservation & Open Space Plan*

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

SJMSCP HOLD

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

FROM: Laurel Boyd, SJCOG, Inc.

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

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

- 1) Implement Incidental Take Minimization Measures (ITMMs) PRIOR to site disturbance. Do not authorize site disturbance **until receipt of a signed Agreement to Incidental Take Minimization Measures (ITMMs) AND verification that all applicable ITMMs have been implemented.**
- 2) Pay SJMSCP fees. **Fees shall be paid in the amount in effect at the time of issuance of Building Permit (see also Appendix).** Do not issue a Use Permit **until receipt of a Certificate of Payment or Verification of Payment to the Local Jurisdiction (e.g., Receipt) AND verification that all applicable ITMMs have been implemented prior to ground disturbance.**

Project Title: Public Review of the Draft EIR for the NorCal Logistics Center Project (SCH: 2012102061; File No. P12-110)

Applicant: Arch Road, L.P.

Assessor Parcel #s: 179-220-27, -28, -30, 181-110-23, 181-100-15

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

Local Jurisdiction Contact: Adam Brucker

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

Letter A1: San Joaquin Council of Governments – SJMSCP

Response A1-1

The San Joaquin Council of Governments (SJCOG) provides a summary of the proposed project, describes the City's role as signatory to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), and describes the steps necessary to comply with the SJMSCP requirements. The proposed project will comply with the necessary Incidental Take Minimization Measures (ITMM) as recommended by the SJMSCP and as outlined in the Draft EIR (see Section 3.4 "Biological Resources").



Central Valley Regional Water Quality Control Board

16 October 2014

Adam Brucker
City of Stockton
345 North El Dorado Street
Stockton, CA 95202-1997

CERTIFIED MAIL
7013 1710 0002 3644 7686

COMMENTS TO REQUEST FOR REVIEW FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, NORCAL LOGISTICS CENTER PROJECT, SCH NO. 2012102061, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 8 September 2014 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Draft Environmental Impact Report* for the NorCal Logistics Center Project, located in San Joaquin County.

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

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

A2-1

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits¹

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 97-03-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

¹ Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACOE permit, or any other federal permit, is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements

If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project will require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NorCal Logistics Center Project
San Joaquin County

- 4 -

16 October 2014

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

A handwritten signature in black ink, appearing to read "Trevor Cleak". The signature is fluid and cursive, with the first name "Trevor" and last name "Cleak" clearly distinguishable.

Trevor Cleak
Environmental Scientist

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

Letter A2: Central Valley Regional Water Quality Control Board

Response A2-1

The commenter identifies potential types of permits that could be required from the Central Valley Regional Water Quality Control Board (CVRWQCB). Such permits could include a Construction Storm Water General Permit, Phase I and II Municipal Separate Storm Sewer System (MS4) Permits, an Industrial Storm Water General Permit, or a Low or Limited Threat General NPDES Permit. Water quality permit requirements are detailed in section 3.9, Hydrology and Water Quality. As described in Impact 3.9.1, the Proposed Project would be required to comply with both state and local regulations designed to reduce or eliminate construction-related water quality effects. Additionally, the project applicant will be required to comply with City water quality policies including preparation of a Storm Water Quality Control Criteria Plan.



**San Joaquin County
Environmental Health Department
1868 East Hazelton Avenue
Stockton, California 95205-6232**

**Website: www.sjgov.org/ehd
Phone: (209) 468-3420
Fax: (209) 464-0138**

DIRECTOR
Donna Heran, REHS

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Kasey Foley, REHS
Linda Turkatte, REHS
Rodney Estrada, REHS
Adrienne Ellsaesser, REHS

October 21, 2013

Adam Bruker, Senior Planner
Community Development Department
Planning Division
City of Stockton
425 El Dorado Street
Stockton, California 95202-1997

RECEIVED
OCT 27 2014
CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

Subject: Norcal Logistic Center Project (SCH #20122061; FILE NO. P12-110)

The San Joaquin County Environmental Health Department (EHD) is supportive of this project in regards to the provision of full public services.

If you have any questions, please call Muniappa Naidu, REHS, at (209) 468-3439.

M. Naidu

Muniappa Naidu, REHS
Lead Senior

CITY OF STOCKTON
ENVIRONMENTAL DOCUMENT TRANSMITTAL LETTER

RECEIVED

September 8, 2014

SEP 09 2014

TO: (See Attached List)

FROM:

Lead Agency

City of Stockton

c/o Community Development Dept.

Planning/Engineering Services Division

345 North El Dorado Street

Stockton, CA 95202

ENVIRONMENTAL HEALTH
PERMIT/SERVICES

SUBJECT: **PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT FOR
THE NORCAL LOGISTICS CENTER PROJECT (SCH #2012102061; FILE
NO. P12-110)**


Enclosed is a copy of the Notice of Availability (NOA) and Notice of Completion (NOC) for the above-named environmental document. This notification is being transmitted to each "Responsible", "Trustee", and other public agency included on the attached list, as applicable. State agencies, however, should obtain the environmental document, with attachments, directly from the State Clearinghouse.

Public agencies and private individuals, organizations, and corporations may obtain a free copy of the above-named environmental document on a CD at the above-noted Lead Agency address. Hard copies of the environmental document are available for purchase at a fee of \$50.00. If mailing is requested, please remit an additional fee of \$10.00 for postage and handling. The DEIR is available for immediate download on the City's website: <http://www.stocktongov.com/government/departments/communityDevelop/cdPlanEnv.html>.

Any written comments regarding the above-named environmental document must be received at the Lead Agency address no later than **October 23, 2014 by 5:00 p.m.** If no comments are received by the date indicated, it will be assumed that the document is acceptable. Further information may be obtained by contacting Senior Planner Adam Brucker of the Community Development Department, Planning and Engineering Services Division at (209) 937-7564.

STEVE CHASE, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By



Adam Brucker, Senior Planner

Date September 8, 2014

Enclosures

Letter A3: San Joaquin County, Environmental Health Department

Response A3-1

The San Joaquin County Environmental Health Department (commenter) provides a letter of support for the proposed project in regards to the provision of full public services. No further response necessary.

**DEPARTMENT OF CONSERVATION***Managing California's Working Lands***DIVISION OF LAND RESOURCE PROTECTION**

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEB SITE conservation.ca.gov

October 21, 2014

Mr. Adam Brucker
City of Stockton
Community Development Department
345 North El Dorado Street
Stockton, CA 95202-1997

DRAFT ENVIRONMENTAL IMPACT REPORT FOR NORCAL LOGISTICS CENTER,
SAN JOAQUIN COUNTY – SCH # 2012102061

Dear Mr. Brucker:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. The Division has reviewed the Draft Environmental Impact Report (DEIR) for the City of Stockton's NorCal Logistics Center project and offers the following comments and recommendations.

A4-1

Project Description

The project consists of 325 acres on two non-adjacent sites and is located in the City of Stockton, north of Arch Road, southwest of Mariposa road, and extending to either side of Newcastle Road. The proposed project would subdivide the southern 50-acre portion into 6 new lots, and the northern 275-acre portion into 15 new lots.

A4-2

The project site has an existing General Plan land use designation of Industrial and an existing zoning designation of Industrial Limited (IL), applied to areas for light manufacturing. Implementation of the proposed project could convert some of the existing farmland, and may preclude future agricultural uses on the site.

Division Comments

Per the 2012 Important Farmland Map for San Joaquin County, produced by the Farmland Mapping and Monitoring Program (FMMP), the project area includes approximately 2 acres of Prime Farmland, 153 acres of Farmland of Statewide Importance, 150 acres of Farmland of Local Importance, 8 acres of Urban and Built-up Land, and 12 acres of Vacant or Disturbed Land. The DEIR incorrectly utilized the

A4-3

Mr. Adam Brucker
October 22, 2014
Page 2 of 2

2006 FMMP map¹ and analyzed 55 acres of Prime Farmland, 176 acres of Farmland of Statewide Importance, and 79 acres of Farmland of Local Importance.

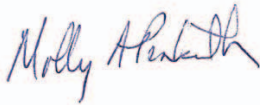
Therefore, the Division recommends that the final EIR incorporate the 2012 designations and amend the proposed Mitigation Measure 3.2.1 to include the updated acreages.

The 2012 Important Farmland data can be found on the Division's website at the following link:

<http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>

Thank you for the opportunity to comment on the City of Stockton's NorCal Logistics Center project. If you have any questions regarding our comments, please contact Heather Anderson, Environmental Planner at (916) 324-0869 or via email at Heather.Anderson@conservation.ca.gov.

Sincerely,



Molly A Penberth, Manager
Division of Land Resource Protection
Conservation Support Unit

cc: State Clearinghouse

A4-3
cont.

¹ Norcal Logistics Center, Draft Environmental Impact Report (Project File No. P12-110), City of Stockton Community Development Department. September 2014. Page 3.2-4. 2006 FMMP is indicated as a source for the map, however the DEIR indicates the project is analyzing 2010 FMMP data.

Letter A4: State of California, Department of Conservation

Response A4-1

The introductory comment describes the role of the Department of Conservation and indicates that staff have reviewed the Draft EIR. No further response necessary.

Response A4-2

The commenter provides a summary of the proposed project. No further response necessary.

Response A4-3

The commenter indicates that updated (2012) Important Farmland Map data for San Joaquin County is available from the Department of Conservation's Farmland Mapping and Monitoring Program (FMMP). The comment continues with a description of the updated 2012 farmland acreages occurring on the project site.

The referenced 2012 Important Farmland Map data has been reviewed with the result that Section 3.2.2 "Setting" (see page 3.2-3 of the Draft EIR) and Impact 3.2.1 "Implementation of the proposed project would result in the permanent conversion of land designated by the Department of Conservation FMMP as *Prime Farmland*, *Farmland of Statewide Importance*, or *Unique Farmland*" (see page 3.2-9 of the Draft EIR) are modified as follows:

Section 3.2.2 "Setting"

While the project site and surrounding properties have historically been used for agricultural production, a majority of the project site is currently under development, with a limited number of undeveloped areas currently identified as fallow agricultural fields. Highway 99 and existing agricultural operations border the site to the north and east. To the west, existing industrial operations border the project site. The Northern California Youth Correctional Center (NCYCC) and land pending annexation and industrial zoning are located to the south. The ~~2010~~ 2012 FMMP data for San Joaquin County indicates that the project site is currently mapped as ~~55~~ 2 acres of *Prime Farmland*, ~~176~~ 164 acres of *Farmland of Statewide Importance*, and approximately ~~79~~ 150 acres of *Farmland of Local Importance* (see Figure 3.2-1).

Impact 3.2.1

Impact 3.2.1: Implementation of the proposed project would result in the permanent conversion of land designated by the Department of Conservation FMMP as *Prime Farmland*, *Farmland of Statewide Importance* or *Unique Farmland*. (Potentially Significant)

While the project site and surrounding properties have historically been used for agricultural production, the project site is currently under varying degrees of development. However, lands within the proposed project area are currently designated by the Department of Conservation

FMMP as Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance. The City of Stockton's recently updated General Plan designates the project area for industrial uses and significant unavoidable environmental impacts resulting from conversion of agricultural land in the project site have been addressed in the General Plan EIR. Nevertheless, implementation of the proposed project would result in the direct and permanent conversion of approximately ~~234~~166± acres of land currently designated as important farmland to a non-agricultural use, including approximately ~~55~~2 acres of Prime Farmland and ~~176~~164 acres of Farmland of Statewide Importance; therefore this impact is considered *potentially significant*.

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
 (1976 E. DR. MARTIN LUTHER KING JR. BLVD. 95205)
 PHONE (209) 941-1921
 FAX (209) 948-7164
 TTY: 711



*Flex your power!
 Be energy efficient!*

clear
 10/22/14
 e

October 22, 2014

**10-STA-99-PM 14.614
 Norcal Logistics Center
 SCH 2012102061**

Mr. Adam Brucker
 City of Stockton
 345 North El Dorado Street
 Stockton, CA 95202



Dear Mr. Brucker:

The California Department of Transportation (Department) appreciates the opportunity to review and comment on the Norcal Logistics Center project which proposes to further subdivide approximately 325 acres of a 495 acre property. The Department has reviewed the submitted documents and has the following comments:

1. The Transportation Impact Analysis Report (TIA) dated January 2014 uses an old lane configuration for the SR-99/Mariposa Rd Interchange. The interchange is currently under construction and will be configured as a partial cloverleaf (type L-9). All scenarios in the TIA must reflect the new configuration.
2. In comparing figure 3 and figure 9, it appears this project generates 246 traffic trip WB Arch Rd to SB on-ramp and 99 traffic trip WB Arch Rd to NB on-ramp during the PM peak hour at SR-99/Arch Rd interchange. This trip volume will significantly impact State facilities. Ramp metering analysis under all scenarios and Intelligent Transportation System (ITS) elements should be included in the TIA report. ITS elements should also be included as a mitigation measure to this impact.
3. Due to incorrect interchange configuration at SR-99/Mariposa Rd, the TIA as well as Synchro/Simtraffic (version 8.0) Electronic files should be revised. Please provide a revised TIA hard copy report, Synchro/Simtraffic electronic files as well as hard copy output files for further review and comment.
4. The TIA is missing the tables for the 95th percentile queuing/blocking during peak hour for turn movements under all scenarios. These tables are necessary as they provide information about available storage and turn movements.
5. The TIA report is dated January 2014, however, HCM 2000 was used for all scenarios. HCM 2011 should have been used to properly assess the project impacts. Without a revised TIA using HCM 2011, the Department and the project proponent cannot know what the impacts are to the State Highway System (SHS). Please revise the TIA and resubmit for review and comment.
6. Under Near-Term Plus Project: Synchro turn lane storage length input does not match existing SB off-ramp turn lane storage length at the SR-99/Arch Rd interchanges.

"Caltrans improves mobility across California"

A5-1

A5-2

A5-3

A5-4


A5-5

A5-6

- | | |
|--|-------|
| 7. Under Near-Term Plus Project: Simtraffic 95 th percentile queue volume exceeds SB off-ramp dual Left Turn Lane which blocks the adjacent lane. | A5-7 |
| 8. Under Near-Term Plus Project: Simtraffic 95 th percentile queue volume exceeds SB off-ramp Right Turn Lane which spills back to the mainline. | A5-8 |
| 9. Please provide the year for all scenarios, figures, and tables for the project. | A5-9 |
| 10. Is this project going to be built in phases? If so, please indicate the phasing years for all phases of the project. | A5-10 |
| 11. The project generates significant traffic volume increases at the ramps at SR-99/Arch Rd and SR-99/Mariposa Rd which would degrade the operations at the intersections and ramp junctions, however the TIS does not assess any mitigations to reduce the potential traffic impacts. | A5-11 |
| 12. All mitigation fees should address impacts to the SHS, mainline and interchange facilities in the closest proximity to the project. The mitigation fees should also include the percentage of project's fair share toward the cost of ITS elements and ramp metering | A5-12 |
| 13. There should also be consideration for the use of alternative fueled vehicles such as recharging stations to encourage the use of electric or other non-polluting vehicles as a means of transportation to the site. The carpool and alternate fueled vehicles could be provided dedicated entrance and exit lanes during peak hours or preferred parking locations to promote the participation of employees. The project proponent should also consider infrastructure improvements to promote mass transportation to and from the project site as a means of reducing single occupancy vehicle trips. | A5-13 |
| 14. Please forward the final Conditions of Approval, Mitigation Monitoring Plan and other related documents to the California Department of Transportation, District 10-Transportation Planning Division. | A5-14 |

If you have any questions, please contact Joshua Swearingen at (209) 948-7142 (email: joshua_swearingen@dot.ca.gov) or me at (209) 941-1921. We look forward to continuing to work with you in a cooperative manner.

Sincerely,



For

TOM DUMAS, Chief
Office of Metropolitan Planning

Letter A5: State of California, Department of Transportation

Response A5-1

The commenter states that the Transportation Impact Analysis (TIA) prepared for the proposed project (dated January 2014) uses an old lane configuration at the SR 99/Mariposa Road interchange. The interchange is currently under construction and the TIA should reflect the new configuration.

The interchange configuration used for the TIA was the existing configuration available at the time the Notice of Preparation (NOP) was issued. This configuration and the peak period intersection turning movement counts collected for the project were the basis of the “existing conditions” analysis. As the timing of interchange reconstruction completion was unknown during preparation of the TIA for the Draft EIR, the analysis of near-term conditions was conducted using both the available configuration (NOP issuance), as well as the proposed configuration. The proposed project was not projected to result in deficient operations at the Mariposa Road interchange in either the existing or future configuration in either the existing or near-term condition. No changes to the Draft EIR are considered necessary.

Response A5-2

The commenter states that in comparing Figure 3 and Figure 9, it appears that the project generates 246 peak hour trips from westbound Arch Road to southbound SR 99 and 99 peak hour trips from westbound Arch Road to northbound SR 99. A ramp metering analysis should be included in the TIA and Intelligent Transportation System (ITS) elements should be included as a mitigation measure for the impact.

Significant impacts were identified for freeway mainline segments and freeway ramp merge/diverge areas from south of Arch Road to north of Mariposa Road in both the existing and near-term scenarios. The proposed mitigation measure is to widen State Route 99 to six lanes between SR 120 and the Crosstown Freeway, which includes the freeway segments impacted by the proposed project. These improvements are fully funded and under construction, with completion expected in 2015/2016. The project applicant is required to pay local and regional transportation impact fees that would constitute the project’s fair share contribution to this improvement. With completion of the widening, the freeway segments and ramp merge/diverge areas are expected to operate acceptably and no additional mitigation is anticipated or required.

Response A5-3

The commenter states that due to the incorrect lane configuration at the SR 99/Mariposa Road interchange; the Synchro/Simtraffic files should be revised.

Please see the response prepared for Comment A5-1. As the updated analysis is not considered necessary, no changes to the analysis files were made.

Response A5-4

The commenter states that the TIA is missing the tables for the 95th Percentile queuing/blocking during the peak hour for turn movements under all scenarios.

Summary tables were provided in Appendix D of the TIA for intersections in the Mariposa Road and Arch Road interchange area. The commenter is directed to Appendix D of the Draft EIR for this information.

Response A5-5

The commenter states that the TIA report is dated January 2014; however, HCM 2000 was used for all Scenarios. HCM 2010 should have been used to assess the project impacts. Please revise the TIA and submit for review and comment.

The City of Stockton has not yet adopted use of the HCM 2010 methodology. As the level of service calculation method did not appreciably change for automobiles between the 2000 and 2010 HCMs, updating the analysis to the HCM 2010 would not change the overall conclusions presented in the TIA. No changes to the analysis were made.

Response A5-6

The commenter states that under the near-term plus project scenario: Synchro turn length storage input does not match existing SB off-ramp storage length at the SR 99/Arch Road interchange.

The turn lane storage length was coded into the Synchro network as 500 feet, which reflects the distance from the start of the turn pocket to the stop bar at the ramp terminal intersection. Additional queuing space is provided from the freeway to the start of the turn pocket area. As the coding of turn pocket storage does not affect the overall level of service results, no changes to the analysis were made.

Response A5-7

The commenter states that under the near-term plus project scenario: Simtraffic 95th percentile queue volume exceeds SB off-ramp dual left-turn lane which blocks the adjacent lane.

The Synchro files provided to Caltrans were not calibrated for detailed micro-simulation analysis. However, the potential for vehicle queue spillback at the SR 99/Arch Road ramp terminal intersection was identified in the TIA and monitoring of traffic signal timings was recommended to optimize traffic flow through the area as traffic patterns change with planned development to minimize the potential for vehicle queue spillback to adjacent intersections or to the freeway mainline.

Response A5-8

The commenter states that under the near-term plus project scenario: Simtraffic 95th percentile queue volume exceeds SB off-ramp right-turn lane which spills back to the mainline.

Please see the response prepared for Comment A5-7.

Response A5-9

The commenter requests that the City provide timeframes (year) for all scenarios, figures and tables for the report.

The methodology description of Draft EIR Section 3.13 “Traffic and Circulation” (page 3.13-20) is modified as follows to clarify the traffic analysis timeframes included in the EIR:

Analysis timeframes include existing, near-term, and cumulative conditions. The existing condition scenario is based on data collected in 2012. The near-term scenario reflects expected conditions in the next 5 to 10 years, reflective of 2017 to 2022 conditions. The cumulative condition reflects City of Stockton General Plan build out conditions, which are reflective of 2035 conditions.

Response A5-10

The commenter asks if the project is going to be developed in phases. If so, please indicate the phasing years for all phases of the project.

The project is expected to be built over several years as market conditions dictate; specific project phases have not been identified. The TIA identifies the level of development that would trigger specific impacts.

Response A5-11

The commenter states that the project generates significant traffic volume increases at the SR 99/Arch Road ramps and SR 99/Mariposa Road which would degrade the intersections and ramp junction operations; however, the TIA does not assess any mitigation to reduce the potential traffic impacts.

The TIA evaluated the ramp terminal intersections of the SR 99/Arch Road and SR 99/Mariposa Road interchanges, freeway mainline segments, and freeway merge/diverge areas from south of Arch Road to north of Mariposa Road. Significant impacts were identified in the existing condition (see Tables 3.13-14 and 3.13-15 on pages 3.13-28 to 3.13-29 of the Draft EIR) at the following Caltrans facilities:

- SR 99 Northbound, North of Mariposa Road (1 analysis segment – AM peak hour).
- SR 99 Southbound, North of Mariposa Road to South of Arch Road (3 analysis segments – PM peak hour).

- SR 99 at Arch-Airport Road Southbound On-Ramp (AM peak hour).
- SR 99 at Mariposa Road Northbound On-Ramp (AM peak hour).
- SR 99 at Mariposa Road Southbound Off-Ramp (PM peak hour).

In the near-term condition (see Tables 3.13-17 and 3.13-18 on pages 3.13-38 to 3.13-39 of the Draft EIR), significant impacts were identified at the following Caltrans facilities:

- SR 99 Northbound, North of Mariposa Road (1 segment – AM and PM peak hours).
- SR 99 Southbound, From North of Mariposa Road to South of Arch Road (3 segments – PM peak hours).
- SR 99 Northbound, South of Arch Road (1 segment – AM peak hours).
- SR 99 at Arch-Airport Road northbound off-ramp (AM peak hour).
- SR 99 at Arch-Airport Road southbound on-ramp (PM peak hour).
- SR 99 at Mariposa Road northbound off-ramp (AM peak hour).
- SR 99 at Mariposa Road northbound on-ramp (AM peak hour).
- SR 99 at Mariposa Road southbound off-ramp (PM peak hour).
- SR 99 at Mariposa Road southbound on-ramp (PM peak hour).

No level of service impacts were identified at ramp terminal intersections in either the existing or near-term scenarios.

The mitigation measure is the payment of Public Facilities Fees (PFF), which includes the Regional Transportation Impact, Street Improvements, and Traffic Signal fees. Payment of these fees would constitute the projects fair share contribution to the on-going widening of SR 99 from SR 120 to the Crosstown Freeway to provide three travel lanes in each direction. This improvement is fully funded, including funding from Measure K as well as the Regional Transportation Impact fee. With the improvements currently under construction and soon to be in place, the freeway mainline and merge/diverge segments would operate at acceptable service levels.

Response A5-12

The commenter states that all mitigation fees should address impacts to the State Highway System, mainline and interchange facilities in the closest proximity to the project. The mitigation fees should also include the percentage of project's fair share towards the cost of ITS elements and ramp metering.

Please see response to Comment A5-11. The fees are based on the square footage of development, which is correlated to the expected level of vehicle trip generation.

Response A5-13

The commenter states that there should be a consideration for the use of alternative fueled vehicles such as recharging stations to encourage the use of electric or other non-polluting vehicles as a means of transportation to the site. The carpool and alternative fueled vehicles could be provided dedicated entrance and exit lanes during peak hours or preferred parking locations to promote the participation of employees. The project proponent should also consider infrastructure improvement to promote mass transportation to and from the project site as a means of reducing single occupancy vehicle trips.

These items will be considered in the development of the final site plan.

Response A5-14

The commenter requests that the City forward the final Conditions of Approval, Mitigation Monitoring Plan, and other related documents to the California Department of Transportation, District 10 – Transportation Planning Division.

Comment noted.



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

Steve Dresser
CHAIR

Anthony Silva
VICE CHAIR

Andrew T Chesley
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

October 23, 2014

Mr. Michael McDowell
City of Stockton Community Development Dept.
345 N. El Dorado Street
Stockton, CA 95202

SUBJECT: ALUC Review of Norcal Logistics Center Draft EIR

Dear Mr. McDowell,

On behalf of the San Joaquin Council of Governments (SJCOC), I would like to thank the City for providing our agency with opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Norcal Logistics Center. SJCOC staff have reviewed the DEIR and found that it substantially addresses the concerns of the San Joaquin County Airport Land Use Commission (ALUC) as originally noted in the response to the Notice of Preparation (NOP) sent by former SJCOC staff Laura Brunn on November 21, 2012.

After examining the mitigation measures included in the draft EIR, SJCOC staff have the following additional comments related to Mitigation Measure 3.10.1:

As noted in the original comment letter on the NOP –

- *Within the AIA (Airport Influence Area), ALUC review is required for any proposed object taller than 100 feet AGL.*

Thank you again for the opportunity to comment. Please contact SJCOC staff David Ripperda if you have any questions or comments at (209) 235-0450, or by email at ripperda@sjcog.org.

Sincerely,

A handwritten signature in blue ink, appearing to read "David Ripperda".

David Ripperda, Regional Planner
San Joaquin Council of Governments

Letter A6: San Joaquin Council of Governments – ALUC

Response A6-1

The commenter's suggestion to revise Mitigation Measure 3.10.1 "Incorporate Building Design Features Consistent with SJCALUP" is noted. Mitigation Measure 3.10.1 (see page 3.10-7 of the Draft EIR) is modified as follows:

Measure 3.10.1: Incorporate Building Design Features Consistent with SJCALUP
Guidance. Any proposed structure over 200' above ground level; or construction which includes reflective material (other than traffic markings), unusual levels of lighting, or telecommunications equipment, shall be submitted to the FAA (San Francisco Airports District Office) for review (using Form 7460-1) to determine if the proposed construction would be a hazard to navigable airspace. For new development within the Airport Influence Area, ALUC review is required for any proposed object taller than 100 feet AGL.



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjcog.org

Steve Dresser

CHAIR

Anthony Silva

VICE CHAIR

Andrew T Chesley

EXECUTIVE DIRECTOR

Member Agencies

CITIES OF

ESCALON,

LATHROP,

LODI,

MANTECA,

RIPON,

STOCKTON,

TRACY,

AND

THE COUNTY OF

SAN JOAQUIN

October 23, 2014

Mr. Michael McDowell
City of Stockton Community Development Dept.
345 N. El Dorado Street
Stockton, CA 95202

SUBJECT: SJCOG Review of Norcal Logistics Center Draft EIR

Dear Mr. McDowell,

On behalf of the San Joaquin Council of Governments (SJCOG), I would like to thank the City for providing our agency with opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Norcal Logistics Center. SJCOG staff have reviewed the DEIR and found that it substantially addresses the concerns of the Congestion Management Agency (CMA) as originally noted in the response to the Notice of Preparation (NOP) sent by former SJCOG staff Laura Brunn on November 21, 2012.

After examining the mitigation measures included in the draft EIR, SJCOG staff have the following additional comments related to Mitigation Measures 3.13.2, 3.13.3a, and any other mitigation measure referencing payment of a Regional Transportation Impact Fee (RTIF) "fair share" contribution to mitigate RCMP impacts:

- *From Section 6.4 of the 2012 CMP Update: the environmental document (i.e. mitigation language) must convey that payment into the RTIF program does not guarantee that the lead agency (local agency) will necessarily spend these developer fees on the identified mitigation improvement.*

It will be SJCOG's responsibility through the RCMP/RTIF Mitigation Monitoring Program to track the actual funding/implementation of identified mitigation improvements (i.e. conditions of approval) identified in the environmental documents.

Thank you again for the opportunity to comment. Please contact SJCOG staff David Ripperda if you have any questions or comments at (209) 235-0450, or by email at ripperda@sjcog.org.

Sincerely,

A handwritten signature in blue ink, reading "David Ripperda".

David Ripperda, Regional Planner
San Joaquin Council of Governments

Letter A7: San Joaquin Council of Governments – CMA

Response A7-1

The commenter's suggestion to revise Mitigation Measures 3.12.2 and 3.13.3a is noted. The City understands that the proposed improvement (i.e., on-going widening of SR 99 from SR 120 to the Crosstown Freeway) identified in the Draft EIR as a mitigation measure is fully funded and currently under construction. The City also understands that regional fees paid by the project applicant as part of the Regional Transportation Impact Fee (RTIF) program would likely fund other regional improvements. This comment is noted and no further change to the Draft EIR is required.



EDMUND G. BROWN JR.
GOVERNOR

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



KEN ALEX
DIRECTOR

October 23, 2014

Adam Brucker
City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202-1997

RECEIVED
OCT 27 2014
CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPT.

Subject: NorCal Logistics Center
SCH#: 2012102061

Dear Adam Brucker:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on October 22, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

A8-1

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

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

**Document Details Report
State Clearinghouse Data Base**

SCH# 2012102061
Project Title NorCal Logistics Center
Lead Agency Stockton, City of

Type EIR Draft EIR

Description The applicant, Arch Road L.P., proposes to further subdivide approximately 325 acres of its 495-acre property. The project site is comprised on two non-adjacent portions: an approximately 50-acre southern portion (at the southern end of the property) adjacent to Arch Road, and an approximately 275-acre northern portion (at the north end of the property) adjacent to Mariposa Road. The entirety of applicant's property is presently zoned for the development of industrial uses, "as of right," within the City of Stockton. The proposed subdivision will not enlarge nor change the industrial development already allowed on the property.

Lead Agency Contact

Name Adam Brucker
Agency City of Stockton
Phone 209 937 7564 **Fax**
email
Address Community Development Department
 345 N. El Dorado Street
City Stockton **State** CA **Zip** 95202-1997

Project Location

County San Joaquin
City Stockton
Region
Lat / Long 37° 54' 19" N / 121° 12' 08" W
Cross Streets Arch Road, Newcastle Road, Austin Road, Mariposa Road
Parcel No. 179-220-27,2,30;181-110-23;181-100-15
Township 1N **Range** 7E **Section** 18 **Base** MDB&M

Proximity to:

Highways SR 99
Airports Stockton Metropolitan
Railways BNSF
Waterways North Littlejohns Creek; Weber Slough
Schools
Land Use Vacant with no existing structures; IL, Limited Industrial/Industrial.

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 10; Air Resources Board; Regional Water Quality Control Bd., Region 5 (Sacramento); Native American Heritage Commission; Public Utilities Commission

Date Received 09/05/2014 **Start of Review** 09/08/2014 **End of Review** 10/22/2014

Letter A8: State of California, Governor's Office of Planning and Research

Response A8-1

The commenter outlines specific activities conducted by the State Clearinghouse regarding the distribution and review of the Draft EIR by other State agencies including those included above (i.e., Department of Transportation, CVRWQCB). No further response necessary.

This page intentionally left blank

CHAPTER 4

Mitigation Monitoring and Reporting Program

4.1 Introduction

The purpose of this Mitigation Monitoring and Reporting Program (MMRP) is to describe the City of Stockton's (City's) roles and responsibilities in the mitigation monitoring process for the proposed NorCal Logistics Center Project (Proposed Project), pursuant to CEQA Guidelines Section 15097.

A reporting and monitoring program ensures that measures adopted to reduce or avoid significant environmental impacts are implemented. It is a working guide to facilitate not only the implementation of mitigation measures, but also the monitoring, compliance, and reporting activities of the City of Stockton.

The MMRP includes a description of the requirements of CEQA and a compliance checklist. The intent of the MMRP is to prescribe and enforce a means for properly and successfully implementing the mitigation measures as identified within the Environmental Impact Report (EIR) for this project. Unless otherwise noted, the cost of implementing the mitigation measures as prescribed by this MMRP shall be funded by the project applicant.

4.2 Compliance Checklist

This MMRP is intended to be used by City staff and mitigation monitoring personnel to ensure compliance with the approved mitigation measures during all phases of project implementation. The mitigation measures identified in this MMRP were identified in the EIR prepared for the project. Mitigation is defined by CEQA as a measure which:

- Avoids the impact altogether by not taking a certain action or parts of an action.
- Minimizes impacts by limiting the degree or magnitude of the action and its implementation.
- Rectifies the impact by repairing, rehabilitating, or restoring the affected environment.
- Reduces or eliminates the impact over time by preservation and maintenance operations during the life of the project.
- Compensates for the impact by replacing or providing substitute resources or environments.

The intent of the MMRP is to ensure the effective implementation and enforcement of adopted mitigation measures and permit conditions. The MMRP will provide for monitoring of construction activities as necessary and in-the-field identification and resolution of environmental concerns.

Monitoring and documenting the implementation of mitigation measures will be coordinated by the City of Stockton. **Table 4-1** identifies the mitigation measure, the monitoring action for the mitigation measure, the responsible party for the monitoring action, and timing of the monitoring action. The project applicant will be responsible for fully understanding and effectively implementing the mitigation measures contained within the MMRP and the City of Stockton will be responsible for ensuring compliance.

4.3 Mitigation Monitoring Program

Table 4-1 identifies the mitigation measure number along with the mitigation measure text consistent with the impacts discussion presented in the EIR. Additionally, it identifies the agency or individual responsible for the implementation and monitoring of the measure, the timing for implementation of the mitigation or monitoring actions, and an area for the assigned inspector to verify compliance. Each of the Mitigation Measures identified in Table 4-1 shall be incorporated into the Conditions of Approval for the Site Development Permit.

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Aesthetics			
Measure 3.1.1: Outdoor Lighting Requirements. All proposed outdoor lighting will be required to meet applicable city standards regulating outdoor lighting in order to minimize any impacts resulting from outdoor lighting on adjacent properties. Lighting and glare guidelines provided in the City of Stockton's Municipal Codes for Design and Development require that all light sources be shielded and directed downwards so as to minimize trespass light and glare to adjacent residences. Additionally, all outdoor lighting sources of 1,000 lumens or greater shall be fully shielded.	City of Stockton Community Development Department	Prior to issuance of building permit.	
Agricultural Resources			
Measure 3.2.1: Compensate for Loss of Agricultural Lands. The applicant will be subject to the City's Agricultural Land Mitigation Program fees. The Agricultural Land Mitigation Program applies to all projects under the jurisdiction of the City of Stockton that would result in the conversion of agricultural land to a non-agricultural use, including residential, commercial, and industrial development. The purpose of the Agricultural Land Mitigation Program is to mitigate for the loss of agricultural land in the City of Stockton through conversion to private urban uses, including residential, commercial and industrial development.	City of Stockton Community Development Department	Prior to issuance of building permit.	
Air Quality			
<p>Measure 3.3.1a: Implement Dust Control Measures During Construction Activities. The applicant shall comply with Regulation VIII Rule 8011 and implement the following dust control measures during construction:</p> <ul style="list-style-type: none"> The applicant shall submit a Dust Control Plan subject to review and approval of the SJVAPCD at least 30 days prior to the start of any construction activity on a site that includes 40 acres or more of disturbed surface area. <p>Specific control measures for construction, excavation, extraction, and other earthmoving activities required by the Valley Air District include:</p> <ul style="list-style-type: none"> All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover in order to comply with Regulation VIII's 20 percent opacity limitation. All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. When materials are transported offsite, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. However, the use of blower devices is expressly 	City of Stockton Community Development Department and the SJVAPCD	During project construction.	

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>forbidden, and the use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions.</p> <ul style="list-style-type: none"> Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. Any site with 150 or more vehicle trips per day shall prevent carryout and trackout. <p>Enhanced and additional control measures for construction emissions of PM10 shall be implemented where feasible. These measures include:</p> <ul style="list-style-type: none"> Limit traffic speeds on unpaved roads to 15 mph. Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Install wind breaks at windward side(s) of construction areas. Suspend excavation and grading activity when winds exceed 20 mph. Limit area subject to excavation, grading, and other construction activity at any one time. <p>Measure 3.3.1b: Implement Construction-Related Exhaust Emission Reducing Measures. The applicant shall implement control measures during construction to mitigate exhaust emissions from construction equipment.</p> <ul style="list-style-type: none"> Contractor shall keep all diesel equipment tuned and maintained. Use alternative fueled or catalyst equipped diesel construction equipment where feasible. Minimize idling time to a maximum of 5 minutes. Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set), where feasible. Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways. Implement activity management, such as rescheduling activities to reduce short-term impacts and limiting the hours of operation of heavy duty equipment and/or the amount of equipment in use. <p>Measure 3.3.1c: Implement Construction-Related Exhaust Emission Reducing Measures Consistent with Rule 9510 Indirect Source Review. As part of future site development, the applicant shall comply with Rule 9510 Indirect Source Review. Compliance with Rule 9510 would require reductions of 20% of the NOx construction emissions and 45% of the PM10 construction exhaust emissions. If onsite (construction fleet) reductions are insufficient to meet these reduction targets, the applicant shall pay mitigation fees of \$9,350/ton for NOx emissions for year 2008 and beyond, and \$9,011/ton for PM10 emissions for year 2008 and beyond.</p>			

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>Measure 3.3.2a: Implement Operation-Related Exhaust Emission Reducing Measures Consistent with Rule 9510 Indirect Source Review. As part of future site development, the applicant shall comply with Rule 9510 Indirect Source Review. Compliance with Rule 9510 will require reductions of 33.3% of the NOx operational emissions and 50% of the PM10 operational emissions. These reductions shall be accomplished through onsite and offsite measures, and/or through the payment of mitigation fees of \$9,350/ton for NOx emissions for year 2008 and beyond, and \$9,011/ton for PM10 emissions for year 2008 and beyond.</p> <p>Measure 3.3.2b: Interior and Exterior Coatings. As part of future site development, the applicant shall require the use of low VOC paints for interior and exterior coatings.</p>	City of Stockton Community Development Department and the SJVAPCD	Prior to issuance of building permit.	
Biological Resources			
<p>Measure 3.4.1: Nesting Raptor Protection Measures. To avoid and minimize impacts on tree-nesting raptors the following measures (consistent with the SJMSCP 2009 ITMMs) will be implemented:</p> <ul style="list-style-type: none"> • If feasible, conduct all tree and shrub removal and grading activities during the non-breeding season (generally from October through February). • If grading and tree removal activities are scheduled to occur during the breeding season (generally from March through September), pre-construction surveys for Swainson's hawks and other tree-nesting raptors. The surveys shall be conducted by a qualified biologist in suitable nesting habitat within 1,000 feet of the project site for tree nesting raptors prior to project activities that will occur between March 15 and September 15 of any given year. If active nests are recorded within these buffers the project proponent shall consult with CDFW to determine and implement appropriate avoidance and mitigation measures. • If known or potential Swainson's hawk nest trees (i.e., trees that hawks are known to have nested in within the past three years or trees, such as large oaks, which the hawks prefer for nesting) are located on the project site, the project applicant has the option of retaining or removing known or potential nest trees (according to Section 5.2.4.11 of the SJMSCP). 	City of Stockton Community Development Department and the SJCOG	<p>30 days prior to construction if construction begins February 15 through August 31.</p> <p>If active nest is found, monitoring schedule to be determined by the qualified biologist and the California Department of Fish and Wildlife.</p>	
Cultural Resources			
<p>Measure 3.5.1a: Stop Work in the Event of Cultural Resource Discovery. If cultural resources are encountered, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the City of Stockton. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining</p>	City of Stockton Community Development Department and construction contractor	During site grading or project construction.	

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
appropriate treatment for prehistoric or Native American cultural resources. In considering any suggested mitigation proposed by the archaeologist and Native American representative, the City will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.			
Measure 3.5.1b: Discovery of Human Remains. If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the San Joaquin County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.	City of Stockton Community Development Department and construction contractor	During site grading or project construction.	
Climate Change			
Measure 3.6.1: Implement Construction-Related GHG Reduction Measures. The applicant shall require implementation of all feasible GHG reduction measures during construction, including but not limited to the following: <ul style="list-style-type: none"> Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard); Limit idling time for commercial vehicles, including delivery and construction vehicles; and Use low or zero-emission vehicles, including construction vehicles. 	City of Stockton Community Development Department	During project construction.	
Measure 3.6.2: Implement Operation-Related GHG Reduction and Energy Efficiency Measures. The applicant shall require implementation of all feasible energy efficiency and GHG reduction measures during operations, including but not limited to the following: <p><u>On-site Mitigation</u></p> <ul style="list-style-type: none"> Exceed Title 24 (15% improvement); Install high-efficiency lighting (25% lighting energy reduction); Install low-flow bathroom faucets (32% reduction in flow); Install low-flow kitchen faucets (18% reduction in flow); Install low-flow toilets (20% reduction in flow); Install low-flow showers (20% reduction in flow); Use water-efficient irrigation systems (6.1% reduction in flow); and Institute recycling and composting services (20% reduction in waste disposed). 	City of Stockton Community Development Department	Prior to any construction activity.	

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Geology, Soils, and Seismicity			
Measure 3.7.1: Conduct Geotechnical Study and Implement Design Recommendations. The applicant shall conduct a design-level geotechnical investigation of the project site to identify the characteristics of project site soils. Recommendations identified by the geotechnical investigations shall be incorporated into the design of the proposed project structures prior to approval of the building permit. Due to the expansive and corrosive nature of the soils, the geotechnical report may include recommendations for foundation design and use of materials that would not be affected by the corrosive soils, the removal of the expansive soils, or mixing the expansive soil with a non-expansive material.	City of Stockton Community Development Department	Prior to issuance of building permit.	
Hydrology and Water Quality			
Measure 3.9.1: Implement Best Management Practices from Stormwater Pollution Prevention Plan. The applicant shall renew its existing Stormwater Pollution Prevention Plan (SWPPP) for construction and operation of the proposed project for compliance with required NPDES construction permitting, and to reduce the intensity of potential water quality impacts associated with operation of the proposed project. The SWPPP shall identify all pollutant sources that may affect the quality of stormwater discharge, and shall require the implementation of Best Management Practices (BMPs) to reduce pollutants in storm water discharges during construction and operation. BMPs may include, but would not be limited to: <ul style="list-style-type: none"> Excavation and grading activities shall be scheduled for the dry season only (to October 14), to the extent possible. This will reduce the chance of severe erosion from intense rainfall and surface runoff. If excavation occurs during the rainy season, storm runoff from the construction area shall be regulated through a storm water management/erosion control plan that shall include temporary onsite silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material shall be covered and runoff diverted away from exposed soil material. If work stops due to rain, a positive grading away from slopes shall be provided to carry the surface runoff to areas where flow would be controlled, such as the temporary silt basins. Sediment basins/traps shall be located and operated to minimize the amount of off-site sediment transport. Any trapped sediment shall be removed from the basin or trap and placed at a suitable location on-site, away from concentrated flows, or removed to an approved disposal site. Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and similar measures) shall be provided until construction is complete or landscaping is established and can minimize discharge of sediment into nearby waterways. All storm drains shall be protected from sedimentation using such measures. Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures. No disturbed surfaces will be left without erosion control measures in place during the rainy 	City of Stockton Community Development Department and construction contractor	Prior to any construction activity.	

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
<p>season, from October 15th through April 30th.</p> <ul style="list-style-type: none"> Erosion protection shall be provided on all cut-and-fill slopes. Landscaping shall be initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15). <p>Construction-related stormwater BMPs selected and implemented for the project shall be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary. Operation-related stormwater BMPs shall be incorporated into project design and fully implemented prior to completion of construction and associated activities for the project. Effective mechanical and structural BMPs that could be implemented at the project site include the following:</p> <ul style="list-style-type: none"> Mechanical storm water filtration measures, including oil and sediment separators or absorbent filter systems such as the Stormceptor® system, can be installed within the storm drainage system to provide filtration of storm water prior to discharge. Vegetative strips, high infiltration substrates, and grassy swales can be used where feasible throughout the development to reduce runoff and provide initial storm water treatment. Drains shall discharge to natural surfaces, swales, or other stormwater retention features to avoid excessive peak stormwater flows. <p>The water quality detention basins during construction shall be designed to provide effective water quality control measures including the following:</p> <ul style="list-style-type: none"> Maximize detention time for settling of fine particles; Establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets; Maximize the detention basin elevation to allow the highest amount of infiltration and settling prior to discharge. Hazardous materials such as fuels and solvents used on the construction sites shall be stored in covered containers and protected from rainfall, runoff, vandalism, and accidental release to the environment. All stored fuels and solvents will be contained in an area of impervious surface with containment capacity equal to the volume of materials stored. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals shall be designated as responsible for prevention and cleanup activities. Equipment shall be properly maintained in designated areas with runoff and erosion control measures to minimize accidental release of pollutants. 			

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
Land Use			
Measure 3.10.2: Incorporate Building Design Features Consistent with SJCALUP Guidance. Any proposed structure over 200' above ground level; or construction which includes reflective material (other than traffic markings), unusual levels of lighting, or telecommunications equipment, shall be submitted to the FAA (San Francisco Airports District Office) for review (using Form 7460-1) to determine if the proposed construction would be a hazard to navigable airspace. For new development within the Airport Influence Area, ALUC review is required for any proposed object taller than 100 feet AGL.	City of Stockton Community Development Department	Prior to issuance of building permit.	
Noise and Acoustics			
Measure 3.11.1: Construction-Related Noise Measures. The City shall ensure that the project applicant or construction contractor will implement the following construction-related noise reducing measures: <ul style="list-style-type: none"> Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on Sundays and holidays. Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools. Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. Signs will be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with the City of Stockton in the event of problems. An onsite complaint and enforcement manager shall track and respond to noise complaints. 	City of Stockton Community Development Department and construction contractor	During project construction.	
Measure 3.11.2a: Measures to Reduce HVAC Equipment Noise. The project applicant shall ensure that HVAC units on northwest buildings of Lot 7 (north map) shall be located away from nearby residences, on building rooftops, and properly shielded by either the rooftop parapet or within an enclosure that effectively blocks the line of site of the source from the nearest receivers.	City of Stockton Community Development Department	Prior to issuance of building permit.	
Measure 3.11.2b: Measures to Reduce Loading Dock Noise. The project applicant shall ensure that loading docks in northwest buildings of Lot 7 (north map) shall be located away from nearby residences (i.e., on south or east sides of buildings) or shall be shielded with appropriate wing walls that effectively block the line of site of the loading docks from the nearest receivers.	City of Stockton Community Development Department	Prior to issuance of building permit.	
Measure 3.11.2c: Measures to Reduce Traffic Noise. The applicant shall notify the homeowners along roadway segment 1 of the noise impacts associated with the traffic from project operations. With the homeowners' approval, the applicant shall construct 6-foot solid fences along the property line of affected residences. Alternatively, residential building facades can be upgraded to reduce interior noise levels (e.g., improved windows and doors). While these measures could substantially reduce the impact of increased traffic noise on the interior environment of existing noise-sensitive uses, no	City of Stockton Community Development Department	Prior to issuance of building permit.	

**TABLE 4-1
MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measure	Monitoring Responsibility	Timing	Sign Off
enforcement mechanism has been identified to ensure implementation of the measures nor has any related funding mechanism been identified.			
Traffic and Circulation			
Measure 3.13.1: Restripe Arch Road to Provide Second Westbound Lane. The applicant shall restripe Arch Road to provide a second westbound through lane on Arch Road from approximately 500 feet east of Newcastle Road to Fite Court.	City of Stockton Community Development Department and Public Works Department	Prior to issuance of building permit.	
Measure 3.13.2: Project's Fair Share Contribution to SR99 Widening. The applicant shall pay the Public Facilities Fees (PFF), which includes the Regional Transportation Impact, Street Improvements, and Traffic Signal Fees. Payment of these fees would constitute the Project's fair share contribution to on-going widening of SR 99 from SR 120 to the Crosstown Freeway to provide three travel lanes in each direction. This improvement is fully funded, including funding from Measure K as well as Regional Transportation Impact Fees. Construction is expected to be completed in 2015/2016.	City of Stockton Community Development Department and Public Works Department	Prior to issuance of building permit.	
Measure 3.13.3a: Project's Fair Share Contribution to Arch-Airport Road/Sperry Road Specific Road Plan Road Improvements. The applicant shall pay the PFF which would constitute their fair share to the construction of planned improvements identified in the <i>Arch-Airport Road/Sperry Road Specific Road Plan</i> (August 2003), which includes the widening of Arch Road to provide two travel lanes in each direction as shown on Figure 3.13-6.	City of Stockton Community Development Department and Public Works Department	Prior to issuance of building permit.	
Measure 3.13.3b: Construct Westbound Right-Turn Only Lane at Arch Road/Newcastle Road Intersection. The applicant shall construct 770 feet (500 feet plus 270 feet of taper) of a right-turn only lane for the westbound approach of the Arch Road/Newcastle Road Intersection.	City of Stockton Community Development Department and Public Works Department	Prior to issuance of building permit.	
Measure 3.13.9a: Provide Adequate Vehicle Storage. At Arch Road/Newcastle Road, the eastbound left-turn lane should be designed to provide approximately 350 feet of vehicle storage. At Arch Road/Logistics Drive, the eastbound left-turn lane should be designed to provide 300 feet of vehicle storage, and the southbound right-turn lane should be designed to provide 300 feet of vehicle storage. At Mariposa Road/Newcastle Road, the eastbound right-turn should be designed to provide 150 feet of vehicle storage and the northbound left-turn should be designed to provide 300 feet of storage.	City of Stockton Community Development Department and Public Works Department	Prior to issuance of building permit.	
Measure 3.13.9b: Provide Adequate Driveway Access on Newcastle Road. The first driveway on Newcastle Road, serving Southern Lot 1 should be at least 300 feet from the Arch Road/Newcastle Road intersection, or restricted to right-in/right-out operation.	City of Stockton Community Development Department and Public Works Department	Prior to issuance of building permit.	
Measure 3.13.9c: Provide Adequate Emergency Vehicle Access. For each developable lot, the applicant shall consult with the City of Stockton fire department to ensure that the site plan provides adequate emergency vehicle access.	City of Stockton Community Development Department, Public Works Department, and Fire Department	Prior to issuance of building permit.	