



NOTICE OF PREPARATION AND INITIAL STUDY

FOR THE

SOUTH STOCKTON COMMERCE CENTER PROJECT

SEPTEMBER 2020

Prepared for:

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

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

D e N o v o P l a n n i n g G r o u p

A Land Use Planning, Design, and Environmental Firm



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NOTICE OF PREPARATION

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Interested Organizations

FROM: Nicole D. Moore, LEED AP – Acting Current
Planning Manager
City of Stockton
345 N. El Dorado Street
Stockton, CA 95202
(209) 937-8561
Nicole.Moore@stocktonca.gov

SUBJECT: Notice of Preparation – South Stockton Commerce Center Project

EIR CONSULTANT

Steve McMurtry, Principal Planner
De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
Phone: (916) 580-9818

An Initial Study has been prepared for the proposed project and is attached to this Notice of Preparation (NOP). The Initial Study lists those issues that will require detailed analysis and technical studies that will need to be evaluated and/or prepared as part of the Environmental Impact Report (EIR). The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect, and will analyze these potential effects to the detail necessary to make a determination on the level of significance.

Those environmental issues that have been determined to be less than significant will have a discussion that is limited to a brief explanation of why those effects are not considered potentially significant. In addition, the EIR may also consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the NOP process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;

3. Describe special studies and other information that you believe are necessary for the City of Stockton to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information; and
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Stockton by the following deadlines:

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30-day review period begins September 30, 2020 and ends on October 30, 2020.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make.

A responsible agency, trustee agency, or other public agency may request a meeting with the City of Stockton or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. A public scoping meeting and neighborhood meeting will be held during the public review period as follows:

1. Virtual Scoping and Neighborhood Meeting: To obtain the call-in and access information please RFVP with Nicole Moore, Acting Current Planning Manager at Nicole.Moore@stocktonca.gov.

Please send your response to Nicole Moore – Acting Current Planning Manager at the City of Stockton, 345 N. El Dorado Street Stockton, CA 95202. If you have any questions, please contact Nicole Moore – Acting Current Planning Manager at (209) 937-8561 or via email at: Nicole.Moore@stocktonca.gov.

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INITIAL STUDY CHECKLIST

PROJECT TITLE

South Stockton Commerce Center

LEAD AGENCY NAME AND ADDRESS

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

CONTACT PERSON AND PHONE NUMBER

Nicole D. Moore, LEED-AP – Acting Current Planning Manager
City of Stockton
345 N. El Dorado Street
Stockton, CA 95202
Phone: (209) 937-8561
Email: Nicole.Moore@stocktonca.gov

PROJECT SPONSOR'S NAME AND ADDRESS

Ryan Van Groningen
Five Corners Group, LLC
15100 S. Jack Tone Road
Manteca, CA 95336
Phone: (209) 982-5248

PURPOSE OF THE INITIAL STUDY

An Initial Study (IS) is a preliminary analysis which is prepared to determine the relative environmental impacts associated with a proposed project. It is designed as a measuring mechanism to determine if a project will have a significant adverse effect on the environment, thereby triggering the need to prepare an Environmental Impact Report (EIR). This Initial Study has been prepared consistent with CEQA Guidelines Section 15063, to determine if the proposed project may have a significant effect upon the environment.

PROJECT LOCATION AND SETTING

PROJECT LOCATION

The proposed Project site is comprised of 437.45 acres located in the southern portion of the City of Stockton, south of and adjacent to the Stockton Airport. The Project site is located west of the 99 Frontage Road and State Route (SR) 99 and east of Airport Way. The Union Pacific Railroad (UPRR) extends south from Airport Way bisecting the western portion of the site. French Camp Sough extends southeast from Airport Way across the southwestern portion of the site. It continues east under the UPRR and then south across the southwestern portion of the site, before continuing south off-site. Figures 1 and 2 show the Project's regional location and vicinity.

The Project site is made up of five assessor parcels (APN's), which are listed in Table 1, and are displayed on Figure 3.

TABLE 1: PARCELS WITHIN THE PROJECT AREA

APN	ADDRESS	ACREAGE
177-110-040	6110 S. Airport Way	218.29
177-100-030	7070 S. Airport Way	76.03
177-110-050	6122 S. Airport Way, Stockton	3.27
201-020-010	9091 S. State Route 99	75.07
177-050-090	8606 S. Airport Way	64.79
Total		437.45

EXISTING SITE USES

The Project site is comprised of active agricultural fields. The majority of the fields produce watermelons, with a walnut orchard located in the eastern portion of the site. Figure 4 shows aerial imagery of the current existing site uses within the Project site.

EXISTING SURROUNDING USES

The Project site is primarily bounded by lands within the County to the north, east and south. Lands within the City of Stockton are located to the west. Uses within the surrounding area include the following:

- North – Rydberg Creek, Army National Guard and Stockton Airport are located to the north. These uses are located within the County.
- East – Agricultural lands, 99 Frontage Road and SR 99.
- South – Agricultural lands and Duck and Lone Tree Creeks.
- West – The UPRR, Airport Way, and agricultural lands.

STOCKTON GENERAL PLAN LAND USE AND ZONING DESIGNATIONS

GENERAL PLAN LAND USE DESIGNATIONS

The Envision Stockton 2040 General Plan Land Use Map (Figure 2-8) designates the Project site as Industrial, Commercial, and Open Space/Agriculture. Figure 5 depicts the Envision 2040 Stockton General Plan land use designations for the Project site and the surrounding areas. The General Plan contains the following standards to guide development for these land uses:

Industrial (I): This designation allows for a wide variety of industrial uses, including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, Retail Sales, service businesses, public and quasi-public uses, and other similar and compatible uses. Residential uses are prohibited. The maximum FAR for industrial uses is 0.6.

Commercial (C): This designation allows for a wide variety of retail, service, and commercial recreational uses; business, medical, and professional offices; residential uses; public and quasi-public uses; and other similar and compatible uses. Community or regional commercial centers

as well as freestanding commercial establishments are permitted. In addition, limited industrial uses are allowed, provided that they are indoors and compatible with surrounding uses. The maximum FAR ranges differ based on the geographic area. Outside the Greater Downtown, the maximum FAR is 0.3.

Open Space/Agriculture (OS/A): This designation allows for agriculture, parks, single-family residential units, farm worker housing, wetlands, wildlife reserves, and other similar and compatible uses and structures related to the primary use of the property for preservation of natural resources or agriculture. Lands under this designation are intended to remain unincorporated and under the jurisdiction of San Joaquin County. The minimum parcel size is 40 acres, maximum density is 1 dwelling unit per parcel, and maximum FAR is 0.01. The Open Space/Agriculture land use designation within the Project area is currently located near the French Camp Slough, and this area would not be altered by the proposed Project.

ZONING DESIGNATIONS

The Project site is zoned IL (Industrial, Light), CG (Commercial, General), and OS (Open Space).¹ Figure 6 depicts the City's zoning districts for the Project site and the surrounding areas. Below is a general description of the zoning districts within the Project site.

IL (Industrial, Limited) District: This zone is applied to areas appropriate for light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts and whose operations are totally conducted indoors. Includes retail stores and ancillary office uses. The IL zoning district is consistent with the industrial land use designation of the General Plan.

CG (Commercial, General) District: This zone is applied to areas appropriate for a wide variety of general commercial uses, including retail, personal and business services; commercial recreational uses; and a mix of office, commercial, and/or residential uses. The CG zoning district is consistent with the commercial land use designation of the General Plan.

OS (Open Space) District: This zone is applied to areas of the City with open space resources, including agricultural lands, wetlands, wildlife reserves, and other sensitive natural resources; passive recreational areas such as golf courses; or natural hazards. Structural uses are limited to those which support the maintenance and/or use of the open space area. The OS zoning district is consistent with the open space and agricultural land use designations of the General Plan.

SURROUNDING GENERAL PLAN DESIGNATIONS

Within San Joaquin County, lands to the north and east of the Project site are designated Public (P/F) and lands to the south are designated Urban Reserve (A/UR) and General (A/G). Within the City, lands to the west are designated Industrial. The City's General Plan also designates land to

¹ The Stockton Zoning Map (last revised June 29, 2020) identifies the zoning for APN 177-050-09 as CG (Commercial), RM (Residential Medium-Density), and RH (Residential High-Density). However, City of Stockton Ordinance No. 2019-07-16-1501-02 (adopted July 16, 2019, effective August 15, 2019) rezoned APN 177-050-09 to IL (Industrial-Limited) and CG (Commercial), consistent with the Industrial and Commercial General Plan Land Use Designations.

the east and south (within unincorporated San Joaquin County) as Industrial and Open Space/Agriculture. The City of Stockton and San Joaquin County General Plan land use designations for the Project site and surrounding areas are shown on Figure 6.

PROJECT DESCRIPTION

PROJECT OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the proposed Project shall be discussed. The principal objective of the proposed Project is the approval and subsequent implementation of the South Stockton Commerce Center (SSCC) Project (the proposed Project). The quantifiable objectives of the proposed Project include the development of approximately 437-acres of land which will include: industrial, commercial, open space, public facilities, and public roadway right-of-way land uses, as described below.

The Project area aims to develop in multiple phases, a well-planned industrial type project that will attract businesses to the City of Stockton and provide for local employment opportunities. The Project also provides for a seamless expansion of the existing industrial area located in southeast Stockton, in the vicinity of the Stockton Airport, and will create the opportunity to create rail served parcels from the adjacent Union Pacific rail line.

The quantifiable objectives of the proposed SSCC Project include the following:

- Development of approximately 300 acres of industrial uses (building and parking areas);
- Development of approximately 41 acres of public facilities (storm basins and pump stations);
- Creation of approximately 54 acres of open space (park area and avoidance of French Camp Slough); and
- Build up to a maximum of 6,091,551 square feet of employment-generating industrial uses.

The following objectives have been identified for the proposed SSCC Project:

- **Employment Opportunities:** Provide for local and regional employment opportunities that take advantage of the Project area's high level of accessibility, allow for the expansion of the City's economic base, help create a jobs/housing balance, and reduce the commute for regional residents.
- **Improve Circulation:** Create safe access to the industrial area by constructing an overpass of the Union Pacific Railroad line.
- **Enhance Transportation:** Create the ability to develop rail service to the three largest parcels within the SSCC Project Area, if needed.
- **Public Facilities and Services:** Provide infrastructure and services that meet City standards and integrate with existing and planned facilities.
- **Phasing:** Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet City standards.

PROJECT CHARACTERISTICS

The SSCC Project proposes a Tentative Map for the 437.45-acre site to create 13 development lots, two basin lots, one park lot, one open space lot, and one sewer pump station lot. Of the 13 development lots, 12 will be for development of a mix of industrial uses and one will be for development of commercial uses.

More specifically, the SSCC Project Tentative Map proposes approximately 298 net acres of limited industrial uses. Although a Site Plan is not currently proposed, for planning purposes a conceptual site plan was prepared to establish a target Floor Area Ratio (FAR) that was used to generate the maximum square footage of building area for the Tentative Map and for purposes of environmental review. Based on a FAR of .47, a maximum of 6,091,551 square feet of industrial type land uses could be developed throughout the site. Table 1, SSCC Land Use Summary, identifies the land uses and associated development potential.

The SSCC Tentative Map also proposes approximately 11 acres of general commercial uses located between Airport Way and the UPRR right-of-way. Similar to the industrial uses, a Site Plan is not currently proposed; however, based on a FAR of .30, a maximum of 140,350 square feet of commercial land uses could be developed in this area; refer to Table 2.

TABLE 2: SSCC LAND USE SUMMARY

LAND USE	ACREAGE (NET)	TOTAL SQUARE FEET PER LAND USE	FLOOR AREA RATIO	MAXIMUM SQUARE FEET
Commercial	11	467,834	.30	140,350
Industrial ¹	298	12,960,747	.47	6,091,551
Open Space	54	--	--	--
Public Facilities (Storm Basins, Outfall and Pump Stations)	41	--	--	--
Roadway Right of Way	19	--	--	--
TOTAL	423	--	--	6,231,901
For purposes of the environmental analysis, a range of industrial uses is assumed. These uses include general light industrial, industrial park, warehousing, mini-warehouse, high-cube transload and short-term storage warehouse, high-cube fulfillment center warehouse, high-cube parcel hub warehouse, and high-cube cold storage warehouse.				

The project proposes approximately 54 acres of open space area within the site, which will include approximately seven acres of park space located east of the UPRR and south of the future Commerce Drive (refer to the Circulation Improvements discussion below). The Project anticipates development of a passive park with shade structures and picnic tables for use by employees and visitors within the site.

Approximately 41 acres of the site will be for public facilities uses to serve the development, including storm basins, outfall, and pump stations; refer to the Utilities and Planned Infrastructure Improvements discussion below. The Project proposes to locate a sewer pump lot (0.28 acres) at the northeast corner of Airport Way and future Commerce Drive, within the portion of the site designated Commercial.

Approximately 19 acres of the site will consist of the proposed west-east road right-of-way (referred to as Commerce Drive), which will provide connections to the SR 99 Frontage Road and Airport Way; refer to the Circulation Improvements discussion below.

The remaining approximately 14 acres of the site will be identified as remainder areas, and are not identified for development, therefore these 14 acres are not listed in Table 2.

GENERAL PLAN AMENDMENT AND REZONE

Although the proposed SSCC Project is consistent with the site's existing General Plan and Zoning designations, due to limitations caused by the floodway along French Camp Slough and the location of drive entrances for surrounding developments, the alignment of the future Commerce Drive requires a General Plan Amendment and Rezone of the two areas between Airport Way and the Union Pacific Railroad right-of-way. As seen on Figures 5 and 6, these areas are currently designated Commercial and Industrial and are zoned CG and IL, respectively. The current boundaries of the designations will be modified to be consistent with the future Commerce Drive right-of-way center line. The area to the north of the Commerce Drive right-of-way centerline will be designated Commercial and zoned CG and the area to the south of the Commerce Drive right-of-way centerline will be designated Industrial and zoned IL. Figure 8 and Figure 9 show the proposed boundary modifications to the General Plan land use designations and Zoning districts for these two areas.

CIRCULATION IMPROVEMENTS

The Project proposes a west-east trending primary road referred to as Commerce Drive that will provide access to Airport Way to the west and the 99 Frontage Road to the east. A grade separated crossing over the UPRR right-of-way will be constructed to accommodate the primary access road and avoid conflicts with the UPRR rail line.

The majority of Commerce Drive is proposed to have a 78-foot right-of-way with one 16-foot traffic lane in each direction, and a 16-foot center turn lane. Five-foot landscaped areas would separate the traffic lanes from the 8-foot sidewalks on both the north and south sides of the road.

As Commerce Drive approaches the intersection with Airport Way, the right-of-way will be reduced to 77 feet 5 inches and provide one 16-foot westbound traffic lane, a 16-foot left turn lane, a 14-foot eastbound traffic lane, and a 16-foot eastbound traffic lane. Five-foot landscaped areas and 8-foot sidewalks would continue to be provided on both the north and south sides of the road.

The grade separated crossing over the UPRR right-of-way will be 40-feet with one 16-foot travel lane in each direction. An eight-foot pedestrian walkway will be provided on the north side of the overcrossing.

As part of the Project, a 10-foot wide right-of-way dedication will be provided along Airport Way, adjacent to the Project site.

The Project also proposes to potentially include rail service to up to three large parcels (parcels 2, 3, and 4) within the Project site. A potential railroad spur line would extend east from the UPRR along the Project site's northern edge providing rail access to the parcels.

The 99 Frontage Road will provide access to the Arch Road and SR 99 Interchange. Airport Way will provide access to both the French Camp/Arch Road and Interstate 5 Interchange and the French Camp and the SR 99 Interchange.

UTILITIES AND PLANNED INFRASTRUCTURE IMPROVEMENTS

The construction of infrastructure improvements will be required to accommodate development of the proposed Project, as described below. It should be noted that the potential environmental impacts associated with off-site infrastructure improvements associated with the larger Tidewater Crossing Project, which included the SSCC Project site, were analyzed as part of the Tidewater Crossing Project Environmental Impact Report (SCH No. 2005122101) certified on October 28, 2008. Thus, the SSCC Project environmental analysis will focus on the proposed on-site improvements.

Potable Water. The Project proposes a 24-inch water line to be located within the proposed Commerce Drive right-of-way. The proposed water line will connect to the existing City of Stockton water main in Airport Way and the future City of Stockton water main in 99 Frontage Road, identified as part of the Tidewater Crossing Project. The City is extending existing water lines from Arch Airport Road along 99 Frontage Road to proposed Commerce Drive.

Wastewater. As stated above, a sewer pump station is proposed to be located at the northeast corner of Airport Way and the future Commerce Drive. A sewer line (ranging from 8 to 21 inches) will be located within the proposed Commerce Drive right-of-way. Within the western portion of Parcel 2, the sewer line within the Commerce Drive right-of-way will shift north outside of the Commerce Drive right-of-way into Parcel 2 and extend west along the southern edge of Parcel 1, continuing under the UPRR right-of-way. West of the UPRR right-of-way, the sewer line will extend into the proposed Commerce Drive right-of-way. The sewer line within the Commerce Drive right-of-way will connect to a proposed 36-inch sewer line within Airport Way. The sewer line within Airport Way will extend to the intersection of Industrial Drive and Airport Way and connect to an existing 66-inch sewer pipe.

It should be noted that as part of a separate development project associated with the Tidewater Area, a Sewer Master Plan is currently being prepared that will provide the engineering detail related to the construction of future force mains within Airport Way and the proposed sewer pump station.

Storm Drain. The Project proposes to construct two storm drain detention basins to provide flood control. The primary basin will be approximately 28 acres located within the northwest corner of the Project site, east of the UPRR right-of-way. The Project proposes to construct a storm drainage flood channel generally along the northern edge of Parcels 3, 4 and 5. The drainage channel will connect to a proposed outfall to the detention basin, generally located within the northeast area of the basin. A storm drain (ranging from 15 to 84 inches) is proposed

within the proposed Commerce Drive right-of-way. The storm drain will extend from Commerce Drive along the southern and western edges of Parcel 1 and connect to the proposed outfall to the detention basin. The proposed outfall and a storm drain pump station are proposed to be located generally within the southwest area of the basin.

The secondary basin will be approximately 13 acres, located west of the UPRR right-of-way, between the future Commerce Drive and French Camp Slough. The proposed storm drain in Commerce Drive will connect to the proposed outfall to the detention basin, generally located within the northeast area of the basin. An outfall from the basin to French Camp Slough will also be constructed (exact size and location to be determined).

DEVELOPMENT AGREEMENT

The proposed project includes a request for approval of a Development Agreement (DA) governing the relationship between the City of Stockton and the SSCC Applicant, or its successors. A primary purpose of the DA may be to regulate development density and intensity over an extended period of time; however, the DA would not increase the maximum density or development intensity. The DA will also be used to establish other agreements between the City/Applicant (or its successors) related to the project. Such other agreements may include, but are not limited to, commitments to project entitlements and development standards as well as any other administrative and/or financial relationships that may be defined during the review of the initial application or subsequent applications related to developing the project.

REQUESTED ENTITLEMENTS AND OTHER APPROVALS

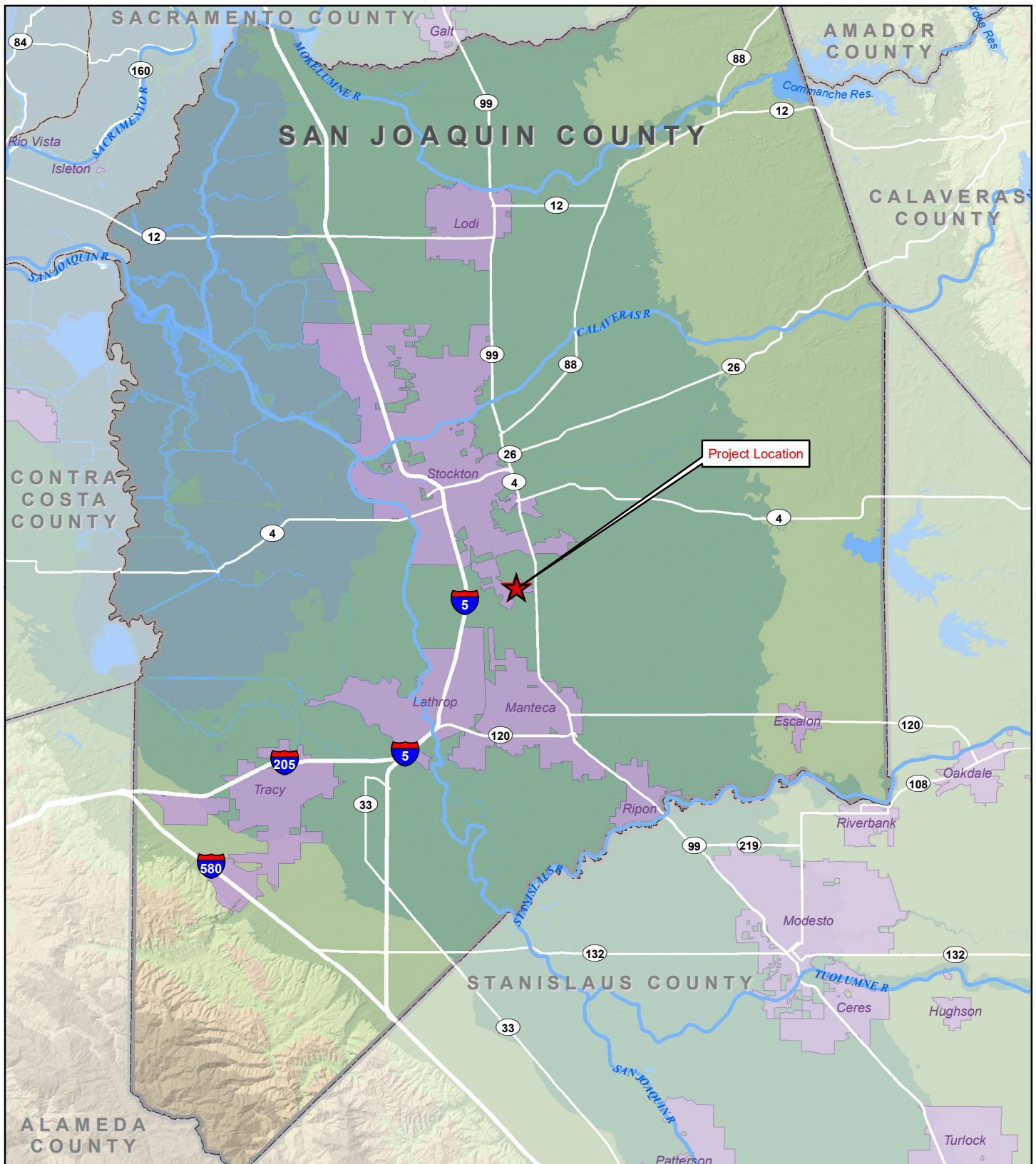
The City of Stockton will be the Lead Agency for the proposed project, pursuant to the State Guidelines for Implementation of the California Environmental Quality Act (CEQA), Section 15050. Actions that would be required from the City include, but are not limited to the following:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of City of Stockton General Plan Amendment
- Approval of City of Stockton Zoning Map Amendment
- Approval of Tentative and Final maps;
- Approval of Improvement Plans;
- Approval of Grading Plans;
- Approval of Building Permits;
- Approval of Site Plan Review;
- Approval of Design Review;
- Approval of Completeness Review;
- Approval of Development Agreement;
- Issuance of grading, encroachment, and building permits;
- City review and approval of Project utility plans;




OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED (E.G., PERMITS, ETC.)

The following agencies may be required to issue permits or approve certain aspects of the proposed project. Other governmental agencies that may require approval include, but are not limited to, the following:

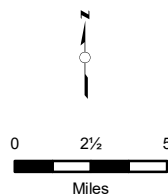
- Union Pacific Railroad – Encroachment Permit for the sewer line and Easement for the proposed overpass;
- California Department of Fish and Wildlife – Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code;
- United States Army Corps. Of Engineers (USACE) – Permitting of federal jurisdictional areas pursuant to Section 404 of the Clean Water Act.
- Central Valley Regional Water Quality Control Board (CVRWQCB) – Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- CVRWQCB – Water quality certification pursuant to Section 401 of the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Approval of construction-related air quality permits;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – As an industrial development, the Project may be subject to Indirect Source Review (ISR) by the SJVAPCD. The storm drain pump station may require an Authority to Construct and, Permit to Operate;
- French Camp McKinley Fire District – Plan check of the site plan and roadway improvements for adequate emergency vehicle access and fire flow capabilities;
- Central Valley Flood Protection Board (CVFPB) – Approval of the storm drainage flood channel;
- CVRWQCB – Permitting of State jurisdictional areas, including French Camp Slough, pursuant to the Porter-Cologne Water Quality Act;
- San Joaquin County Flood Control and Water Conservation District – Approval of the proposed storm basins, outfall and pump stations;
- Sacramento & San Joaquin Drain District (SSJDD) – Approval for construction of an outfall; and
- San Joaquin Council of Governments (SJCOG) – Issuance of incidental take permit under the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).



LEGEND

-  Project Location
-  County Boundary
-  City Area

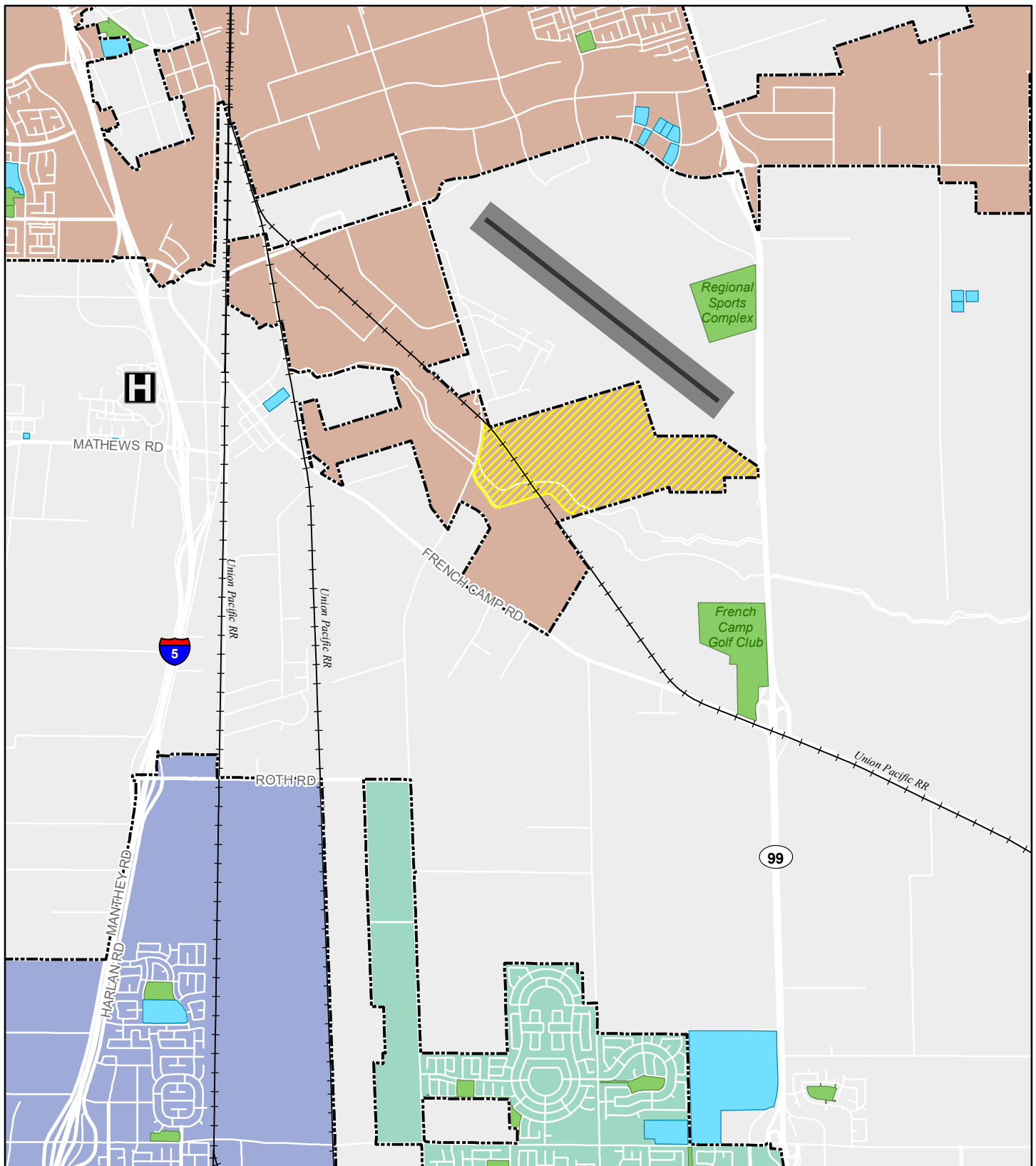
Sources: CalAtlas; California County GIS Departments. Map date: July 20, 2020.



SOUTH STOCKTON COMMERCE CENTER

Figure 1. Regional Location Map

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LEGEND

Project Location

City Limits

Stockton

Lathrop

Manteca

Public Facilities

Park

Schools

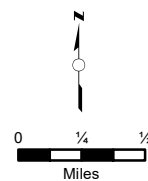
San Joaquin General Hospital

Stockton Metropolitan Airport

Runway

Primary Surface

Sources: San Joaquin County GIS. Map date: July 20, 2020.

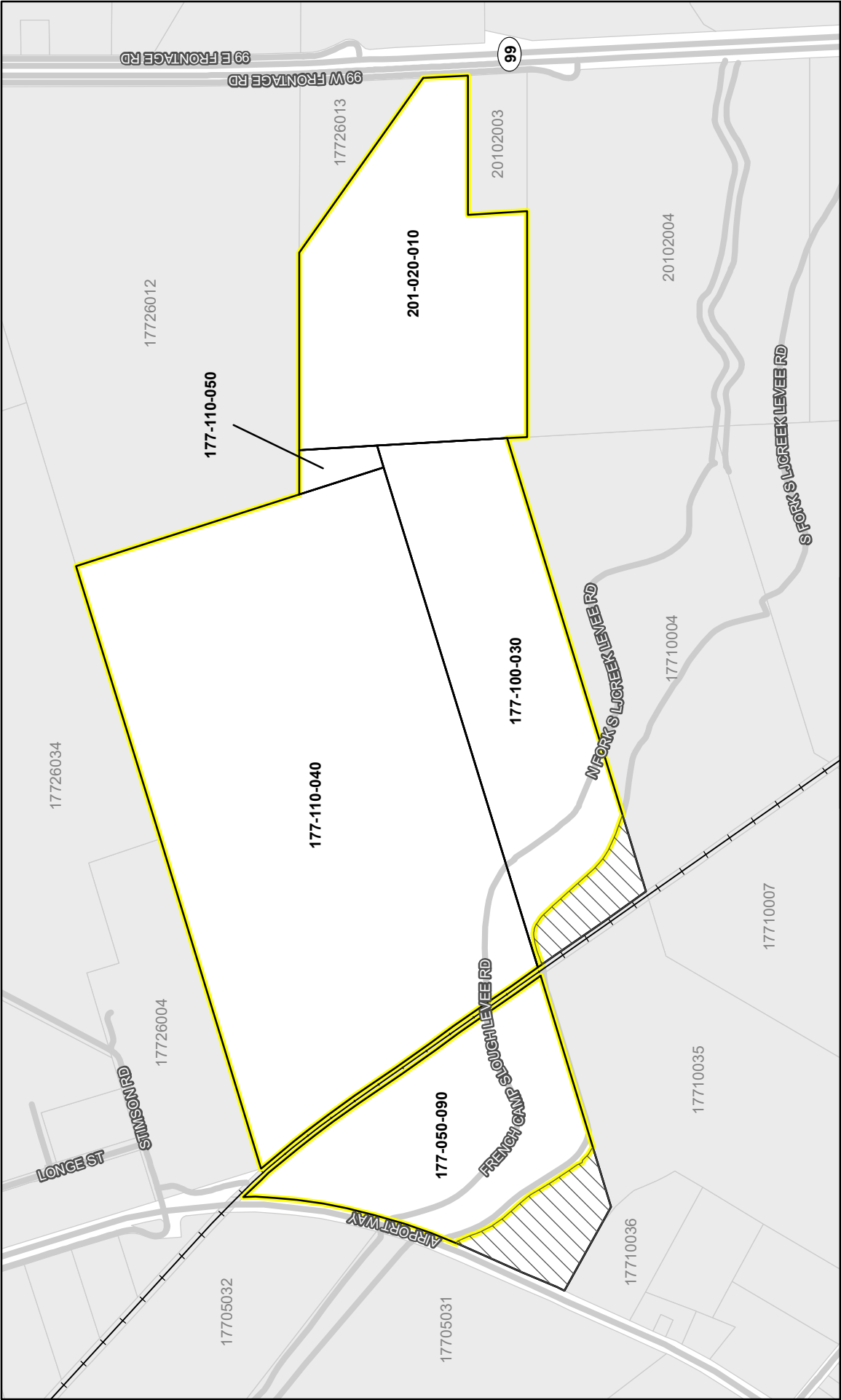


SOUTH STOCKTON COMMERCE CENTER

Figure 2. Vicinity Map

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A Land Use Planning, Design, and Environmental Firm

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LEGEND

- Project Boundary
- Project Parcels
- Portion of Parcel Excluded from Project
- Surrounding Parcels

0 500 1,000
Feet

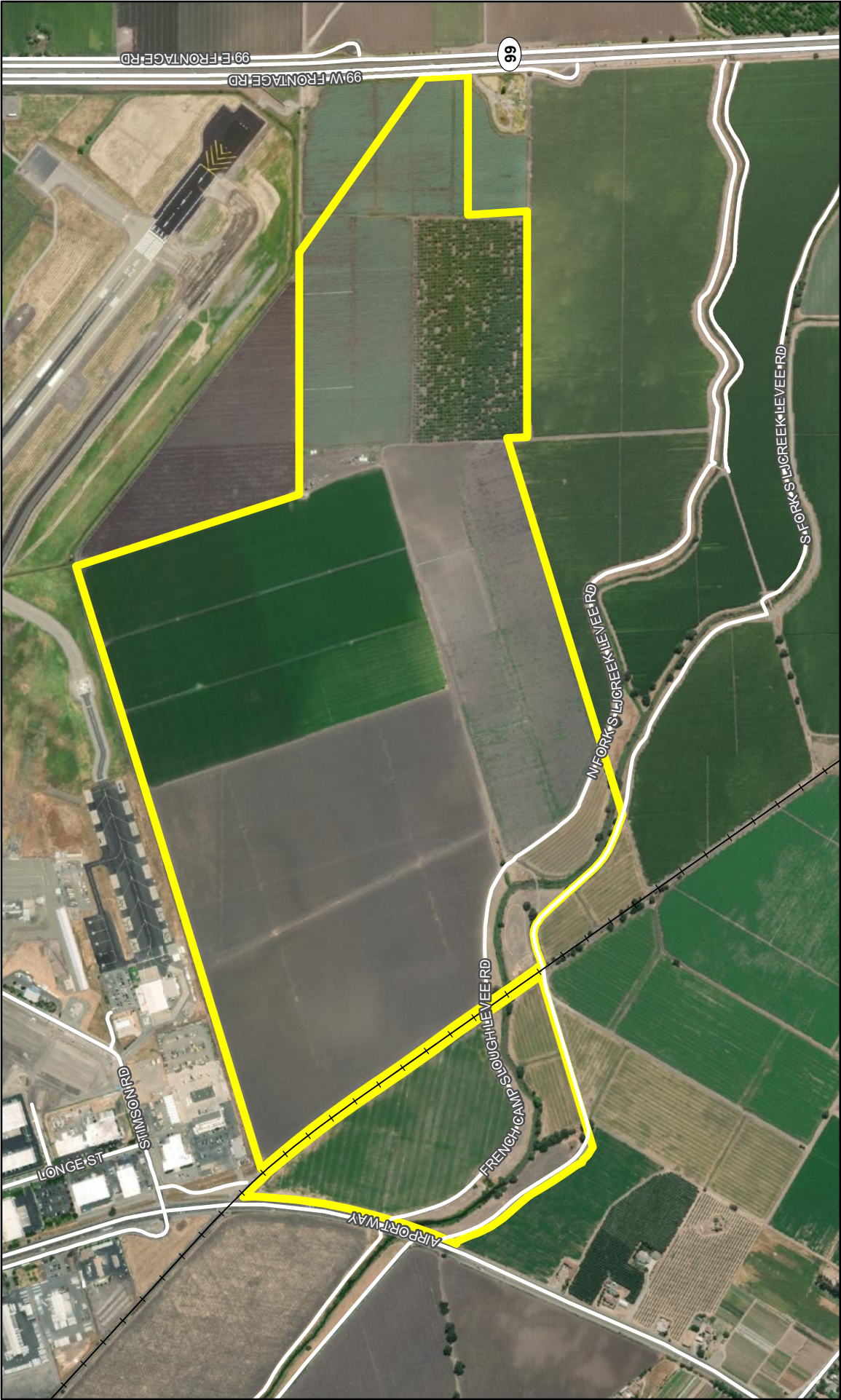
SOUTH STOCKTON COMMERCE CENTER

Figure 3. Assessor's Parcel Map


De Novo Planning Group
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Source: San Joaquin County GIS. Map date: July 20, 2020.

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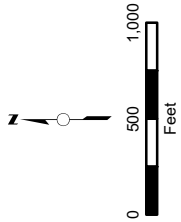


LEGEND

 Project Boundary

SOUTH STOCKTON COMMERCE CENTER

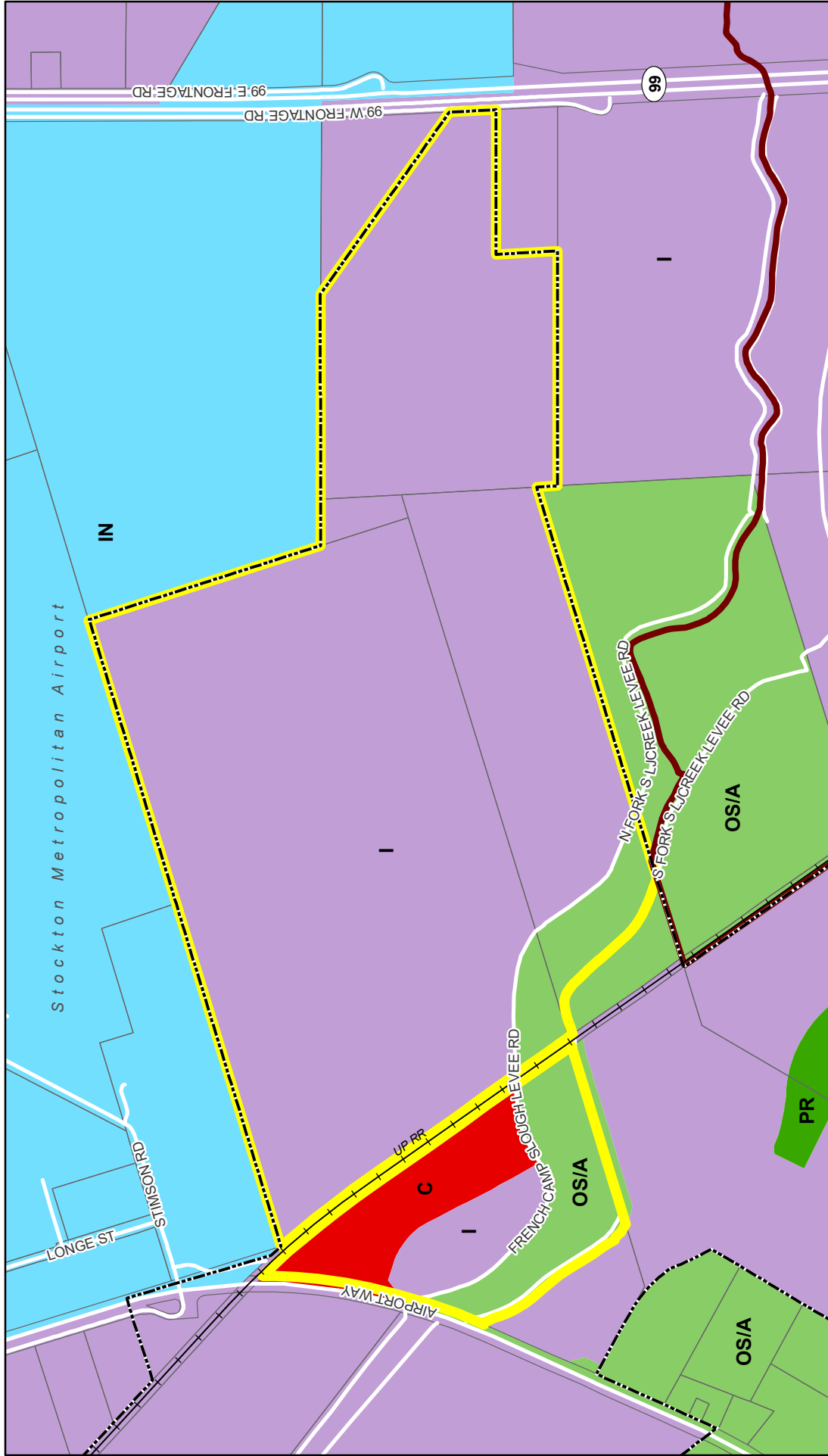
Figure 4. Aerial View of Project Site



De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Sources: San Joaquin County GIS; ArcGIS Online World Imagery Map Service. Map date: July 20, 2020.

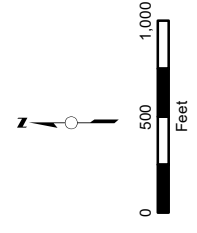
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LEGEND

- Project Boundary
 - Stockton Sphere of Influence
 - Stockton City Limits
 - Assessor Parcel
- City of Stockton General Plan Land Use**
- C - Commercial
 - I - Industrial
 - IN - Institutional
 - OS/A - Open Space/Agriculture
 - PR - Parks and Recreation

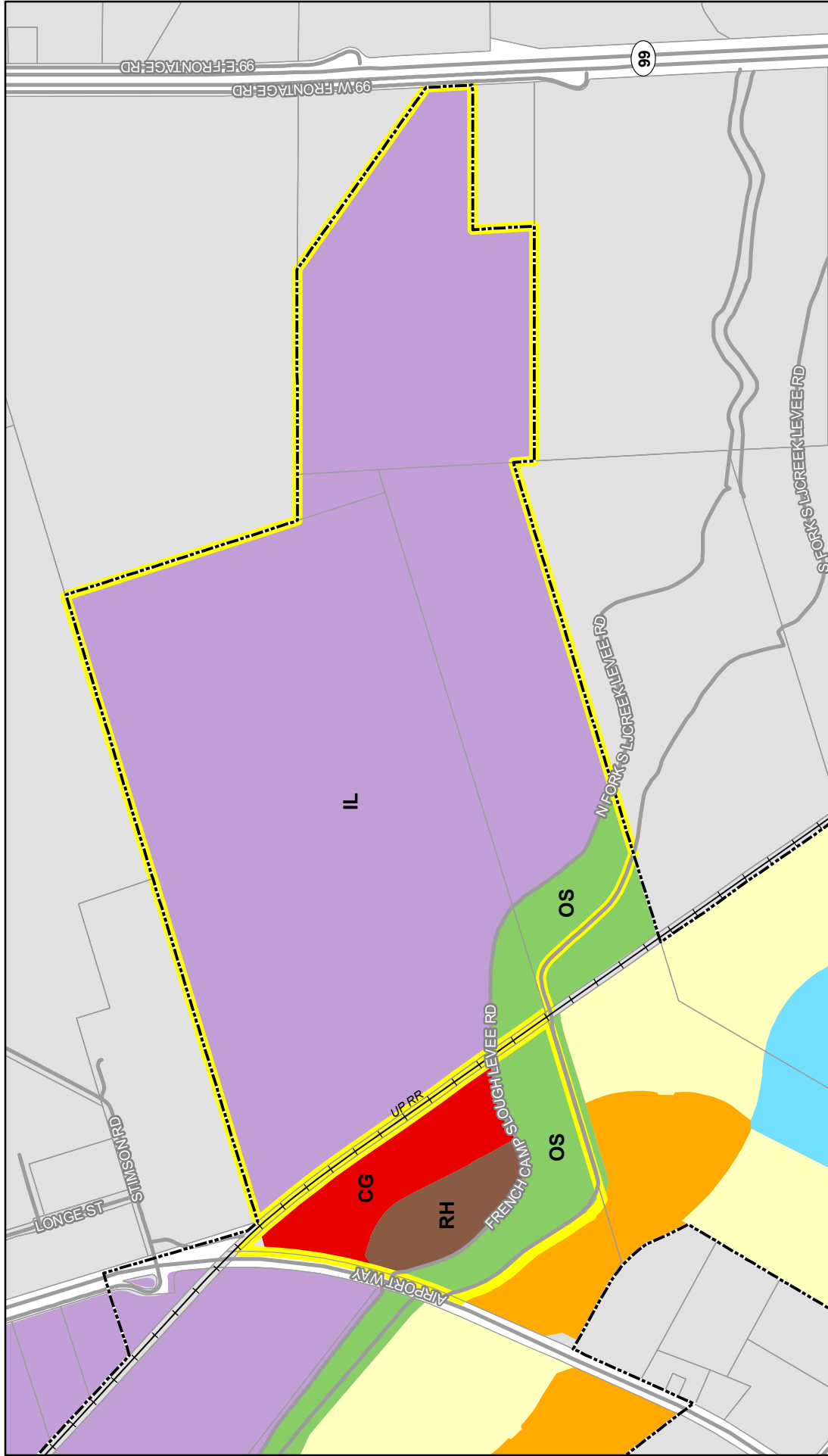
Sources: San Joaquin County GIS; City of Stockton GIS. Map date: July 20, 2020.



SOUTH STOCKTON COMMERCE CENTER

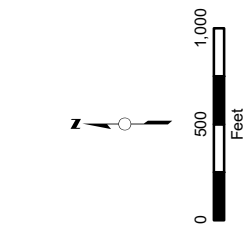
Figure 5. Existing General Plan Land Use

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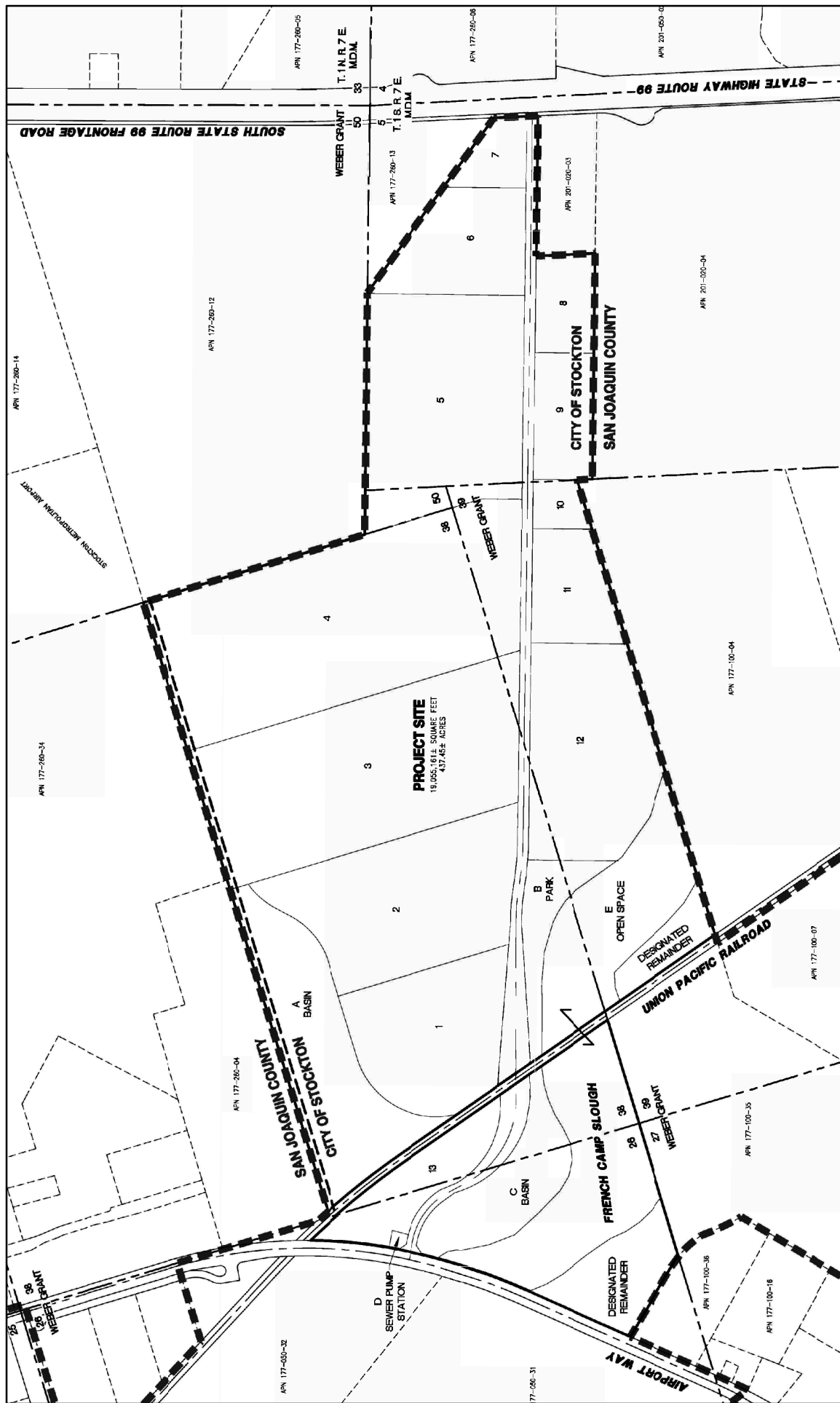
SOUTH STOCKTON COMMERCE CENTER

Figure 5. Existing Zoning Districts



- LEGEND**
- Project Boundary
 - Stockton City Limits
 - Assessor Parcel
- Zoning Districts**
- RL - Residential Low
 - RM - Residential Medium
 - RH - Residential High
 - IL - Industrial Limited
 - CG - Commercial General
 - PF - Public Facility
 - OS - Open Space

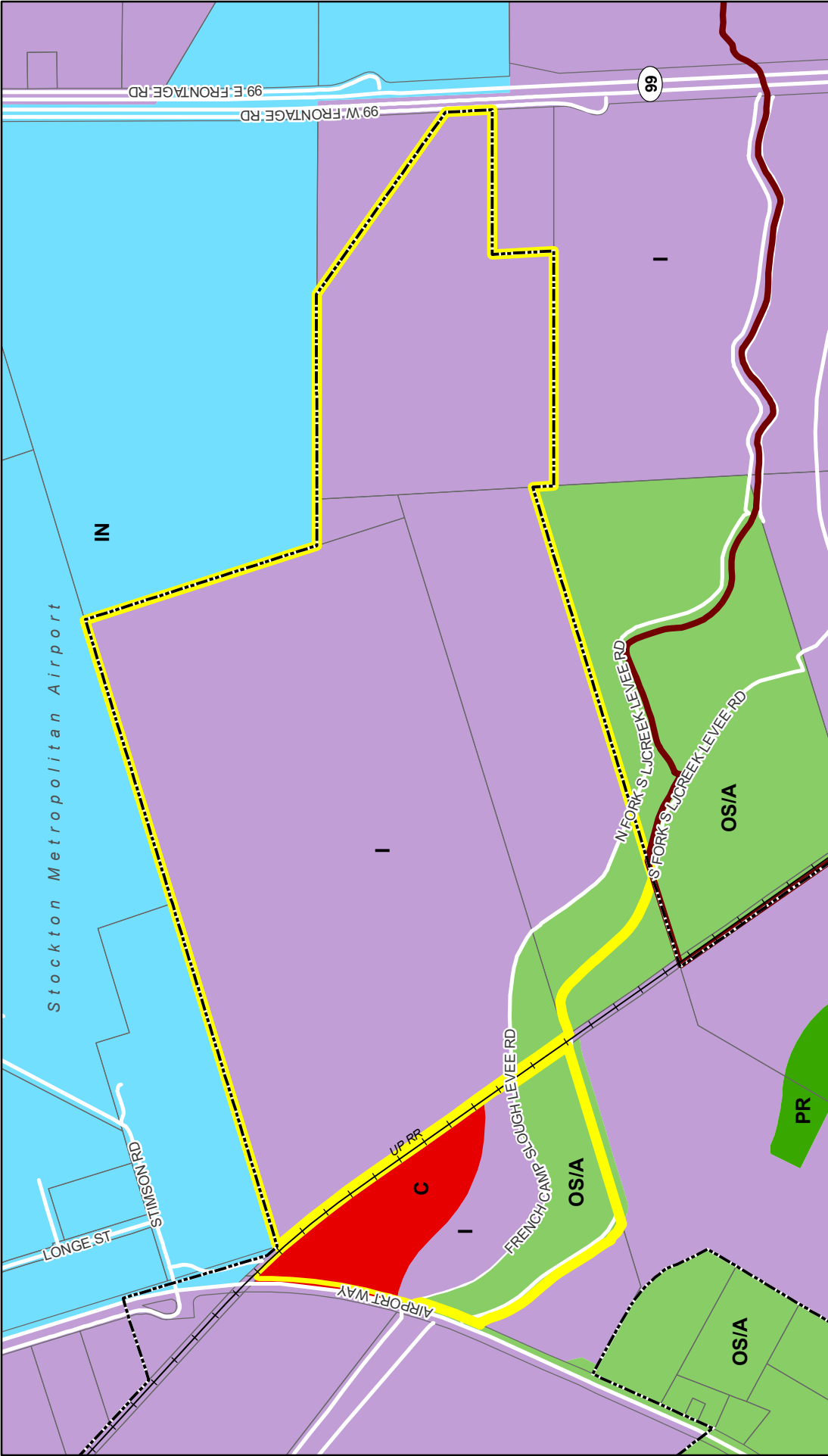
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SOUTH STOCKTON COMMERCE CENTER

Figure 7. Proposed Tentative Map

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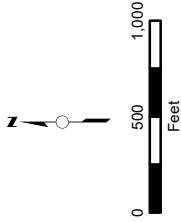


SOUTH STOCKTON COMMERCE CENTER

Figure 8. Proposed General Plan Land Use

LEGEND

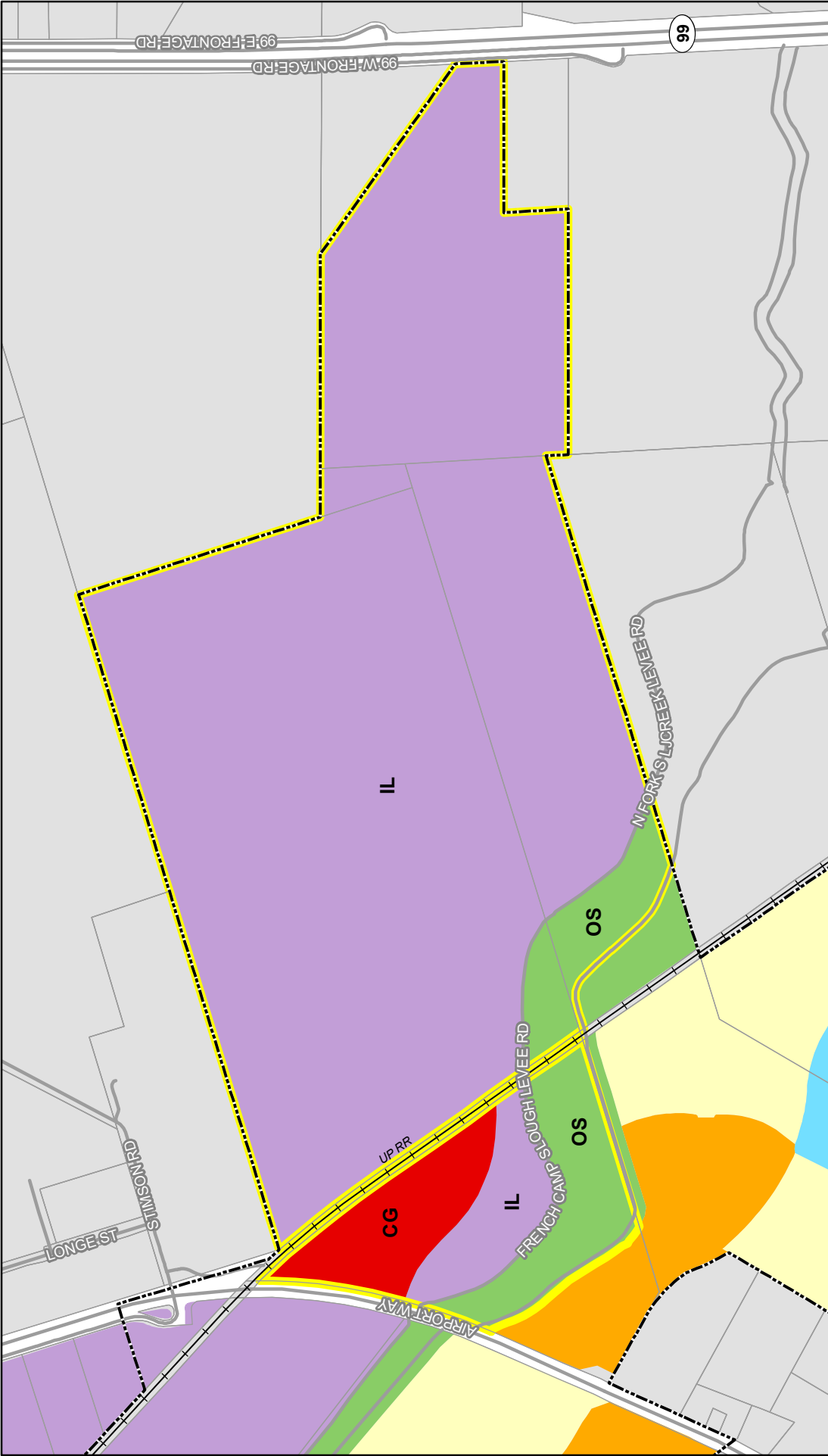
- Project Boundary
 - Stockton Sphere of Influence
 - Stockton City Limits
 - Assessor Parcel
- City of Stockton General Plan Land Use**
- C - Commercial
 - I - Industrial
 - IN - Institutional
 - OS/A - Open Space/Agriculture
 - PR - Parks and Recreation



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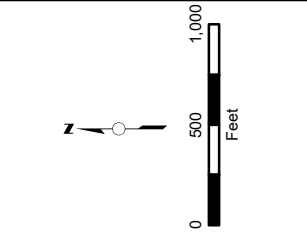
Sources: San Joaquin County GIS; City of Stockton GIS. Map date: July 20, 2020.

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SOUTH STOCKTON COMMERCE CENTER

Figure 9. Proposed Zoning Districts



- Project Boundary

Stockton City Limits

Assessor Parcel
- Zoning Districts**

 - RL - Residential Low
 - RM - Residential Medium
 - RH - Residential High
 - IL - Industrial Limited
 - CG - Commercial General
 - PF - Public Facility
 - OS - Open Space

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

X	Aesthetics	X	Agriculture and Forestry Resources	X	Air Quality
X	Biological Resources	X	Cultural Resources	X	Energy
X	Geology and Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology and Water Quality	X	Land Use and Planning		Mineral Resources
X	Noise	X	Population and Housing	X	Public Services
X	Recreation	X	Transportation	X	Tribal Cultural Resources
X	Utilities and Service Systems		Wildfire	X	Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

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

Signature

Date

EVALUATION INSTRUCTIONS

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

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

EVALUATION OF ENVIRONMENTAL IMPACTS

In each area of potential impact listed in this section, there are one or more questions which assess the degree of potential environmental effect. A response is provided to each question using one of the four impact evaluation criteria described below. A discussion of the response is also included.

- Potentially Significant Impact. This response is appropriate when there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries, upon completion of the Initial Study, an EIR is required.
- Less than Significant With Mitigation Incorporated. This response applies when the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact". The Lead Agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level.
- Less than Significant Impact. A less than significant impact is one which is deemed to have little or no adverse effect on the environment. Mitigation measures are, therefore, not necessary, although they may be recommended to further reduce a minor impact.
- No Impact. These issues were either identified as having no impact on the environment, or they are not relevant to the Project.

ENVIRONMENTAL CHECKLIST

This section of the Initial Study incorporates the most current Appendix "G" Environmental Checklist Form, contained in the CEQA Guidelines. Impact questions and responses are included in both tabular and narrative formats for each of the environmental topic areas.

I. AESTHETICS – EXCEPT AS PROVIDED IN PUBLIC RESOURCES CODE SECTION 21099, WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Have a substantial adverse effect on a scenic vista?	X			
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	X			
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): It has been determined that the potential impacts on aesthetics caused by the proposed project will require a more detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project will have a potentially significant impact on aesthetics. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will provide a discussion of viewsheds, proximity to scenic roadways and scenic vistas, existing lighting standards, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on aesthetics. This section of the EIR will identify applicable General Plan policies that protect the visual values located along public roadways and surrounding land uses, and will also address the potential for the project to substantially degrade the visual character or quality of public views of the site and its surroundings. The analysis will address any proposed design and landscaping plans developed by the applicant and provide a narrative description of the anticipated changes to the visual characteristics of the project area as a result of project

implementation and the conversion of the existing on-site land uses. The analysis will also address potential impacts associated with light spillage onto adjacent properties during nighttime activities.

II. AGRICULTURE AND FORESTRY RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	X			
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 1222(g)) or timberland (as defined in Public Resources Code section 4526)?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), e): It has been determined that the potential impacts on agricultural resources caused by the proposed project will require a more detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project will have a potentially significant impact on agriculture resources. At this point, a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will describe the character of the region's agricultural lands, including maps of prime farmlands, other important farmland classifications, and protected farmland (including Williamson Act contracts). The County Agricultural Commissioner's Office and the State Department of Conservation will be consulted and their respective plans, policies, laws, and regulations affecting agricultural lands will be presented within the analysis.

The EIR will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to offset the loss of agricultural lands as a result of project implementation.

Responses b), c), d): The project site is not under a Williamson Act contract. There are no forest resources or zoning for forest lands located on the project site, or within the City of Stockton. This CEQA topic is not relevant to the proposed project and does not require further analysis.

III. AIR QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): Based on the current air quality conditions in the air basin it has been determined that the potential impacts on air quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on air quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an air quality analysis that presents the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts on air quality. The project site is located within the jurisdiction of the SJVAPCD. The air quality analysis will include the following:

- Regional air quality and local air quality in the vicinity of the project site will be described. Meteorological conditions in the vicinity of the project site that could affect air pollutant dispersal or transport will be described. Applicable air quality regulatory framework, standards, and significance thresholds will be discussed.
- Short-term (i.e., construction) increases in regional criteria air pollutants will be quantitatively assessed. The ARB-approved CalEEMod computer model will be used to estimate regional mobile source and particulate matter emissions associated with the construction of the proposed project.
- Long-term (operational) increases in regional criteria air pollutants will be quantitatively assessed for area source, mobile sources, and stationary sources. The ARB-approved CalEEMod computer model will be used to estimate emissions

associated with the proposed project. Exposure to odorous or toxic air contaminants will be assessed through a screening method as recommended by the SJVAPCD.

- Local mobile-source CO concentrations will be assessed through a CO screening method as recommended by the SJVAPCD.
- A Health Risk Assessment (HRA) will be prepared to determine the potential public health risks from existing emissions from nearby rail and other toxic air sources, as well as the potential for the project to cause new public health risks from project-related traffic.

IV. BIOLOGICAL RESOURCES -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f): Based on the documented special status species, sensitive natural communities, wetlands, and other biological resources in the region, it has been determined that the potential impacts on biological resources caused by the proposed project will require a detailed analysis. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on biological resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will provide a summary of local biological resources, including descriptions and mapping of plant communities, the associated plant and wildlife species, and sensitive biological resources known to occur, or with the potential to occur in the project vicinity. The project site will be surveyed for wetlands and other waters that are regulated under federal and state law. The

analysis will conclude with a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented in order to reduce impacts on biological resources and to ensure compliance with the federal and state regulations.

V. CULTURAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	X			
d) Disturb any human remains, including those interred outside of formal cemeteries?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Based on known historical and archaeological resources in the region, and the potential for undocumented underground cultural resources in the region, it has been determined that the potential impacts on cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the three environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface cultural resources to be found in the area, the types of cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to cultural resources. In addition, the CEQA process will include a request to the Native American Heritage Commission for a list of local Native American groups that should be contacted relative to this project. The CEQA process will also include consultation with any Native American groups that have requested consultation with the City of Stockton.

VI. ENERGY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	X			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Based on the proposed project and anticipated uses, it has been determined that the potential impacts associated with energy resources will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on energy. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an evaluation of the energy consumption (e.g., electricity, oil, and natural gas) and provide a discussion of the potential energy impacts of the proposed project with particular emphasis on its potential to result in wasteful, inefficient, or unnecessary consumption of energy resources during construction and operation. An analysis of the project's potential to conflict with or obstruct a plan for renewable energy or energy efficiency will also be addressed.

VII. GEOLOGY AND SOILS -- WOULD THE PROJECT:

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	X			
ii) Strong seismic ground shaking?	X			
iii) Seismic-related ground failure, including liquefaction?	X			
iv) Landslides?	X			
b) Result in substantial soil erosion or the loss of topsoil?	X			
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	X			
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	X			
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d), f): It has been determined that the potential impacts from geology and soils will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from geology and soils. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered **potentially significant** until a detailed analysis is prepared in the EIR.

The EIR will include a review of existing geotechnical reports, published documents, aerial photos, geologic maps and other geological and geotechnical literature pertaining to the site and surrounding area to aid in evaluating geologic resources and geologic hazards that may be present. The EIR will include a description of the applicable regulatory setting, a description of the existing geologic and soils conditions on and around the project site, an evaluation of geologic hazards, a description of the nature and general engineering characteristics of the subsurface conditions within the project site, and the provision of findings and potential mitigation strategies to address any geotechnical concerns or potential hazards. The potential for paleontological resources to occur with the area will also be assessed.

This section will provide an analysis including thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with geology and soils.

Response e): The proposed project would connect to the municipal sewer system for wastewater disposal. Septic tanks or septic systems are not proposed as part of the project. As such, this CEQA topic is not relevant to the proposed project and does not require further analysis.

VIII. GREENHOUSE GAS EMISSIONS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gasses?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Implementation of the proposed project could generate greenhouse gases (GHGs) from a variety of sources, including but not limited to vehicle trips, vehicle idling, electricity consumption, water use, and solid waste generation. It has been determined that the potential impacts from greenhouse gas emissions by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from greenhouse gas emissions. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a greenhouse gas emissions analysis pursuant to the requirements of federal, state, regional and local laws and regulations. The analysis will follow the California Air Pollution Control Officers Association (CAPCOA) white paper methodology and recommendations presented in Climate Change & CEQA, which was prepared in coordination with the California Air Resources Board and the Governor's Office of Planning and Research as a common platform for public agencies to ensure that GHG emissions are appropriately considered and addressed under CEQA. This analysis will consider a regional approach toward determining whether GHG emissions are significant, and will present mitigation measures to reduce impacts. The discussion and analysis will include quantification of GHGs generated by the project as well as a qualitative discussion of the project's consistency with any applicable state and local plans to reduce the impacts of climate change.

The EIR will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with greenhouse gas emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	X			
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?			X	

RESPONSES TO CHECKLIST QUESTIONS

Responses a-f): It has been determined that the potential impacts from hazards and/or hazardous materials by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from hazards and/or hazardous materials. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a review of existing environmental site assessments and any other relevant studies for the project site to obtain a historical record of environmental conditions. The environmental hazards evaluation will include a review of hazardous site databases. A site reconnaissance will be performed to observe the site and potential areas of interest. The potential

for project implementation to introduce hazardous materials to and from the area during construction and operation will be assessed. If environmental conditions are identified, mitigation measures, as applicable, will be identified to address the environmental conditions.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hazards and hazardous materials.

Response g): The project site and surrounding area are not located within an area identified as a fire hazard severity zone by the Fire Hazard Severity Zones Maps prepared by Cal Fire.² Further, the Envision Stockton 2040 General Plan states that risk of wildfire in the Planning Area is considered relatively low. This is a less than significant impact, and no additional analysis of this CEQA topic is warranted.

² Cal Fire, *Fire Hazard Severity Zone Maps*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed July 7, 2020.

X. HYDROLOGY AND WATER QUALITY -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	X			
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.	X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on- or offsite?	X			
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	X			
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	X			
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	X			
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): It has been determined that the potential impacts on hydrology and water quality caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on hydrology and water quality. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will present the existing FEMA flood zones, levee protection improvements, reclamation districts, and risk of flooding on the project site and general vicinity. The applicable reclamation district will be consulted during the preparation of the EIR. The Project drainage study/calculations and proposed improvement plans will be reviewed and the onsite hydrology

and hydraulic calculations for existing and proposed conditions will be summarized. Some of the specific items to be reviewed include: land use classification; acreage calculations; runoff coefficients; time of concentration; and methodology. Calculations will be reviewed for reasonableness and consistency with the site plan and with the City's master plans.

The EIR will evaluate the potential construction and operational impacts of the proposed project on water quality. This section will describe the surface drainage patterns of the project area and adjoining areas, and identify surface water quality in the project area based on existing and available data. This section will identify 303D listed impaired water bodies in the vicinity of the project site. Conformity of the proposed project to water quality regulations will also be discussed. Mitigation measures will be developed to incorporate Best Management Practices (BMPs), consistent with the requirements of the Central Valley Regional Water Quality Control Board (CVRWQCB) to reduce the potential for site runoff.

This section will provide an analysis including the methodology, thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with hydrology and water quality.

XI. LAND USE AND PLANNING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Physically divide an established community?	X			
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	X			

RESPONSES TO CHECKLIST QUESTIONS

Response a-b): It has been determined that the potential land use and planning impacts caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have a significant impact. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a detailed discussion of the project entitlements as it relates to the existing General Plan, Zoning Code, and other local regulations. The local, regional, state, and federal jurisdictions potentially affected by the project will be identified, as well as their respective plans, policies, laws, and regulations, and potentially sensitive land uses. The proposed project will be evaluated for consistency the City of Stockton General Plan, the Zoning Ordinance, the Airport Land Use Compatibility Plan (ALUCP) for Environs of Stockton Metropolitan Airport (2018), the San Joaquin County's Aviation System – Airport Land Use Compatibility Plan (2018), and other local planning documents. Planned development and land use trends in the region will be identified based on currently available plans. Reasonably foreseeable future development projects within the region will be noted, and the potential land use impacts associated with the project will be presented.

This section will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to ensure consistency with the existing and planned land uses.

XII. MINERAL RESOURCES -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			X	
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a), b): According to the 2040 General Plan Update and Utility Master Plan Supplements Environmental Impact Report prepared for the Envision Stockton 2040 General Plan, the Plan Area, including the project site, has been classified as a MRZ-1 zone, signifying that it is in an area where the California Geological Survey (CGS) has determined that little likelihood exists for the presence of mineral resources. Given this finding, the likelihood that implementation of the proposed project would result in the loss of availability of a known valuable mineral resource or the loss of availability of a locally important mineral resource recovery site is considered low. Additionally, impacts to mineral resources as a result of General Plan buildout (including development of the Project site with Industrial uses) were analyzed in the General Plan EIR. For these reasons, the impacts related to mineral resources would be less than significant and no additional analysis of this CEQA topic is warranted.

XIII. NOISE -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): Based on existing and projected noise levels along roadways and adjacent rail lines, and the potential for noise generated during project construction and operational activities, it has been determined that the potential impacts from noise caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the potentially significant environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact from noise. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a noise study. The noise study will identify the noise level standards contained in the City of Stockton General Plan Noise Element which are applicable to this project, as well as any state and federal standards. The EIR will address the existing noise environment (including the UPRR activities), and an analysis of stationary noise generated by the project, including proposed loading docks, parking lots, and any proposed mechanical equipment. The EIR will also analyze mobile noise generated by the project, including on-site truck circulation, traffic noise, and rail noise (as the proposed project would include extension of the railroad spur line east from the UPRR along the Project site's northern edge providing rail access to the parcels). Noise and vibration impacts associated with construction of the project at existing sensitive receptors in the project vicinity will also be addressed. The study will present appropriate and practical recommendations for noise control aimed at reducing any noise impacts.

The EIR will include thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with noise.

XIV. POPULATION AND HOUSING -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?			X	

RESPONSES TO CHECKLIST QUESTIONS

Response a): It has been determined that the potential population and housing impacts caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine the potentially significant environmental issue listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact. At this point a definitive impact conclusion for the environmental topic will not be made, rather it is considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include a detailed discussion of existing population and housing trends within the city. Relevant policies related to the location and intensity of housing development and population growth will be summarized and addressed. The proposed project characteristics, including the potential to induce substantial unplanned population growth, both directly and indirectly, will be analyzed. The proposed project will be evaluated for consistency the City of Stockton General Plan, the Zoning Ordinance, and other local planning documents as they pertain to planned growth and development.

This section will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to ensure population and housing consistency with the existing and planned land uses.

Response b): The project site is currently undeveloped and does not contain any existing housing that would be displaced. Development of the site, as proposed, would not displace substantial numbers of existing people or housing. No impact would occur and no additional analysis of this CEQA topic is warranted.

XV. PUBLIC SERVICES:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	X			
ii) Police protection?	X			
iii) Schools?	X			
iv) Parks?	X			
v) Other public facilities?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a) i- v: Implementation of the proposed project would result in increased demand for police, fire protection, schools, parks, and other public facilities in the area. It has been determined that the potential impacts from increased demands on public services caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on public services. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

During the preparation of the EIR, the public service providers will be consulted in order to determine existing service levels in the project areas. This would include documentation regarding existing staff levels, equipment and facilities, current service capacity, existing service boundaries, and planned service expansions. Master plans from such public service providers and City policies, programs, and standards associated with the provision of public services will be presented in the EIR.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with public services.

XVI. RECREATION -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			

RESPONSES TO CHECKLIST QUESTIONS

Response a), b): Implementation of the proposed project could result in increased demand for parks, and other recreational facilities in the area. It has been determined that the potential impacts from increased demands to recreation facilities caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine each of these environmental issues listed in the checklist above in the EIR, and will decide whether the proposed project has the potential to have a significant impact on recreational facilities. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

During the preparation of the EIR, the recreational facilities and services will be analyzed to determine existing service levels in the project areas. This would include documentation regarding existing and future facility needs, current service capacity, and planned service expansions. City policies, programs, and standards associated with the provision of public services will be presented in the EIR.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with public services.

XVII. TRANSPORTATION -- WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	X			
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	X			
d) Result in inadequate emergency access?	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): The proposed project includes the development of uses that will involve new trips on existing and planned roadways within the area, requiring a detailed analysis in the EIR. As such, the EIR will examine each of the environmental issues listed in the checklist above in the EIR and will determine whether the proposed project has the potential to have a significant transportation impact. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is conducted in the EIR.

The potential transportation impacts will be analyzed using methods outlined in the City of Stockton Guidelines for Transportation Impact Studies. The EIR will describe existing and future transportation conditions and will analyze any potential conflicts with programs, plans, ordinances or policies addressing the circulation system. Potential impacts associated with site access, and on-site circulation will also be addressed in the EIR. A detailed vehicle miles traveled (VMT) analysis will be conducted to determine if the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). The VMT analysis would be completed consistent with the Office of Planning and Research's (OPR's) Technical Advisory on Evaluating Transportation Impacts in CEQA.

The project proposes a west-east trending primary road that will provide access to Airport Way to the west and the 99 Frontage Road to the east. A grade separated crossing over the Union Pacific railroad right of way will be constructed to accommodate the primary access road and avoid conflicts with the rail line. Additionally, potential improvements will be reviewed to determine intersection geometrics required to serve all modes of travel. The potential for the project to substantially increase hazards due to a geometric design feature will be analyzed as part of the EIR.

Impacts to the bicycle, pedestrian, rail, and transit facilities and services will be also evaluated, including planned regional bicycle connections and the need for enhanced transit service and

transit stops in coordination with the San Joaquin Regional Transit District. Significant impacts will be identified in accordance with the established criteria. Mitigation measures will be identified to lessen the significance of impacts where feasible.

The EIR will provide an analysis including the thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented reduce impacts associated with transportation.

XVIII. TRIBAL CULTURAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	X			
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resources to a California Native American tribe.	X			

RESPONSES TO CHECKLIST QUESTIONS

Responses a), b): Based on known tribal cultural resources in the region, and the potential for undocumented underground tribal cultural resources in the region, it has been determined that the potential impacts on tribal cultural resources caused by the proposed project will require a detailed analysis in the EIR. As such, the lead agency will examine the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact on tribal cultural resources. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will include an overview of the prehistory and history of the area, the potential for surface and subsurface tribal cultural resources to be found in the area, the types of tribal cultural resources that may be expected to be found, a review of existing regulations and policies that protect cultural resources, an impact analysis, and mitigation that should be implemented in order to reduce potential impacts to tribal cultural resources. In addition, the CEQA process will include a request to the Native American Heritage Commission for a list of local Native American groups that should be contacted relative to this project. Pursuant to AB 52 and SB 18, the CEQA process will also include consultation with any Native American groups that have requested consultation with the City of Stockton.

XIX. UTILITIES AND SERVICE SYSTEMS -- WOULD THE PROJECT:

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-e): Implementation of the proposed project would result in increased demands for utilities to serve the project. As such, the EIR will examine each of the environmental issues listed in the checklist above in the EIR and will decide whether the proposed project has the potential to have a significant impact to utilities and service systems. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

The EIR will analyze wastewater, water, and storm drainage infrastructure, as well as other utilities (i.e. solid waste, gas, electric, etc.), that are needed to serve the proposed project. The wastewater assessment will include a discussion of the proposed collection and conveyance system, treatment methods and capacity at the treatment plants, disposal location(s) and methods, and the potential for recycled water use for irrigation. The EIR will analyze the impacts associated with on-site and off-site construction of the conveyance system, including temporary impacts associated with the construction phase. The proposed infrastructure will be presented. This will likely include a system of gravity pipes, pump station(s), and a forcemain(s). The EIR will provide a discussion of the wastewater treatment plants that are within proximity to the project site, including current demand and capacity at these plants. The analysis will discuss the disposal methods and location, including environmental impacts and permit requirements associated with disposal of treated wastewater.

The storm drainage assessment will include a discussion of the proposed drainage collection system including impacts associated with on-site and off-site construction of the storm drainage system. The EIR will identify permit requirements and mitigation needed to minimize and/or avoid impacts. The EIR will include an assessment for consistency with City Master Storm Drain Plan.

The EIR will analyze the impacts associated with on-site and off-site construction of the water system, including temporary impacts associated with the construction phase. The EIR will also identify permit requirements and mitigation needed to minimize and/or avoid impacts, and will present the proposed infrastructure as provided by the project site engineering reports. A Water Supply Assessment will be required for the project to assess the availability of water supplies to serve the project.

The EIR will also address solid waste collection and disposal services for the proposed project. This will include an assessment of the existing capacity and project demands. The assessment will identify whether there is sufficient capacity to meet the project demands.

The EIR will provide thresholds of significance, a consistency analysis, cumulative impact analysis, and a discussion of feasible mitigation measures that should be implemented to reduce impacts associated with utilities and service systems.

XX. WILDFIRE – IF LOCATED IN OR NEAR STATE RESPONSIBILITY AREAS OR LANDS CLASSIFIED AS VERY HIGH FIRE HAZARD SEVERITY ZONES, WOULD THE PROJECT:

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff post-fire slope instability, or drainage changes?				X

RESPONSES TO CHECKLIST QUESTIONS

Responses a-d): The project site and surrounding area are not located in or near state responsibility areas or lands classified as very high fire hazard severity zones.³ This CEQA topic is not relevant to the proposed project and does not require further analysis.

³ Cal Fire, *Fire Hazard Severity Zone Maps*, <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>, accessed July 7, 2020.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

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

RESPONSES TO CHECKLIST QUESTIONS

Responses a-c): It has been determined that the potential for the proposed project to: degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce the number or restrict the range of a rare or endangered plant or animal; eliminate important examples of the major periods of California history or prehistory; create cumulatively considerable impacts; or adversely affect human beings will require more detailed analysis in an EIR. As such, the EIR will examine each of these environmental issues in the EIR and will decide whether the proposed project has the potential to have a significant impact on these environmental issues. At this point a definitive impact conclusion for each of these environmental topics will not be made, rather all are considered ***potentially significant*** until a detailed analysis is prepared in the EIR.

REPORT PREPARERS

This document was prepared by De Novo Planning Group, Inc. of El Dorado Hills under the direction of the City of Stockton. De Novo Planning Group staff participating in document preparation included the following:

- Steve McMurtry, Principal Planner
- Starla Barker, AICP, Principal Planner

REFERENCES

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City of Stockton. Envision Stockton 2040 General Plan Update. Adopted December 4, 2018.

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City of Stockton. Legislation Text. Consideration of a Zoning Map Amendment for Approximately 391.23 acres located south of Arch Airport-Sperry Road between Tidewater Southern Railroad Track and French Camp Road (APN 177-050-05, 09, 25 and 177-100-07 and 35) Application No. P18-0046, Tidewater Crossing Project, April 4, 2019.

City of Stockton. Stockton Municipal Code, Charter, and Civil Service Rules. Current through 2020-06-09-1501 C.S. and the July 2020 code supplement.

City of Stockton. Zoning District Map. Last Revision June 29, 2020.

LSA. Environmental Impact Report Tidewater Crossing (SCH# 2005122101), certified October 28, 2008.

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