

## 3.0 PROJECT DESCRIPTION

### 3.1 PROJECT LOCATION

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The project site, consisting of two properties, is in the San Joaquin County unincorporated area, adjacent to the southeastern limits of the City of Stockton (Figures 1-1 through 1-5). The 149.01-acre Sanchez property, consisting of Assessor's Parcel Number (APN) 181-100-09, is at the northwest corner of the intersection of Arch Road and Austin Road. The 20.76-acre Hoggan property, consisting of APN 179-200-27, is between North Littlejohns Creek and existing development along the north side of Gold River Lane. The two properties are separated by approximately one mile.

The Sanchez property is shown on the Stockton East U.S. Geological Survey 7.5-minute quadrangle map within Section 27 of Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The Hoggan property is shown on the Stockton East 7.5-minute quadrangle map within Sections 59 and 60 of the Campo de los Franceses land grant of Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The approximate latitude of the Sanchez property portion of the project site is 37° 54' 30" North, and the approximate longitude is 121° 11' 18" West.

### 3.2 PROJECT OBJECTIVES

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

The primary private-sector objectives for the proposed project include:

- The expansion and further development of the existing Norcal Logistics Center area in southeast Stockton by adding suitable land area for development of industrial warehousing and distribution uses.
- To provide industrial development with the proposed project site as contemplated by the Stockton General Plan 2040. Stockton General Plan Policy LU-4.1 encourages large-scale development proposals in appropriate locations that include significant numbers of higher-wage jobs and local revenue generation.
- The proposed project would take advantage of existing development-ready infrastructure and providing for project design flexibility in the allowable number and size of parcels and industrial structures, thereby maximizing the industrial development potential of the site.

- The project seeks to comply with the natural resource management objectives of the Stockton General Plan 2040 by placing new industrial development in an area where potential impacts to sensitive natural resources are or can be reduced or avoided through site design, phasing and landscaping.

### 3.3 PROJECT DETAILS

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The project proposes to annex two properties to the City of Stockton and pre-zone these properties for future development of light industrial land uses, primarily “high-cube” warehouses. While a formal site plan submittal for the Sanchez parcel is included as part of the requested entitlements, a detailed site plan for the Hoggan parcel has not been submitted. Potential development of the Hoggan parcel, illustrated on Figure 3-5, is likely to be related to surrounding industrial uses. The details of both are discussed below.

#### 3.3.1 Annexation and Pre-zoning

The proposed project includes the annexation of approximately 169.77 acres into the City of Stockton (see Figure 1-2). The annexation area includes APN 181-100-09, which is the 149.01-acre Sanchez property (Figure 3-1), and APN 179-200-27, which is the 20.76-acre Hoggan property (Figure 3-2). Also proposed for annexation are the segment of Arch Road adjacent to the Sanchez property and the segment of Austin Road from the intersection with Arch Road to the intersection with Mariposa Road.

The City would submit an annexation application to the San Joaquin Local Agency Formation Commission (LAFCo), which would be responsible for a decision on the annexation. LAFCo’s policies with respect to proposed annexations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended. Key considerations of LAFCo in determining the appropriateness of an annexation include if the annexation would constitute a logical expansion of a city boundary and if the annexation area would be provided with public utilities and services in an efficient manner.

Both the Sanchez and Hoggan properties are currently zoned by the County as AG-40 – General Agriculture with a 40-acre minimum parcel size. The project would include a request that the City pre-zone the entire project site Industrial, Limited (IL). This pre-zoning would be consistent with the zoning of the adjacent Norcal Logistics Center site, as well as with the current Industrial designation of the properties under the Stockton General Plan. The IL zone generally allows light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts and whose operations are totally conducted indoors. Stockton Municipal Code Section 16.20.020 has a table indicating allowable land uses within the IL zoning district.

Pre-zoning would require a recommendation for approval from the Stockton Planning Commission and final approval by the City Council. The pre-zoning would take effect upon annexation of the project site.

### 3.3.2 Tentative Parcel Map

The proposed project includes a request for City approval of a Tentative Parcel Map for the Sanchez property (Figure 3-3). The proposed Tentative Parcel Map would divide the Sanchez property into four parcels. One parcel would include the entire area south of Weber Slough. The other three parcels would be north of Weber Slough, divided in a manner reflecting the proposed industrial structure development. Approximately 7.32 acres would be a remainder parcel.

The proposed Tentative Parcel Map also defines a 25-foot maintenance easement dedication from the top of bank along both sides of Weber Slough, along with street dedications for Arch Road, Austin Road, and the proposed street extension from the Austin Road/Mariposa Road intersection onto the project site. It also dedicates sanitary sewer and storm drainage easements, including one for the proposed storm drainage pump station adjacent to Weber Slough.

### 3.3.3 Cancellation of Williamson Act

The Sanchez parcel is currently under Williamson Act contract. This contract must be terminated by the City prior to the conversion of land from agricultural use to industrial. Per Stockton's Municipal Code Chapter 16.236, the Stockton City Council is the reviewing authority for Williamson Act Cancellation requests. An application for cancellation of the Williamson Act contract will be submitted following City certification of this EIR and its subsequent decisions on the project.

### 3.3.4 Site Plan Review

The project includes a formally submitted site plan for development of the Sanchez parcel (Figure 3-4). A site plan for development of the Hoggan parcel is expected to be submitted later, although conceptual plans for development of this parcel are shown on Figure 3-5. Proposed site development on the Sanchez parcel and potential development on the Hoggan parcel are detailed in Section 3.3.5 below. Subsequent engineering and architectural design submittals to the City will be required for the review of the building architecture and construction of onsite and offsite improvements consistent with the proposed site plans.

### 3.3.5 Project Details

Upon annexation, the project site is proposed to be developed with light industrial land uses, mainly high-cube warehouses. A "high-cube warehouse" is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of approximately 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and, to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse has a high level of on-site automation and logistics management, which enable highly efficient processing of goods through the warehouse. There are five types of high-cube warehouses (ITE 2016):

- Transload – usually pallet loads or larger handling products of manufacturers, wholesalers/distributors, or retailers with little or no storage durations.
- Short-Term Storage – products held on-site for a short time.
- Cold Storage – warehouse with permanent cold storage in at least part of the building.
- Fulfillment Center – storage and direct distribution of e-commerce products to end users (e.g., Amazon).
- Parcel Hub – transload function for a parcel delivery company.

The project proposes a total of 3,087,388 square feet of building area for high-cube warehouse and ancillary office space, with potential maximum development of 3,088,416 square feet, along with 2,963 automobile parking stalls and 195 truck/trailer parking stalls. Detailed information on the development of each property that constitutes the project site is provided below. It should be noted that the type and timing of development that would actually occur will depend upon market conditions, and the actual businesses that occupy the proposed buildings will be determined by the transactions that occur between the building owners and the tenants/purchasers of the building space.

*Sanchez Property Development*

Figure 3-4 shows a proposed site plan for development of the Sanchez property. Table 3-1 shows the proposed Sanchez property development. Of the total 2,796,948 square feet proposed for development, 419,543 square feet would be for ancillary office space; the remainder would be for light industrial/warehouse use.

TABLE 3-1  
PROPOSED SANCHEZ PROPERTY DEVELOPMENT

Land Use	Site Acres	Building Footprint (square feet)	Building Floor Area (square feet)	Auto Parking Stalls	Trailer Parking Stalls
Industrial Buildings 1A and 1B	17.84	244,440	268,884	380	0
Industrial Building 2	56.07	1,117,200	1,228,920	1,162	72
Industrial Building 3	60.33	1,181,040	1,299,144	1,184	82
Detention Basin	7.21	-	-	-	-
Roads	0.24	-	-	-	-
Weber Slough (not developed)	7.32	-	-	-	-
<b>Total</b>	<b>149.01</b>	<b>2,542,680</b>	<b>2,796,948</b>	<b>2,726</b>	<b>154</b>



A total of 2,726 automobile parking stalls, 55 of which would be accessible to drivers with disabilities, and 154 truck/trailer parking stalls would be provided throughout the property. A detention basin to collect storm water drainage, 7.21 acres in area, would be constructed at the northwest corner of the property within the remainder parcel designated on the proposed Tentative Parcel Map. Another 7.32 acres is occupied by a corridor along Weber Slough approximately 100 feet in width that would not be developed. The remaining acreage would be used for on-site roads.

Landscaping would occupy approximately 5% of the property area. The landscaping would be installed at specific locations on the property, including a strip along Arch Road, strips bordering the north and south banks of Weber Slough, and areas surrounding Industrial Buildings 1A and 1B. Landscape plans would be submitted to the City, and the plans shall be consistent with the standards set forth in Stockton Municipal Code Section 16.56.040.

Access to the property would be from the existing Logistics Drive, with three driveways providing access to the parking and loading areas of the buildings. Four driveways providing access to the property are proposed off the existing Austin Road. In addition, the Sanchez property would be accessible from the north via a driveway from Mariposa Road. All driveways would allow for all turns except for the southernmost driveway off Austin Road, which is anticipated to be a “right-in, right-out” driveway. Curb, gutter and sidewalk would be installed along existing undeveloped street frontage in accordance with City standards.

Utility service for the property, including sewer, water and storm drainage, would be provided by the City of Stockton from existing lines in the adjacent public streets. As noted, a detention basin would be constructed at the northwest corner of the property, with other interconnected sub-basins, which would accommodate runoff from the property. Collected runoff within the basin would be discharged into Weber Slough. A pump station and outfall would be constructed adjacent to the slough, and an electronic device would control discharges from the basin. Regulated electrical, gas, and communication utilities would be extended to the property from existing facilities in the area. Street lighting has been installed along Logistics Drive, and existing utility poles and lines are along Arch Road and Austin Road.

#### *Sanchez Construction*

Construction on the Sanchez property would involve grading and excavation as required to accommodate the proposed new buildings and site improvements. No trees are on the property, so no removal of trees or shrubs would occur. The project would be graded and recompacted as required to establish desired subgrades for proposed aggregate base and pavement, which would be imported and placed on the site. Building, signage, and light standard foundations, the detention basin, and underground utility lines would be excavated where needed. Construction of buildings, site improvements, and landscaping would proceed as sequenced by the contractor, in accordance with plans and specifications approved by the City. Project construction would be accomplished using conventional equipment.

As noted, property development would involve the construction of required frontage improvements, including signalization improvements, concrete curb, gutter, and sidewalk along the adjacent public roads. Onsite wastewater and water lines would be installed and connected to offsite mains. Onsite storm drainage lines would be provided by a network of drainage swales and pipes that connect to the proposed detention basin and pump station discharging to Weber Slough. At this time, no specific utility or infrastructure plans have been prepared for the property.

#### *Hoggan Property Development*

Figure 3-5 shows anticipated development for development of the Hoggan property. As indicated on Figure 3-5, the property is adjacent to and west of the Building 8 area of the Norcal Logistics Center site. Table 3-2 shows the potential Hoggan property development. This amount is consistent with development in the surrounding area. The site plan proposes the construction of one industrial building, named Building 9 on Figure 3-5, with a total building area of 290,440 square feet. The amount of square footage dedicated to any warehouse use or office use on the Hoggan property is not known at this time. Clearance height would be 36 feet.

TABLE 3-2  
ANTICIPATED HOGGAN PROPERTY DEVELOPMENT

<b>Land Use</b>	<b>Acres</b>	<b>Building Floor Area (square feet)</b>	<b>Auto Parking Stalls</b>	<b>Trailer Parking Stalls</b>
Industrial Building 9	14.35	290,440	237	41
Detention Basins	4.60	-	-	-
Undeveloped	1.81	-	-	-
<b>Total</b>	<b>20.76</b>	<b>290,440</b>	<b>237</b>	<b>41</b>

Anticipated development on the Hoggan property could accommodate a total of 237 automobile parking stalls, eight of which would be for drivers with disabilities, and 41 trailer parking stalls. The remaining acreage is within a 50-foot setback from the south bank of North Littlejohns Creek that would remain undeveloped, as required by an agreement with the U.S. Fish and Wildlife Service (USFWS - see Chapter 7.0, Biological Resources).

Access to the property would be provided by an extension from Frontier Way to the south. The extension would start from the endpoint of Frontier Way, where it turns westward and becomes Gold River Lane. It would be constructed within an existing access easement to the Hoggan property. A secondary entrance is proposed to be constructed to the site from the Building 8 area, subject to availability of access rights, and would intersect with the extension from the existing driveway.

Sewer and water utility services for the property would be provided by the City of Stockton from existing lines near the site. As noted, two detention basins approximately 4.6 acres in area would be constructed on the property to collect storm drainage. These basins would be connected to the drainage system serving the Norcal Logistics Center site via an existing drainage main that extends along the southern boundary of the Building 8 area, ending at the area's western boundary. Regulated electrical, gas, and communication utilities would be extended to the property from existing facilities in the area.

As an alternative to warehouse development, the Hoggan property could be used as a truck/trailer storage area for adjacent industrial development at the Norcal Logistics Center. Chapter 19.0, Alternatives, describes this development alternative. In brief, the Hoggan property would accommodate as many as 489 truck and trailer parking spaces. No buildings or other structures would be constructed. Access to this truck/trailer storage area would be the same as that for the proposed warehouse development, although the primary point of access would likely be from the Norcal Logistics Center. For the purposes of this CEQA analysis, the warehouse development of the Hoggan property is assumed. However, Chapter 19.0, Alternatives, discusses the potential environmental impacts of the truck/trailer storage area as compared to the warehouse development.

#### *Hoggan Construction*

As with the Sanchez property, construction on the Hoggan property would involve grading and excavation as required to accommodate the proposed new building and site improvements, including drainage. No trees are on the property, except along North Littlejohns Creek within the setback area, so no removal of trees or shrubs would be required. The project would be graded and recompact as required to establish desired subgrades for proposed aggregate base and pavement, which would be imported and placed on the site. Building, signage, and light standard foundations, the detention basins, and underground utility lines would be excavated where needed. Construction of the building and site improvements would proceed as sequenced by the contractor, in accordance with plans and specifications approved by the City. Project construction would be accomplished using conventional equipment.

As noted, an extension from Frontier Way would be constructed. The extension would be consistent with City standards and specifications. Onsite wastewater and water lines would be installed and connected to offsite mains. Onsite storm drainage lines would be part of a network that connects to the proposed detention basins, which in turn would be connected to the Norcal Logistics Center drainage system. As with the proposed Sanchez development, no specific utility or infrastructure plans have been prepared for the Hoggan property at this time.

### 3.4 PERMITS AND APPROVALS

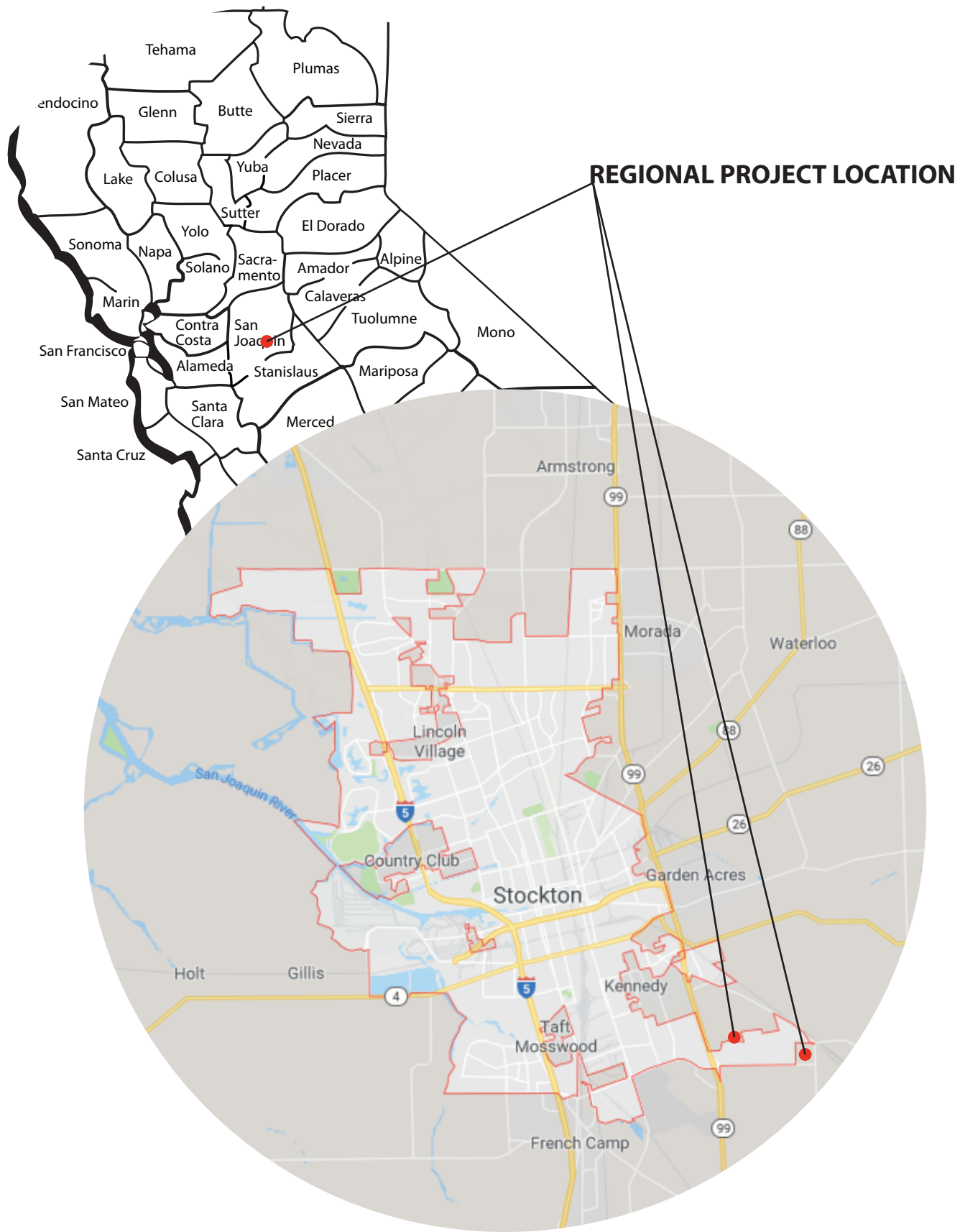
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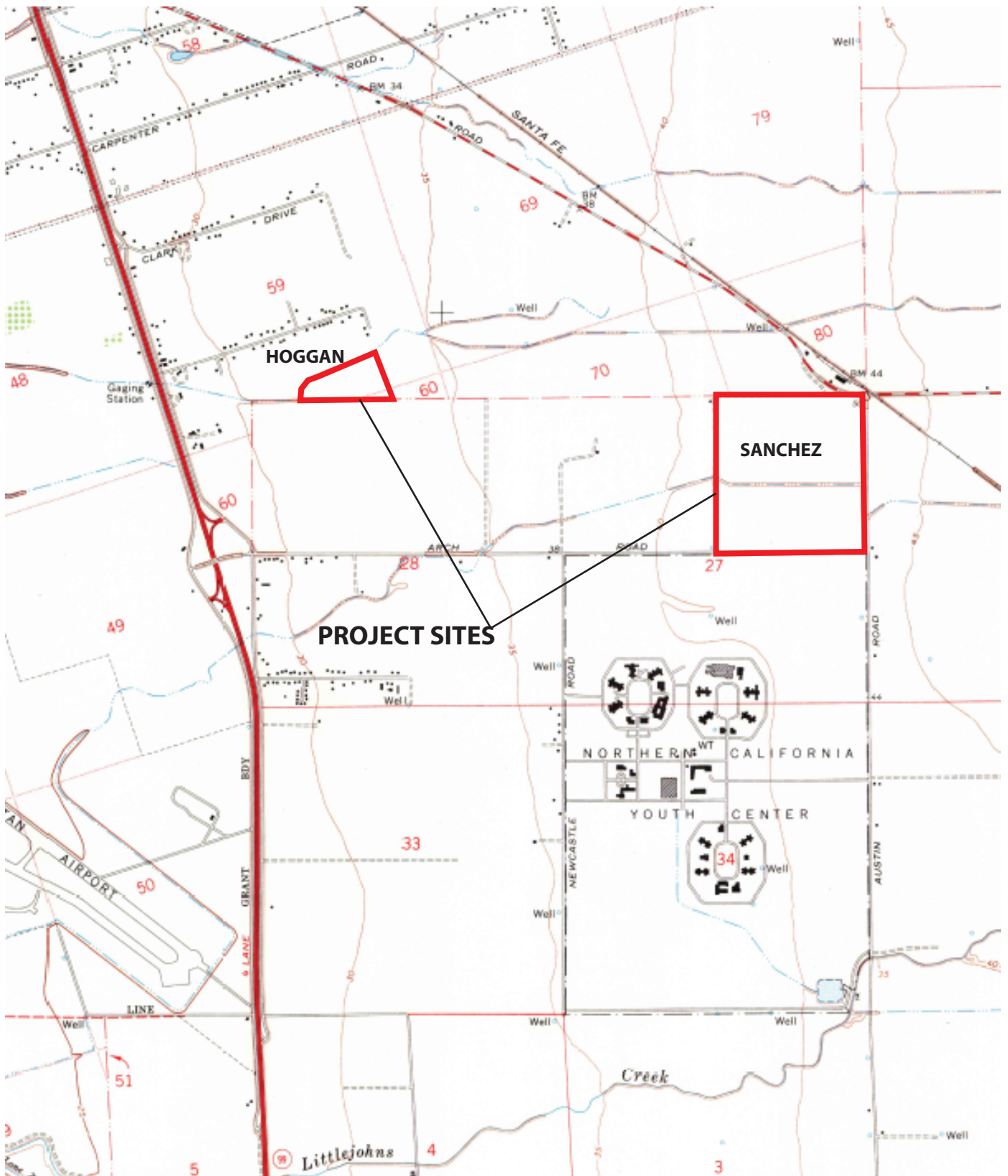
Table 3-4 provides a summary of permits and approvals that would be required for the project.

TABLE 3-3  
REQUIRED PERMITS AND APPROVALS FOR PROJECT

Agency	Permit/Approval
City of Stockton, City Council	Certification of Final Environmental Impact Report, adoption of CEQA findings and mitigation monitoring program  Approval of Tentative Parcel Map  Approval of application for annexation, including pre-zoning of project site  Approval of Williamson Act contract cancellation
City of Stockton, Planning Commission	Recommendations to the City Council on all land use and development actions  Land Development Permit approval for future development
City of Stockton, Public Works Department	Approval of subdivision improvement plans  Approval of site improvement plans  Encroachment permits for road work (City roads)  Approval of storm drainage facilities
City of Stockton, Municipal Utilities Department	Compliance with City of Stockton construction and post-construction storm water quality requirements  Connections to City's water, sewer, and storm drainage systems
San Joaquin Local Agency Formation Commission	Approval of annexation application, including a City Service Plan showing capability of providing municipal services to the properties
San Joaquin County Department of Public Works	Encroachment permit for road work (County roads)

State Water Resources Control Board	Compliance with Construction General Permit and Industrial General Permit requirements through City MS4 permit requirements.
Regional Water Quality Control Board, Central Valley Region	Section 401 Water Quality certification in connection with U. S. Army Corps of Engineers Section 404 Permit
Central Valley Flood Protection Board	Permit for construction activities within Board jurisdiction
U. S. Army Corps of Engineers	Section 404 Permit for Storm Drainage Pump Station Discharge and other modifications to Weber Slough.
California Department of Fish and Wildlife	Section 1600 (LSAA) Permit for Storm Drainage Pump Station Discharge and other modifications to Weber Slough





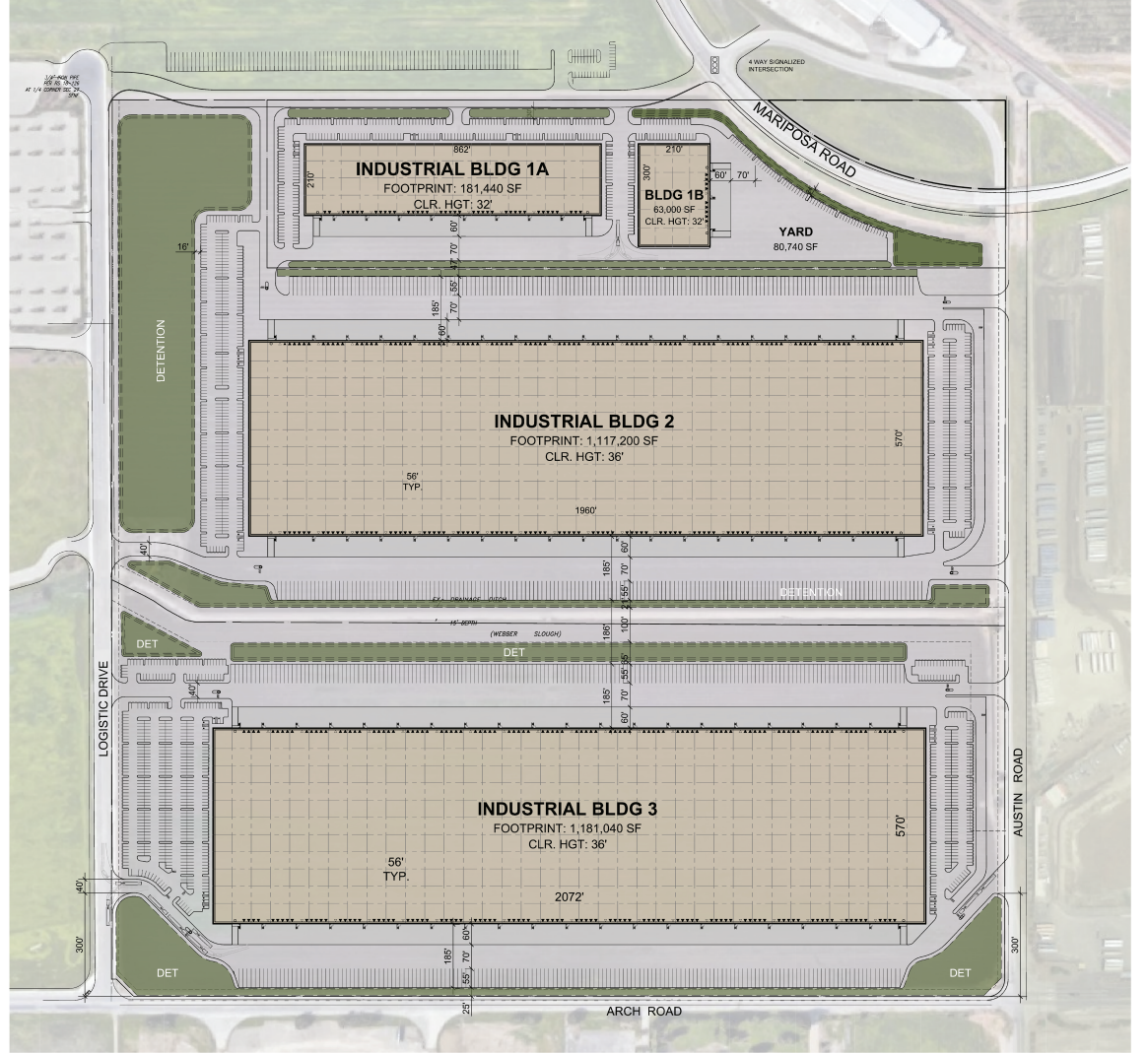
**SOURCE:** Stockton East Quadrangle Map, 7.5 Minute Series, 1968.





**SOURCE:** Google Maps





scheme: 5

Conceptual Site Plan

Austin Road  
Stockton, CA

This conceptual design is based upon a preliminary review of information and is not intended to be used for construction or other purposes without the approval of the project engineer.



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