PUBLIC REVIEW DRAFT

ENVIRONMENTAL IMPACT REPORT

FOR THE

MARIPOSA INDUSTRIAL PARK PROJECT #2

Stockton, CA
State Clearinghouse Number 2023030679

September 29, 2023

Prepared for:

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

Prepared by:

BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240

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BaseCamp Environmental, Inc.
802 W. Lodi Avenue
Lodi, CA 95240
209-224-8213
www.basecampenv.com

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ACRONYMS AND ABBREVIATIONS USED IN THIS DOCUMENT

AB	Assembly Bill
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMP	Best Management Practice
BNSF	Burlington Northern Santa Fe Railroad
BTU	British Thermal Unit
CalEEMod	California Emissions Estimator Model
CalEnviroScreen	California Communities Environmental Health Screening Tool
Cal Fire	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CDFW	California Department of Fish and Wildlife
CESA	California Endangered Species Act
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Corps	U.S. Army Corps of Engineers
CUPA	Certified Unified Program Agency
dB	decibel
dBA	A-weighted decibel
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DUC	Disadvantaged Unincorporated Community
DWR	California Department of Water Resources
DWSP	Delta Water Supply Project
EIR	Environmental Impact Report
EPA	U.S. Environmental Protection Agency
EPAP	Existing Plus Approved Projects
ESFR	Early Suppression Fast Response
ETRIP	Employer Trip Reduction Implementation Plan
FEMA	Federal Emergency Management Agency
GHG	greenhouse gas

GPEIR	Envision Stockton 2040 General Plan EIR
gpm	gallons per minute
ITMM	Incidental Take Minimization Measure
kV	kilovolt
kWh	kilowatt-hour
LAFCo	Local Agency Formation Commission
L_{dn}	Day-Night Average Noise Level
L_{eq}	Equivalent Noise Level
LOS	Level of Service
mgd	million gallons per day
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
NO_x	nitrogen oxide
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
OPR	Governor's Office of Planning and Research
PG&E	Pacific Gas and Electric Company
$PM_{2.5}$	particulate matter less than 2.5 micrometers in diameter
PM_{10}	particulate matter less than 10 micrometers in diameter
RCMP	Regional Congestion Management Plan
RCRA	Resource Conservation and Recovery Act
ROG	reactive organic gases
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SEWD	Stockton East Water District
SGMA	Sustainable Groundwater Management Act
SJCOG	San Joaquin Council of Governments
SJMSCP	San Joaquin County Multi-Species Open Space and Habitat Conservation Plan
SJRTD	San Joaquin Regional Transit District
SJVAPCD	San Joaquin Valley Air Pollution Control District
SR	State Route, State Highway
STAA	Surface Transportation Assistance Act
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

TAC	toxic air contaminant
USFWS	U.S. Fish and Wildlife Service
VERA	Voluntary Emission Reduction Agreement
VMT	vehicle miles traveled
WSA	Water Supply Assessment

1.0 INTRODUCTION

1.1 PROJECT AND EIR OVERVIEW

This document is an Environmental Impact Report (EIR) that analyzes the potential environmental impacts of the proposed Mariposa Industrial Park #2 Project (Mariposa 2), hereinafter referred to as the "project." Greenlaw Partners, LLC is the project applicant. This EIR was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). It addresses all the issues in, and generally follows the analysis sequence of, the latest version of the CEQA Environmental Checklist as shown in the State CEQA Guidelines (California Code of Regulations Title 14, Division 6, Chapter 3). The City of Stockton is the primary approval agency for the project and therefore is the CEQA Lead Agency for the project.

The EIR analyzes the potential environmental effects of the proposed project, which includes annexation and industrial development of the project site; the Mariposa 2 site consists of four parcels of land totaling 113.77 acres; an additional 0.47 acres south of the site may be used for development of emergency vehicle access. A 0.9-acre parcel adjacent to the northwest corner of the site was annexed in conjunction with the adjacent Mariposa Industrial Park project (MIP1) but inadvertently not pre-zoned; this parcel will be zoned by the City for industrial development in conjunction with the Mariposa 2 project.

The project site is currently in the unincorporated area of San Joaquin County adjacent on three sides to existing industrial development within the Stockton city limits on three sides (Figures 1-1 through 1-5). Conceptual plans for site development involve four warehouse buildings with a total footprint of approximately 1.8 million square feet, along with circulation aisles, parking spaces and associated utility infrastructure. Access for passenger vehicles and trucks would be provided by two driveways off existing Mariposa Road, which forms the northern boundary of the site; additional access for emergency vehicles may be provided from Newcastle Road via a crossing of North Littlejohns Creek.

Proposed industrial development requires discretionary approvals from the City of Stockton consisting of pre-zoning, a tentative subdivision map, a development agreement, site plan review, and design review, along with the City's decision to petition the San Joaquin Local Agency Formation Commission (LAFCo) for annexation of the project site. LAFCo is responsible for a decision on the annexation application and would therefore be a Responsible Agency under CEQA.

1.2 PROJECT BACKGROUND

The project site is presently within the jurisdiction of San Joaquin County. Mariposa Road forms the northern boundary of the project site, and North Littlejohns Creek forms a portion of its southern boundary. The project site is bounded on the west by the recently annexed (2023) Mariposa Industrial Park project and on the south and east by the Norcal Logistics

Center project, which was approved by the City in 2015. The project site has been used historically for row crop agriculture and is vacant of structures, except for three single-family residences in the western section of the project site, immediately west of an existing unpaved driveway that extends southward from Mariposa Road.

Lands immediately north of the project site across Mariposa Road are in agriculture; two residences are located west of these agricultural lands on one and 3-acre parcels fronting on Mariposa Road. Land to the south of the site contains existing industrial and warehouse development, and the Norcal land to the east of the site is currently under construction for industrial use. The land area west of the site is the approved Mariposa Industrial Park project, which is also under construction.

The Mariposa Lakes Specific Plan project, to the north and east of the project site was considered by the City of Stockton in 2008 after preparation of an EIR. The overall project is a 3,810-acre planned mixed-use urban residential, commercial, institutional, and industrial development that would involve development of more than 10,000 dwelling units, 1.0 million square feet of commercial space, and 10.7 million square feet of industrial uses. The City of Stockton approved a general plan amendment for the proposed land uses, which are shown in the City's current Envision Stockton General Plan 2040 Land Use Diagram. None of the planned Mariposa Lakes development has occurred to date. There is currently no known plan for buildout of the project.

In addition to industrial development in the general project area, substantial transportation-related development has occurred, including the Burlington Northern Santa Fe (BNSF) Intermodal Facility, a 425-acre railroad/truck logistics facility east of Austin Road. Other recent improvements include the Arch-Airport Road extension, which connects Interstate 5 and State Route (SR) 99, and the widening and improvement of SR 99, including the recent reconstruction of the Mariposa Road / SR 99 interchange 1.4 miles northwest of the site. More localized transportation improvements are being made in conjunction with approved individual industrial development projects.

1.3 EIR REQUIREMENTS AND INTENDED USES

CEQA requires that public agencies document, disclose to the public and consider the potential environmental effects of their actions that meet CEQA's definition of a "project." Briefly summarized, a "project" is an action that has the potential to result in direct or indirect physical changes in the environment. A project includes the agency's direct activities as well as activities that involve public agency approvals or funding. The proposed project, including the annexation, pre-zoning, tentative subdivision map and site approvals, and the actual development of the site, are together considered a "project" as defined by CEQA and thus require environmental review.

The CEQA Guidelines contain advisory and mandatory requirements for the application of CEQA to development projects. CEQA requires the designation of a "Lead Agency" for a project. As defined in the CEQA Guidelines, the Lead Agency is the public agency that has the principal responsibility for carrying out or approving a project. Since the City has the primary approval authority over the project, it is the Lead Agency for CEQA purposes.

A "Responsible Agency" under CEQA is a public agency, other than a Lead Agency, that has discretionary approval authority over a project. Under CEQA Guidelines Section 15096, a Responsible Agency complies with CEQA by considering the CEQA document prepared by the Lead Agency and by reaching its own conclusions on whether and how to approve the project involved. CEQA Guidelines Section 15140 states that a Responsible Agency has more limited authority than a Lead Agency in requiring changes to a project. Under CEQA Guidelines Section 15041, a Responsible Agency may require changes in a project, but only to lessen or avoid the effects of that part of a project which the agency will be called on to carry out or approve.

The project requests annexation to the City of Stockton, for which the San Joaquin LAFCo has approval authority. Therefore, LAFCo will be a Responsible Agency that would consider the information in this EIR in its review of the annexation application. The California Department of Fish and Wildlife (CDFW), the Central Valley Flood Protection Board (CVFPB) and the Central Valley Regional Water Quality Control Board (RWQCB) may also need to use the EIR in conjunction with review of project-related permits from these agencies. Therefore, these agencies are potential Responsible Agencies.

An EIR is intended to inform decision-makers and the public about the potentially significant adverse environmental effects of a project and to describe any feasible mitigation measures that would substantially reduce or avoid these effects. The EIR also evaluates cumulative impacts, growth-inducing impacts, irreversible environmental effects, and alternatives to the proposed project. This EIR generally follows the analysis sequence of the latest version of the CEQA Environmental Checklist shown in CEQA Guidelines Appendix G.

After the current environmental review process for the project is concluded, it is anticipated that tenant-specific development plans for the site or portions of the site would be generated and submitted to the City of Stockton for site plan and design review approval. The subsequent applications may require consideration under CEQA, including whether or not the potential environmental effects of the future tenants' projects are adequately addressed by this EIR and/or which of the mitigation measures or other requirements described in this EIR apply to the tenant project or projects.

1.4 TIERING AND ENVISION STOCKTON 2040 GENERAL PLAN EIR

Tiering is a CEQA streamlining tool that allows Lead Agencies to use previous analyses of larger-scale environmental issues in the review of individual development projects, when these issues are addressed in previously certified EIRs. CEQA strongly encourages the tiering of EIRs, which "shall be tiered whenever feasible, as determined by the lead agency." CEQA Guidelines Section 15152, which describes tiering, provides that lead agencies should limit the EIR on the later project to impacts that 1) were not examined as significant effects on the environment in the prior EIR; or 2) are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. Those previously certified EIRs are typically programmatic documents such as General Plan EIRs, Program EIRs or Master EIRs. The previous

document or analysis is typically incorporated into the project-level CEQA document by reference.

The City of Stockton's Envision Stockton 2040 General Plan EIR (GPEIR) considered the anticipated growth and buildout of the City as a whole, including industrial development of the project site and lands in the immediate vicinity; these lands are designated Industrial in the City of Stockton General Plan. The project and its proposed pre-zoning are consistent with the current Industrial land use designation. The GPEIR found that impacts of planned 2040 development would result in significant and unavoidable impacts on agricultural land conversion, air quality, greenhouse gas emissions, traffic noise, employment growth, and traffic. In each of these cases, a Statement of Overriding Considerations was adopted in conjunction with adoption of the General Plan where mitigation was not available or was not sufficient to reduce impacts to a level that would be less than significant.

This EIR is tiered to the GPEIR with respect to previous analyses of these significant and unavoidable environmental impacts, as well as other areas of impacts where described in this EIR. The certified GPEIR and the adopted Statement of Overriding Considerations, listed below, are hereby incorporated into this EIR by reference. The following documents are available for review at the City of Stockton Community Development Department office at 345 N. El Dorado Street, Stockton, California.

- City of Stockton 2018. Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements, Final EIR and Mitigation Monitoring and Reporting Program. October 10, 2018. Certified by the Stockton City Council December 4, 2018.

- City of Stockton 2018. Findings of Fact and Statement of Overriding Considerations, Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Final EIR. Adopted by the Stockton City Council December 4, 2018.

CEQA Guidelines Section 15183 provides that projects which are consistent with the development density established by existing zoning, community plan, or general plan for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant impacts which are peculiar to the project or its site. The proposed project qualifies for consideration under Section 15183 in that proposed industrial development is consistent in type and intensity with the General Plan's Industrial land use designation, and the GPEIR was certified by the Stockton City Council.

While this EIR tiers from the GPEIR, this EIR is also expected to be a tiering resource for CEQA review of future tenant improvement projects to be constructed on the project site. Specifically, the analysis in the EIR may be used to determine the potentially significant impacts of tenant-specific site plans, possible combinations with other projects within Mariposa 2 or projects within the adjacent Mariposa Industrial Park development, or other projects. The provisions of CEQA Guidelines Section 15183 would also apply to these potential lower-level tiering uses of this EIR.

1.5 CEQA PROCEDURES FOR THE EIR

On March 21, 2023, the City circulated a Notice of Preparation (NOP) inviting comments from interested agencies and the public as to environmental concerns that should be considered in the EIR. The 30-day comment period closed on April 19, 2023. Also, a scoping meeting for the EIR was held by Zoom on April 4, 2023. The meeting was attended by City staff and representatives of the project applicant. No public or agency members attended the Zoom meeting, and no comments were received.

Appendix A contains the Notice of Preparation and NOP comments submitted to the City in writing; no oral comments were made at the scoping meeting. Written NOP comments from agencies and the public, and the EIR sections where the commenter's issues and concerns are addressed, are summarized in Table 1-1.

TABLE 1-1
SUMMARY OF NOP COMMENT LETTERS

#	Date	Commenter	Concerns	Where Comment Addressed in EIR
1	3/29/2023	Native American Heritage Commission	Consultation with local tribes (AB 52).	Chapter 8.0, Cultural Resources and Tribal Cultural Resources
2	4/4/2023	San Joaquin Council of Governments – Habitat Program	Biological resources and consistency with SJMSCP.	Chapter 7.0, Biological Resources
3	4/14/2023	California Department of Conservation	Conversion of agricultural land, impacts on current and future agricultural operations in area	Chapter 5.0, Agricultural Resources
4	4/24/2023	San Joaquin Valley Air Pollution Control District	Impacts of project construction and operational emissions, potential health risks of project emissions	Chapter 6.0, Air Quality; Chapter 10.0, Greenhouse Gas Emissions
5	4/25/2023	Central Valley Regional Water Quality Control Board	Water quality planning and regulatory requirements. No project-specific concerns.	Chapter 12.0, Hydrology and Water Quality
6	4/28/2023	California Air Resources Board	Project emissions and exposure of nearby communities, potential cancer risks from project construction and operational emissions.	Chapter 6.0, Air Quality
7	Undated	California Department of Fish and Wildlife	Regulatory requirements and recommendations on biological resource analysis. No project-specific concerns.	Chapter 7.0, Biological Resources

With the release of this Public Review Draft EIR and the accompanying Notice of Availability, regulatory agencies and members of the public can comment on the adequacy of the EIR's environmental impact analysis during a 45-day review period beginning on October 2, 2023 and ending on November 15, 2023. After the close of the public review period, the City is obligated to provide written responses to the comments received. These responses, along with any necessary changes to the EIR, will be published in a Final EIR before the project is considered by City decision-makers.

Before the City makes its decision on the project, it first must certify that the Final EIR complies with the provisions of CEQA, that the City has reviewed and considered the information in the Final EIR, and that the Final EIR reflects the independent judgment of the City as to the environmental impacts of the project. The City is also required to make specific findings related to each of the significant effects identified in the EIR. If the project involves any significant and unavoidable environmental effects, the CEQA findings will need to include a Statement of Overriding Considerations should it decide to approve the project. Mitigation measures described in the Final EIR will be incorporated into a Mitigation Monitoring and Reporting Program that will be adopted by the City in conjunction with project approval to ensure the mitigation measures are implemented.

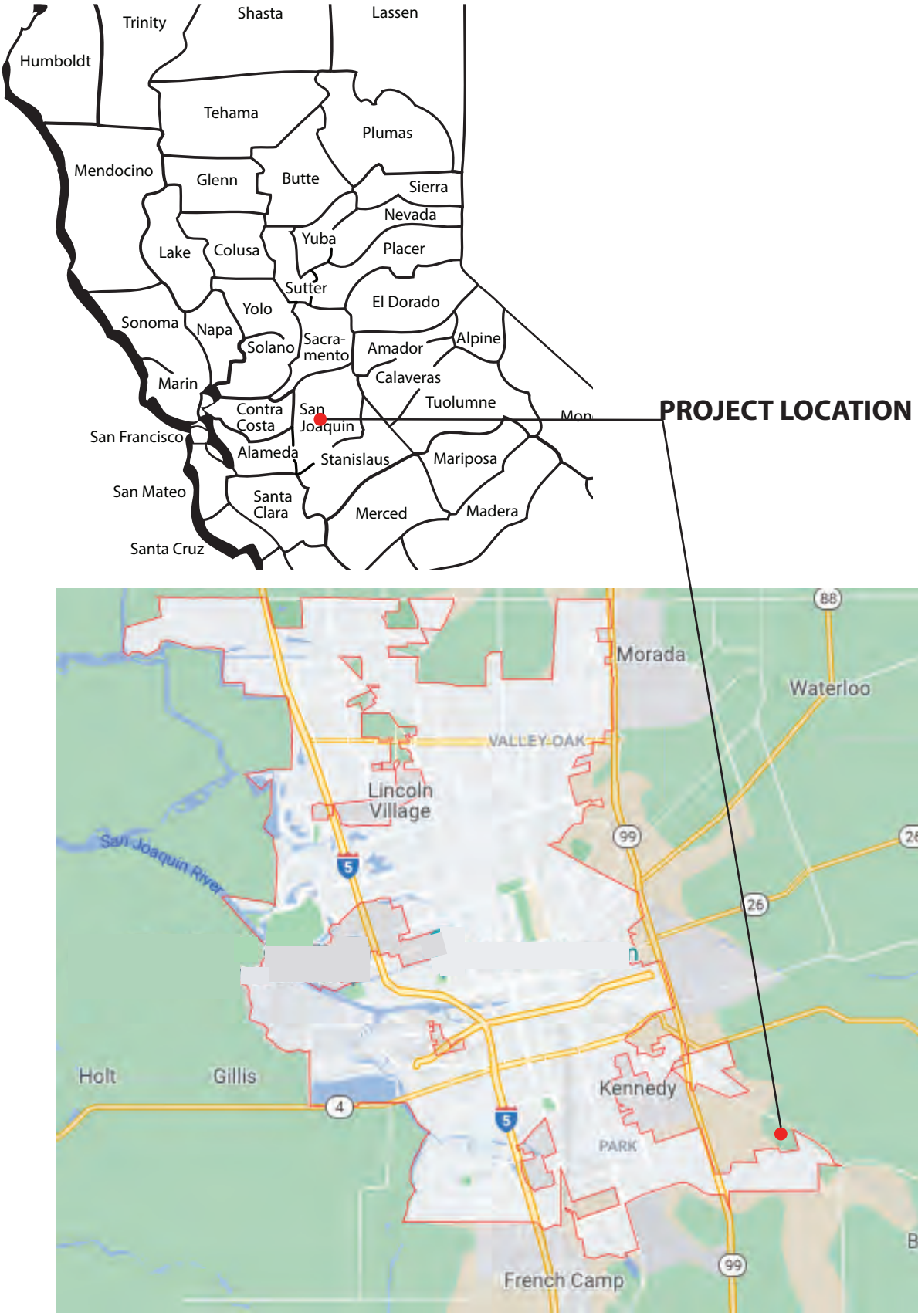
In accordance with CEQA Guidelines Section 15163(c), this EIR is available for public review and comment on the dates specified in the EIR Notice of Availability, located inside of the cover of this document. Any comments or questions regarding this EIR should be submitted to the City by mail or email at the following addresses before the close of the public review period:

City of Stockton
Community Development Department
Attention: Nicole Moore, Planning Consultant
345 N. El Dorado Street
Stockton, CA 95202
E-mail: Nicole.Moore@stocktonca.gov

1.6 OTHER RELATED PROJECTS

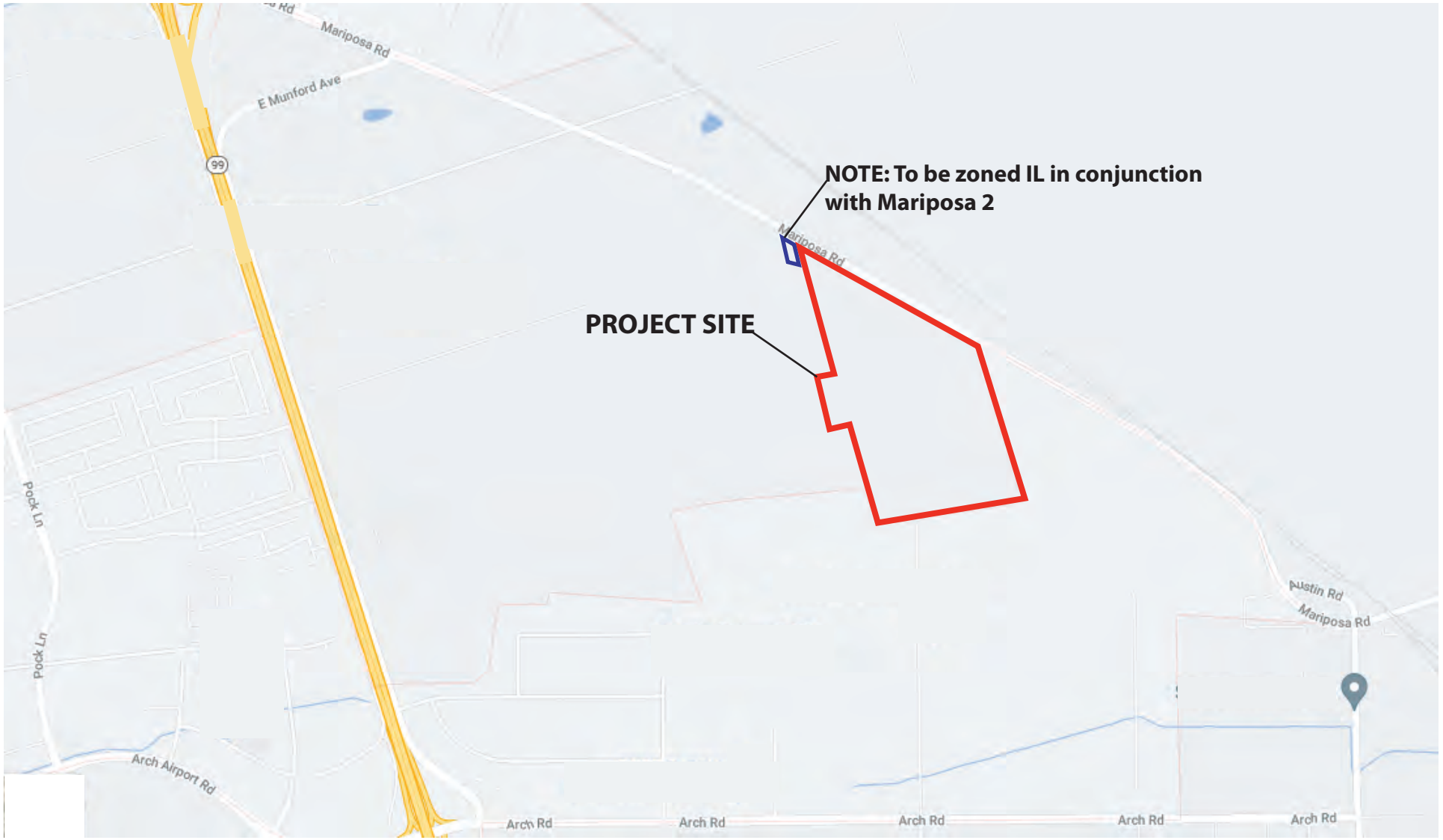
In addition to the adjacent Norcal Logistics Center and Mariposa Industrial Park projects discussed above, other industrial projects in the general vicinity have received approval from the City and LAFCo. The Archtown Industrial Project (P09-148) has been approved on a property totaling 79 acres at the southwest corner of the intersection of Arch Road and Newcastle Road. The project consists of an approved annexation and pre-zone to establish industrial warehouse space, along with detention basins and other supporting infrastructure. An Initial Study/Mitigated Negative Declaration for the project was adopted by the City in 2011, concurrently with City approval of the project. LAFCo approved the City's application to annex the property in 2022. The Archtown project is currently under construction.

In June 2020, the City certified an EIR and approved the Sanchez-Hoggan Annexation Project. This project, which proposed light industrial/warehouse development, consists of two properties. The Sanchez property is an approximately 149-acre parcel at the northwest corner of the intersection of Arch Road and Austin Road, southeast of the project site. The Hoggan property, approximately 21 acres, is located southwest of the project site and north of existing industrial development on Gold River Lane. Annexation of the properties was approved by LAFCo in August 2020. Construction work has been completed on most of the Sanchez property; no construction is currently occurring on the Hoggan property.



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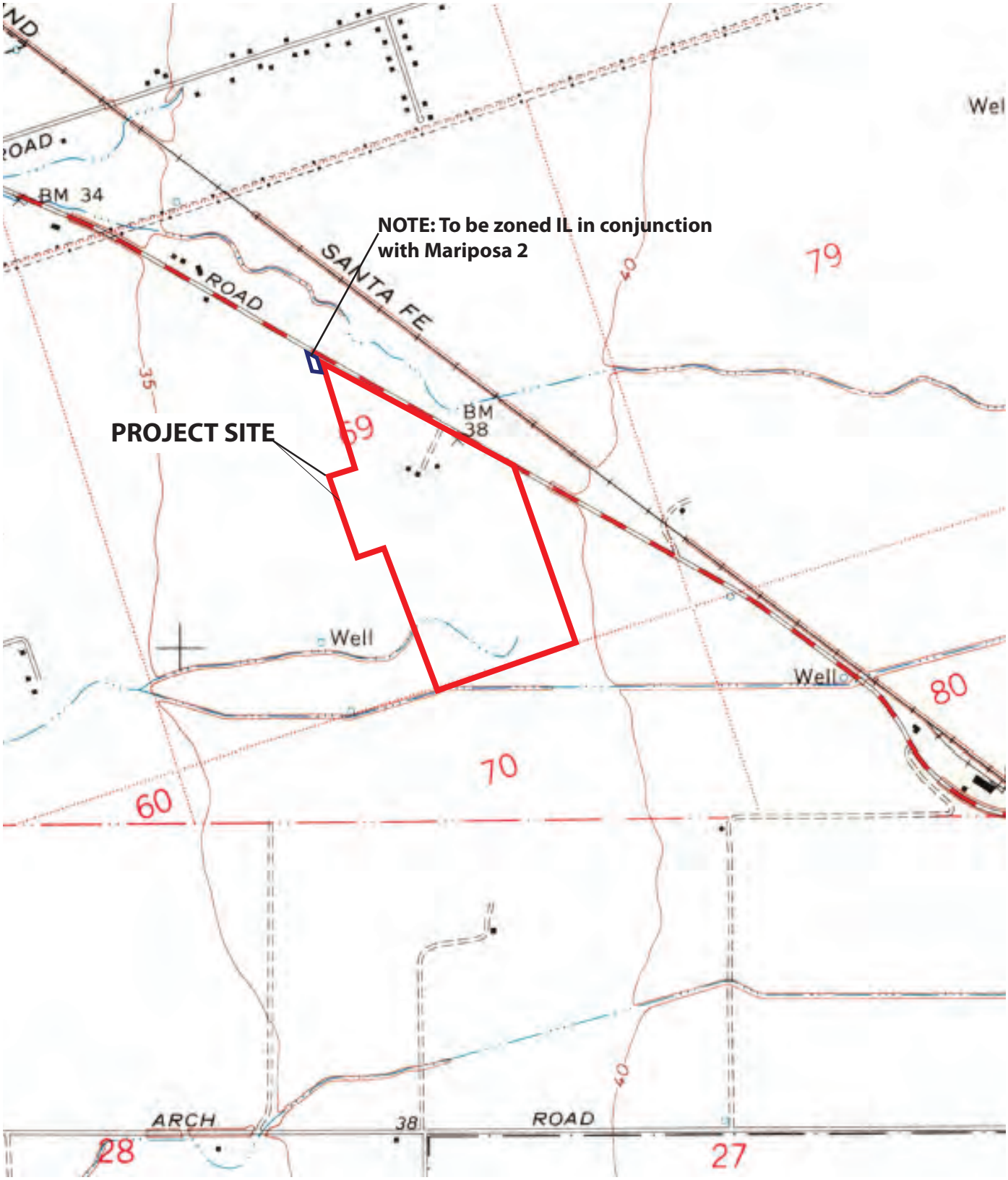
Figure 1-1
REGIONAL LOCATION MAP



BaseCamp Environmental

SOURCE: Google Maps

Figure 1-2
STREET MAP



SOURCE: USGS Quadrangle Map, Stockton East, 1968.
T 1N, R 7E, S 69



SOURCE: Google Earth

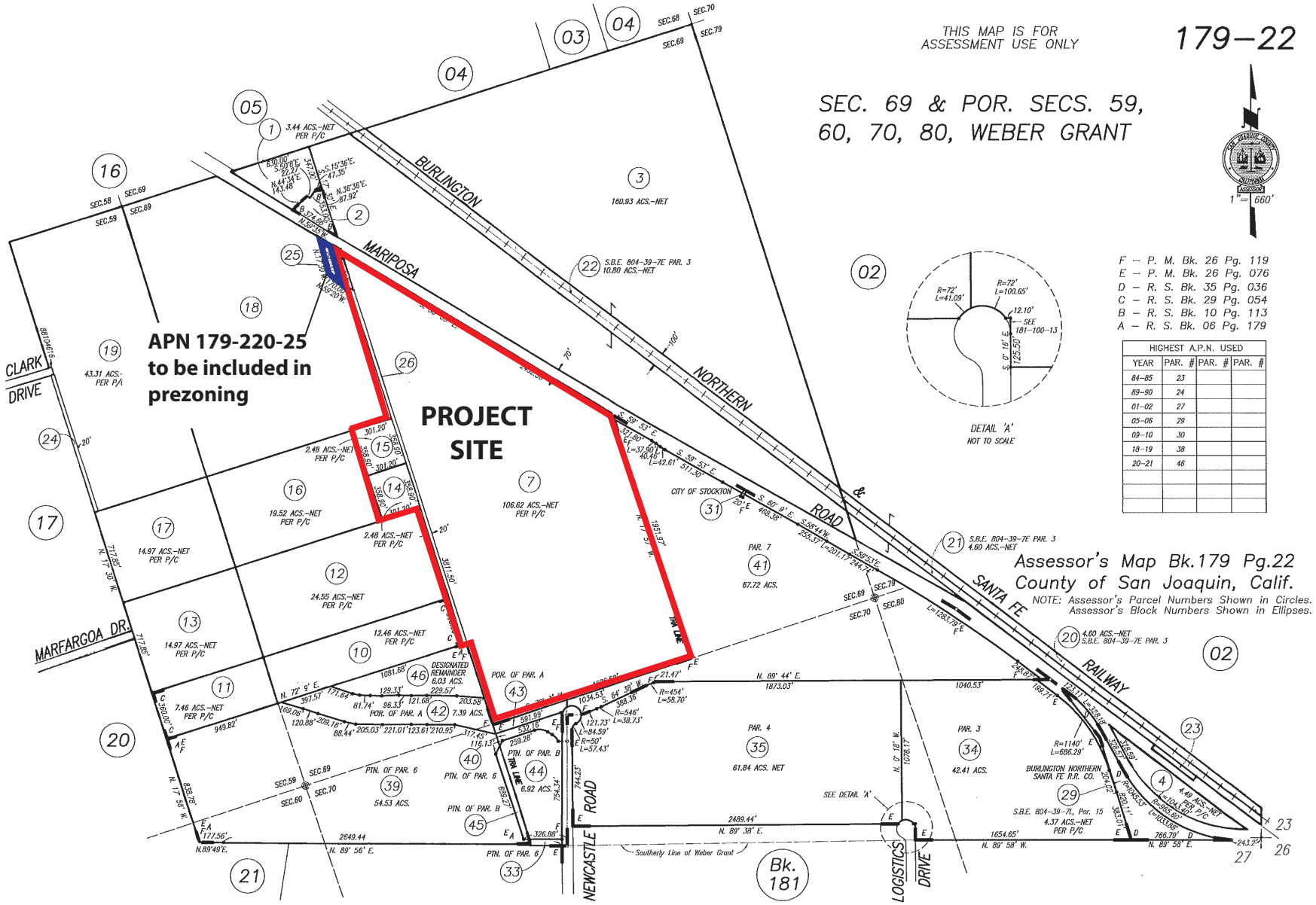
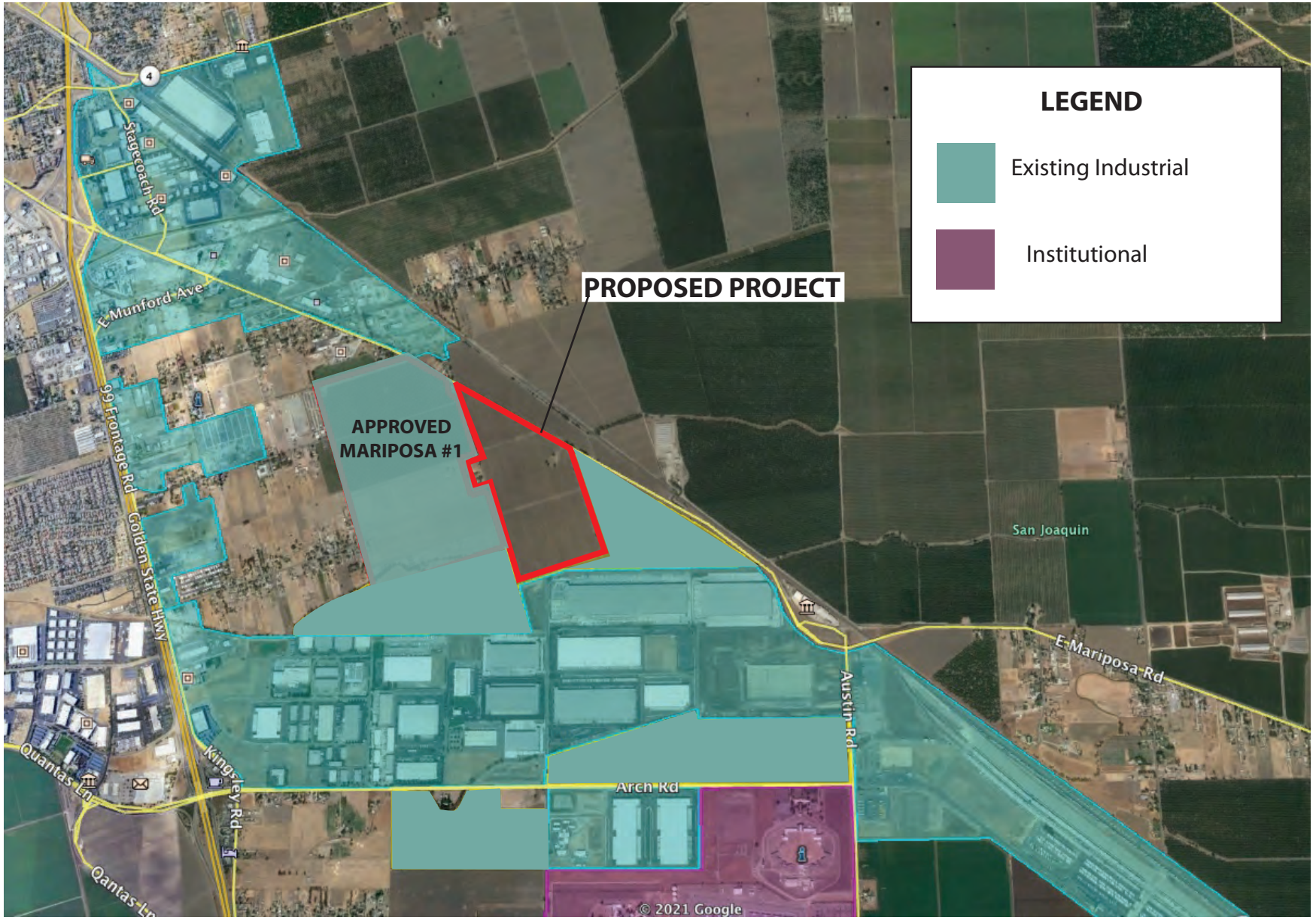


Figure 1-5
ASSESSOR PARCEL MAP



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Figure 1-6
SOUTHEAST STOCKTON INDUSTRIAL DEVELOPMENT

2.0 SUMMARY

2.1 PROJECT DESCRIPTION

The Mariposa 2 project involves the annexation and industrial development of the 114-acre project site together with miscellaneous other components related to emergency access and zoning consistency. As part of the proposed annexation, the City would pre-zone the entire project site as Limited Industrial (IL). The proposed pre-zoning is consistent with the current Industrial designation of the parcels in the Stockton General Plan. In addition to annexation and pre-zoning, the project would require City approval of a tentative subdivision map, a Development Agreement and site plan and design review. The project includes annexation of four parcels totaling 113.77 acres into the City of Stockton and detachment of the parcels from the Montezuma Fire District. The San Joaquin LAFCo would be the agency with approval authority for the proposed annexation, with the City submitting the annexation application.

The project proposes development of approximately 107.48 acres for "high-cube" warehouses, which are used primarily for the storage and/or consolidation of manufactured goods, and in some cases raw materials, prior to their distribution to retail locations or other warehouses. The conceptual site plan for the project site proposes the construction of four buildings totaling 1,779,390 square feet of mostly warehouse space with ancillary office space. The proposed project would provide approximately 1,900 parking stalls throughout the project site, of which approximately 1,460 stalls would be for automobiles and 440 stalls would be for trucks and trailers.

General vehicle access to the project site would be from two driveways off Mariposa Road in the northeastern portion of the project site. Access may also be provided from Newcastle Road to the south across North Littlejohns Creek; however, this access would be limited to emergency vehicles only. Proposed industrial land uses would involve the use of large trucks, including Surface Transportation Assistance Act (STAA) design trucks. It is anticipated that off-site project truck traffic would follow routes to and from SR 99 that include Mariposa Road, Austin Road, and Arch Road.

Water and wastewater services for the project site would be provided by the City of Stockton from existing trunk lines near the site. The project proposes to connect to an existing 24-inch diameter trunk water line along Mariposa Road, and a 16-inch diameter water line to be extended from the adjacent Mariposa Industrial Park site. A 24-inch diameter wastewater line would also be extended from the adjacent Mariposa Industrial Park site to the project site. The project would have an onsite storm drainage system that would discharge to the adjacent Mariposa Industrial Park project detention pond and terminal drainage facility. Regulated electrical, gas, and communication utilities would be extended to the project site from existing facilities in the area.

2.2 NOP COMMENTS AND CONCERNS

CEQA Guidelines Section 15123(b)(2) states that an EIR summary shall identify areas of controversy known to the Lead Agency, including issues raised by agencies and the public. The most common method of identifying potential areas of controversy is through the issuance of a Notice of Preparation (NOP), as the purpose of the NOP is to solicit guidance as to the scope and content of the environmental information to be included in the EIR.

A NOP for this EIR was issued with a request for comment from agencies and the public. Table 1-1 in Chapter 1.0, Introduction, lists the seven comment letters received in response to the NOP. Issues specific to the project that were brought up in the comment letters included the following:

- AB 52 consultation procedures with tribes.
- Project construction and operational emissions and their potential health impacts.
- Agricultural land conversion and impacts on nearby agricultural operations.
- Applicability of local habitat conservation plan.

Table 1-1 also identifies the EIR chapters in which these issues are addressed.

2.3 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The potentially environmental effects of the project are summarized in Table 2-1 at the end of this chapter, along with feasible mitigation measures proposed to minimize these effects. Table 2-1 provides an indication of the significance of impacts, both before and after application of mitigation measures. As documented herein, with implementation of the proposed mitigation measures, most of the potential environmental effects of the project would be reduced to a level that is less than significant.

The project would contribute to two significant and unavoidable environmental effects identified in the GPEIR and accepted in the City's Statement of Overriding Considerations - agricultural land conversion and greenhouse gas emissions. The project would not involve any new significant and unavoidable environmental impacts, that is, impacts not adequately addressed in the certified GPEIR. While project avoidance and minimization measures would be implemented for some of the identified significant and unavoidable impacts, it is not certain whether these measures would reduce the project's impacts to a level that would be less than significant. Therefore, these potential effects would remain potentially significant and unavoidable.

2.4 SUMMARY OF ALTERNATIVES

Chapter 19.0, Alternatives, identifies and discusses a range of reasonable alternatives to the project, including the "no project" alternative. The alternatives addressed in detail include:

- No Project
- Alternative Industrial Development
- Reduced Site Development

The No Project alternative is defined as the continuation of existing conditions on the project site, which means the site would not be annexed to the City and would remain undeveloped. This alternative would involve no action on the part of the City of Stockton, LAFCo, or other agencies. The site would remain in the unincorporated area, and future land use would be controlled by the existing County zoning for Agriculture. Selection of this alternative would eliminate all the significant environmental effects of the project. However, this alternative does not fulfill any of the basic objectives of the proposed project, and it would be inconsistent with the land use designations of the City of Stockton and San Joaquin County General Plans, both of which anticipate urban development. Also, this alternative may have potentially significant impacts resulting from use of agricultural chemicals, agricultural equipment traffic, and dust from agricultural operations, assuming agricultural operations on the site are economically viable.

The Alternative Industrial Development alternative proposes development of the project site with an industrial use other than the high-cube warehousing proposed by the project, primarily light manufacturing uses whose operations are totally conducted indoors. For this alternative, it is assumed that the City would annex the project site and pre-zone it as IL-Limited Industrial. Development under this alternative would generally have similar impacts to the proposed project. However, this alternative would not meet the objectives of the proposed project related to warehouse development. Depending on the type of industrial activity, this alternative may have new or more severe impacts than the proposed project on issues such as hazardous materials and air quality.

The Reduced Site Development alternative would have the project site annexed to the City of Stockton and pre-zoned as under the proposed project. Proposed development would be like the proposed project; except that it would be reduced to one building approximately 1,181,040 square feet in floor area. This alternative would be partially consistent with the objectives of the proposed project while reducing its significant environmental effects on traffic, air quality, and noise, among others. Effects on other issues would be the same as the proposed project and would likely require mitigation to reduce impacts. Potentially more land would be left available for existing uses such as agriculture, which could lead to impacts similar to those described under the No Project Alternative.

Since the No Project Alternative would eliminate or avoid all potential environmental effects associated with the proposed project, it would be considered the environmentally superior alternative. CEQA Guidelines Section 15126.6(e)(2) requires that, if a No Project Alternative is identified as the environmentally superior alternative, then an EIR shall identify an environmentally superior alternative from the other alternatives. In accordance with this section, the Reduced Site Development Alternative would be considered the environmentally superior alternative after the No Project Alternative.

2.5 SUMMARY OF OTHER CEQA ISSUES

Significant and Unavoidable Impacts

CEQA Guidelines Section 15126.2(b) states that an EIR shall discuss significant environmental effects that cannot be avoided or minimized to a level that would be less than significant if a proposed project is implemented. Table 2-1 of this EIR identifies all the potentially significant environmental impacts of the project and the mitigation measures needed to address these impacts. For most of these impacts, the proposed mitigation measures would be effective in reducing the potentially significant environmental impacts of the project to levels that would be less than significant. However, significant and unavoidable impacts were identified related to conversion of Farmland and construction GHG emissions.

Irreversible Environmental Commitments

Irreversible environmental commitments include energy consumption for project construction and operations and the use of non-renewable building materials for construction of buildings, parking spaces, and supporting infrastructure. Also, the project would involve an essentially irreversible loss of open space and the potential agricultural and biological resource values associated with it.

Growth-Inducing Impacts

The EIR analyzed the potential growth-inducing impacts of the project. Project impacts on population and housing would be less than significant, as the project is unlikely to induce population growth unplanned for in the Stockton General Plan; employees would likely be drawn from the existing Stockton metropolitan area population. Infrastructure already exists in the vicinity to which future development on the project site can connect; no major utility lines would be extended that may induce growth on nearby lands. Because of this, the project would not have a notable growth-inducing impact.

TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
4.0 AESTHETICS AND VISUAL RESOURCES			
Impact AES-1: Scenic Vistas. Views of scenic vistas already limited; project would not substantially interfere with views.	LS	None required.	-
Impact AES-2: Scenic Resources. There are no significant scenic resources on the project site. Riparian area along North Littlejohns Creek would be minimally affected. No other scenic resources or scenic highways are in the area.	LS	None required.	-
Impact AES-3: Visual Character and Quality. Urban development would replace existing open space areas. New structures, site improvements, and landscaping would be designed and constructed to meet the aesthetic standards of the City of Stockton. Compliance with these standards would minimize project impacts on public views.	LS with Existing Requirement	AES-1: (*Existing Requirement*) New structures, landscaping, and site improvements shall conform with Section 5.02 of the City of Stockton Design Guidelines. *No other mitigation measures are required.*	-
Impact AES-4: Light and Glare. Lighting would be installed on properties that currently have none. Compliance with Stockton Municipal Code Sections 16.36.060(B) and 16.32.070 would minimize light and glare impacts.	LS with Existing Requirement	AES-2: (*Existing Requirement*) The approved site plan shall conform with the most recent version of the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) adopted by the City of Stockton at the time of site plan approval, including compliance with Section 5.106.8, which establishes mandatory requirements for outdoor lighting systems of nonresidential development that are designed to minimize the effects of light pollution. AES-3: (*Existing Requirement*) The approved site plan shall comply with the applicable provisions of the Stockton Municipal Code pertaining to lighting, including Sections 16.36.060(B) and 16.32.070, which require exterior lighting to be shielded and directed away from adjoining properties and public rights-of-way. Compliance shall be documented in a photometric (lighting) plan or other documentation acceptable to the City.	-

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		AES-4: *(Existing Requirement)* Prior to final approval, the project shall be submitted to the San Joaquin Council of Governments (SJCOG), acting in its capacity as the Airport Land Use Commission, for review of the compatibility of the project with Stockton Metropolitan Airport operations and conformance to the guidelines stipulated in the Airport Land Use Compatibility Plan for Stockton Metropolitan Airport.	
5.0 AGRICULTURAL RESOURCES			
Impact AG-1: Conversion of Farmland. The southern portion of the project site is classified as Farmland of Local Importance, which is not Farmland as defined by the CEQA Guidelines. However, the northern portion is classified as Farmland of Statewide Importance, which is Farmland. The City's Agricultural Lands Mitigation Program and participation in SJMSCP would compensate for impacts on Farmland but not avoid conversion. [This issue was analyzed in the Stockton General Plan 2040 EIR and was determined to be significant and unavoidable even with mitigating General Plan policies.]	S with Existing Requirement	AG-1: (*Existing Requirement*) The project shall participate in and comply with the City's Agricultural Lands Mitigation Program, under which developers of the property shall contribute agricultural mitigation land or shall pay the Agricultural Land Mitigation Fee to the City. *No other feasible mitigation is available*.	SU
Impact AG-2: Agricultural Zoning and Williamson Act. The project site is zoned AG-40 (General Agriculture), which holds land for future urban development. None of the parcels within the project site are under a Williamson Act contract.	LS	None required.	-
Impact AG-3: Indirect Conversion of Agricultural Lands. The project is in an area designated for urban development, and such development has occurred nearby. The project would not involve any activity that would indirectly convert other agricultural land in the vicinity to non-agricultural uses.	LS	None required.	-

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
6.0 AIR QUALITY			
Impact AIR-1: Air Quality Plans and Standards – Construction Emissions. Project construction emissions would not exceed SJVAPCD significance thresholds, therefore less than significant and consistent with adopted air quality plans. Emissions would be further reduced through the required implementation of SJVAPCD Regulation VIII, the Indirect Source Rule and other Existing Requirements adopted by the City of Stockton.	LS with Existing Requirement	Mitigation is not required since significance thresholds are not exceeded. Existing Requirements AIR-1 through AIR-7 will further reduce less than significant air quality effects. AIR-1: *(Existing Requirement)* Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions, as required by SJVAPCD and City requirements. The project shall comply with the emission reduction requirements of SJVAPCD Rule 9510 for project construction. The SJVAPCD shall be notified of impending project construction as a part of the required filing of an application for coverage under Rule 9510. AIR-2: *(Existing Requirement)* The project shall comply with SJVAPCD Regulation VIII for the control of dust emissions during project construction. A project Dust Control Plan shall be submitted to the SJVAPCD as required by Regulation VIII. Enforcement of Regulation VIII is the direct responsibility of the SJVAPCD. City Building inspectors shall monitor conformance with approved plans and specifications. AIR-3: *(Existing Requirement)* Architectural Coatings: Construction plans shall require that architectural and industrial maintenance coatings (e.g., paints) applied on the project site shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite. AIR-4: REMOVED. REPEATS AIR-2 AIR-5: *(Existing Requirement)* Construction Worker Trip Reduction: Project construction plans and specifications shall require the contractor to provide transit and ridesharing information for construction workers.	-

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		AIR-6: *(Existing Requirement)* Construction Meal Destinations: Project construction plans and specifications shall require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service. AIR-7: *(Existing Requirement)* To reduce impacts from construction-related diesel exhaust emissions, the project should utilize the cleanest available off-road construction equipment, including the latest tier equipment as recommended by SJVAPCD. *No additionl mitigation measures are necessary*	
Impact AIR-2: Air Quality Plans and Standards – Operational Emissions. Project operational emissions would not exceed SJVAPCD significance thresholds. Compliance with SJVAPCD Rule 9510 would further reduce emissions of NOx and PM10. Emissions would be further reduced with application of other Existing Requirements adopted by the City of Stockton.	LS with Existing Requirement	AIR-8: *(Existing Requirement)* The project shall comply with the emission reduction requirements of SJVAPCD Rule 9510 for project operations. AIR-9: *(Existing Requirement)* Prior to building occupancy, employers with 100 or more eligible employees shall submit an Employer Trip Reduction Implementation Plan (ETRIP) to the City for review and approval, as required by SJVAPCD Rule 9410. A copy of the ETRIP shall be provided to the SJVAPCD. Employers shall facilitate participation in the implementation of the ETRIP by providing information to its employees explaining methods for participation in the Plan and the purpose, requirements and applicability of Rule 9410. AIR-10: *(Existing Requirement)* The project shall comply with SJVAPCD Rule 4101, which prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants. AIR-11: *(Existing Requirement)* The project shall comply with SJVAPCD Rule 4601, which limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements. (The project has agreed to abide by more stringent VOC emissions requirements - see Mitigation Measure AIR-3 above).	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		AIR-12: *(Existing Requirement)* Solar Power: Owners, operators or tenants shall include with the building permit application, sufficient solar panels to provide power for the operation's base power use at the start of operations and as base power use demand increases. Project sponsor shall include analysis of (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the "clean fleet" requirements, and (b) generating capacity of the solar installation. The Community Development Director shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space. The photovoltaic system shall include a battery storage system to serve the facility in the event of a power outage to the extent required by the 2022 or later California Building Standards Code. In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation's base or anticipated power use, the applicant shall demonstrate how all available space has been maximized (e.g., roof, parking areas, etc.). Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports. In the event the utility provider review/approval delays do not allow installation/operation of the approved solar panels at the time of final building inspection (occupancy), the project sponsor shall provide documentation to the Community Development Director for review and approval, demonstrating how all reasonable and normal efforts have been made to procure the necessary permits and install the solar panels. The developer or tenant, or qualified solar provider engaged by the developer or tenant shall timely order all equipment and shall install the system when the City has approved building permits and the necessary equipment has arrived. The developer or tenant shall commence operation of the system	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		when it has received permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the building owner shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the project. AIR-13: *(Existing Requirement)* Emission Standards for Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all on-going operational responsibilities. The property owner/tenant/lessee shall ensure that all heavy-duty trucks (Class 7 and 8) domiciled on the project site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero-emission by December 31, 2025 or when commercially available for the intended application, whichever date is later. A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, https://californiahvip.org/ or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, https://globaldrivetozero.org/. The City shall be responsible for the final determination of commercial availability and may, but is not required to, consult with the California Air Resources Board (ARB) before making such final determination. "Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere) Zero-emission, heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks. AIR-14: *(Existing Requirement)* Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled at the project site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at start of operations, (ii) 65% of the fleet will be zero emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027. "Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere). Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles. The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site. AIR-15: *(Existing Requirement)* Demonstrate Compliance with Clean Fleet Requirements: The applicant, property owner, tenant, lessee, or other party operating the facility (the "Operator") shall procure utilize the zero emission	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		vehicles/trucks required to meet the "clean fleet" requirements in (a) and (b) AIR-2 (for Class 7 and 8 vehicles) and AIR-3 (for Class 2 through 6 vehicles) above. Within 30 days of occupancy, the Operator shall demonstrate to the satisfaction of Community Development Department staff, that the applicable clean fleet requirements are being met. In the event that there is a disruption in the manufacturing of zero emission vehicles/trucks or that sufficient vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the Community Development Director to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks. The City shall quantify the air pollution and GHG emissions resulting from any modification of this condition. Within 12 months of failing to meet a "clean fleet" requirement the property owner/tenant/lessee shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the SJVAPCD serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the South Stockton and surrounding area. Property owner/tenant/lessee shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies. The Operator shall implement the proposed measures after Community Development Department review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The Community Development Department staff may seek the recommendation of the ARB in determining whether there has	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		been a manufacturing disruption or insufficient vehicles/trucks commercially available for the intended application. AIR-16: *(Existing Requirement)* Condition of Approved Compliance Report: The Operator shall submit a condition of approval compliance report within 30 days of, but not later than, the following dates: December 31, 2023, December 31, 2025, and December 31, 2027. The report shall outline clean fleet requirements applicable at each report interval and include documentation demonstrating compliance with each requirement. The City shall consider each report at a noticed public hearing and determine whether the Operator has complied with the applicable clean fleet requirements. If the Operator has not met each 100% clean fleet requirement by December 31, 2027, then the Operator shall submit subsequent reports every year until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the requirements by the Community Development Director to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described in the previous paragraph. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the project site and through the ASK Stockton listserv. After the 100% clean fleet requirement has been implemented and confirmed by the Community Development Department, the Operator shall submit to the Community Development Director an on-going compliance report every three years containing all necessary documentation to verify that the Operator is meeting the clean fleet requirements. At the time it confirms that the 100% clean fleet requirement has been implemented, the Community Development Department will establish the due date for the first ongoing compliance report. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		date. The on-going compliance reports and accompanying documentation shall be made available to the public upon request. AIR-17: *(Existing Requirement)* Zero Emission Forklifts, Yard trucks and Yard Equipment: Owners, operators or tenants shall require all forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, to be electrically powered or zero-emission. The owner, operator or tenant shall provide on-site electrical charging facilities to adequately service electric vehicles and equipment. AIR-18: *(Existing Requirement)* Truck Idling Restrictions: Owners, operators or tenants shall be required to make their best effort to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by the ARB in the document: *commercial_vehicle_idling_requirements_July 2016*. Idling restrictions shall be enforced by highly-visible posting at the site entry, posting at other on-site locations frequented by truck drivers, conspicuous inclusion in employee training and guidance material and owner, operator or tenant direct action as required. AIR-19: *(Existing Requirement)* Electric Truck Charging: At all times during project operation, owners, operators or tenants shall be required to provide electric charging facilities on the project site sufficient to charge all electric trucks domiciled on the site and such facilities shall be made available for all electric trucks that use the project site. Owners, operators or tenants shall be required to provide at least one electric charging facility on-site for trucks. AIR-20: *(Existing Requirement)* Project Operations, Food Service: Owners, operators or tenants shall establish locations for food or catering truck service and cooperate with food service providers to provide consistent food service to operations employees.	

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		AIR-21: *(Existing Requirement)* Project Operations, Employee Trip Reduction: Owners, operators or tenants shall provide employees transit route and schedule information on systems serving the project area and coordinate ridesharing amongst employees. AIR-22: *(Existing Requirement)* Yard Sweeping: Owners, operators or tenants shall provide periodic yard and parking area sweeping to minimize dust generation. AIR-23: *(Existing Requirement)* Diesel Generators: Owners, operators or tenants shall prohibit the use of diesel generators, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets ARB Tier 4 emission standards. AIR-24: *(Existing Requirement)* Truck Emission Control: Owners, operators or tenants shall ensure that trucks or truck fleets domiciled at the project site be model year 2014 or later, and maintained consistent with current ARB emission control regulations. AIR-25: *(Existing Requirement)* SmartWay: Owners, operators or tenants shall enroll and participate in the SmartWay program for eligible businesses. AIR-26: NOT APPLICABLE, NO ADJACENT RESIDENCES AIR-27: *(Existing Requirement)* Project construction shall be subject to all adopted City building codes, including the adopted Green Building Standards Code, version July 2022 or later. Prior to the issuance of building permits, the applicant/developer shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, Energy Efficiency as outlined under Section A5.203.1.2.	

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		AIR-28: *(Existing Requirement)* All tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement. *(Existing Requirement)* Cold storage projects, if any, shall require installation of electric TRU plug-in units at every dock door servicing the refrigerated space. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks. *No additional mitigation measures are required.*	
Impact AIR-3: Exposure of Sensitive Receptors to Criteria Pollutants. Rural residences are unlikely to be exposed to high pollutant concentrations. CO concentrations at one street intersection would be partially reduced by a mitigation measure required as part of the adjacent Mariposa Industrial Park project. Other emissions within would be reduced by SJVAPCD rules and air quality mitigations AIR-1 through AIR-28.	PS	AIR-29: The project applicant, to reduce carbon monoxide concentrations to an acceptable level, shall contribute fair-share costs to an improvement on the Mariposa Road and Carpenter Road intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to northwest-bound left-turn lane, and a combined through/right-turn lane. This same requirement applies to the approved Mariposa Industrial Park project.	LS
Impact AIR-4: Exposure of Sensitive Receptors to Toxic Air Contaminants. Diesel PM generated by project operations; however, facility prioritization screening conducted for project indicates diesel PM emissions would not adversely affect nearby sensitive receptors.	LS	None required.	-
Impact AIR-5: Odor Emissions. Main odor source would be vehicle emissions, which would be localized and would dissipate rapidly.	LS	None required.	-
7.0 BIOLOGICAL RESOURCES			
Impact BIO-1: Special-Status Species and Habitats. Project development would involve the potential for impacts on foraging and/or nesting habitat for Swainson's hawk, burrowing owl, and white-tailed kite.	LS with Existing Requirement	BIO-1: *(Existing Requirement)* As part of required participation in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), the project site shall be inspected by the SJMSCP biologist, who shall recommend which Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP	-

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TABLE 2-1
SUMMARY OF IMPACTS AND MITIGATION MEASURES

Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		should be implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs. *No additional mitigation measures are required.*	
Impact BIO-2: Riparian and Other Sensitive Habitats. Riparian corridor along North Littlejohns Creek would be minimally affected by installation of a bridge. No other sensitive habitats, including groundwater dependent ecosystems, would be affected.	LS	None required	-
Impact BIO-3: Waters of the U.S. and Wetlands. North Littlejohns Creek and a ditch were identified as potential Waters of the U.S. No wetlands were identified on the project site.	PS	BIO-2: Prior to the start of construction work, the project developer shall conduct a wetland delineation identifying jurisdictional Waters of the U.S. and wetlands on the project site. The delineation shall be verified by the U.S. Army Corps of Engineers (Corps). The delineation shall be used to determine if any project work will encroach upon any jurisdictional water, thereby necessitating an appropriate permit. For any development work that may affect a delineated jurisdictional Water, the project developer shall obtain any necessary permits from the U.S. Army Corps of Engineers prior to the start of development work within these locations. Depending on the Corps permit issued, the project applicant shall also apply for a Section 401 Water Quality Certification from the Central Valley Regional Water Quality Control Board. BIO-3: Prior to the start of construction work in North Littlejohns Creek, the project developer shall obtain any necessary permits from the California Department of Fish and Wildlife and the Central Valley Flood Protection Board. The project developer shall comply with all conditions attached to any required permit.	LS
Impact BIO-4: Fish and Wildlife Migration. Several trees in the project vicinity that are suitable for nesting raptors and other protected bird species, including migratory species.	LS with Existing Requirement	Implement Mitigation Measure BIO-1.	-

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Impact BIO-5: Local Biological Requirements. Valley oak, a species protected by City's Heritage Tree Ordinance, was identified on the project site.	LS with Existing Requirement	BIO-4: *(Existing Requirement)* If removal of any oak tree on the project site is required, a certified arborist shall survey the oak trees proposed for removal to determine if they are Heritage Trees as defined in Stockton Municipal Code Chapter 16.130. The arborist report with its findings shall be submitted to the City's Community Development Department. If Heritage Trees are determined to exist on the property, removal of any such tree shall require a permit to be issued by the City in accordance with Stockton Municipal Code Chapter 16.130. The permittee shall comply with all permit conditions, including tree replacement at specified ratios. No additional mitigation measures are required.	-
Impact BIO-6: Habitat Conservation Plans. Project would participate in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan	LS with Existing Requirement	Implement Mitigation Measure BIO-1.	-
8.0 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES			
Impact CULT-1: Historical Resources. No historical resources have been recorded on the project site, but previously undiscovered resources could be encountered during construction.	PS	CULT-1: *(Existing Requirement)* Stockton Municipal Code Section 16.36.050 - Cultural Resources. If a historical or archaeological resource or human remains may be impacted by a development project requiring a discretionary land use permit, the Secretary of the Cultural Heritage Board shall be notified, any survey needed to determine the significance of the resource shall be conducted, and the proper environmental documents shall be prepared. Additional requirements specified in the code may apply. *No additional mitigation measures required.*	LS
Impact CULT-2: Archaeological Resources. No archaeological resources were identified on the project site. However, it is possible that unknown cultural resources may be uncovered during project construction.	PS	CULT-2: (*Existing Requirement).* In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and federal law.	LS

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		CULT-3: Archaeological monitoring of initial ground-disturbing project activities shall be conducted at and in the immediate vicinity of the former residence site.	
Impact CULT-3: Human Burials. No human burials have been identified on the project site. However, it is possible that unknown burials, including Native American burials, may be uncovered during project construction.	LS with Existing Requirement	CULT-4: *(Existing Requirement)* SMC 16.36.050 (C). Human Remains. In the event human remains are discovered during any construction, construction activities shall cease, and the County Coroner and Community Development Director shall be notified immediately in compliance with CEQA Guidelines 15064.5 (d). A qualified archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner shall notify the NAHC within 24 hours of this identification. The NAHC will identify the most likely descendent of the Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. *No additional mitigation measures are required.*	-
Impact CULT-4: Tribal Cultural Resources. No tribal cultural resources were identified on the project site. However, a Sacred Land has been recorded nearby, and the Northern Valley Yokuts and Wilton Rancheria have expressed concern about project activities, although neither tribe consulted with the City under AB 52..	LS with Existing Requirement	Existing Requirements CULT-1 through CULT-4 *No additional mitigation measures are required.*	-
9.0 GEOLOGY, SOILS, AND MINERAL RESOURCES			
Impact GEO-1: Faulting and Seismicity. There are no active or potentially active faults within or near the project site. The project site would be exposed to seismic shaking, but compliance with the adopted California Building Code would minimize seismic hazards.	LS	None required.	-

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Impact GEO-2: Other Geologic Hazards. The project site is not prone to landslide hazards or subsidence. Liquefaction and other soil instability on the project site are considered unlikely, but no information specific to the site is available.	LS with Existing Requirement	GEO-1: *(Existing Requirements)* The project applicant shall submit a geologic soils report, prepared by a registered civil engineer, in compliance with Stockton Municipal Code Section 16.192.020. The report's recommendations shall be incorporated into the final design and construction plans. GEO-2: *(Existing Requirements)* Project plans and specifications shall comply with the most recent version of the California Building Code adopted by the City of Stockton at the time of project approval. *No additional mitigation measures are required.*	-
Impact GEO-3: Soil Erosion. Project construction activities would loosen the soil, leaving it exposed to potential water and wind erosion. Project would be required to obtain a Construction General Permit, which has conditions that would reduce soil erosion impact, as would the City's Storm Water Management Program, the Stockton Municipal Code, and SJVAPCD Regulation VIII.	LS with Existing Requirement	GEO-3: *(Existing Requirement)* The project shall obtain a Notice of Intent issued by the SWRCB for compliance with the Construction General Permit. The project shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) including a site map, description of construction activities and identification of Best Management Practices that will prevent soil erosion and discharge of other construction-related pollutants. GEO-4: *(Existing Requirements)* The project applicant shall comply with Stockton Municipal Code Section 15.48.050, which requires construction activities to be designed and conducted to minimize discharge of sediment and all other pollutants and Section 15.48.070, which contains standards for implementation of Best Management Practices.	-
Impact GEO-4: Expansive Soils. Project site soils have high shrink-swell potential.	LS with Existing Requirement	Existing Requirement GEO-1. *No additional mitigation measures are required.*	-
Impact GEO-5: Paleontological Resources and Unique Geological Features. The project site does not contain unique geological features or any known paleontological resources; however, project construction could unearth previously unknown paleontological materials of significance.	PS	GEO-5: If any subsurface paleontological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified paleontologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the	LS

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.	
Impact GEO-6: Access to Mineral Resources. There are no identified mineral resource areas on the project site.	NI	None required.	-
10.0 GREENHOUSE GAS EMISSIONS			
Impact GHG-1: Project GHG Construction Emissions and Consistency with Applicable Plans and Policies. Unmitigated construction GHG emissions would be reduced by Additional Air Quality Improvement Measures (Appendix B), compliance with applicable State and SJVAPCD rules and regulations, and additional mitigation. However, since these measures cannot be precisely quantified, and no quantified thresholds applicable to GHG construction emissions are available, it cannot be stated with certainty that GHG emissions would be reduced to a level that is considered less than significant. [GHG construction emissions were not specifically analyzed in the Stockton General Plan 2040 EIR.]	LS with Existing Requirement	Implement Existing Requirements AIR-1 through AIR-28. GHG-1: (Existing Requirements) The project shall implement the Off-Road Vehicles Best Management Practices specified in the Stockton Climate Action Plan. At least three (3) percent of the construction vehicle and equipment fleet shall be powered by electricity. Construction equipment and vehicles shall not idle their engines for longer than three (3) minutes. GHG-2: (Existing Requirements) The project applicant shall comply, as applicable, with the provisions of the California Air Resources Board's Regulation for In-Use Off-Road Diesel Fueled Fleets, which applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers). These provisions include imposing limits on idling and requiring a written idling policy. It also requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or by installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). *No additional mitigation measures are required.*	-
Impact GHG-2: Project GHG Operational Emissions and Consistency with Applicable Plans and Policies. Unmitigated operational GHG emissions would be reduced by project features, compliance with regulations consistent with Stockton Climate Action Plan and with	LS with Existing Requirement	Implement Existing Requirements AIR-1 through AIR-28, GHG-1, and GHG-2.	-

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State and SJVAPCD plans, and Additional Air Quality Improvement Measures (Appendix B).			
11.0 HAZARDS AND HAZARDOUS MATERIALS			
Impact HAZ-1: Hazardous Material Transportation and Storage. Proposed warehouses may store finished goods or raw materials considered hazardous. Compliance with applicable local, state, and federal regulations would minimize impacts.	LS with Existing Requirement	HAZ-1: *(Existing Requirement)* New business on the project site that may handle quantities of hazardous materials equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time shall submit a Hazardous Materials Business Plan to the Certified Unified Program Agency (CUPA) of San Joaquin County. The Hazardous Materials Business Plan shall include an inventory of hazardous materials and hazardous wastes and an emergency response plan for incidents involving hazardous materials and wastes. HAZ-2: *(Existing Requirement)* Proposed business uses that involve the manufacture, storage, handling, or processing of hazardous materials in sufficient quantities that would require s Hazardous Materials Business Plan and the use is within 1,000 feet of a residential zoning district, the project shall comply with Stockton Municipal Code Section 16.36.080, which governs use, handling, storage, and transportation of hazardous materials. *No additional mitigation measures are required.*	-
Impact HAZ-2: Hazardous Material Releases. Project construction and operations create a potential for hazardous material releases. The required SWPPP and other typical contractor practices shall minimize construction impacts. Compliance with applicable local, state, and federal regulations would minimize operational impacts. No schools are located within one-quarter mile of the project site.	LS with Existing Requirement	Implement Existing Requirements GEO-1 and GEO-2. *No additional mitigation measures are required.*	-
Impact HAZ-3: Hazardous Material Sites. No active hazardous material sites were identified on or adjacent to the project site. A Phase I Environmental Site Assessment did not identify any recognized environmental conditions	PS	HAZ-3: In accordance with the recommendations of the Phase I Environmental Site Assessment prepared by ENGEO, Inc. for the project, the following measures shall be implemented:	LS

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but did acknowledge potential contamination due to past activities.		• An assessment of the presence of aerially deposited lead shall be conducted along the Mariposa Road frontage of the project site. • If records regarding demolition of residential homes are not located, a lead, asbestos, and PCB survey shall be conducted near the former residential home site. • If soil is to be exported from the project site, an agrichemical assessment should be considered to determine soil disposal and/or reuse alternatives.	
Impact HAZ-4: Airport Hazards. The project site is within Compatibility Zone 7b as established by the Stockton Metropolitan Airport ALUCP. Proposed development would be consistent with allowable land uses in this zone.	LS with Existing Requirement	HAZ-4: (*Existing Requirement)* Site plan and design review submittals for the project shall be referred to the San Joaquin County Airport Land Use Commission for review. Applicable recommendations of the Airport Land Use Commission shall be made a condition City approval. *No additional mitigation measures are required.*	-
Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations. Neither project construction nor operations would require closure or any major restriction on use of adjacent roads. Once construction work is completed, project development would not obstruct any roads.	LS with Existing Requirement	HAZ-5: (*Existing Requirement)* Encroachment permits for work within the public right-of-way shall be obtained from the City of Stockton or San Joaquin County as applicable. *No additional mitigation measures are required.*	-
Impact HAZ-6: Wildfire Hazards. Project is in an urbanizing area and has not been designated a fire hazard area by Cal Fire.	LS	None required.	-
12.0 HYDROLOGY AND WATER QUALITY			
Impact HYDRO-1: Surface Water Resources, Flooding and Quality. Construction activities could loosen soils that could eventually enter nearby surface waters, as well as debris and deposits from project operations. Compliance with applicable water quality plans, permits, and	LS with Existing Requirement	HYDRO-1: *(Existing Requirement)* Industrial development within floodplain Zone AO shall conform to Stockton Municipal Code Chapter 15.44 Flood Damage Prevention. HYDRO-2: *(Existing Requirement)* Industrial uses on the project site shall obtain coverage under the Central Valley RWQCB	-

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
regulations would minimize impacts. Project development will be required to submit storm water management plans for the project that shall include construction erosion and sedimentation controls as well as post-construction Best Management Practices.		Industrial General Permit program and implement pollution control measures using the best available technology economically achievable and best conventional pollutant control technology. All facility operators shall prepare, retain on site, and implement a SWPPP implementing applicable Industrial General Permit requirements, including a monitoring program. HYDRO-3: *(Existing Requirement)* Prior to final site plan approval, the project applicant shall submit a storm drainage master plan that shows all onsite facilities and connection to the storm drainage system of Mariposa Industrial Park. The master plan shall demonstrate how storm drainage can be managed without impact on North Littlejohns Creek that could cause flooding. The master plan shall be submitted to the Stockton Municipal Utilities Department for review and approval. Project developers shall enter into a maintenance agreement for post-construction BMPs prior to receiving a Certificate of Occupancy. *No additional mitigation measures are required.*	
Impact HYDRO-2: Groundwater Resources and Quality. Project would be served by the City's water system, which relies in part on groundwater. Project can be accommodated from City's existing supplies without requiring additional groundwater. Project would be subject to Groundwater Sustainability Plan for basin, which include direct and in-lieu recharge projects.	LS	None required.	-
Impact HYDRO-3: Drainage Patterns and Runoff. Project would alter existing drainage patterns and runoff volumes, but project features would reduce impacts. Issues associated with water quality of runoff would be mitigated. However, the project proposes to connect with the drainage system of the adjacent Mariposa Industrial Park development, which includes a detention basin that discharges into North Littlejohns Creek. Additional drainage could cause flooding issues in the creek.	LS with Existing Requirement	Implement Existing Requirement HYDRO-1, HYDRO-2 and HYDRO-3 *No additional mitigation measures are required.*	-

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Impact HYDRO-4: Release of Pollutants in Flood, Tsunami, and Seiche Zones. Only a small portion of the project site is within a FEMA-designated 100-year floodplain, and no buildings using or storing hazardous materials would be located there. The project site would not be subject to flooding from dam or levee failure or from seiches or tsunamis.	LS with Existing Requirement	Implement Existing Requirements HYDRO-1 and HYDRO-2 *No additional mitigation measures are required.*	-
Impact HYDRO-5: Consistency with Water Quality and Groundwater Management Plans. The project would comply with applicable water quality plans and be consistent with the Groundwater Sustainability Plan for the Eastern San Joaquin Subbasin.	LS	None required.	-
13.0 LAND USE, POPULATION, AND HOUSING			
Impact LUP-1: Division of Communities. The area surrounding the project site is a combination of vacant parcels, agricultural uses, and rural residential and commercial development. This does not constitute a community that could be divided by the project.	NI	None required.	-
Impact LUP-2: Conflict with Applicable Plans, Policies, and Regulations. The project would be consistent with the policies of the Stockton General Plan. Project may conflict with LAFCo policies preserving agricultural land, but project would be subject to the City's Agricultural Lands Mitigation Program. Project site is consistent with development standards for Compatibility Zone 7b of the Stockton Metropolitan Airport ALUCP.	LS	None required.	-
Impact LUP-3: Inducement of Population Growth. While the warehouse development would provide employment opportunities, these opportunities are expected to be filled mainly by existing residents. The project would not induce population growth beyond that anticipated in the Stockton General Plan.	LS	None required.	-

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Impact LUP-4: Displacement of Housing and People. The project site has single-family residences that would be demolished. However, there is available housing in the Stockton area to accommodate any displaced persons.	LS	None required.	-
14.0 NOISE			
Impact NOISE-1: Increase in Noise Levels in Excess of Standards-Traffic. Traffic generated under Existing Plus Approved Projects Plus Project conditions would increase traffic noise levels along several roadway segments, but not at levels exceeding significance thresholds.	LS	None required.	-
Impact NOISE-2: Increase in Noise Levels in Excess of Standards-Other Project Noise. Noise from loading dock activities were determined to not significantly affect nearby sensitive land uses, mainly residences.	LS	None required.	-
Impact NOISE-3: Increase in Noise Levels in Excess of Standards-Construction. Construction activities may potentially increase ambient noise above City standards at nearby sensitive receptors.	PS	NOISE-1: (*Existing Requirements)* Project construction shall comply with the provisions of Stockton Municipal Code Chapter 16.60, including Section 16.60.030, which contains restrictions on construction noise, including operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m. so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities. NOISE-2: The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment: • Construction shall be limited to 7:00 a.m. to 10:00 p.m. • All construction equipment powered by internal combustion engine shall be properly muffled and maintained. • Quiet construction equipment, particularly air compressors, are to be selected whenever possible.	LS

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		• All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • Unnecessary idling of internal combustion engines is prohibited. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.	
Impact NOISE-4: Groundborne Vibration. Project construction activities would not generate groundborne vibrations at a level that would disturb people or risk damage to buildings.	LS	None required.	-
Impact NOISE-5: Airport and Airstrip Noise. The project site is outside noise contours established by the Stockton Metropolitan Airport ALUCP. No private airstrips are in the vicinity.	NI	None required.	-
15.0 PUBLIC SERVICES AND RECREATION			
Impact PSR-1: Fire Protection Service. New or expanded facilities may be required in the future, but project would not trigger this requirement. Public Facility Fees will be paid, and future facilities would be subject to CEQA review. Mitigation would require installation of Early Suppression Fast Response sprinkler systems.	PS	PSR-1: All industrial/warehouse buildings constructed on the project site shall have an Early Suppression Fast Response (ESFR) fire sprinkler system installed. The Stockton Fire Department shall review and approve any proposed ESFR system prior to its installation. PSR-2: City departments, including Fire, Community Development, and Finance, together with industrial project proponents, shall develop and implement a plan for financing, construction and staffing of a new fire station in the vicinity of the project site. The project applicant shall contribute to the	LS

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
		costs of constructing and staffing the new fire station in accordance with the adopted plan.	
Impact PSR-2: Police Protection Services. New or expanded facilities may be required in the future, but project would not trigger this requirement. Public Facility Fees will be paid, and future facilities would be subject to CEQA review.	LS	None required.	-
Impact PSR-3: Schools. The project involves industrial development, which does not directly generate new student load. New industrial development would be responsible for the payment of school impact fees.	LS	None required.	-
Impact PSR-4: Parks and Recreational Services. The project would not involve any direct effects on parks or recreational facilities, nor would it generate a demand for new or expanded recreational facilities or services.	LS	None required.	-
Impact PSR-5: Other Public Facilities. The project would not generate additional demand for library, hospital, and courthouse services, and therefore would not require new or expanded facilities.	LS	None required.	-
16.0 TRANSPORTATION			
Impact TRANS-1: Consistency with CEQA Guidelines Section 15064.3(b). The project's VMT effects would be less than significant.	LS	None required.	-
Impact TRANS-2: Motor Vehicle Transportation Plans-Truck Routes. Project proposes STAA truck routes; however, this would not conflict significantly with motor vehicle transportation plans applicable to trucks.	LS	None required.	-
Impact TRANS-3: Conflicts with Non-Motor Vehicle Transportation Plans. The project would not conflict with	LS	None required.	-

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non-motor vehicle transportation plans or their implementation.			
Impact TRANS-4: Safety Hazards. The traffic impact study did not identify any traffic hazards that would result from the project. Project construction would involve routine but potential traffic hazards, but contractors will be required to provide traffic safety control as warranted.	LS	None required.	-
Impact TRANS-5: Emergency Access. Adequate emergency access would be provided to the project site.	LS	None required.	-
Level of Service Effect LOS-1: Motor Vehicle Transportation Plans-Intersections. Under Existing Plus Approved Projects Plus Project conditions, only four intersections affected by the project would not operate at LOS above minimally acceptable City of Stockton standards. Recommended air quality mitigation and Intersection Improvement Measures would improve LOS at two intersections, while the other two intersections would not require improvements. LOS is not a measure of CEQA impacts.	NA	* Implement Recommended Improvement TRANS-1: The project applicant should contribute fair-share costs to an improvement on the Mariposa Road and 8th Street/Farmington Road intersection that would split the northeast-bound combined through/right-turn lane into an exclusive northeast-bound through lane and a "free" northeast-bound-to-southeast-bound right-turn lane. Existing pavement width is considered adequate to accommodate this improvement. *(Note: This same improvement recommendation was made in the Mariposa Industrial Park EIR.)*	NA
Level of Service Effect LOS -2: Motor Vehicle Transportation Plans-Roadway Segments. Under Existing Plus Approved Projects Plus Project conditions, only two roadway segments affected by the project would not operate at LOS above minimally acceptable City of Stockton standards. Recommended Roadway Segment Improvement Measure would improve LOS at one segment, while other segment would not require improvements. LOS is not a measure of CEQA impacts.	NA	No recommended improvements.	NA
Level of Service Effect LOS -3: Motor Vehicle Transportation Plans-Ramp Junctions. Under Existing Plus Approved Projects Plus Project conditions, three ramp junctions affected by the project would not operate at LOS above minimally acceptable City of Stockton standards. However, these facilities would operate within standards	NA	No recommended improvements.	NA

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Potential Impact	Significance Before Mitigation	Existing Requirements or Mitigation Measures	Significance After Mitigation
of the City's Transportation Impact Guidelines. LOS is not a measure of CEQA impacts.			
17.0 UTILITIES AND ENERGY			
Impact UTIL-1: Water Services and Facilities. City has adequate water supplies for project. Existing water lines are in vicinity.	LS	None required.	-
Impact UTIL-2: Wastewater Services and Facilities. City has adequate capacity at its treatment plant to accommodate project. Existing sewer lines are in vicinity.	LS	None required.	-
Impact UTIL-3: Stormwater Services and Facilities. Project would not connect to City's drainage system, but would connect to system that would collect and discharge runoff to North Littlejohns Creek without causing downstream flooding or reduced water quality with mitigation.	LS with Existing Requirement	Implement Existing Requirement HYDRO-3.	LS
Impact UTIL-4: Solid Waste. Existing landfills in the County would have adequate capacity to accommodate project solid waste. The project would comply with applicable federal, state, and local statutes and regulations related to solid waste.	LS	None required.	-
Impact UTIL-5: Energy and Telecommunications Facilities. Existing electrical, natural gas, and telephone lines are available near the project site.	LS	None required.	-
Impact UTIL-6: Project Energy Consumption. The project would not consume energy in a manner that is wasteful, inefficient, or unnecessary.	LS	None required.	-

Notes: S = Significant, PS = Potentially Significant, LS = Less than Significant, NI = No Impact, SU = Significant and Unavoidable (SU impacts addressed in the Stockton General Plan EIR)

* Not mitigation measures, as they address issues not considered environmental impacts per CEQA Guidelines. Presented for informational purposes only.

3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

The project site, consisting of five parcels, is predominantly in the San Joaquin County unincorporated area, adjacent to the southeastern limits of the City of Stockton (Chapter 1.0, Figures 1-1 through 1-5). Table 3-1 identifies each of these parcels by its Assessor's Parcel Number (APN), street address, and acreage (see Figure 1-5). The unincorporated portion of the project site encompasses 113.77 acres.

TABLE 3-1
PROJECT AREA PARCELS

APN*	Address	Acres
Annexation Area		
179-220-07	5700 East Mariposa Road	107.48
179-220-14	5276 East Mariposa Road	2.48
179-220-15	5262 East Mariposa Road	2.50
179-220-26	No address (driveway)	1.31
		Annexation Area Subtotal 113.77
Incorporated Area		
179-220-43 & 179-220-41(part)	Newcastle Road, Possible EVA	0.47
	TOTAL ACRES	114.24

* See Figure 1-5 for parcel locations.

Note: Acreages verified with Kier and Wright, 5-3-23

An additional approximately one acre parcel (APN 179-220-25) was annexed in conjunction with the Mariposa Industrial Park project but was inadvertently not pre-zoned by the City. This parcel will be zoned or rezoned by the City in conjunction with the Mariposa 2 project.

The project site is adjacent to and south of Mariposa Road, approximately 1.4 miles southeast of the SR 99 / Mariposa Road interchange. The project site is shown on the Stockton East 7.5-minute quadrangle map within the C.M. Weber grant of Rancho Campo

de los Franceses, Section 69, Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The approximate latitude of the project site is 37° 55′ 10″ North, and the approximate longitude is 121° 12′ 12″ West.

3.2 PROJECT OBJECTIVES

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

- Development of approximately 1.8 million square feet of industrial space for leasing to various potential tenants, together with associated site and utility improvements.
- To provide for industrial development of the site as contemplated by the Stockton General Plan 2040. Stockton General Plan Policy LU-4.1 encourages large-scale development proposals in appropriate locations that include significant numbers of higher-wage jobs and local revenue generation.
- To take advantage of existing development-ready infrastructure and provide for project design flexibility in the allowable number and size of parcels and industrial structures, thereby maximizing the industrial development potential of the site.
- To comply with the natural resource management objectives of the Stockton General Plan 2040 by placing new industrial development in an area where potential impacts to sensitive natural resources are or can be reduced or avoided through site design, development phasing, and landscaping.

3.3 PROJECT DETAILS

The Mariposa 2 project proposes the annexation, pre-zoning and development of the project site for light industrial purposes, primarily "high-cube" warehouses. The proposed project described and analyzed in this EIR is based on a conceptual plan for industrial development of the project site submitted with the project application and shown in Figure 3-2. Further details on the proposed development are described in Section 3.3.5 below.

During City processing of the foregoing Mariposa Industrial Park (Mariposa 1) project, agency and public comments on the Mariposa 1 EIR raised concerns related to air quality impacts. In resolving these concerns, the applicant and City entered into detailed negotiations with the commenters that ultimately resulted in the incorporation of additional mitigation measures for air quality impacts into the Mariposa 1 project. At the same time, the City agreed to apply these measures to other industrial development projects including Mariposa 2; the City also agreed to present an ordinance to the Stockton City Council that reflects the mitigation requirements applied to the Mariposa 1 project but that would also

reflect further analysis and discussion among City staff, project applicants and the public prior to adoption of the ordinance. The ordinance preparation process is underway as of the date of this EIR.

The applicable Mariposa 1 mitigation measures are incorporated into the Mariposa 2 Project Description, as shown in Section 3.5. The Mariposa 1 mitigation measures listed in Section 3.5, which are considered a part of the proposed project, are considered in the analysis of the air quality impacts of the Mariposa 2 project in Chapter 6.0 Air Quality of this EIR and included in the mitigation measures that will be required of the project; consequently, these same measures will be incorporated into the Final EIR and Mitigation Monitoring/Reporting Plan for the Mariposa 2 project.

3.3.1 Reorganization and Pre-zoning

The project proposes the annexation of the project site, currently under County jurisdiction, into the City of Stockton (Figure 3-1). At the same time, the site will be detached from the Montezuma Fire District, in which the project site is currently located. Considered together, these actions are known as a "reorganization."

After approving the pre-zoning, the City would submit an reorganization application to the San Joaquin LAFCo, which would then be responsible for action on the annexation and detachment. LAFCo's policies with respect to reorganizations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended. Key considerations include whether the annexation would constitute a logical expansion of a city boundary and if the annexation area would be provided with public utilities and services in an efficient manner. Additional analysis and information on LAFCo requirements and findings are provided in Chapter 13.0 Land Use, Population, and Housing of this EIR.

The project site is within the City of Stockton's Sphere of Influence but is outside the adopted 2030 Planning Horizon Area defined in the City's Municipal Service Review (MSR). The MSR was amended in conjunction with approval of the Mariposa Industrial Park to include that project in the 2030 Planning Horizon. To reflect the continuing demand for industrial development in and near the City of Stockton, assuming City approval of Mariposa 2, the MSR will need to be modified again by LAFCo to incorporate Mariposa 2 project within the MSR 10-year Horizon.

During the review and approval of the Mariposa Industrial Park project, both that project and the proposed Mariposa 2 project site were removed from the Mariposa Road Disadvantaged Unincorporated Community (DUC) as designated in the MSR.

All the parcels comprising the site are currently zoned by San Joaquin County as AG-40 – General Agriculture with a 40-acre minimum parcel size. The project includes a request that the City Council pre-zone the entire project site Industrial, Limited (IL) as described in the City of Stockton Development Code. At the same time, one additional parcel (APN 179-220-25) that was annexed in conjunction with the foregoing Mariposa Industrial Park project but not pre-zoned by the City, will also be zoned for industrial use, consistent with the current Industrial designation of the properties under the Stockton General Plan. Pre-

zoning and zoning actions would require a recommendation for approval from the Stockton Planning Commission and final approval by the City Council. The proposed zoning of APN 179-220-25 will take effect upon City Council approval; the proposed pre-zoning would take effect upon recordation of the annexation of the Mariposa 2 project site.

3.3.2 Development Agreement

The proposed project would include a request for approval of a Development Agreement between the City and project applicants. The Development Agreement would apply to the 107.48-acre parcel but not to the two 2.5-acre parcels west of the west line of the larger parcel; both of these parcels as well as the small parcel near the northwest corner of the site will be covered by the adopted Development Agreement for the Mariposa Industrial Project, which is to be amended.

Among other things, the Development Agreement would allow building heights on the project site to a maximum of 100 feet, which would exceed the height limit of 60 feet normally applied in the IL zone. The potential environmental effects of increasing the permissible height limit are addressed in this EIR, where applicable, including Chapter 4.0 Aesthetics. The Development Agreement may also establish other applicant/City agreements regarding project phasing, design, construction, and operation, subject to discussion and negotiation between the parties.

The Development Agreement must benefit both the project applicant and the City. It would benefit the project by providing the project the opportunity to accommodate a wider range of possible industrial tenants with the increased height allowance. With increasing mechanization of warehousing and distribution activities, industrial developers are seeking greater building heights for these facilities. As noted previously, the applicant and City negotiated with the California Attorney General's office and the Sierra Club to address environmental concerns raised in public review comments on the Draft EIR. These concerns, primarily to do with air quality, were addressed with additional mitigation measures included in the Final EIR and Mitigation Monitoring/Reporting Plan for the approved project. Likewise, negotiations resulted in the addition of certain requirements to the Development Agreement for the approved project; these same requirements, excepting prohibition of cold storage, which are listed below, will also be incorporated in the Development Agreement for the Mariposa 2 project.

Incorporation of MMRP. Developer agrees to and shall comply with all applicable mitigation measures in the adopted Mitigation Monitoring/Reporting Plan as approved and adopted by the City. Developer shall include in all tenant lease agreements for the project site a provision requiring the tenant/lessee to comply with all applicable requirements of the Development Agreement, a copy of which shall be attached to each to each tenant/lease agreement.

Annual Review. As required by California Government Code Section 65865.1 and pursuant to Section 16.128.110 of the Development Agreement Ordinance, the City of Stockton Planning Commission shall review this Agreement and all actions taken pursuant to the terms of this Agreement with respect to the development of the Project every twelve (12) months at a duly-noticed public hearing to determine good faith compliance with this

Agreement ("Annual Review"). Specifically, the Annual Review shall be conducted for the purposes of determining good faith compliance with the terms and/or conditions of this Agreement, including compliance with the mitigation measures in Section 8.3 of this Agreement. Each Annual Review shall also document the status of Project development. In the event the Planning Commission recommends modification or termination of this Agreement in connection with such Annual Review, the action to effectuate such modification or termination must be taken by City Council.

3.3.3 Tentative Subdivision Map

The applicant may submit a Tentative Subdivision Map for City approval. The need for a subdivision map will be dependent on the number, size and specific design requirements of future industrial tenants. A Tentative Subdivision Map, if submitted, would correspond to future Site Plan Review applications would be used to divide the site for purposes of sale or leasing and would be subject to conditions of approval governing access, utilities, easements, and improvement requirements. For the purposes of this EIR, it is assumed that the project may include a Tentative Subdivision Map.

3.3.4 Site Plan and Design Review

A conceptual plan for industrial development of the project site is shown on Figure 3-2 and detailed in Section 3.3.5 below. The site plan shown in Figure 3-2 describes the maximum anticipated development of the project site in terms of building footprint and industrial floor area but not necessarily the final physical arrangement of buildings, access ways, parking areas and other improvements on the project site nor the architectural design and appearance of proposed buildings. Subsequent engineering and architectural design plans that address the individual building and site improvement needs of future site tenants would be submitted to the City for its review and approval as part of the Site Plan and Design Review process.

3.3.5 Industrial Development Activity

As noted, the project proposes to annex four parcels totaling 113.77 acres. Of the total acreage, the project proposes to develop approximately 107.48 acres for industrial warehousing and distribution uses. The proposed structures would occupy approximately 37 percent of the proposed development area; the remainder would be used for circulation, parking and landscaping. The remaining six acres, which consist mainly of the existing rural residential parcels on the west side of the site, are not proposed for development at this time.

Proposed Structures

Upon annexation, the project site would be developed with light industrial land uses, which are expected to consist primarily of high-cube warehouses. A "high-cube warehouse" is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of approximately 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and, to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical high-cube warehouse

typically has a high level of on-site automation and logistics management, which enables highly efficient processing of goods through the warehouse.

Table 3-2 summarizes the proposed development of the project site as shown on the Conceptual Site Plan. Of the total 1.8 million square feet proposed for development, approximately 53,400 square feet would be for ancillary office space that would be distributed among all four buildings; the remainder would be for light industrial/warehouse use. The number, configuration, and height of proposed buildings are subject to change as applications for site development from future tenants are submitted to and processed by the City.

The project site may also accommodate related industrial uses that reflect ongoing developments in the warehousing and distribution industry. The nature, size and organization of these uses may vary from the conceptually defined project shown on Figure 3-2. The proposed Development Agreement would include a provision that would allow for increasing the maximum height limit for buildings to 100 feet; the conceptual site plan does not propose structures of that height at this time.

TABLE 3-2
PROPOSED BUILDING CONSTRUCTION

Building	**Building Footprint (square feet)**
Building 5	152,190
Building 6	1,181,040
Building 7	243,360
Building 8	202,800
Total	**1,779, 390**

Parking and Landscaping

The conceptual site plan proposes approximately 1,900 parking stalls distributed throughout the project site (see Figure 3-2). Of that total, approximately 1,460 stalls would be for automobiles, including 29 stalls accessible to drivers with disabilities. The remaining 440 stalls would be for trucks and trailers.

Landscaping would occupy most of the area of the project development site outside structures and parking spaces. Landscape and irrigation plans would be subject to City review and approval as a part of the site plan review process. Landscaping would be required to be consistent with the standards set forth in Stockton Municipal Code Section 16.56.040, and the irrigation plans would be required to be consistent with Section 16.56.050.

Site Access

Primary access to the project site would be from two driveway entrances off Mariposa Road in the northeastern portion of the project site (see Figure 3-2). The northern driveway would provide the main access to the project site, with a roundabout guiding traffic to internal roads leading to proposed buildings and associated parking and loading areas. The south driveway would provide direct access to the proposed Buildings 7 and 8 and their associated parking and loading areas; this area would be interconnected with other internal roads. Frontage improvements, including additional pavement width, curb, gutter, and sidewalks, would be installed along Mariposa Road.

The applicant is considering a third access point for emergency vehicle access (EVA), which would if proposed be developed from the northern end of existing Newcastle Road across North Littlejohns Creek to the project site. For the purposes of this EIR, it is considered a potential part of the project and is analyzed in the various chapters of the EIR. This access would be for EVA use only and would not be available for passenger vehicle or truck traffic. Additional access for emergency vehicles may also be made available from the adjacent Mariposa Industrial Park project.

Proposed industrial land uses would involve the use of large trucks, including Surface Transportation Assistance Act (STAA) design trucks. STAA trucks have relatively large turning radii and would require adequate intersection and roadway design features that accommodate these turning radii. Access to the site from Mariposa Road, and circulation improvements within the project site, would be designed to accommodate anticipated STAA truck traffic.

It is anticipated that off-site project truck traffic would follow routes to and from SR 99 that include Mariposa Road, Austin Road, and Arch Road. STAA routes must be formally designated, which requires confirmation that designated routes can physically accommodate STAA trucks. Arch Road, Austin Road, and portions of Mariposa Road are currently designated STAA routes, but the portion of Mariposa Road from Carpenter Road to the end of the project site frontage is not currently a STAA route. It is anticipated that the segment along the project site frontage would be designated a STAA route as part of implementation of the adjacent Mariposa Industrial Park project.

Utilities

Potable water services would be provided by the City of Stockton and would be acquired from existing and planned trunk lines. The project proposes to connect to an existing 24-inch diameter potable water trunk line along Mariposa Road. In addition, a 16-inch diameter water line would be extended from the Mariposa Industrial Park site to the Mariposa 2 project site. The project would install an onsite water distribution system in conjunction with other site improvements.

Stockton Municipal Utilities has indicated that the City will condition approval of the project to require provision of a 6-7 acre water well and reservoir site in accordance with the 2021 City Water Master Plan Update. Necessary water system improvements will include a 3,000 gpm water well, pump station, reservoir storage, treatment facility,

ancillary equipment and availability of a 48" diameter storm drain pipe in the vicinity of the well and reservoir for flushing purposes.

Wastewater services would also be provided by the City of Stockton. An existing 42-inch diameter wastewater trunk line is located near the east end of Marfargoa Road west of the project site; a 24-inch diameter wastewater line is being extended eastward through the Mariposa Industrial Park site to the Mariposa 2 project site. The project would install an onsite wastewater collection system in conjunction with other site improvements flowing to the existing trunk line.

The project proposes an onsite storm drainage collection system that would collect and convey stormwater runoff from the Mariposa 2 site to an adjacent detention basin and terminal drainage that is being constructed in the southern portion of the adjacent Mariposa Industrial Park. Collected runoff would be detained in this basin and then discharged into North Littlejohns Creek by a pump station when creek flow permits. Discharges to the creek would be metered to avoid exceeding the flow capacity of the creek.

Regulated electrical, natural gas, and communication utilities would be extended to the project site from existing facilities in the area. Existing overhead electrical and communication lines are located along Mariposa Road and the eastern boundary of the project site.

3.3.6 Project Construction

Proposed industrial development would involve site-wide tree and shrub removal, mass grading and excavation to accommodate the proposed new buildings, access roads, utilities and other site improvements. The project would be graded and recompacted as required to establish desired subgrades for proposed aggregate base and pavement, which would be imported and placed on the site. Building, signage, and light standard foundations and underground utility lines would be excavated where needed. Construction of buildings, site improvements, and landscaping would proceed as sequenced by the contractor, in accordance with plans and specifications to be reviewed and approved by the City. Project construction would generally be accomplished using conventional heavy equipment.

Agricultural operations have occurred on most of the project site over time. As such, proposed development would not require substantial removal of trees and shrubs, except in the northeast corner of the project site and potentially at the proposed North Littlejohns Creek crossing. An existing residence at the northwest corner of the project has been demolished in conjunction with development of the Mariposa Industrial Park project. There is currently no plan for removal of the other two existing residences in the western portion of the project site. An additional residence was located in the northeast corner of the project site, but it was removed prior to 2000. For the purposes of this EIR, the two remaining residences are assumed to remain in their current location.

3.4 PERMITS AND APPROVALS

Table 3-3 provides a summary of permits and approvals that the project would requires from the City, LAFCo, and other agencies. The project would require discretionary approvals from the City of Stockton, including a Development Agreement, annexation, pre-zoning, and a future tentative subdivision map. Individual industrial developments will require site plan review and design review, which are non-discretionary approvals. The type of subdivision map, number and size of parcels, size, layout, and design of proposed buildings and site improvements and other required information would be defined as a part of ongoing project planning and design.

The annexation and detachment of the project site would require approval by the San Joaquin LAFCo. As part of the annexation application, LAFCo typically requires preparation of a City Services Plan that describes how various urban utilities and services would be provided to the proposed development and an analysis of the financial feasibility of providing these services to the proposed annexation area. Also typically required are statements regarding agricultural land conversion that may result from the annexation and the adequacy of the annexing agency's water supplies to serve the proposed development.

Other permits and approvals that would likely be required include a Construction General Permit and Industrial General Permits for individual future industrial uses from the State Water Resources Control Board (SWRCB). Work in or near North Littlejohns Creek may require permits from the U.S. Army Corps of Engineers (Corps), the California Department of Fish and Wildlife (CDFW), the Central Valley Flood Protection Board and the Central Valley Regional Water Quality Control Board (RWQCB). These permits and approvals are listed in Table 3-3.

TABLE 3-3
REQUIRED PERMITS AND APPROVALS FOR PROJECT

Agency	Permit/Approval
City of Stockton, City Council	Certification of Final Environmental Impact Report, adoption of CEQA findings and mitigation monitoring program Approval of application for Annexation, including Pre-zoning of project site Approval of Development Agreement Modification of Municipal Service Review 30-Year Planning Horizon Areas Water, Wastewater and Storm Drainage Master Plans
City of Stockton, Planning Commission	Recommendations to the City Council on the above land use and development actions

Agency	Permit/Approval
	Tentative Subdivision Map
City of Stockton, Community Development Department	Site Plan and Design Review approvals Land Development Permit approval (if required)
City of Stockton, Public Works Department	Approval of site improvement plans
City of Stockton, Municipal Utilities Department	Compliance with City of Stockton construction and post-construction storm water quality requirements Connections to City's water, sewer, and storm drainage systems Approval of utility master plans
San Joaquin Local Agency Formation Commission	Approval of annexation application Approval of City Services Plan with Statement of Availability of Adequate Water Supply Approval of Agricultural Land Conversion Statement
San Joaquin County Department of Public Works	Encroachment permit for work on County roads
State Water Resources Control Board	Compliance with Construction General Permit and Industrial General Permit requirements through City MS4 permit requirements.
Regional Water Quality Control Board, Central Valley Region	Section 401 Water Quality certification in connection with U. S. Army Corps of Engineers Section 404 Permit, if required
U. S. Army Corps of Engineers	Section 404 Permit for potential EVA across North Littlejohns Creek, if required
California Department of Fish and Wildlife	Section 1600 Permit for potential EVA across North Littlejohns Creek, if required
Central Valley Flood Protection Board	Encroachment Permit for potential EVA across North Littlejohns Creek, work in floodplain

3.5 APPLICANT-PROPOSED MITIGATION MEASURES

As discussed above, during City processing of the approved Mariposa Industrial Park (Mariposa 1) project, negotiations with the EIR commenters resulted in the incorporation of additional air quality mitigation measures into the project. At the same time, the applicant agreed to apply the mitigation measures to its future projects, and the City agreed to apply the same measures to other industrial development projects in Stockton, including Mariposa 2. These specific measures are shown below and are applied to the analysis of the air quality impacts of the proposed project in Chapter 6.0 Air Quality of this EIR. In addition to imposing the following mitigation measures on the Mariposa 1 project, the City agreed, in its adopted Memorandum of Agreement (MOA) with the California Attorney General, that it would seek to establish an ordinance applicable to future warehouse and distribution facility development projects ("warehouse ordinance"). The purpose of the ordinance would be to set minimum development standards to mitigate environmental impacts from warehouse projects and to provide clarity for the range of stakeholders regarding environmental requirements that would need to be met in order to construct warehouse and distribution facilities in the City.

Specifically, the proposed warehouse ordinance is to identify and apply all feasible mitigation measures to qualifying warehouse and distribution projects to minimize their potentially significant environmental impacts. City staff are specifically required to consider including the enhanced mitigation measures included in Exhibit A of the MOA and listed below. If those measures are not included in the warehouse ordinance City staff are required to explain: (1) why such conditions are infeasible as defined under CEQA; (2) what alternative conditions are being proposed for inclusion in-lieu of any such omitted conditions; and (3) how such alternative conditions reduce potentially significant environmental impacts.

The proposed warehouse ordinance is to be scheduled for consideration by the City Council before December 31, 2023.

If and when adopted by the City, the warehouse ordinance would apply to all qualifying projects in the City of Stockton, including Mariposa 2. In that the warehouse ordinance is, at minimum, to incorporate all of the feasible measures presented in the following list, and if they are not included, to document their infeasibility, and to propose alternative conditions that would accomplish the same purposes, the adopted warehouse ordinance would supersede and make the following measures obsolete. If prepared and adopted in accordance with the MOA, including the analysis of feasibility and identification of alternatives to infeasible measures, the adopted ordinance requirements would take the place of the following measures; the listed measures represented the best available mitigation measures for warehouse development at the time of approval of the Mariposa 1 project in December 2022. The applicant would be obligated to abide by the provisions of the adopted ordinance.

Additional Construction Air Quality Mitigation Measures

AIR-1: Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NOx and PM10 emissions, as required by SJVAPCD and City requirements.

AIR-2: The project shall comply with SJVAPCD Regulation VIII for the control of dust emissions during project construction. A project Dust Control Plan shall be submitted to the SJVAPCD as required by Regulation VIII. Enforcement of Regulation VIII is the direct responsibility of the SJVAPCD. City Building inspectors shall monitor conformance with approved plans and specifications.

AIR-3: Architectural Coatings: Construction plans shall require that architectural and industrial maintenance coatings (e.g., paints) applied on the project site shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite.

AIR-4: REMOVED, REPEATS AIR-2

AIR-5: Construction Worker Trip Reduction: Project construction plans and specifications will require contractor to provide transit and ridesharing information for construction workers.

AIR-6: Construction Meal Destinations: Project construction plans and specifications will require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.

AIR-7: To reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment (recommended by SJVAPCD).

Additional Operational Air Quality Mitigation Measures

AIR-8: The project shall comply with the emission reduction requirements of SJVAPCD Rule 9510 for project operations.

AIR-9: Prior to building occupancy, employers with 100 or more eligible employees shall submit an Employer Trip Reduction Implementation Plan (ETRIP) to the City for review and approval, as required by SJVAPCD Rule 9410. A copy of the ETRIP shall be provided to the SJVAPCD. Employers shall facilitate participation in the implementation of the ETRIP by providing information to its employees explaining methods for participation in the Plan and the purpose, requirements and applicability of Rule 9410.

AIR-10: The project shall comply with SJVAPCD Rule 4101, which prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

AIR-11: The project shall comply with SJVAPCD Rule 4601, which limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and

labeling requirements. (The project has agreed to abide by more stringent VOC emissions requirements of AIR-3).

AIR-12: Solar Power: Owners, operators or tenants shall include with the building permit application, sufficient solar panels to provide power for the operation's base power use at the start of operations and as base power use demand increases. Project sponsor shall include analysis of (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the "clean fleet" requirements, and (b) generating capacity of the solar installation.

AIR-12 (continued): CDD shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space. The photovoltaic system shall include a battery storage system to serve the facility in the event of a power outage to the extent required by the 2022 or later California Building Standards Code.

AIR-12 (continued): In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation's base or anticipated power use, the applicant shall demonstrate how all available space has been maximized (e.g., roof, parking areas, etc.). Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports.

AIR-12 (continued): In the event the utility provider review/approval delays do not allow installation/operation of the CDD approved solar panels at the time of final building inspection (occupancy), the project sponsor shall provide documentation to the CDD for review and approval, demonstrating how all reasonable and normal efforts have been made to procure the necessary permits and install the solar panels.

AIR-12 (continued): The developer or tenant, or qualified solar provider engaged by the developer or tenant shall timely order all equipment and shall install the system when the City has approved building permits and the necessary equipment has arrived. The developer or tenant shall commence operation of the system when it has received permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the building owner shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the project.

AIR-13: Emission Standards for Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all on-going operational responsibilities.

The property owner/tenant/lessee shall ensure that all heavy-duty trucks (Class 7 and 8) domiciled on the project site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero-emission by December 31, 2025 or when commercially available for the intended application, whichever date is later.

A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, https://californiahvip.org/ or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, https://globaldrivetozero.org/. The City shall be responsible for the final determination of commercial availability and may (but is not required to) consult with the California Air Resources Board before making such final determination. In order for the City to make a determination that such vehicles are commercially unavailable, the operator must submit documentation from a minimum of three (3) EV dealers identified on the californiahvip.org website demonstrating the inability to obtain the required EVs or equipment needed within 6 months.

"Domiciled at the project site shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere)

Zero-emission heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks.

AIR-14: Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled at the project site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at start of operations, (ii) 65% of the fleet will be zero emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027.

"Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere).

Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.

The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site.

AIR-15: Demonstrate Compliance with Clean Fleet Requirements: The applicant, property owner, tenant, lessee, or other party operating the facility (the "Operator") shall utilize the zero emission vehicles/trucks required to meet the "clean fleet" requirements in AIR-13 (for Class 7 and 8 vehicles) and AIR-14 (for Class 2 through 6 vehicles) above. Within 30-days of occupancy, the Operator shall demonstrate to the satisfaction of CDD staff, that the applicable clean fleet requirements are being met.

AIR-15 (continued): In the event that vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the CDD to accommodate unavailability of commercially available vehicles/trucks.

AIR 15 (continued) The City shall quantify the air pollution and GHG emissions resulting from any modification of this condition. Within 12 months of failing to meet a "clean fleet" requirement the property owner/tenant/lessee shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the Air District serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the South Stockton and surrounding area. Property owner/tenant/lessee shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies.

AIR-15 (continued): The Operator shall implement the proposed measures after CDD review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The CDD staff may seek the recommendation of the California Air Resources Board in determining whether there has been a manufacturing disruption or insufficient vehicles/trucks commercially available for the intended application.

AIR-16: Condition of Approved Compliance Report: The Operator shall submit a condition of approval compliance report within 30 days of, but not later than, the following dates: December 31, 2023, December 31, 2025, and December 31, 2027. The report shall outline clean fleet requirements applicable at each report interval and include documentation demonstrating compliance with each requirement. The City shall consider each report at a noticed public hearing and determine whether the Operator has complied with the applicable clean fleet requirements. If the Operator has not met each 100% clean fleet requirement by December 31, 2027, then the Operator shall submit subsequent reports every year until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the requirements by the CDD to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described in the previous paragraph. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the project site and through the ASK Stockton list serve.

AIR-16 (continued): After the 100% clean fleet requirement has been implemented and confirmed by the CDD, the Operator shall submit to the CDD an on-going compliance report every three years containing all necessary documentation to verify that the Operator is meeting the clean fleet requirements. At the time it confirms that the 100% clean fleet requirement has been implemented, the CDD will establish the due date for the first on-going compliance report. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date. The on-

going compliance reports and accompanying documentation shall be made available to the public upon request.

AIR-17: Zero Emission Forklifts, Yard trucks and Yard Equipment: Owners, operators or tenants shall require all forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, to be electrically powered or zero-emission. The owner, operator or tenant shall provide on-site electrical charging facilities to adequately service electric vehicles and equipment.

AIR-18: Truck Idling Restrictions: Owners, operators or tenants shall be required to make their best effort to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by CARB in the document: *commercial_vehicle_idling_requirements_July 2016*. Idling restrictions shall be enforced by highly visible posting at the site entry, posting at other on-site locations frequented by truck drivers, conspicuous inclusion in employee training and guidance material and owner, operator or tenant direct action as required.

AIR-19: Electric Truck Charging: At all times during project operation, owners, operators or tenants shall be required to provide electric charging facilities on the project site sufficient to charge all electric trucks domiciled on the site and such facilities shall be made available for all electric trucks that use the project site.

AIR-20: Project Operations, Food Service: Owners, operators or tenants shall establish locations for food or catering truck service and cooperate with food service providers to provide consistent food service to operations employees.

AIR-21: Project Operations, Employee Trip Reduction: Owners, operators or tenants shall provide employees transit route and schedule information on systems serving the project area and coordinate ridesharing amongst employees.

AIR-22: Yard Sweeping: Owners, operators or tenants shall provide periodic yard and parking area sweeping to minimize dust generation.

AIR-23: Diesel Generators: Owners, operators or tenants shall prohibit the use of diesel generators, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets CARB's Tier 4 emission standards.

AIR-24: Truck Emission Control: Owners, operators or tenants shall ensure that trucks or truck fleets domiciled at the project site be model year 2014 or later, and maintained consistent with current CARB emission control regulations

AIR-25: SmartWay: Owners, operators or tenants shall enroll and participate the in SmartWay program for eligible businesses.

AIR-26: NOT APPLICABLE TO MARIPOSA 2, NO ADJACENT RESIDENCES.

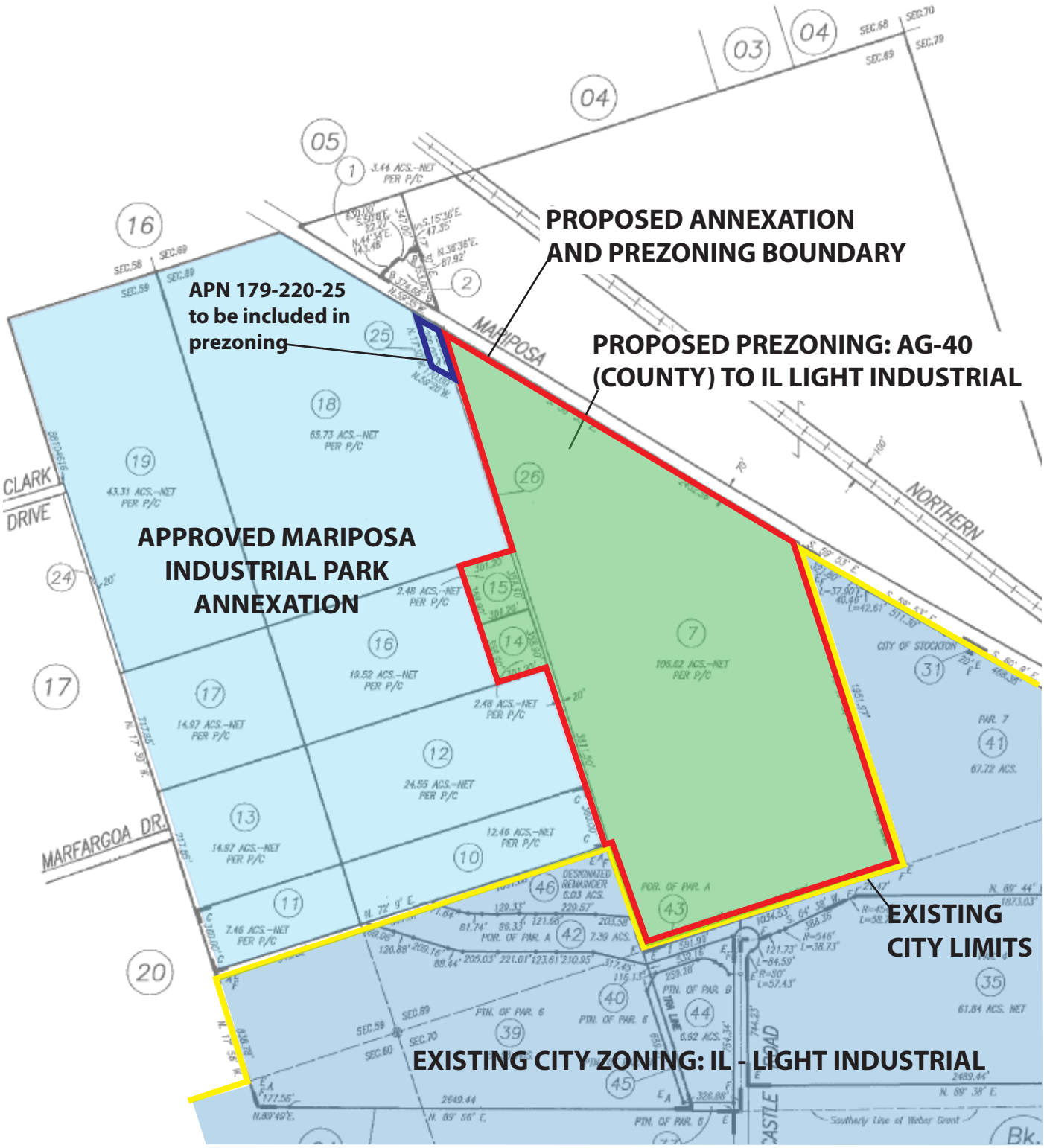
AIR-27: Project construction shall be subject to all adopted City building codes, including the adopted Green Building Standards Code, version July 2022 or later. Prior to the issuance of building permits, the applicant/developer shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum,

meet the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, including but not limited to the Tier 2 standards in those Divisions, where applicable, such as the Tier 2 advanced energy efficiency requirements as outlined under Section A5.203.1.2.

AIR-28: All tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement.

In addition, the applicant agreed to implement the following requirements to any cold storage projects that may be located within the project.

> Cold storage projects, if any, shall require installation of electric TRU plug-in units at every dock door servicing the refrigerated space. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.



BaseCamp Environmental

Figure 3-1
PROPOSED ANNEXATION AND PREZONING

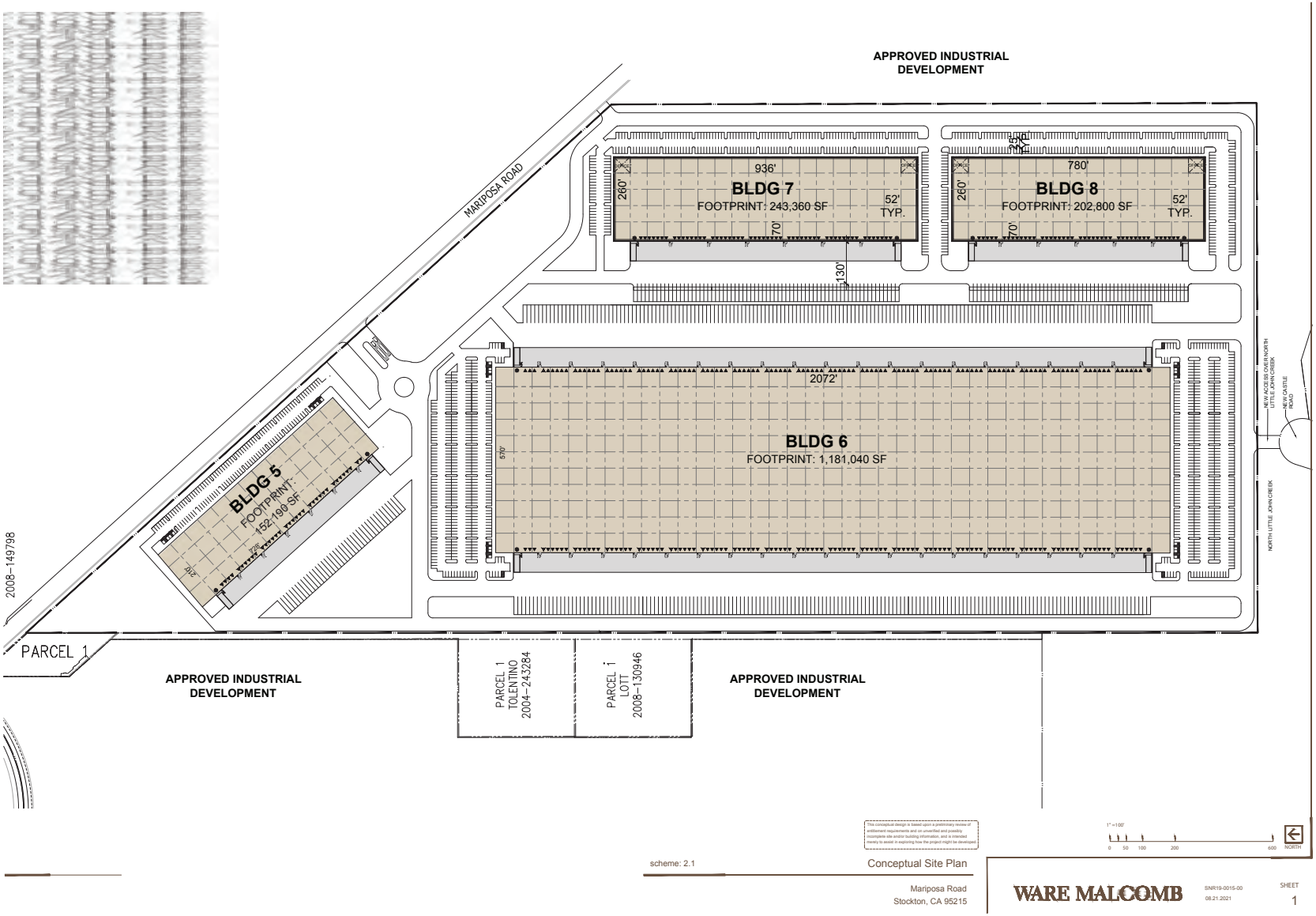


Figure 3-2
MARIPOSA INDUSTRIAL PARK #2 CONCEPTUAL SITE PLAN

4.0 AESTHETICS AND VISUAL RESOURCES

ENVIRONMENTAL SETTING

Aesthetics/Visual Resource Background

The aesthetic value assigned to a landscape or place varies significantly from person to person, depending on that person's ideas and perceptions. This makes aesthetic and visual resource impacts among the more complex environmental impacts to assess. Despite the inherent difficulties, methods for assessing aesthetic values have been developed, including quantitative ones. This analysis will not provide a quantitative measurement of the aesthetic impacts of the project; however, it will describe the key functions associated with aesthetics and visual resources.

In general, the value of visual resources in a geographic area is a function of the following:

- Landscape character or, in urbanized areas, the character of the built environment
- Distance between the affected aesthetic resource and viewer
- Number and aesthetic sensitivity or orientation of viewers

Landscape or built environment character may be defined as distinctive, common, or minimal. “Distinctive” landscapes include those with unusual topography or vegetation, or for urban landscapes unique or aesthetically pleasing design or landscaping elements. “Common” landscapes, both natural and urban, have elements that are prevalent and relatively uniform in the analysis area. “Minimal” landscapes are areas of very repetitive or uninteresting elements, or areas that have been highly disturbed by land management and development activities.

The sensitivity of potential viewers may range from low to high, depending on the nature and expectations of users and the duration of use of the subject area. Areas of high sensitivity typically include recreation sites, public gathering venues, and scenic routes. Areas of moderate sensitivity include residential and commercial areas of common character but potentially involving long viewer exposure times. Areas of low sensitivity include high-volume, high-speed and/or utilitarian travel corridors through urbanized areas.

A recent change to the Environmental Checklist in CEQA Guidelines Appendix G emphasizes aesthetic and visual resource impacts on public views in non-urbanized areas. As defined in Appendix G, “public views” are views that are experienced from publicly accessible vantage points. Although not specifically defined, “publicly accessible vantage points” are assumed to include, though not necessarily limited to, public roads, parks, trails, and scenic vista turnouts.

Aesthetic/Visual Resources on Project Site and in Vicinity

The project site is primarily agricultural land, which is currently fallow, except for a few trees surrounding a former home site in the northeast corner of the site. The two single-family residences in the western portion of the project site are the only areas of development on the site. North Littlejohns Creek, along most of the site's southern boundary, is lined with trees and shrubs along its banks. Present views from the project site are a mix of open agricultural space, rural residences and industrial/warehouse buildings to the south and east. Views to the south are partially obscured by the vegetation along North Littlejohns Creek. Lands to the west of the site are approved for industrial development; construction is underway on these parcels, which comprise the Mariposa Industrial Park.

Land uses in this portion of San Joaquin County, near southeastern Stockton, are predominantly in industrial usage south of Mariposa Road and the BNSF line. Lands to the north and east are large-scale agricultural with widely-scattered rural residences intermixed with open fallow grassland. There are no significant natural landscapes or notable aesthetic resources on the project site or in the vicinity.

Public views of the project site are generally available from Mariposa Road near the site, with limited views from the current end of Newcastle Road. Visibility is greatest from Mariposa Road, where travelers are afforded an exposed and lengthy view. Current views from Mariposa Road are, however, largely featureless but for their open space value and essentially the same as views of the project site landscape described above. Industrial development, existing and under construction, provide the background for southerly views from Mariposa Road. Views to the north from Mariposa Road are confined to the immediate foreground area by the raised BNSF railroad grade. Public views from Newcastle Road, which are from an existing cul-de-sac, are limited by the vegetation along North Littlejohns Creek.

As the project site is mostly undeveloped, it contains no existing sources of light or glare, other than lighting from the two existing residences. To a lesser extent, there is occasional minor lighting from nighttime vehicle traffic on Mariposa Road adjacent to the site as well as visible lighting of buildings and grounds on nearby industrial properties. It can be expected that lighting conditions on lands to the east and west of the site will increase as construction of new industrial uses, access roads and parking areas on these properties are completed.

REGULATORY FRAMEWORK

California Scenic Highway Program

California's Scenic Highway Program was created by the Legislature in 1963 to preserve and protect scenic highway corridors from changes that would diminish the aesthetic value of lands adjacent to these highways. The State laws governing the Scenic Highway Program are in the California Streets and Highways Code, Section 260 *et seq*. A highway may be designated scenic based upon how much of the natural landscape can be seen by

travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view.

The State Scenic Highway System includes a list of highways that are either designated as scenic highways or are eligible for designation. According to the California Department of Transportation (Caltrans) list of designated scenic highways under the California Scenic Highway Program, there are only two officially designated state scenic highways within San Joaquin County: Interstate 5 from the Stanislaus County Line to Interstate 580 (0.7 miles), and Interstate 580 from I-5 to the Alameda County Line (15.4 miles), both in southwestern San Joaquin County (Caltrans 2017).

CALGreen Lighting Standards

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), known as CALGreen, establishes standards for the design and construction of buildings that have a reduced negative or a positive environmental impact and that encourage sustainable construction practices. Section 5.106.8, Light Pollution Reduction, establishes mandatory requirements for outdoor lighting systems of nonresidential development that are designed to minimize the effects of light pollution. The City of Stockton has adopted all sections of the 2022 version of CALGreen, as stated in Stockton Municipal Code Chapter 15.72, Green Building Standards.

San Joaquin County Scenic Routes

The San Joaquin County General Plan has designated several local scenic routes with the intention of protecting the visual character existing along these routes. Several criteria for scenic route designation by the County have been identified, among them providing a representative sampling of the scenic diversity of the County, exhibiting unusual natural or man-made features of interest, and providing opportunities to view activities outside the normal routine of most people (San Joaquin County 2016a). The closest County scenic route to the project site is Interstate 5 north of State Route 4, which is several miles northwest of the project site.

Stockton Municipal Code

Title 16 of the Stockton Municipal Code, also referred to as the Development Code, implements the City's General Plan by classifying and regulating land uses and structural development within Stockton; by protecting and promoting the public health, safety, and general welfare; and by preserving and enhancing the aesthetic quality of Stockton. The following provisions of the Development Code affect the aesthetic and visual impacts of new development projects.

Section 16.24.130, IL Zoning District Standards

This section specifies development standards in the IL (Limited Industrial) zoning district. Land uses within the IL zone must be conducted entirely within an enclosed structure, except for those cases in which another type of roofed enclosure is approved by the Director or Commission for use at a particular location. Outside manufacturing, fabrication, processing, assembling, or repair is prohibited. The project must comply with applicable

general development standards set forth in Stockton Municipal Code Chapters 16.32 and 16.36, along with standards specified in Stockton Municipal Code Section 16.80.170 (see below).

Section 16.32.070, Light and Glare

This section establishes standards to prevent spillover illumination or glare onto adjoining properties and to prohibit interference with the normal operation or enjoyment of adjacent property. Exterior lights must be made up of a light source, reflector, and shielding devices so that, acting together, the light beam is controlled and not directed across a property line or upward into the sky. Bare bulbs are not allowed.

Chapter 16.36, General Development Standards

This chapter sets forth site planning and project design standards to ensure that all development produces an environment of stable and desirable character, harmonious with existing and future development, and to protect the use and enjoyment of neighboring properties, consistent with the General Plan. Section 16.36.060, Development Considerations, contains standards for all development projects intended to ensure high-quality site planning and architectural design. Section 16.36.090 establishes maximum height standards for development within the city. Section 16.36.060(B) requires exterior lighting to be energy-efficient, stationary, shielded, and directed away from adjoining properties and public rights-of-way in compliance with Section 16.32.070 (see above).

Section 16.80.170, Industrial Uses

This section applies to development located on two or more acres in both the Limited Industrial (IL) and General Industrial (IG) zones. A development plan is required for new construction or expansion of an industrial use. The development plan must include the location, size, configuration, and design of structures, circulation and parking, and landscaping and irrigation plans. Uses abutting a public street must be set back at least 20 feet and the setback must be landscaped. The number of parking spaces and parking areas must comply with the requirements of Stockton Municipal Code Chapter 16.64 (Off-Street Parking and Loading Standards).

Chapter 16.120, Design Review

This chapter establishes procedures for the City review of proposed residential, commercial, and industrial development. The chapter encourages development that is compatible and harmonious with the design and use of surrounding properties and with the city in general. The design review authority reviews project features such as building design, landscaping, site planning, and signage to ensure consistency with the Citywide Design Guidelines, discussed below. The design review authority varies with the type of project. Nondiscretionary projects are reviewed by the Planning Director, and discretionary projects can be reviewed by the City Council, Planning Commission, or Planning Director as assigned.

Citywide Design Guidelines

The Design Guidelines, adopted in 2004, serve as a reference point for the City's expectations for quality development and provide guidance for the designated review authority during the design review process. In general, the Design Guidelines are intended to ensure that new or modified development preserves or improves the positive characteristics of the City's image while avoiding negative impacts. The Design Guidelines are organized into seven chapters and include objectives and design standards for each type of development project that is subject to design review. They provide minimum design criteria for the achievement of functional and attractive developments that fit within the context of their surroundings and do not clash with neighboring buildings (City of Stockton 2004).

Chapter 5 of the Design Guidelines sets forth standards for business park and industrial development. Section 5.02 provides guidelines specifically for industrial and warehouse development. The general design objectives for industrial and warehouse development are quality development, functional site arrangement, compatibility with surrounding uses, safe and convenient circulation and parking, architectural character, landscape emphasis, and safety. Subject matter includes site planning, architectural form/detail, materials and colors, accessory buildings, landscaping, parking and circulation, and public safety (City of Stockton 2004).

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on aesthetics and visual resources if it would:

- Have a substantial adverse effect on a scenic vista,
- Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway,
- In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings; or, in an urbanized area, conflict with applicable zoning and other regulations governing scenic quality, or
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Impact AES-1: Scenic Vistas

Scenic vistas are views of distant landscapes considered to have scenic value. From the project site, possible scenic vistas include open views of the Sierra Nevada mountains to the east and the Coast Ranges to the west. These views are not continuous but are impeded

from place to place by surrounding development and orchard plantings. Substantial obstruction of views could constitute a potentially significant aesthetic effect.

The proposed zoning would permit industrial buildings of up to 60 feet in height. The applicant is seeking a Development Agreement that would allow buildings on the project site of up to 100 feet in height, similar to the approved Development Agreement for the adjacent Mariposa Industrial Park project. From relatively close range, the proposed buildings would be prominent in views from Mariposa Road and from the two existing residences in the western portion of the site, and blockage of distance views to the east could be substantial; based on the conceptual site plan shown in Figure 3-2, proposed industrial buildings would be approximately 200 feet from the property line, and views from the existing two residences could be restricted up to a slope of 50%. Views from existing residences northwest of the northern corner of the site would not, due to a minimum distance of 600 feet, based on the conceptual site plan (Figure 3-2), be substantially affected by the project.

Views from Mariposa Road would not be substantially affected by the project. Right-hand views are currently obscured by existing industrial development in the distance and will be even more so with completion of in-progress development of the Norcal property to the immediate east of the site. Because of this, the proposed structures would have a limited and less than significant effect on views from Mariposa Road.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AES-2: Scenic Resources

The project site is a flat area that has been used for agricultural production. The site contains few trees, mainly near the existing residences and the former residential site in the northeast corner. There are no rock outcroppings or other scenic resources of outstanding value on or adjacent to the site.

Trees and shrubs exist along North Littlejohns Creek; these features are of limited visibility from Mariposa Road. The conceptual site plan indicates that the project would involve no disturbance of the riparian area along North Littlejohns Creek,except at the north end of Newcastle Road where an EVA access may be constructed. To the limited degree that these riparian areas are visible to public traffic, these views would be largely if not completely blocked by proposed industrial structures. Due to the limited nature of these views, the impact on scenic resources would not be significant.

As noted, there are no existing designated or eligible state or local scenic roads or highways in or near the project vicinity. Project impacts on scenic resources would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AES-3: Visual Character and Quality

The project proposes warehouse development on the project site, which is presently designated for Industrial use by the Stockton General Plan and proposed to be pre-zoned Limited Industrial to allow such development. Proposed development of the site would replace the existing landscape of vacant land with warehouse buildings, access roads, parking areas, landscaping and other urban improvements.

Under the new significance threshold established in the Environmental Checklist in the CEQA Guidelines Appendix G, project site development could have an impact on public views, from Mariposa Road and the end of Newcastle Road. The views resulting from the project would comprise large-scale urban industrial structures and associated site improvements, rather than the existing agricultural open space views. Public views of new industrial development would be available mainly from Mariposa Road; as noted, views from Newcastle Road are partially obstructed by vegetation along North Littlejohns Creek.

The project is in an area of southeast Stockton where previous agricultural and rural residential land uses have been progressively displaced by new industrial, institutional and commercial land uses. The resulting overall aesthetic emphasizes relatively large-scale and architecturally simple buildings associated with industrial and institutional development. The project would alter the existing visual character of the project site as viewed from Mariposa Road. However, the resulting project views would be consistent with development to the west and east of the site, with both the trend of industrial development in the area and with the land use designations in the Stockton General Plan.

The proposed buildings on the project site would be generally consistent in height and mass with nearby existing warehouse buildings in the vicinity. Although the potentially taller buildings could exceed the prevailing building height, view blockage generally would not be substantially increased, and project development would be consistent with the prevailing light industrial character of most lands in the area. New structures, landscaping, and site improvements would be required to be designed and constructed to meet the aesthetic standards of the City of Stockton in accordance with the applicable sections of its Municipal Code and its Design Guidelines. As the City would use the Design Guidelines in its design review, the project would be required to comply with the guidance in Section 5.02, which would improve the visual quality of the project. The following existing requirement (ER) will be included in the Mitigation Monitoring/Reporting Plan for the project.

AES-1: *(Existing Requirement)* New structures, landscaping, and site improvements shall conform with Section 5.02 of the City of Stockton Design Guidelines.

The project would be consistent with the prevailing visual landscape mix in the area, and the project would be required to meet design standards that would generally improve its visual quality, consistent with the Stockton General Plan designations for the area. Based on assumed conformance with these standards and conformance with City Design

Guidelines as required above, this impact is considered to be less than significant. No additional mitigation measures are necessary.

Level of Significance: Less than significant

Mitigation Measures: No other mitigation measures are required.

Impact AES-4: Light and Glare

The project site has no substantial existing lighting features. Lighting is mainly associated with existing residences on the project site. Future development would introduce interior building lighting, exterior security and parking area lighting, and street lighting, similar to industrial uses on surrounding lands. The additional lighting could result in noticeable indirect illumination, also referred to as "spill light," of the existing residences on the project site. An increase in indirect illumination could cause aesthetic effects as well as sleep disruption in these areas, which would be considered a potentially significant impact. New lighting associated with the project would not result in significant effects on other nearby land uses, which are primarily industrial in nature.

Development of the project site would be required to comply with the provisions of Stockton Municipal Code Sections 16.36.060(B) and 16.32.070, which require exterior lighting to be shielded and directed away from adjoining properties and public rights-of-way. Compliance with the lighting provisions of the Stockton Municipal Code would reduce potential indirect illumination, thereby reducing adverse effects to a less-than-significant level.

The Design Guidelines state that large expanses of highly reflective surfaces and mirror glass exterior walls are strongly discouraged for industrial and warehouse development, as the glare from such surfaces can create hazards for motorists and near-airport aviation. Any surface with reflective surfaces requires analysis and approval from the City prior to installation. Also, outdoor lighting must be designed to satisfy functional and decorative needs while complying with the applicable City standards, including those specified in the Stockton Municipal Code and the adopted CALGreen.

Project design, including light and glare potential, would be subject to City review and approval with respect to the Stockton Design Guidelines in the Design Review process. Design review approval findings require that staff determine that the project would not be detrimental to public health and safety and confirm that potential glare would be shielded. Staff may require a light and/or glare analysis during this process, if needed. Compliance with these existing requirements would further reduce potential light and glare impacts from development on the project site.

AES-2: *(Existing Requirement)* The approved site plan shall conform with the most recent version of the California Green Building Standards Code (California Code of Regulations, Title 24, Part 11) adopted by the City of Stockton at the time of site plan approval, including compliance with Section 5.106.8, which establishes mandatory requirements for outdoor lighting systems of nonresidential development that are designed to minimize the effects of light pollution.

AES-3: *(Existing Requirement)* The approved site plan shall comply with the applicable provisions of the Stockton Municipal Code pertaining to lighting, including Sections 16.36.060(B) and 16.32.070, which require exterior lighting to be shielded and directed away from adjoining properties and public rights-of-way. Compliance shall be documented in a photometric (lighting) plan or other documentation acceptable to the City.

Based on assumed conformance with the applicable provisions of the Stockton Municipal Code and the California Green Building Standards Code, and compliance with ALUCP review requirements, expressed as existing requirements above, light and glare impacts would be less than significant.

The project site is within Land Use Compatibility Zone 7b as designated in the Airport Land Use Compatibility Plan (ALUCP). Chapter 11.0 Hazards and Hazardous Materials, describes airport compatibility zones in more detail. There appear to be no lighting requirements specific to Zone 7b; however, the ALUCP states that a project with the potential to create electrical or visual hazards to aircraft in flight, including lighting which could be mistaken for airport lighting, may be reviewed by the Airport Land Use Commission. It is not expected that lighting on the project site would present a hazard to aircraft, as the project site is outside the arrival/departure path of Stockton Metropolitan Airport and the project would comply with the lighting guidelines and regulations described above. Nevertheless, as the project site is within Zone 7b of the airport, the project is subject to review by the Commission, which would assess the compatibility of the project with airport operations and conformance to the guidelines stipulated in the Airport Land Use Compatibility Plan. Mitigation described below would require Airport Land Use Commission review of the project.

AES-4: *(Existing Requirement)* Prior to final approval, the project shall be submitted to the San Joaquin Council of Governments (SJCOG), acting in its capacity as the Airport Land Use Commission, for review of the compatibility of the project with Stockton Metropolitan Airport operations and conformance to the guidelines stipulated in the Airport Land Use Compatibility Plan for Stockton Metropolitan Airport.

Based on assumed conformance with the applicable provisions of the Stockton Municipal Code and the California Green Building Standards Code, and compliance with ALUCP review requirements, expressed as existing requirements above, light and glare impacts would be less than significant.

5.0 AGRICULTURAL RESOURCES

ENVIRONMENTAL SETTING

Agriculture has been, and continues to be, an important part of the economy in San Joaquin County. Approximately 86.7% of the county's land area was in farms and pasture as of 2017 (U.S. Department of Agriculture 2019). The gross value of agricultural production in the county was $3,193,234,000 in 2021, which represented an increase in value of 5.34% from the 2020 value. The top five agricultural products in 2021 were almonds, milk, grapes, English walnuts, and cherries (San Joaquin County Agricultural Commissioner's Office 2022).

The project site and surrounding areas have been used for agriculture through 2022; the majority of the site is vacant of existing structures, with the exception of two remaining existing residences along the west boundary of the site. Other agricultural lands in the vicinity are located mainly east of Austin Road and north of Mariposa Road. In recent years, urban development, including recently developed warehouse and light industrial development on three sides of the project site, has displaced much of the agricultural activity in the area (see Chapter 13.0, Land Use).

Important Farmland

The Important Farmland Maps, prepared by the California Department of Conservation as part of the Farmland Mapping and Monitoring Program, designate the viability of lands for farmland use, based on the physical and chemical properties of the soils. The maps categorize farmland, in decreasing order of soil quality, as "Prime Farmland," "Farmland of Statewide Importance," "Unique Farmland," and "Farmland of Local Importance." Collectively, these categories are referred to as "Important Farmland." There are also designations for grazing land and for urban/built-up areas, among others. The Important Farmland Maps are prepared for counties with a "modern" soil survey conducted by the U.S. Department of Agriculture (i.e., soil survey that addresses other soil issues besides suitability as cropland). It should be noted that the definition of Farmland in CEQA Guidelines Appendix G is narrower than the definition of Important Farmland used by the Farmland Mapping and Monitoring Program, as Appendix G excludes Farmland of Local Importance. For the purposes of this CEQA analysis, the Appendix G definition of Farmland will be used.

As of 2018, the most recent year of available data, the total amount of Important Farmland in San Joaquin County was 615,785 acres – approximately 67.5% of the total acres inventoried in the county. The 2018 Important Farmland acreage represents an approximately 3.5% decline from the Important Farmland acreage in 1990 (California Department of Conservation 2018a). The 2018 Important Farmland Map of San Joaquin County indicates that Farmland of Statewide Importance encompasses approximately 75 acres of the project site, while Prime Farmland encompasses approximately 35 acres. The

other approximate five acres, where the residences are located, are designated Urban and Built-Up Land (California Department of Conservation 2018b). Figure 5-1 depicts the Important Farmland Map designations for the project site. The Farmland of Statewide Importance is in the northern portion of the project site, while the Prime Farmland is in the southern portion.

LAFCo Prime Agricultural Lands

In processing annexation applications, the LAFCo evaluates potential impacts on prime agricultural land as defined in the Cortese-Knox-Hertzberg Act, which sets forth procedures for annexations. The Cortese-Knox-Hertzberg Act provides the following definitions of "prime agricultural land":

- Land that qualifies, if irrigated, for rating as class I or class II in the USDA Natural Resources Conservation Service land use capability classification, whether or not land is actually irrigated, provided that irrigation is feasible.
- Land that qualifies for 80 through 100 Storie Index Rating.
- Land that supports livestock used for the production of food and fiber and that has an annual carrying capacity equivalent to at least one animal unit per acre as defined by the United States Department of Agriculture in the National Range and Pasture Handbook, Revision 1, December 2003.
- Land planted with fruit or nut-bearing trees, vines, bushes, or crops that have a nonbearing period of less than five years and that will return during the commercial bearing period on an annual basis from the production of unprocessed agricultural plant production not less than four hundred dollars ($400) per acre.
- Land that has returned from the production of unprocessed agricultural plant products an annual gross value of not less than four hundred dollars ($400) per acre for three of the previous five calendar years.

As described in more detail in Chapter 9.0, Geology, the project site has two types of soil: Stockton clay and Jacktone clay (see Figure 9-1). Stockton clay, located in the southern portion of the project site, is a Class II soil when irrigated (SCS 1992). Therefore, this portion of the project site is considered to have prime agricultural land as defined by the Cortese-Knox-Hertzberg Act. This corresponds with the area classified as Prime Farmland by the State's Farmland Mapping and Monitoring Program (see Figure 5-1). The Stockton clay soil would be the subject of further analysis in the annexation application to LAFCo.

The Jacktone clay soil is not a Class I or II soil, even when irrigated (SCS 1992). The Jacktone clay soil has a Storie Index rating of 25. The project site does not support livestock and has not been planted with fruit- or nut-bearing trees. Most recently, the site has been planted with row crops with less agricultural value. By the definitions presented in the Cortese-Knox-Hertzberg Act, the Jacktone clay soil is not prime agricultural land. However, it should be noted that the Jacktone clay portion of the project site is classified by the Farmland Mapping and Monitoring Program as Farmland of Statewide Importance.

REGULATORY FRAMEWORK

Williamson Act

The Land Conservation Act of 1965, commonly known as the Williamson Act, was enacted to help preserve farmland in California. Under the Williamson Act, a contract is executed between landowners and local governments to voluntarily restrict development on property in exchange for lower property tax assessments based on the existing agricultural land use. Contracts are entered for a 10-year period and can be terminated only by non-renewal or by a cancellation process defined in the California Government Code.

In 2020, the most recent year for which county data are available, San Joaquin County had 298,455 acres of prime agricultural land and 140,943 acres of non-prime agricultural land under Williamson Act contracts. In addition, there were 51,032 acres of prime agricultural land and 9,224 acres of non-prime agricultural land in a Farmland Security Zone. The acreage has been decreasing in recent years because of cancellations and non-renewals; in 2020 and 2021, contracts were either canceled or not renewed on a total of 6,806 acres (California Department of Conservation 2022). None of the parcels within the project site are under a Williamson Act contract or are within a Farmland Security Zone.

Right-to-Farm Ordinances

In urbanizing areas, urban development and farmlands can be in conflict. Residents of new urban areas, for example, may find noise, dust, pesticide overspray or residues objectionable, generating complaints; new urban populations can result in increased trespass, theft, and vandalism on farmlands.

Both the City of Stockton and San Joaquin County have adopted Right-to-Farm Ordinances. The ordinances require owners and builders to notify their buyers or successors-in-interest of the potential for conflicts with and effects of agricultural activities on urban development, and the ordinances specify that typical agricultural practices shall not be considered a nuisance. These ordinances serve to protect farmers from nuisance complaints, although trespass and vandalism may continue. The City has incorporated its Right-to-Farm ordinance within Stockton Municipal Code Section 16.36.040, Agriculture Preservation. The County's ordinance is within San Joaquin County Code Title 6, Division 9 – Right to Farm.

City of Stockton Agricultural Lands Mitigation Program

The City of Stockton adopted an Agricultural Lands Mitigation Program in 2007 and amended the program in 2013. The program applies to projects that would convert to non-agricultural use lands that are Prime Farmland, Unique Farmland, and Farmland of Statewide Importance, as designated on the most recent Important Farmland Maps prepared by the State's Farmland Mapping and Monitoring Program.

The mitigation program requires that projects provide "agricultural mitigation land" - land encumbered by an agricultural conservation easement - on a 1:1 basis for each acre of important agricultural land converted by the project. Agricultural mitigation easements

would be dedicated to a qualifying management entity, such as a farmland trust. Alternatively, projects may pay the City's established Agricultural Land Mitigation Fee, which is collected by the City, held in a dedicated account, and then used to acquire agricultural mitigation land, along with monitoring and administrative costs of the program. The fees may also be transferred to a qualifying entity for the same purpose.

Other Agricultural Preservation Programs

San Joaquin County has also adopted an Agricultural Mitigation Ordinance (San Joaquin County Code Chapter 9-1080) that applies to lands under County jurisdiction. The requirements and mechanisms of the County ordinance are similar to the City's Agricultural Land Mitigation Program.

Mitigation of agricultural land conversion losses is also indirectly provided, to a degree, through the county-wide adoption of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) and its local adoption by the City of Stockton. The SJMSCP requires the payment of a per-acre fee for loss of wildlife habitat, which is largely integral with agricultural use in central San Joaquin County. One important use of SJMSCP fees is the acquisition of conservation easements on agricultural land to maintain their biological habitat values, as well as to preserve the agricultural use of these lands. Chapter 7.0, Biological Resources, describes the SJMSCP in more detail.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on agricultural resources if it would:

- 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, to non-agricultural use,
- Conflict with existing zoning for agricultural use or a Williamson Act contract, or
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

CEQA Guidelines Appendix G also contains questions regarding project impacts on forestry resources in the same checklist section as agricultural resources. Forest lands include National Forest lands, State forests, and private lands zoned for timber production. There are no designated forest lands on the project site; therefore, impacts on forestry resources will not be analyzed in this EIR.

Impact AG-1: Conversion of Farmland

As noted, the project site contains approximately 36 acres of Prime Farmland and approximately 78 acres of Farmland of Statewide Importance, as classified under the State's Farmland Mapping and Monitoring Program. Development of the project site would convert Farmland, as defined in CEQA Guidelines Appendix G, to a non-agricultural use. This is a potentially significant impact. In addition, the Prime Farmland on the project site corresponds with the location of Stockton clay soils, which when irrigated are considered prime agricultural soils as defined by the Cortese-Knox-Hertzberg Act.

The Stockton GPEIR anticipated that certain parcels adjacent to urban uses, including the project site, were subject to probable farmland conversion in conjunction with urban development as designated in the Stockton General Plan 2040. The GPEIR identified this conversion of agricultural land as a significant and unavoidable adverse effect. Although the General Plan includes policies and actions that would reduce and partially offset the conversion of Farmland, including the City's Agricultural Lands Mitigation Program, the GPEIR concluded that farmlands, and in particular farmlands designated for development, such as the project site, would be converted to non-agricultural uses and that no feasible mitigation would reduce this impact on Farmland to a level that would be less than significant. A Statement of Overriding Considerations for these impacts were adopted by the Stockton City Council in conjunction with adoption of the General Plan 2040. This Statement of Overriding Considerations remains operative.

The project would be, by ordinance, subject to the City's Agricultural Lands Mitigation Program, requiring developers of the property to contribute agricultural mitigation land or to pay the Agricultural Land Mitigation Fee as described in the following existing requirement.

AG-1: *(Existing Requirement)* The project shall participate in and comply with the City's Agricultural Lands Mitigation Program, under which developers of the property shall contribute agricultural mitigation land or shall pay the Agricultural Land Mitigation Fee to the City.

Compliance with the Agricultural Lands Mitigation Program and the SJMSCP would partially compensate for the impact of Farmland conversion on the project site. Nevertheless, the loss of Farmland would still occur, and participation in these programs would not result in any substantial reduction in the agricultural land conversion impact of the project. Therefore, this impact is considered significant and unavoidable.

Level of Significance: Significant

Mitigation Measures: No other feasible mitigation is available

Significance after Mitigation: Significant and unavoidable

Impact AG-2: Agricultural Zoning and Williamson Act

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

The elimination of the existing County agricultural zoning would not, in and of itself, involve potentially significant environmental effects, apart from the potential environmental effects of site development that include conversion of Farmland, which is discussed under Impact AG-1 above. The existing County General Plan designation for the parcels within the project site is Agricultural-Urban Reserve, a designation applied generally to areas that are currently undeveloped or used for agricultural production but that are in the logical path of development in an urban fringe area. This designation may be applied if 1) the area identified is designated for urban development in a city general plan, and 2) the County determines that the area represents a reasonable expansion of a city. As noted, the project site has been designated for industrial use in the Stockton General Plan 2040, so the project would be consistent with the existing City and County General Plan designations, the latter anticipating urban development.

The GPEIR indicated that there are Williamson Act parcels within the city boundaries and identified 2,464 acres of lands with active Williamson Act contracts for non-agricultural uses. None of the parcels within the project site are under Williamson Act contracts, and the project would have no direct effects on Williamson Act contracts. There are no nearby lands under Williamson Act contracts that would be directly or indirectly influenced by development of the project site. Project impacts related to agricultural zoning or Williamson Act contracts are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AG-3: Indirect Conversion of Agricultural Lands

As described in more detail in Chapter 13.0, Land Use, the project site is in an urban fringe area with a mix of agriculture and urban development. The 2018 Important Farmland Map of San Joaquin County indicates that the project site has Prime Farmland and Farmland of Statewide Importance. However, the project site is in an area designated by the Stockton General Plan for urban development, and such development has occurred nearby, along with extensions of urban infrastructure. The project site is within the City's Sphere of Influence, as set forth in the City's Municipal Service Review (City of Stockton 2020).

Most agricultural land in the vicinity of the project site is to the northeast. Former agricultural land to the west has recently been approved for development of the Mariposa Industrial Park project. Agricultural land to the northeast is across Mariposa Road. The project does not propose the extension of any infrastructure to this land, thereby avoiding

a condition that could lead to greater pressure to convert this agricultural land into non-agricultural use.

The GPEIR discussed the potential impacts of development in accordance with the recently adopted General Plan related to indirect farmland conversion. The land use map in the General Plan was generally developed to arrange new designations to place compatible uses adjacent to existing uses. Nevertheless, the General Plan would allow development that could result in potentially incompatible urban uses next to farms or ranches, creating circumstances that impair the productivity and profitability of agricultural operation, and could eventually lead farmers to take their land out of production.

The project site is, however, in an area that is already substantially developed with commercial and industrial land uses. Moreover, there is existing infrastructure in the vicinity that would allow for urban development to occur in the area (see Chapter 17.0 Utilities and Energy). The project would only install infrastructure that would serve the proposed development; as noted, it would not extend infrastructure such that it could potentially encourage development on existing agricultural lands in the vicinity.

In summary, the project would not involve any activity that would indirectly convert agricultural land beyond the designated Industrial lands to non-agricultural uses. Project impacts on indirect conversion of agricultural lands would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

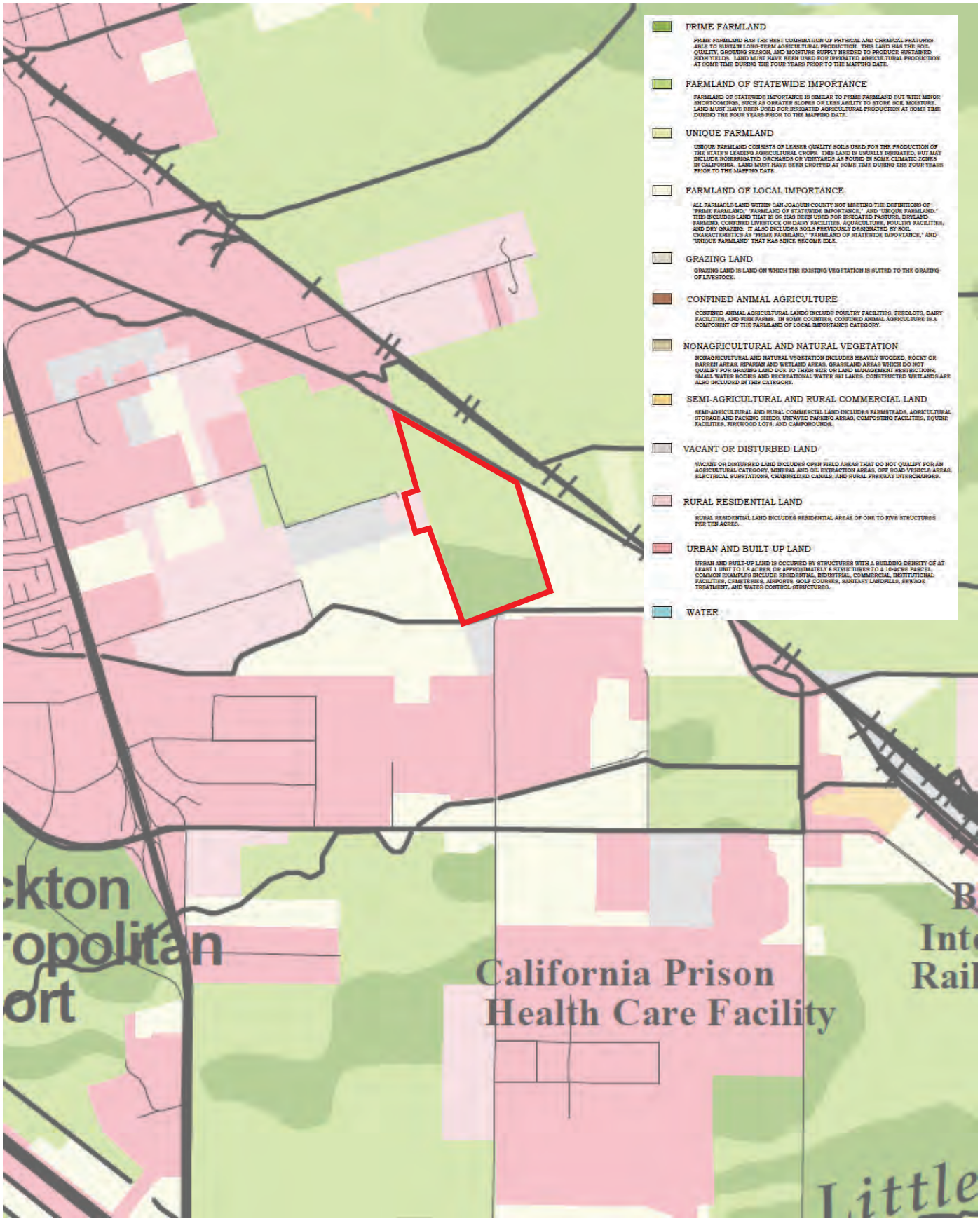


Figure 5-1
IMPORTANT FARMLAND MAP

6.0. AIR QUALITY

This chapter analyzes impacts on air quality, specifically as they relate to pollutants regulated by federal and California Clean Air Acts. Greenhouse gases (GHGs), gases that trap heat generated by the sun, are regulated separately from other air pollutants. Chapter 10.0, Greenhouse Gas Emissions, discusses the GHG regulatory framework and the potential environmental impacts of the project as they relate to GHG emissions.

ENVIRONMENTAL SETTING

The project site is located within the northern portion of the San Joaquin Valley Air Basin. The Air Basin is bounded generally by the Coast Ranges to the west and the Sierra Nevada and foothills to the east. The prevailing winds are from the west and north, a result of marine breezes that enter the Air Basin primarily through the Carquinez Strait but also through the Altamont Pass. Surrounding topography results in weak air flow, which makes the Air Basin highly susceptible to pollutant accumulation over time. Summers are hot and dry, and winters are cool. Most of the annual precipitation falls from November through April. The Stockton area enjoys more than 260 days of sunshine annually, but the amount of sunshine is reduced during the winter months. Inversions occur frequently during fall and early winter (SJVAPCD 2015a).

On some days, pollutants transported from the Bay Area impact the northern San Joaquin Valley, mixing with local emissions to contribute to State and federal violations at Stockton and Modesto. Under certain conditions, pollutants from the San Joaquin Valley can be transported to Sacramento, and the Delta breeze typically carries polluted air from the valley to the Sierra Nevada and eastern foothills. Air Basin pollution can also significantly affect the Great Basin, Mojave Desert, and central California coast areas (ARB 2001).

Air Pollutants

Pollutants of concern for development projects typically include ozone, particulate matter, and carbon monoxide. Pollutants of concern for industrial and warehouse projects also include what are called “toxic air contaminants” (TACs).

In 2019, approximately 1,017 tons of ROG and 218 tons of NO_x were emitted each day from sources in the San Joaquin Valley Air Basin. Approximately 316 tons of PM_{10}, of which approximately 103 tons were $PM_{2.5}$, were emitted daily. Areawide sources account for most of the ROG emissions; major sources include farming operations, solvent evaporation, cleaning and surface coatings, and waste disposal. Major sources of PM_{10} emissions are also areawide; these include farming operations, road and fugitive windblown dust, and wildfires. Most of the NO_x emissions were caused primarily by motor vehicles. Wildfires were a major source of CO emissions in 2019, along with mobile sources (ARB 2020a).

Ozone

Ozone is not directly produced; rather, it is the result of emissions of reactive organic gases (ROG) and nitrogen oxides (NO_x) reacting in the presence of sunlight. ROG and NO_x are referred to as "ozone precursors." Motor vehicle emissions represent the principal source of ozone precursors. To control ozone pollution, it is necessary to control emissions of ROG and NO_x.

High concentrations of ground-level ozone can adversely affect the human respiratory system and aggravate cardiovascular disease and many respiratory ailments. More specifically, ground-level ozone may:

- Make it more difficult to breathe deeply and vigorously.
- Cause shortness of breath, and pain when taking a deep breath.
- Cause coughing and sore or scratchy throat.
- Inflame and damage the airways.
- Aggravate lung diseases such as asthma, emphysema, and chronic bronchitis.
- Increase the frequency of asthma attacks.
- Make the lungs more susceptible to infection.
- Continue to damage the lungs even when the symptoms have disappeared.
- Cause chronic obstructive pulmonary disease.

People most at risk from breathing air containing ozone include people with asthma, children, older adults, and people who are active outdoors, especially outdoor workers. In addition, people with certain genetic characteristics, and people with reduced intake of certain nutrients, such as vitamins C and E, are at greater risk from ozone exposure (EPA 2018a).

Particulate Matter

Particulate matter includes any solid matter suspended in air. Standards are applied to particulates 10 micrometers in diameter or less (PM_{10}), because these particles, when inhaled, are not filtered out prior to reaching the lungs, where they can aggravate respiratory diseases. Particulates originate from automobile traffic, urban construction, grading, farm tilling, and other activities that expose soil and dust. Dry summer conditions and daily winds can increase particulate concentrations. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including:

- premature death in people with heart or lung disease
- nonfatal heart attacks
- irregular heartbeat

- aggravated asthma
- decreased lung function
- increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing.

People with heart or lung diseases, children, and older adults are the most likely to be affected by particle pollution exposure (EPA 2018b).

Separate standards have been established for particulate matter that is 2.5 micrometers or less in size ($PM_{2.5}$), sometimes referred to as "fine particulate matter." The $PM_{2.5}$ standards reflect health concerns related to respiration of smaller particles, which can go deeper into the lungs than larger particulate matter. Fine particulates include sulfates, nitrates, organics, ammonium, and lead compounds originating from activities in urban areas.

Carbon Monoxide

Carbon monoxide (CO) is an odorless, colorless gas that is highly toxic. It is formed by the incomplete combustion of fuels. The main source of CO in the San Joaquin Valley is on-road motor vehicles. Other CO sources in the Valley include other mobile sources, miscellaneous processes, and fuel combustion from stationary sources. Because of its ability to readily combine with hemoglobin and displace oxygen in the human body, high levels of CO can affect human health, causing fatigue, headache, confusion, and dizziness, especially for elderly people or individuals with respiratory ailments.

Toxic Air Contaminants (TACs)

TACs are air pollutants that cause or may cause short-term (acute) or long-term (chronic) adverse health effects. These health effects may include cancer, birth defects, neurological and reproductive disorders, or chronic eye, lung, or skin irritation. TACs also may cause adverse environmental and ecological effects. The State's Air Toxics Inventory includes more than 250 substances considered TACs (ARB 2008a). They include such substances as chlorinated hydrocarbons, asbestos, dioxin, toluene, gasoline engine exhaust, particulate matter emitted by diesel engines, and metals such as cadmium, mercury, chromium, and lead compounds, among many others.

Most TACs are emitted by specialized industrial processes and are therefore uncommon. However, they may also be emitted from a variety of common sources such as gasoline stations, automobiles, diesel engines, dry cleaners, and painting operations. Diesel particulate matter (DPM), emitted from diesel engines, is of special concern because it is present at some concentration in all developed areas of the state. DPM is designated by the State of California as a TAC, as it is a potential source of both cancer and non-cancer health effects. The California Air Resources Board (ARB) has identified DPM as a major contributor to ambient cancer risk levels; while it accounts for only about 4% of air toxic emissions in the state, it is associated with more than 70% of the 2000 cancer risk associated with outdoor ambient levels of all TACs. General risks can be elevated with proximity to the source, which for DPM includes freeways, ports and railyards, and distribution centers (ARB 2005). California has adopted and is implementing a number of

aggressive toxic air contaminant control programs; these are discussed in more detail in the following Regulatory Framework section.

County Emissions Inventory

Table 6-1 shows the most recent information available on criteria pollutant emissions generated in San Joaquin County. These include emissions from stationary sources such as industrial processes and cleaning and surface coating activities, areawide sources such as solvent evaporation, and mobile sources. Emissions from natural sources are not included.

TABLE 6-1
AIR POLLUTANT EMISSIONS IN SAN JOAQUIN COUNTY, 2020

	Emissions (tons/day)					
Emission Source	**ROG**	**NO_x**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Stationary Sources	9.2	11.1	6.1	5.1	3.2	1.9
Areawide Sources	18.1	1.7	22.7	0.1	29.5	6.9
Mobile Sources						
On-Road Motor Vehicles	6.7	18.3	57.4	0.1	1.5	1.1
Other Mobile Sources	8.9	22.4	80.7	0.9	1.3	1.1
TOTAL	**42.8**	**53.5**	**166.9**	**6.3**	**35.6**	**11.0**

Totals may be affected by rounding.
Source: ARB 2020.

Warehouses and Their Potential Air Quality Impacts

In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development. With its ports, transportation network, and population centers, California has found itself at the center of this development trend. Emissions from warehouse operations have become a concern of the State of California. Of particular concern are localized emissions of $PM_{2.5}$ and DPM, the latter classified as a TAC. While railroads and shipping involve substantial TAC emissions, the majority of emissions associated with warehouses accessed by roads are from on-road vehicles such as trucks that deliver goods, and off-road vehicles such as forklifts and other cargo handling equipment. Trucks are the largest source of NO_x emissions, and truck activity is focused at warehouses. However, since NO_x emissions are spread out along an entire truck's journey to and from a warehouse, and since ozone is formed from secondary reactions in the atmosphere, ozone does not have as pronounced a localized effect as pollutants like DPM (SCAQMD 2021).

Emissions from warehouse operations can have an adverse impact on a nearby disadvantaged communities; the nearest disadvantaged communities is, however, approximately 0.5 miles west of the proposed project, as discussed in Chapter 13.0 Land Use and Chapter 20.0 Other CEQA Issues. Disadvantaged communities located near pollution sources may have greater exposure than other communities to environmental burdens such as air pollution, with adverse consequences on the health and well-being of residents. These communities typically have a greater proportion of lower-income and/or minority households.

In a comment letter on the 2022 Mariposa 1 EIR, the California Department of Justice expressed concern about local air emissions and criteria pollutant emissions to the regional airshed from proposed warehouse development. The letter also included a list of mitigation measures that the Department of Justice considered feasible for the project. After discussions with the Department of Justice and the Sierra Club, which had expressed similar concerns about pollutant emissions, the City and the project applicant agreed to incorporate various mitigation measures within the Final EIR for Mariposa Industrial Park. These mitigation measures are also incorporated into the Mariposa 2 project as described in Section 3.5 of this EIR and discussed in detail later in this chapter.

REGULATORY FRAMEWORK

Federal Clean Air Act

Federal air quality regulation stems from the Clean Air Act, as amended. The Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to establish air quality standards for criteria pollutants, known as the National Ambient Air Quality Standards, as shown in Table 6-2. There are six criteria pollutants: ozone, carbon monoxide, particulate matter, nitrogen dioxide, lead, and sulfur dioxide. Two types of National Ambient Air Quality Standards are established:

- Primary standards to protect human health, based on EPA medical research and specific concentration thresholds derived therefrom; and
- Secondary standards to protect the public welfare from effects such as visibility reduction, soiling, nuisance, and other forms of damage.

Regions of the country are classified with respect to their attainment of National Ambient Air Quality Standards. Areas where these standards are exceeded are considered "nonattainment" areas and are subject to more intensive air quality management and more stringent regulation. Table 6-3 shows the attainment status of the Air Basin for federal standards. The Air Basin is designated Nonattainment/Extreme for ozone and Nonattainment for $PM_{2.5}$. The Air Basin meets all other federal standards.

TABLE 6-2
NATIONAL AND CALIFORNIA AMBIENT AIR QUALITY STANDARDS

Air Pollutant	Averaging Time	California Standards	Primary National Standards[1]	Secondary National Standards[2]
Ozone	1 Hour	0.090 ppm	--	--
	8 Hour	0.070 ppm	0.070 ppm	0.070 ppm
PM_{10}	24 Hour	50 µg/m^3	150 µg/m^3	150 µg/m^3
	Annual Mean	20 µg/m^3	--	--
$PM_{2.5}$	24 Hour	--	35 µg/m^3	35 µg/m^3
	Annual Mean	12 µg/m^3	12 µg/m^3	15 µg/m^3
Carbon Monoxide	1 Hour	20 ppm	35 ppm	--
	8 Hour	9 ppm	9 ppm	--
Nitrogen Dioxide	1 Hour	0.18 ppm	100 ppb	--
	Annual Mean	0.030 ppm	0.053 ppm	0.053 ppm
Sulfur Dioxide	1 Hour	0.25 ppm	75 ppb	--
	3 Hour	--	--	0.5 ppm
	24 Hour	0.04 ppm	0.14 ppm*	--
	Annual Mean	--	0.030 ppm*	--
Lead	30 Day Avg.	1.5 µg/m^3	--	--
	Calendar Qtr.	--	1.5 µg/m^3	1.5 µg/m^3
	3 Month Average	--	0.15 µg/m^3	0.15 µg/m^3
Sulfates	24 Hour	25 µg/m^3	N/A	N/A
Hydrogen Sulfide	1 Hour	0.03 ppm	N/A	N/A
Vinyl Chloride	24 Hour	0.01 ppm	N/A	N/A
Visibility Reducing Particles	8 Hour	Extinction coefficient of 0.23 per kilometer.[3]	N/A	N/A

Notes: ppm – parts per million; ppb – parts per billion; µg/m^3– micrograms per cubic meter; N/A – not applicable
[1] National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
[2] National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
[3] The "extinction coefficient" is a measure of the diminishing of light through scattering and absorption.
* For certain areas.
Source: ARB 2016.

TABLE 6-3
SAN JOAQUIN VALLEY AIR BASIN ATTAINMENT STATUS

	Designation/Classification	
Pollutant	**Federal Primary Standards**	**State Standards**
Ozone - One hour	No Federal Standard[a]	Nonattainment/Severe
Ozone - Eight hour	Nonattainment/Extreme[b]	Nonattainment
PM_{10}	Attainment[c]	Nonattainment
$PM_{2.5}$	Nonattainment[d]	Nonattainment
Carbon Monoxide	Attainment/Unclassified	Attainment/Unclassified
Nitrogen Dioxide	Attainment/Unclassified	Attainment
Sulfur Dioxide	Attainment/Unclassified	Attainment
Lead (Particulate)	No Designation/Classification	Attainment
Hydrogen Sulfide	No Federal Standard	Unclassified
Sulfates	No Federal Standard	Attainment
Visibility Reducing Particles	No Federal Standard	Unclassified
Vinyl Chloride	No Federal Standard	Attainment

[a] Effective June 15, 2005, the EPA revoked the federal 1-hour ozone standard, including associated designations and classifications. EPA had previously classified the SJVAB as extreme nonattainment for this standard. EPA approved the 2004 Extreme Ozone Attainment Demonstration Plan on March 8, 2010 (effective April 7, 2010). Many applicable requirements for extreme 1-hour ozone nonattainment areas continue to apply to the SJVAB.

[b] Though the Valley was initially classified as serious nonattainment for the 1997 8-hour ozone standard, EPA approved Valley reclassification to extreme nonattainment in the Federal Register on May 5, 2010 (effective June 4, 2010).

[c] On September 25, 2008, EPA redesignated the San Joaquin Valley to attainment for the PM10 National Ambient Air Quality Standard (NAAQS) and approved the PM10 Maintenance Plan.

[d] The Valley is designated nonattainment for the 1997 PM2.5 NAAQS. EPA designated the Valley as nonattainment for the 2006 PM2.5 NAAQS on November 13, 2009 (effective December 14, 2009).

Source: SJVAPCD 2023.

The Clean Air Act requires states to submit a State Implementation Plan for nonattainment areas. The State Implementation Plan in California is prepared by the ARB and is reviewed and approved by the EPA, subject to a determination of adequacy in demonstrating how the federal standards will be achieved. The local air pollution or air quality management districts are responsible for preparation of Air Quality Attainment Plans for their jurisdictions. These Air Quality Attainment Plans become part of the State Implementation Plan.

California Clean Air Act

The California Clean Air Act provides the planning framework for California air quality. It establishes the State's own set of ambient air quality standards for criteria pollutants, known as the California Ambient Air Quality Standards (see Table 6-2). The State standards cover other pollutants besides the six criteria pollutants designated by the federal Clean Air Act; additionally, the State standards are generally more stringent than the corresponding federal standards.

Table 6-3 shows the attainment status of the Air Basin for California Ambient Air Quality Standards. For ozone, the Air Basin is designated Nonattainment/Severe by the State. The State also classifies the Air Basin as Nonattainment for PM_{10} and $PM_{2.5}$. The Air Basin is in attainment of, or unclassified for, all other State standards. The California Clean Air Act requires areas that are designated nonattainment to achieve a 5% annual reduction in emissions until the standards are met. Responsibility for implementation of the California Clean Air Act requirements rests with the ARB.

ARB's existing mobile source control program has achieved substantial reductions in the San Joaquin Valley. Since 2000, NO_x and $PM_{2.5}$ emissions from mobile sources have been reduced by over 60 percent. Continued implementation of ARB's current mobile source programs are anticipated to reduce NOx emissions from 2013 levels by 55 percent and PM2.5 emissions by nearly 40 percent by 2025 (SJVAPCD 2018).

California Toxic Air Contaminant Controls

The State regulates TACs primarily through the Tanner Air Toxics Act and the Air Toxics Hot Spots Information and Assessment Act of 1987. Under these programs, the State is responsible for an inventory of TACs, for analysis of exposure and risk, and for planning to reduce risk. The agencies primarily responsible for administering these programs are ARB and the Office of Environmental Health Hazard Assessment. Like other federal and state air quality requirements, the various elements of the State air toxics program are implemented by the local air districts.

DPM is regulated by the ARB under various programs and regulations designed to reduce emissions. These include the Advanced Clean Trucks regulation, which requires manufacturers to sell an increasing percentage of zero-emission trucks by 2035, and the Advanced Clean Fleets regulation, with the goal of achieving a statewide zero-emission truck and bus fleet by 2045.

California On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. The ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles, including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, the School Bus Program, and others as described below.

Advanced Clean Truck Regulation

On June 25, 2020, the ARB adopted the Advanced Clean Truck Regulation. The goal of this proposed strategy is to achieve NO_x and GHG emission reductions through advanced clean technology, and to increase the penetration of the first wave of zero-emission heavy-duty technology into applications that are well suited to its use.

The regulation has two components. First, manufacturers who certify Class 2b-8 chassis or complete vehicles with combustion engines would be required to sell zero-emission trucks as an increasing percentage of their annual California sales. By 2035, zero-emission truck/chassis sales would need to be 55% of Class 2b-3 truck sales, 75% of Class 4-8 straight truck sales, and 40% of truck tractor sales. Second, large employers, including retailers, manufacturers, brokers, and others would be required to report information about shipments and shuttle services.

The ARB anticipates that by 2040, the Advanced Clean Truck Regulation would reduce NO_x emissions by approximately 16% from baseline, PM2.5 emissions by approximately 14.5% from baseline, and GHG emissions by approximately 7% below baseline. "Baseline" is the anticipated emissions that would occur with implementation of other emission reduction regulations adopted by the State (ARB 2020).

Advanced Clean Fleets Regulation

On April 28, 2023, the ARB adopted the Advanced Clean Fleets Regulation, which is part of ARB's overall approach to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles. The regulation applies to fleets performing drayage operations; those owned by State, local, and federal government agencies; and high priority fleets. High priority fleets are entities that own, operate, or direct at least one vehicle in California, and that have either $50 million or more in gross annual revenues, or that own, operate, or have common ownership or control of a total of 50 or more vehicles, excluding light-duty package delivery vehicles. The regulation affects medium- and heavy-duty on-road vehicles with a gross vehicle weight rating greater than 8,500 pounds, off-road yard tractors, and light-duty mail and package delivery vehicles.

Under the Advanced Clean Fleets Regulation, manufacturers may sell only zero-emission medium- and heavy-duty vehicles in California starting in 2036. Beginning January 1, 2024, all new drayage trucks must be zero-emission vehicles, and all drayage trucks entering seaports and intermodal railyards would be required to be zero-emission by 2035. For high priority fleets, all new vehicles must be zero-emission or near zero-emission

vehicles beginning in 2024, and internal combustion engine vehicles shall be retired as their useful life is exceeded. It is anticipated that this regulation would reduce NOx emissions by 30% from baseline by 2037 (ARB 2023).

California In-Use Off-Road Diesel Vehicle Regulation

In 2007, the ARB adopted a regulation to reduce DPM and NO_x emissions from in-use, off-road heavy-duty diesel vehicles in California that are used in construction, mining, and industrial operations. The regulation limits idling to no more than five consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO_x emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits.

The regulation was amended in 2010 to delay the original timeline of the performance requirements, making the first compliance deadline January 1, 2014 for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less). The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally-owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.

San Joaquin Valley Air Pollution Control District

Projects within the Air Basin are subject to the regulatory authority of the San Joaquin Valley Air Pollution Control District (SJVAPCD), which implements and enforces air quality regulations in eight counties, from San Joaquin County in the north to western Kern County in the south. The SJVAPCD's responsibilities include air quality standard attainment planning, regulation of emissions from non-transportation sources, and mitigation of emissions from on-road sources.

Air Quality Plans

Air quality plans adopted by the SJVAPCD to meet Clean Air Act standards, including those designed to protect human health, are presented in Table 6-4 below. All the plans include federal, State, and local measures that would be implemented through rule making or program funding to reduce air pollutant emissions in the Air Basin.

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from heavy heavy-duty trucks, the single largest source of NO_x emissions in the San Joaquin Valley. The SJVAPCD's 2018 $PM_{2.5}$ Plan will obtain significant new reductions in emissions from heavy-duty trucks, including emissions reductions by 2023, through the implementation of the ARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 0.2 grams per brake horsepower-hour (g/bhp-hr) NO_x standard by 2023. Additionally, to meet the federal air quality standards by the 2020 to 2024 attainment deadlines, the 2018 $PM_{2.5}$ Plan relies on a significant and immediate transition of heavy-duty truck fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NO_x established by the ARB, primarily through the deployment of incentive-based measures. Under this plan, the San Joaquin Valley will attain all federal ambient air quality standards for $PM_{2.5}$ by the end of 2025 (SJVAPCD 2018).

TABLE 6-4
SUMMARY OF SJVAPCD AIR QUALITY PLANS

Pollutant	**Plan**	**Objective**
Ozone	2007 Ozone Plan	Attainment of 1997 federal 8-hour ozone standard for all areas of the Air Basin no later than 2023.
	2016 Ozone Plan	Attainment of 2008 federal 8-hour ozone standard for all areas of the Air Basin by end of 2031.
Particulate Matter	2007 PM_{10} Maintenance Plan and Request for Redesignation	Continued attainment of federal PM_{10} standard met by the Air Basin.
	2012 $PM_{2.5}$ Plan	Attainment of 2006 federal $PM_{2.5}$ standard, estimated to occur in 2019.
	2015 $PM_{2.5}$ Plan for the 1997 $PM_{2.5}$ Standard	Attainment of 1997 federal annual and 24-hour $PM_{2.5}$ standards by end of 2020.
	2016 Moderate Area Plan for the 2012 $PM_{2.5}$ Standard	Attainment of 2012 federal $PM_{2.5}$ standard, requested deadline of 2025.
	2018 Plan for the 1997, 2006, and 2012 $PM_{2.5}$ Standards	Consolidates previous $PM_{2.5}$ plans into a single plan that addresses attainment of the various $PM_{2.5}$ standards.

SJVAPCD Rules and Regulations

SJVAPCD has adopted several regulations that are applicable to the project. These regulations are summarized below.

Regulation VIII (Fugitive Dust PM_{10} Prohibitions)

Rules 8011-8081 which are, together, Regulation VIII, are designed to reduce PM_{10} emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc.

Rule 4101 (Visible Emissions)

Rule 4101 prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

Rule 4601 (Architectural Coatings)

Rule 4601 limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements.

Rule 9410 (Employer Based Trip Reduction)

The purpose of Rule 9410 is to reduce vehicle miles traveled (VMT) by private vehicles used by employees to commute to and from their worksites, which in turn would reduce emissions of NO_x, volatile organic compounds (a component of ozone), and particulate matter. Employers are required to implement an Employer Trip Reduction Implementation Plan (ETRIP) for each worksite with 100 or more eligible employees to meet applicable targets specified in the rule. Employers are required to facilitate participation in the development of an ETRIP by providing information to its employees explaining the requirements and applicability of this rule. A SJVAPCD staff report indicates that a comprehensive trip program similar to ETRIP typically reduces peak-hour automobile trips by 5-20%, and more if supported by regional transportation demand management strategies.

Under Rule 9410, employers are required to collect information on the modes of transportation used for each eligible employee's commutes both to and from work for every day of the commute verification period, as defined by using either the mandatory commute verification method or a representative survey method. An ETRIP for each worksite must be submitted to the SJVAPCD, and the ETRIP must be updated annually. Annual reporting includes the results of the commute verification for the previous calendar year, along with the measures implemented and, if necessary, any updates to the ETRIP.

Rule 9510 (Indirect Source Review)

Rule 9510, also known as the Indirect Source Rule, is intended to reduce or mitigate emissions of NO_x and PM_{10} from new development in the SJVAPCD including construction and operational emissions. This rule requires specific percentage reductions in estimated on-site construction and operation emissions, and/or payment of mitigation

fees for required reductions that cannot be met on the project site. The mitigation fees would be used to fund off-site emissions reduction projects. Construction emissions of NO_x and PM_{10} exhaust must be reduced by 20% and 45%, respectively. Operational emissions of NO_x and PM_{10} must be reduced by 33.3% and 50%, respectively. Rule 9510 applies to light industrial development projects of 25,000 square feet and larger, so the project would be subject to this rule.

Health Risk Assessment

The SJVAPCD recommends that projects that could emit substantial amounts of carcinogens conduct a Health Risk Assessment if there are nearby sensitive receptors. To determine if a Health Risk Assessment would be necessary, a "facility prioritization" is conducted on all sources of potential toxic emissions, based on their estimated emissions. If a project has a cancer facility prioritization score of 10 or more, or a chronic or acute score of 1 or greater, then a Health Risk Assessment is required to further evaluate the potential health effects of the project, both carcinogenic and non-carcinogenic.

DPM is a TAC that would be generated by the project, and the proposed project was subjected to the required facility prioritization screening tool. The facility prioritization score did not exceed the APCD significance threshold; therefore, a formal Health Risk Assessment was not conducted for the project. A memo prepared by Environmental Permitting Specialists discussing the screening model results is shown in Appendix C. More detailed information on health risks is provided later in this chapter.

Ambient Air Quality Analysis

An Ambient Air Quality Analysis uses air dispersion modeling to determine if emissions from a project will cause or contribute to a violation of the ambient air quality standards. The SJVAPCD recommends that an Ambient Air Quality Analysis be performed for a project if emissions exceed 100 pounds per day of any pollutant. Air emissions modeling for the project reported in the Environmental Impacts section following revealed that no criteria pollutant emissions would exceed 100 pounds per day and therefore no Ambient Air Quality Analysis was prepared for the project.

Community Emission Reduction Program

In 2021, the City of Stockton adopted its Community Emission Reduction Program (CERP). The CERP was prepared in accordance with Assembly Bill (AB) 617, enacted in 2017. AB 617 initiated a statewide effort to monitor and reduce air pollution and to improve public health in communities that experience disproportionate burdens from exposure to air pollutants through new community-focused and community-driven actions. Stockton was selected by ARB as one of the communities in the State to receive clean air resources newly available under AB 617, based on a technical analysis of several pollution and poverty-related criteria.

The CERP (Figure 6-1) provides a description of the Stockton AB 617 Community, including geographical boundaries, and of the air quality challenges impacting community residents. A technical analysis describes the sources of pollution impacting the community, as well as the location of sensitive receptors within the community. Sources of pollution

that are of particular concern to community members are highlighted, and strategies for reducing air pollution impacts and health risk reduction from these sources were evaluated as part of a public engagement process.

Numerous emissions reduction strategies were ultimately selected for implementation in the Stockton AB 617 Community. These include exposure reduction strategies for sensitive receptors and schools; vegetative barriers; urban greening; incentives to replace gas-powered lawn and garden equipment; heavy-duty diesel trucks, and passenger vehicles; and support of VMT reduction projects, among others. These efforts are projected to achieve approximately 66 tons of PM2.5 reductions, 698 tons of NOx reductions, and 53 tons of VOC reductions in Stockton, as well as significant reductions in air toxics emissions in the community, particularly with respect to diesel particulate matter from mobile sources, the main contributor to community air toxics health risk (SJVAPCD 2021).

Figure 6-1 delineates the boundaries of the Stockton AB 617 Community; the nearest boundary of the CERP is along SR 99, over a mile west of the site. The project site is outside the CERP boundaries. Therefore, the project would not be subject to the CERP emission reduction strategies, nor would it be eligible for funding that is designated for emission reduction incentives.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on air quality if it would:

- Conflict with or obstruct implementation of an applicable air quality plan,
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard [see Chapter 18.0, Cumulative Impacts, for an analysis of potential cumulative air quality impacts],
- Expose sensitive receptors to substantial pollutant concentrations, or
- Result in other emissions, such as those leading to odors, adversely affecting a substantial number of people.

CEQA Guidelines Appendix G states that, where available, significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make significance determinations. In 2015, the SJVAPCD adopted a revised Guide for Assessing and Mitigating Air Quality Impacts, which defines methodology and thresholds of significance for the assessment of air quality impacts for projects within SJVAPCD's jurisdiction, along with mitigation measures for identified impacts. Table 6-5 shows the significance thresholds established by SJVAPCD for projects, as set forth in the Guide for Assessing and Mitigating Air Quality Impacts.

The SJVAPCD's thresholds of significance for criteria pollutants are applied to evaluate regional impacts of project-specific emissions of air pollutants. The SJVAPCD significance thresholds are based on offset thresholds established under SJVAPCD Rule 2201 - New Source Review. Rule 2201 is a major component of the SJVAPCD's attainment strategy as it relates to growth and applies to new and modified stationary sources of air pollution. Under Rule 2201, all new permitted sources with emission increases exceeding two pounds per day, for any criteria pollutant are required to implement Best Available Control Technology. Furthermore, all permitted sources emitting more than the Rule 2201 thresholds for any criteria pollutant must offset all emission increases that exceed threshold levels. The SJVAPCD's attainment plans, developed to meet air quality standards designed in part to protect human health, demonstrate that project-specific emissions below the offset thresholds would have a less-than-significant impact on air quality (SJVAPCD 2015a).

The project's construction and operational emissions were calculated using the California Emissions Estimator Model (CalEEMod) computer program, a modeling program recommended by SJVAPCD. The CalEEMod results are shown in Appendix C of this report and summarized in Table 6-5.

Impact AIR-1: Air Quality Plans and Standards – Construction Emissions

As indicated in Table 6-5, project construction air pollutant emissions would be below the significance thresholds adopted by the SJVAPCD for the proposed project. Project-specific emissions below SJVAPCD significance thresholds would not interfere with attainment plans that would bring SJVAPCD into consistency with national and State ambient air quality standards. Based on this, construction impacts of the proposed project regarding consistency with the applicable air quality plans would be less than significant.

TABLE 6-5
SJVAPCD SIGNIFICANCE THRESHOLDS AND
PROJECT AIR POLLUTANT EMISSIONS

	ROG	NO_x	CO	SO_x	PM_{10}	$PM_{2.5}$
SJVAPCD Significance Thresholds[1]	**10**	**10**	**100**	**27**	**15**	**15**
Construction Emissions						
Unmitigated emissions[2]	1.08	3.29	6.70	0.01	1.17	0.36
Above Threshold?	No	No	No	No	No	No
CalEEMod reductions[3]	*0.05*	*1.09*	-	*0.00*	*0.05*	*0.04*
Rule 9510 reductions	-	*0.66*	-	-	*0.04*	-
Net construction emissions	1.03	1.54	6.70	0.01	1.08	0.32
Above threshold?	No	No	No	No	No	No

Operational Emissions[3]						
Unmitigated emissions	9.64	3.26	23.20	0.06	5.60	1.48
Above Threshold?	No	No	No	No	No	No
CalEEMod reductions[3]	*0.48*	*0.56*	*4.30*	*0.01*	*1.03*	*0.26*
Rule 9510 reductions	-	*1.08*	-	-	*2.80*	-
Net operational emissions	9.16	1.62	18.90	0.05	1.77	1.22
Above threshold?	No	No	No	No	No	No

[1] Applicable to both construction and operational emissions.
[2] Maximum emissions in a calendar year.
[3] Annual emissions.
Notes: All figures are in tons per year.
ROG – reactive organic gases; NO_x – nitrogen oxide; CO – carbon monoxide; SO_x – sulfur oxide; PM_{10} – particulate matter 10 microns in diameter; $PM_{2.5}$ – particulate matter 2.5 microns in diameter.
Sources: CalEEMod Version 2022.4.0, SJVAPCD 2015a.

The project's less-than-significant dust emissions would be further reduced through the required implementation of SJVAPCD Regulation VIII, enforcement of which is the responsibility of the SJVAPCD. Project plans and specifications will be required by Mitigation Measure AIR-2 below, an Existing Requirement, to include submission of a Dust Control Plan to the SJVAPCD for review and approval; the required Plan will need to demonstrate how Regulation VIII will be implemented during project construction. Conformance with plans and specifications would be monitored by City building inspectors. Regulation VIII contains the following dust emission control measures:

- Air emissions related to the project shall be limited to 20% opacity (opaqueness, lack of transparency) or less, as defined in SJVAPCD Rule 8011. The dust control measures specified below shall be applied as required to maintain the Visible Dust Emissions standard.
- The contractor shall pre-water all land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and phase earthmoving.
- The contractor shall apply water, chemical/organic stabilizer/suppressant, or vegetative ground cover to all disturbed areas, including unpaved roads, throughout the period of soil disturbance.
- The contractor shall restrict vehicular access to the disturbance area during periods of inactivity.
- The contractor shall apply water or chemical/organic stabilizers/suppressants, construct wind barriers and/or cover exposed potentially dust-generating materials.
- When materials are transported off-site, the contractor shall stabilize and cover

all materials to be transported and maintain six inches of freeboard space from the top of the container.

- The contractor shall remove carryout and trackout of soil materials daily unless it extends more than 50 feet from site; carryout and trackout extending more than 50 feet from the site shall be removed immediately. The use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. Use of blower devices is expressly forbidden. If the project would involve more than 150 construction vehicle trips per day onto the public street, additional restrictions specified in Section 5.8 of SJVAPCD Rule 8041 would apply.

Project construction would also be subject to SJVAPCD Rule 9510, another Existing Requirement, which as noted above requires construction emission reductions of NO_x and exhaust PM_{10} by 20% and 45%, respectively. Mitigation Measure AIR-1 requires that the SJVAPCD be notified of impending project construction as a part of the required filing of an application for coverage under Rule 9510. The potential emissions reductions associated with this measure are shown in Table 6-5.

Construction air quality Mitigation Measures AIR-1 to AIR-8 are presented below. These mitigation measures were applied by the City and accepted by the project applicant for the approved Mariposa Industrial Park project after extensive discussions with the California Department of Justice and the Sierra Club. Some of the mitigation measures incorporate existing development-related ordinances and procedures; the others are deemed "Existing Requirements" as a result of their adoption by the City of Stockton in conjunction with their approval of the Mariposa Industrial Park project. With the implementation of the listed mitigation measures, construction emissions would be further reduced from the emissions predicted by CalEEMod, which were found to be less than significant based on their initial comparison in Table 6-5 to the SJVAPCD significance thresholds. Therefore, the project's construction emissions would have less than significant effects on air quality.

AIR-1: (*Existing Requirement)* Prior to the issuance of the first building permit, the applicant/developer shall demonstrate compliance with the SJVAPCD Rule 9510 (Indirect Source Review) to reduce growth in both NO_x and PM_{10} emissions, as required by SJVAPCD and City requirements. The project shall comply with the emission reduction requirements of SJVAPCD Rule 9510 for project construction. The SJVAPCD shall be notified of impending project construction as a part of the required filing of an application for coverage under Rule 9510.

AIR-2: (*Existing Requirement)* The project shall comply with SJVAPCD Regulation VIII for the control of dust emissions during project construction. A project Dust Control Plan shall be submitted to the SJVAPCD as required by Regulation VIII. Enforcement of Regulation VIII is the direct responsibility of the SJVAPCD. City Building inspectors shall monitor conformance with approved plans and specifications.

AIR-3: (*Existing Requirement)* Architectural Coatings: Construction plans shall require that architectural and industrial maintenance coatings (e.g., paints) applied on the project site shall be consistent with a VOC content of <10 g/L. Developer or tenant is not expected to exercise control over materials painted offsite.

AIR-4: REMOVED, REPEATS AIR-2

AIR-5: (*Existing Requirement)* Construction Worker Trip Reduction: Project construction plans and specifications shall require the contractor to provide transit and ridesharing information for construction workers.

AIR-6: (*Existing Requirement)* Construction Meal Destinations: Project construction plans and specifications shall require the contractor to establish one or more locations for food or catering truck service to construction workers and to cooperate with food service providers to provide consistent food service.

AIR-7: (*Existing Requirement)* To reduce impacts from construction-related diesel exhaust emissions, the project should utilize the cleanest available off-road construction equipment, including the latest tier equipment as recommended by SJVAPCD.

A common concern expressed in public comments on other warehouse projects has been whether provisions of existing development-related ordinances and procedures, such as air district rules, or the above measures, are sufficiently enforceable that they can be counted on to avoid or reduce the project's environmental effects. To address this, all of the above provisions will be incorporated into the Mitigation Monitoring/Reporting Program for the project.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-2: Air Quality Plans and Standards – Operational Emissions

As indicated in Table 6-5, estimated net annual unmitigated project operational emissions would be below SJVAPCD significance thresholds. The subsequent "mitigated operational emission" estimates take into consideration air quality mitigation measures calculated by CalEEMod, such as the Rule 9410 trip reduction program, water conservation and waste reduction requirements; and required conformance with SJVAPCD Rule 9510 Indirect Source Rule would produce quantifiable reductions in NO_x and PM. These emission reductions are shown in Table 6-5, along with the resulting net emissions. With the other emission reductions, project operational emissions for all criteria pollutants would remain below SJVAPCD significance thresholds.

SJVAPCD Rule 9510, a routinely applied component of the City's development review process, requires development projects to reduce operational NO_x emissions by 33.3% and

operational PM_{10} emissions by 50%. With application of Rule 9510 reduction requirements, estimated NO_x and PM_{10} emissions would be further reduced.

The project also would implement Existing Requirements AIR-9 to AIR-28 listed below. Like Existing Requirements AIR-1 through AIR-7, the following measures were applied to the adjacent Mariposa Industrial Park project. While some of these reductions may be quantified, all the measures would contribute to further reductions in the project's operational air pollutant emissions, which would already be reduced to a less than significant level by conformance with Rule 9510.

Project operational emissions would not exceed 100 pounds per day for any pollutant; therefore, an Ambient Air Quality Analysis was not conducted for project emissions.

AIR-8: *(Existing Requirement)* The project shall comply with the emission reduction requirements of SJVAPCD Rule 9510 for project operations.

AIR-9: *(Existing Requirement)* Prior to building occupancy, employers with 100 or more eligible employees shall submit an Employer Trip Reduction Implementation Plan (ETRIP) to the City for review and approval, as required by SJVAPCD Rule 9410. A copy of the ETRIP shall be provided to the SJVAPCD. Employers shall facilitate participation in the implementation of the ETRIP by providing information to its employees explaining methods for participation in the Plan and the purpose, requirements and applicability of Rule 9410.

AIR-10: *(Existing Requirement)* The project shall comply with SJVAPCD Rule 4101, which prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants.

AIR-11: *(Existing Requirement)* The project shall comply with SJVAPCD Rule 4601, which limits emissions of volatile organic compounds from architectural coatings by specifying storage, clean up and labeling requirements. (The project has agreed to abide by more stringent VOC emissions requirements - see Mitigation Measure AIR-3 above).

AIR-12: *(Existing Requirement)* Solar Power: Owners, operators or tenants shall include with the building permit application, sufficient solar panels to provide power for the operation's base power use at the start of operations and as base power use demand increases. Project sponsor shall include analysis of (a) projected power requirements at the start of operations and as base power demand increases corresponding to the implementation of the "clean fleet" requirements, and (b) generating capacity of the solar installation.

The Community Development Director shall verify the size and scope of the solar project based upon the analysis of the projected power requirements and generating capacity as well as the available solar panel installation space. The photovoltaic system shall include a battery storage

system to serve the facility in the event of a power outage to the extent required by the 2022 or later California Building Standards Code.

In the event sufficient space is not available on the subject lot to accommodate the needed number of solar panels to produce the operation's base or anticipated power use, the applicant shall demonstrate how all available space has been maximized (e.g., roof, parking areas, etc.). Areas which provide truck movement may be excluded from these calculations unless otherwise deemed acceptable by the supplied reports.

In the event the utility provider review/approval delays do not allow installation/operation of the approved solar panels at the time of final building inspection (occupancy), the project sponsor shall provide documentation to the Community Development Director for review and approval, demonstrating how all reasonable and normal efforts have been made to procure the necessary permits and install the solar panels.

The developer or tenant, or qualified solar provider engaged by the developer or tenant shall timely order all equipment and shall install the system when the City has approved building permits and the necessary equipment has arrived. The developer or tenant shall commence operation of the system when it has received permission to operate from the utility. The photovoltaic system owner shall be responsible for maintaining the system(s) at not less than 80% of the rated power for 20 years. At the end of the 20-year period, the building owner shall install a new photovoltaic system meeting the capacity and operational requirements of this measure, or continue to maintain the existing system, for the life of the project.

AIR-13: *(Existing Requirement)* Emission Standards for Heavy-Duty Trucks: The following mitigation measures shall be implemented during all on-going business operations and shall be included as part of contractual lease agreement language to ensure the tenants/lessees are informed of all on-going operational responsibilities.

The property owner/tenant/lessee shall ensure that all heavy-duty trucks (Class 7 and 8) domiciled on the project site are model year 2014 or later from start of operations and shall expedite a transition to zero-emission vehicles, with the fleet fully zero-emission by December 31, 2025 or when commercially available for the intended application, whichever date is later.

A zero-emission vehicle shall ordinarily be considered commercially available if the vehicle is capable of serving the intended purpose and is included in California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project, https://californiahvip.org/ or listed as available in the US on the Global Commercial Vehicle Drive to Zero inventory, https://globaldrivetozero.org/. The City shall be responsible

for the final determination of commercial availability and may, but is not required to, consult with the California Air Resources Board (ARB) before making such final determination.

"Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere)

Zero-emission, heavy-duty trucks which require service can be temporarily replaced with model year 2014 or later trucks. Replacement trucks shall be used for only the minimum time required for servicing fleet trucks.

AIR-14: *(Existing Requirement)* Zero Emission Vehicles: The property owner/tenant/lessee shall utilize a "clean fleet" of vehicles/delivery vans/trucks (Class 2 through 6) as part of business operations as follows: For any vehicle (Class 2 through 6) domiciled at the project site, the following "clean fleet" requirements apply: (i) 33% of the fleet will be zero emission vehicles at start of operations, (ii) 65% of the fleet will be zero emission vehicles by December 31, 2023, (iii) 80% of the fleet will be zero emission vehicles by December 31, 2025, and (iv) 100% of the fleet will be zero emission vehicles by December 31, 2027.

"Domiciled at the project site" shall mean the vehicle is either (i) parked or kept overnight at the project site more than 70% of the calendar year or (ii) dedicated to the project site (defined as more than 70% of the truck routes (during the calendar year) that start at the project site even if parked or kept elsewhere).

Zero-emission vehicles which require service can be temporarily replaced with alternate vehicles. Replacement vehicles shall be used for only the minimum time required for servicing fleet vehicles.

The property owner/tenant/lessee shall not be responsible to meet "clean fleet" requirements for vehicles used by common carriers operating under their own authority that provide delivery services to or from the project site.

AIR-15: *(Existing Requirement)* Demonstrate Compliance with Clean Fleet Requirements: The applicant, property owner, tenant, lessee, or other party operating the facility (the "Operator") shall procure utilize the zero emission vehicles/trucks required to meet the "clean fleet" requirements in (a) and (b) AIR-2 (for Class 7 and 8 vehicles) and AIR-3 (for Class 2 through 6 vehicles) above. Within 30 days of occupancy, the Operator shall demonstrate to the satisfaction of Community Development

Department staff, that the applicable clean fleet requirements are being met.

In the event that there is a disruption in the manufacturing of zero emission vehicles/trucks or that sufficient vehicles/trucks are not commercially available for the intended application, the "clean fleet requirements" may be adjusted as minimally as possible by the Community Development Director to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks.

The City shall quantify the air pollution and GHG emissions resulting from any modification of this condition. Within 12 months of failing to meet a "clean fleet" requirement the property owner/tenant/lessee shall implement a Voluntary Emissions Reduction Agreement (VERA) providing pound for pound mitigation of the criteria pollutant, toxic air contaminants, and GHG emissions quantified by the City through a process that develops, funds, and implements emission reduction projects, with the SJVAPCD serving a role of administrator of the emission reduction projects and verifier of the successful mitigation effort. The VERA shall prioritize projects in the South Stockton and surrounding area. Property owner/tenant/lessee shall continue to fund the VERA each year in an amount necessary to achieve pound for pound mitigation of emissions resulting from not meeting the clean fleet requirements until the owner/tenant/lessee fully complies.

The Operator shall implement the proposed measures after Community Development Department review and approval. Any extension of time granted to implement this condition shall be limited to the shortest period of time necessary to allow for 100% electrification under the clean fleet requirements. The Community Development Department staff may seek the recommendation of the ARB in determining whether there has been a manufacturing disruption or insufficient vehicles/trucks commercially available for the intended application.

AIR-16: *(Existing Requirement)* Condition of Approved Compliance Report: The Operator shall submit a condition of approval compliance report within 30 days of, but not later than, the following dates: December 31, 2023, December 31, 2025, and December 31, 2027. The report shall outline clean fleet requirements applicable at each report interval and include documentation demonstrating compliance with each requirement. The City shall consider each report at a noticed public hearing and determine whether the Operator has complied with the applicable clean fleet requirements. If the Operator has not met each 100% clean fleet requirement by December 31, 2027, then the Operator shall submit subsequent reports every year until the 100% clean fleet requirement is implemented. The City shall consider each subsequent report at a noticed public hearing and determine whether the Operator has complied with the clean fleet requirements, including any minimal adjustments to the

requirements by the Community Development Director to accommodate the manufacturing disruption or unavailability of commercially available vehicles/trucks, as described in the previous paragraph. Notice of the above hearings shall be provided to all properties located within 1,000 feet of the project site and through the ASK Stockton listserv.

After the 100% clean fleet requirement has been implemented and confirmed by the Community Development Department, the Operator shall submit to the Community Development Director an on-going compliance report every three years containing all necessary documentation to verify that the Operator is meeting the clean fleet requirements. At the time it confirms that the 100% clean fleet requirement has been implemented, the Community Development Department will establish the due date for the first ongoing compliance report. Each subsequent on-going compliance report shall be due within 30 days of, but not later than, the three-year anniversary of the preceding due date. The on-going compliance reports and accompanying documentation shall be made available to the public upon request.

AIR-17: *(Existing Requirement)* Zero Emission Forklifts, Yard trucks and Yard Equipment: Owners, operators or tenants shall require all forklifts, yard trucks, and other equipment used for on-site movement of trucks, trailers and warehoused goods, as well as landscaping maintenance equipment used on the site, to be electrically powered or zero-emission. The owner, operator or tenant shall provide on-site electrical charging facilities to adequately service electric vehicles and equipment.

AIR-18: *(Existing Requirement)* Truck Idling Restrictions: Owners, operators or tenants shall be required to make their best effort to restrict truck idling onsite to a maximum of three minutes, subject to exceptions defined by the ARB in the document: *commercial_vehicle_idling_requirements_July 2016*. Idling restrictions shall be enforced by highly-visible posting at the site entry, posting at other on-site locations frequented by truck drivers, conspicuous inclusion in employee training and guidance material and owner, operator or tenant direct action as required.

AIR-19: *(Existing Requirement)* Electric Truck Charging: At all times during project operation, owners, operators or tenants shall be required to provide electric charging facilities on the project site sufficient to charge all electric trucks domiciled on the site and such facilities shall be made available for all electric trucks that use the project site. Owners, operators or tenants shall be required to provide at least one electric charging facility on-site for trucks.

AIR-20: *(Existing Requirement)* Project Operations, Food Service: Owners, operators or tenants shall establish locations for food or catering truck

service and cooperate with food service providers to provide consistent food service to operations employees.

AIR-21: *(Existing Requirement)* Project Operations, Employee Trip Reduction: Owners, operators or tenants shall provide employees transit route and schedule information on systems serving the project area and coordinate ridesharing amongst employees.

AIR-22: *(Existing Requirement)* Yard Sweeping: Owners, operators or tenants shall provide periodic yard and parking area sweeping to minimize dust generation.

AIR-23: *(Existing Requirement)* Diesel Generators: Owners, operators or tenants shall prohibit the use of diesel generators, except in emergency situations, in which case such generators shall have Best Available Control Technology (BACT) that meets ARB Tier 4 emission standards.

AIR-24: *(Existing Requirement)* Truck Emission Control: Owners, operators or tenants shall ensure that trucks or truck fleets domiciled at the project site be model year 2014 or later, and maintained consistent with current ARB emission control regulations.

AIR-25: *(Existing Requirement)* SmartWay: Owners, operators or tenants shall enroll and participate in the SmartWay program for eligible businesses.

AIR-27: *(Existing Requirement)* Project construction shall be subject to all adopted City building codes, including the adopted Green Building Standards Code, version July 2022 or later. Prior to the issuance of building permits, the applicant/developer shall demonstrate (e.g., provide building plans) that the proposed buildings are designed and will be built to, at a minimum, meet the Tier 2 advanced energy efficiency requirements of the Nonresidential Voluntary Measures of the California Green Building Standards code, Divisions A5.1, 5.2 and 5.5, Energy Efficiency as outlined under Section A5.203.1.2.

AIR-28: *(Existing Requirement)* All tenant lease agreements for the project site shall include a provision requiring the tenant/lessee to comply with all applicable requirements of the MMRP, a copy of which shall be attached to each tenant/lease agreement.

(Existing Requirement) Cold storage projects, if any, shall require installation of electric TRU plug-in units at every dock door servicing the refrigerated space. Truck operators with TRUs shall be required to utilize electric plug-in units when at loading docks.

In summary, project operational emissions would be below the SJVAPCD significance thresholds with compliance with SJVAPCD rules and implementation of project features. With implementation of the mitigation measures described above, all emissions would be further below significance thresholds. Therefore, operational impacts of the proposed

project regarding consistency with the applicable air quality plans are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-3: Exposure of Sensitive Receptors to Criteria Pollutants

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

As indicated in Table 6-5, the proposed project would have construction emissions that are below the SJVAPCD significance thresholds. Project construction may generate localized dust emissions at levels above existing ambient conditions, which is of concern if sensitive receptors are near the project site. Implementation of SJVAPCD Regulation VIII would reduce the amount of fugitive dust emissions released into the air, thereby reducing potential exposure of these residences. In particular, Rule 8021, which is part of Regulation VIII, sets forth explicit requirements for fugitive dust emission control during construction and other earthmoving activities.

Table 6-5 also indicates that project operational emissions also would be below SJVAPCD significance thresholds with application of SJVAPCD rules and other listed Existing Requirements. Based on these thresholds, neither project construction nor operational criteria pollutant emissions would have the potential to affect sensitive receptors.

Health Impacts of Pollutant Emissions

In 2018, the California Supreme Court decided *Sierra Club v. County of Fresno*, also known as the Friant Ranch case. In its opinion, the court stated that an EIR prepared for a community plan update and specific plan inadequately described air quality impacts in part because, although it did explain the general health impacts of pollutants, it did not explain the specific impacts the project's emissions would have on health. A brief filed in the case by the SJVAPCD, along with a brief filed jointly by the California Association of Environmental Professionals and the American Planning Association California Chapter, explained that the current state of air quality modeling does not allow for assessing the specific impacts of a project's air quality emissions on human health in an area. The joint brief noted that the Court of Appeals opinion in the Friant Ranch case focused on regional concentrations of pollutants, then stated:

"The volumes of air contained in a regional air basin are immense, and even the largest project's emissions are the proverbial 'drop in the bucket.' The situation is further complicated by the fact that background concentrations of regional pollutants are not

uniform either temporally or geographically throughout an air basin but are constantly fluctuating based upon meteorology and other environmental factors.

Under these circumstances, an analysis attempting to take "tons per year" regional mass emissions data and directly translate that into precise pollutant concentrations, and hence project-specific health effects, would not be practical or meaningful." (AEP-APA 2015)

In its brief, the SJVAPCD made the following observations:

> "Although these levels [of project emissions] well exceed the Air District's CEQA significance thresholds, this does not mean that one can easily determine the concentration of ozone or PM that will be created at or near the Friant Ranch site on a particular day or month of the year, or what specific health impacts will occur. Meteorology, the presence of sunlight, and other complex chemical factors all combine to determine the ultimate concentration of ozone and PM.

Finally, even once a model is developed to accurately ascertain local increases in concentrations of photochemical pollutants like ozone and some particulates, it remains impossible, using today's models, to correlate that increase in concentration to a specific health impact. The reason is the same: such models are designed to determine regional, population-wide health impacts, and simply are not accurate when applied at the local level." (SJVAPCD 2015b)

The California Supreme Court stated in its opinion that "if it is not scientifically possible to do more than has already been done to connect air quality effects with potential human health impacts, the EIR itself must explain why, in a manner reasonably calculated to inform the public of the scope of what is and is not yet known about the Project's impacts." Based upon the information presented above, a specific connection between the project's emissions and health impacts cannot be reasonably drawn. Generalized health impacts of criteria pollutants for which the Air Basin currently is in nonattainment status are discussed in the Environmental Setting section above. It should be noted that, as discussed earlier, the SJVAPCD significance thresholds were developed in part to ensure attainment of primary federal ambient air quality standards, which were designed to protect human health.

Localized Carbon Monoxide Concentrations

CO in high concentrations would have adverse health impacts, as previously described. A CO "hotspot" is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hotspots have the potential to expose sensitive receptors to emissions that violate state and/or federal CO standard even if the broader Basin is in attainment for federal and state levels. A project would create no violations of the CO standards if neither of the following criteria are met (SJVAPCD 2015a):

- A traffic study for the project indicates that the Level of Service (LOS) on one or more streets or at one or more intersections in the project vicinity will be reduced to LOS E or F; or

- A traffic study indicates that the project will substantially worsen an already existing LOS F on one or more streets or at one or more intersections in the project vicinity (See Chapter 16.0, Transportation, for an explanation of LOS).

As noted in Chapter 16.0, Transportation, a traffic impact analysis for the project was conducted, in which potential impacts on LOS at 15 intersections and proposed driveways were evaluated under Existing Plus Approved Projects (EPAP) Plus Project conditions. Under EPAP Plus Project conditions, all the intersections would maintain an acceptable LOS except for four: Arch-Airport Road/Qantas Lane, Arch-Airport Road/SR 99, Mariposa Road and 8th Street/Farmington Road, and Mariposa Road/Carpenter Road. Land adjacent to three of these intersections are developed with commercial uses; no sensitive receptors as defined above are near any of these intersections. A sensitive receptor (residence) is within approximately 50 feet of the Mariposa Road/Carpenter Road intersection; however, recommended intersection improvements would lead to operation at a LOS that would not generate unhealthful CO emissions. This recommendation is presented as mitigation below, which would reduce potential impacts related to CO emissions to a level that would be less than significant. This measure likewise was applied to the adjacent Mariposa Industrial Park project.

Level of Significance: Potentially significant

Mitigation Measures:

AIR-29: The project applicant, to reduce carbon monoxide concentrations to an acceptable level, shall contribute fair-share costs to an improvement on the Mariposa Road and Carpenter Road intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to northwest-bound left-turn lane, and a combined through/right-turn lane.

Significance After Mitigation: Less than significant

Impacts on Disadvantaged Communities

Chapter 13.0, Land Use, and Chapter 20.0, Other CEQA Issues, discuss environmental justice and potential project impacts on disadvantaged communities. The State of California has recently become more active in promoting environmental justice in land use and environmental planning. More specifically, warehouse projects have come under scrutiny from State agencies for their potential air quality impacts on disadvantaged communities. The project site is within an area identified as the Mariposa Road Disadvantaged Unincorporated Community (see Chapter 13.0, Land Use).

The project would implement a list of applicant-proposed air quality mitigation measures (see Section 3.5) that respond to past public concerns on similar development projects. The measures, which are considered feasible and relevant, would be incorporated as part of the project. These measures, along with compliance with SJVAPCD rules and regulations, would reduce the potential for adverse air quality impacts on the disadvantaged community in the general project area.

However, as discussed under Impact AIR-2, operational emissions of NO_x would be below its SJVAPCD significance threshold with implementation of SJVAPCD Rule 9510, required in Mitigation Measure AIR-8. With implementation of Mitigation Measures AIR-8 through AIR-28, the generation of ground-level ozone would be further reduced, as would health impacts (see Impact AIR-4 below). Therefore, project impacts on the nearby disadvantaged community are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-4: Exposure of Sensitive Receptors to Toxic Air Contaminants

Project construction would likely use construction equipment that would emit DPM, which is classified as a TAC. Likewise, the TAC that would most likely be emitted from project operations would be DPM, mainly from truck traffic. It should be noted that heavy-duty truck PM_{10} emissions, which include DPM, have substantially declined in recent decades. Based on EMFAC2021 factors used in emission analysis, the running exhaust emissions of PM10 generated by heavy-duty diesel trucks in California was 1.0108 grams per mile in 1978. In 2022, it was 0.0027 grams per mile – an approximately 99.7% decrease from the 1978 level.

The CalEEMod run estimated that project construction would generate a maximum of approximately 0.09 tons in a calendar year of exhaust PM_{10} emissions, which include DPM (see Appendix C). With mitigation measures, including the use of construction equipment with EPA Tier 4 engines, exhaust PM_{10} construction emissions would be reduced to approximately 0.02 tons per year. The CalEEMod run also estimated that project operations would generate approximately 0.10 tons per year of exhaust PM_{10} emissions, including DPM. With incorporation of project features described in Chapter 10.0, Greenhouse Gas Emissions, exhaust PM_{10} construction emissions would be reduced to approximately 0.09 tons per year. It is anticipated that the mitigation measures identified in this chapter would further reduce DPM emissions; however, the amount of reduction cannot be determined.

The two existing residences on the project site are the nearest sensitive receptors. The existing residences are unlikely to be exposed to substantial emissions from project traffic, as it would not pass by these residences. There are no other residences within one-half mile of the project site; however, there are residential areas within one mile. Also, two youth correctional facilities and a health care facility, all managed by the California Department of Corrections and Rehabilitation, are located south of Arch Road, which could potentially be exposed to emissions from project traffic (see Chapter 13.0, Land Use, for a description of these facilities). However, the two correctional facilities closed as of July 1, 2023, so no inmates would be exposed to emissions specific to project traffic. The health care facility would remain open, but it is set back approximately 0.4 miles from Arch Road at its closest, so exposure to project traffic emissions would be reduced.

To assess the potential health risk that may occur, Environmental Permitting Specialists conducted a facility prioritization of the project. The facility prioritization calculated scores for cancer and non-cancer risk by TAC emissions generated by the project, which were

then compared to the SJVAPCD significance thresholds for such risks. The only TAC considered to pose a potential health risk was DPM. The results of the facility prioritization found that the score for cancer risk was 7.65 at distances exceeding 100 meters. Since the nearest sensitive receptor to the project site is at a distance greater than 100 meters, this indicates that the potential cancer risk would be less than the SJVAPCD significance threshold of 10. The non-cancer risk score is 0.05, which is below the significance threshold of 1.

As has been noted, the project proposes to incorporate the applicant-proposed mitigation measures shown in Section 3.5 to reduce air quality impacts. For construction emissions, such actions would include requiring electric off-road construction equipment, limiting the use time of off-road diesel-powered equipment, and the idling of heavy equipment. For operational emissions, actions would include requiring electric on-site equipment, requiring tenants to use zero-emission light- and medium-duty vehicles, and posting signs that identify idling restrictions. Implementation of these measures would reduce the amount of DPM generated by the project, making such impacts less than significant. Chapter 18.0, Cumulative Impacts, discusses the potential cumulative impacts of the project related to toxic air contaminants.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact AIR-5: Odor Emissions

Odors are more of a nuisance than an environmental hazard. Nevertheless, the Environmental Checklist in CEQA Guidelines Appendix G regards objectionable odors as a potentially significant environmental impact. Some industrial raw materials, processes, and products can emit odors that would be considered objectionable, sometimes intensely. Examples include waste disposal and recycling, chemical production, and wastewater treatment. The Guide for Assessing and Mitigating Air Quality Impacts states that a project should be evaluated to determine the likelihood that it would result in nuisance odors. It also provides screening levels for potential odor sources, among which are wastewater treatment facilities, petroleum refineries, chemical and fiberglass manufacturing, food processing facilities, and feedlots/dairies (SJVAPCD 2015a).

No screening levels have been established for warehouses, as they have not been identified by SJVAPCD as significant odor sources. Proposed project development is not expected to generate significant odors, other than from vehicle emissions. Proposed warehousing and distribution uses would not involve livestock, food processing, handling of organic waste, or handling of other odor-generating materials. Vehicle emissions, as indicated in the CalEEMod run, would be minimal. These emissions would be localized and would dissipate rapidly outside the project site. As noted above, the nearest sensitive receptors would be the residences in the western portion of the project site, and these residences would be unlikely to be exposed to substantial odors from project operations. Project impacts related to odor emissions are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required



BaseCamp Environmental

Figure 6-1
COMMUNITY EMMISSION REDUCTION PROGRAM AREA

7.0 BIOLOGICAL RESOURCES

Information for this section was obtained primarily from a Biological Assessment prepared by Moore Biological Consultants. Appendix C contains the Moore report, which was based upon a search of the California Natural Diversity Database (CNDDB) managed by the CDFW, a review of information from the U.S. Fish and Wildlife Service (USFWS), and field surveys of the project site conducted in October 2021, April 2022, and March 2023.

ENVIRONMENTAL SETTING

The project site is essentially level at an elevation of approximately 40 feet above mean sea level. Most of the project site is a large, leveled field, with a remnant home site in the northeast corner. This portion of the project site has been intensively farmed for decades. Two existing residences are in the western portion of the project site, separated from the main site by an unpaved driveway. North Littlejohns Creek, an intermittent creek, flows along the west part of the south edge of the site. There is a constructed agricultural ditch along the west edge of the site, a portion of which is a realigned tributary to North Littlejohns Creek.

This portion of San Joaquin County contains agricultural and rural residential land uses. The project site has two rural residences, most of the site has been used for agriculture. Lands south of the site have been developed for industrial and warehouse uses within the last several years. Mariposa Road borders the northeast part of the site, and lands east of the site are agricultural and rural residential parcels.

Vegetation

Table 1 of the biological assessment lists the plant species observed on the project site and their scientific names. Grassland vegetation on the project site is limited to the edges of the farmed field, along the road shoulders, in the residential parcels, and in the cluster of trees in the farmed field. Dominant grasses on the site include oats, soft chess brome, ripgut brome, foxtail barley, and perennial ryegrass. Intermixed with the grasses are species such as yellow star-thistle, bull thistle, morning glory, prickly lettuce, Canadian horseweed, and filaree.

The majority of the trees on the project site are valley oaks, most of which are relatively large. There are lesser amounts of Fremont's cottonwood and Gooding's black willow, primarily associated with the constructed ditch along the west of the project site and at the site of the potential EVA crossing of North Littlejohns Creek. Trees on the residential parcels are primarily blue gum and ornamental landscape species.

The potential EVA crossing of North Littlejohns Creek and the constructed ditch support a mixture of upland species and hydrophytic species common to creek habitats. Curly dock, pale smartweed, seaside barley, and umbrella sedge are dominant hydrophytes in the beds and along the banks of the creek and the ditch. There are also some patches of cattails, but no expansive areas that would be described as marsh habitat. No blue elderberry shrubs that provide habitat for the valley elderberry longhorn beetle, a species listed under the Endangered Species Act (see below), were observed on or adjacent to the project site.

Wildlife

Table 2 of the Biological Assessment lists wildlife species documented on the project site. A variety of common bird species were observed during field surveys. Red-tailed hawk, white-tailed kite, American crow, northern mockingbird, western kingbird, black phoebe, mourning dove, Brewer's blackbird, and house finch are representative bird species observed on and near the site. There are several potential nest trees on and near the project site that are suitable for nesting raptors, including Swainson's hawk. It is likely one or more pairs of raptors nest in trees on or adjacent to the site during most years. The trees on and adjacent to the site provide suitable nesting habitat for smaller birds, such as songbirds. Other species, such as red-winged blackbird and killdeer, may nest in the grasslands or on the ground in the site.

A variety of mammals are likely to occur on the project site, although only the California ground squirrel was observed during the field surveys. A coyote carcass was seen along Mariposa Road, tracks of raccoon were observed in North Littlejohns Creek, and scat from a black-tailed hare was encountered. Other common mammal species expected to occur occasionally on the project site include striped skunk and Virginia opossum, along with small rodents such as mice and voles.

Due to lack of suitable habitat, few amphibians and reptiles are expected to use the project site. Western fence lizard was the only amphibian or reptile observed on the site. Although none were observed, common species such as Pacific chorus frog, gopher snake, common king snake, and common garter snake are expected to occur on the site. Because North Littlejohns Creek and the ditch are dry for much of the year, neither provides suitable habitat for fish.

Waters of the U.S. and Wetlands

Waters of the U.S. include navigable waterways, their tributaries, and adjacent wetlands. More specifically, Waters of the U.S. encompass territorial seas, tidal waters, and non-tidal waters. Other jurisdictional wetlands and Waters of the U.S. include, but are not limited to, perennial and intermittent creeks and drainages; lakes, seeps, and springs; emergent marshes; riparian wetlands; and seasonal wetlands. State and federal agencies regulate these waters (see below). The limit of federal jurisdiction of Non-Tidal Waters of the U.S. extends to the "ordinary high water mark," which is established by physical characteristics such as a natural water line impressed on the bank, presence of shelves, destruction of terrestrial vegetation, or the presence of litter and debris.

Wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by the Wetlands Delineation Manual and Regional Supplement of the U.S. Army Corps of Engineers (Corps). Wetlands that are adjacent to and hydrologically very closely associated with jurisdictional lakes, rivers, streams, and tributaries can also fall under Corps jurisdiction as "adjacent wetlands". Pursuant to a May 2023 Supreme Court decision, adjacent wetlands must have a continuous surface connection with a jurisdictional Water of the U.S. such that the wetland is indistinguishable from the adjacent water. Geographically and hydrologically isolated wetlands are outside federal jurisdiction, but are regulated by RWQCB as a "Water of the State".

A preliminary delineation of potentially jurisdictional Waters of the U.S. and/or wetlands on the project site indicated that North Littlejohns Creek and a constructed ditch along the western boundary of the project site are potential Waters of the U.S. (Figure 7-1). North Littlejohns Creek is an intermittent stream, primarily conveying runoff water during the winter, and agricultural tail water on occasion. The creek is channelized and incised approximately 5 feet below the adjacent fields. The constructed ditch drains into North Littlejohns Creek in the southwest corner of the site. The southern approximately 1,200 feet of the ditch is a realigned intermittent creek that historically meandered through the site. The remainder of the ditch further to the north appears to be constructed in uplands for the purpose of drainage. No wetlands were observed on the project site, and no other areas meeting the technical and regulatory criteria of jurisdictional Waters of the U.S. or wetlands were observed.

Special-Status Species

Special-status species are plants and animals that are legally protected under the federal and California Endangered Species Acts or other regulations (see below). Special-status species also include other species that are considered rare enough by the scientific community and trustee agencies to warrant special consideration, particularly with regard to protection of isolated populations, nesting or denning locations, communal roosts, and other essential habitat. Special-status plants are those which are designated rare, threatened, or endangered and candidate species for listing by the USFWS, along with considered rare or endangered under the conditions of CEQA Guidelines Section 15380, such as plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California by the California Native Plant Society. They also may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on California Native Plant Society List 3.

A search of the CNDDB was undertaken to identify special-status species that have been previously documented in the greater project vicinity or have the potential to occur based on presence of suitable habitat and geographical distribution. Table 7-1 lists special-status species that have been documented or could potentially occur in the project vicinity, along with their status, habitat, and likelihood of occurrence on the project site. Additional information is available in Table 3 of the biological assessment.

TABLE 7-1
SPECIAL-STATUS SPECIES DOCUMENTED OR POTENTIALLY OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Fed. Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence
Plants						
Alkali milk-vetch	*Astragalus tener var. tener*	None	None	1B	Alkali vernal pools.	Unlikely: the project site does not provide suitable habitat for this species; there are no vernal pools in the site.
Heartscale	*Atriplex cordulata var cordulata*	None	None	1B	Valley and foothill grassland, chenopod scrub.	Unlikely: the ruderal grassland in the site does not provide suitable habitat for this species.
Big tarplant	*Blepharizonia plumosa*	None	None	1B	Valley and foothill grassland.	Unlikely: the ruderal grassland in the site is highly disturbed and does not provide suitable habitat for this species.
Watershield	*Brasenia schreberi*	None	None	2	Marshes and swamps.	Unlikely: there are no marshes or swamps in the site to support this species.
Palmate-bracted salty bird's-beak	*Chloropyron palmatum*	E	E	1B	Chenopod scrub, valley and foothill grassland.	Unlikely: the site does not provide suitable habitat for this species.
Slough thistle	*Cirsium crassicaule*	None	None	1B	Chenopod scrub, marshes and swamps, and riparian scrub.	Unlikely: the site does not provide suitable habitat for this species.
Recurved larkspur	*Delphinium recurvatum*	None	None	1B	Chenopod scrub in alkaline soils.	Unlikely: The site does not contain suitable habitat for this species.
Delta button celery	*Eryngium racemosum*	None	E	1B	Riparian scrub in seasonally inundated floodplain with clay substrates.	Unlikely: there is no riparian scrub habitat in the site to support this species.
San Joaquin spearscale	*Extriplex joaquinana*	None	None	1B	Chenopod scrub, alkali meadow, valley	Unlikely: the site does not provide suitable habitat for this species.

Common Name	Scientific Name	Fed. Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence
					and foothill grassland.	
Woolly rose mallow	*Hibiscus lasiocarpos var. occidentalis*	None	None	2	Freshwater marshes and swamps.	Unlikely: the site does not provide suitable habitat for this species.
Delta tule pea	*Lathyrus jepsonii var. jepsonii*	None	None	1B	Marshes and swamps.	Unlikely: there are no marshes or swamps in the site.
Sanford's arrowhead	*Sagittaria sanfordii*	None	None	1B	Standing or slow-moving freshwater ponds, marshes, and ditches.	Unlikely: the site does not provide suitable habitat for this species.
Suisun marsh aster	*Symphotrichum lentum*	None	None	1B	Marshes and swamps.	Unlikely: there are no marshes or swamps in the site.
Wright's trichocoronis	*Trichocoronis wrightii var. wrightii*	None	None	2	Marshes and swamps, riparian forest, meadows and seeps and vernal pools.	Unlikely: the site does not provide suitable habitat for this species.
Saline clover	*Trifolium hydrophilum*	None	None	1B	Marshes and swamps, mesic (wet) areas in valley and foothill grassland, vernal pools.	Unlikely: the site does not provide suitable habitat for this species.
Caper-fruited tropidocarpum	*Tropidocarpum capparideum*	None	None	1B	Valley and foothill grassland, alkaline soils.	Unlikely: the grasslands in the site are highly disturbed and do not provide suitable habitat for this species; there are no alkaline soils in the site.
Birds						
Least Bell's vireo	*Vireo bellii pusillus*	E	E	N/A	Nests in willow thickets and other shrubs, primarily in southern California riparian forests.	Unlikely: there is no suitable habitat for this species in or near the site; this species is also not known from the area.
Swainson's hawk	*Buteo swainsoni*	None	T	N/A	Breeds in stands of tall trees in open	High: the site provides suitable foraging and nesting habitat. This

Common Name	Scientific Name	Fed. Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence
					areas. Requires adjacent suitable foraging habitats such as grasslands or alfalfa fields supporting rodents.	species has been seen foraging on the site and could potentially nest in one of the trees in the site.
Tricolored blackbird	*Agelaius tricolor*	None	CE	N/A	Requires open water and protected nesting substrate, usually cattails and riparian scrub with surrounding foraging habitat.	Low: the grasslands in the site provide marginally suitable foraging habitat for this species. Some sections of North Littlejohns Creek provide marginally suitable nesting habitat for this species.
White-tailed kite	*Elanus leucurus*	None	FP	N/A	Herbaceous lowlands with variable tree growth and dense population of voles.	Moderate: this species has been seen foraging and perching in trees in the site. Cropland in the site and grasslands in the project vicinity provide foraging habitat for this species; some of the large trees in and adjacent to the site are suitable for nesting.
Burrowing owl	*Athene cunicularia*	None	SC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	Unlikely: the cultivated field and ruderal grassland in the site provides low-quality, but potentially suitable habitat for this species. A few ground squirrel burrows were observed during the surveys, but none of the burrows showed signs of past or current burrowing owl occupancy; no burrowing owls were observed in the site.

Common Name	Scientific Name	Fed. Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence
Loggerhead shrike	*Lanius ludovicianus*	None	SC	N/A	Annual grasslands and agricultural areas; nests in trees and shrubs.	Low: cropland and grassland areas in the site provide suitable foraging habitat, and trees and shrubs in and adjacent to the site are suitable for nesting. However, this species is not common in the project vicinity.
Song sparrow ("Modesto" population)	*Melospiza melodia*	None	SC	N/A	Resident of brackish water marshes surrounding Suisun Bay. Inhabits cattails, tules, and tangles bordering sloughs.	Unlikely: the site does not provide suitable aquatic habitat for this species. The portion of North Littlejohns Creek adjacent to the site contains minimal emergent wetland vegetation for nesting.
Yellow-headed blackbird	*Xanthocephalus xanthocephalus*	None	SC	N/A	Brackish and fresh water marshes; nests in expansive patches of cattails or tules, often along borders of lakes and ponds.	Unlikely: the site does not provide suitable aquatic habitat for this species.
Mammals						
Riparian brush rabbit	*Sylvilagus bachmani riparius*	E	E	N/A	Riparian thickets in Stanislaus and southern San Joaquin Counties.	Unlikely: the site and adjacent areas do not provide suitable habitat for this species. The riparian corridors along North Littlejohns Creek do not contain well-developed riparian forest vegetation; there is no expansive scrub-shrub vegetation in or adjacent to the site to support this species.
Reptiles and Amphibians						
California tiger salamander -	*Ambystoma californiense*	T	T	N/A	Seasonal water bodies without fish (i.e., vernal	Unlikely: there is no suitable habitat on or near the site; this

Common Name	Scientific Name	Fed. Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence
central California DPS					pools and stock ponds) and grassland/ woodland habitats with summer refugia (i.e., burrows).	species is not known from the area.
Giant garter snake	*Thamnophis gigas*	T	T	N/A	Freshwater marsh and low gradient streams; also adapted to drainage canals and irrigation ditches, primarily for dispersal or migration.	Unlikely: North Littlejohns Creek is intermittent and does not contain suitable aquatic habitat for this species.
Western pond turtle	*Emys marmorata*	None	SC	N/A	Permanent or semi-permanent water bodies; requires basking sites such as logs.	Unlikely: North Littlejohns Creek is intermittent and does not contain suitable aquatic habitat for this species.
Western spadefoot	*Spea hammondii*	None	SC	N/A	Breeds and lays eggs in seasonal water bodies such as deep vernal pools or stock ponds.	Unlikely: there is no suitable aquatic habitat for western spadefoot in the site.
Fish						
Delta smelt	*Hypomesus transpacificus*	T	E	N/A	Shallow lower Delta waterways with submersed aquatic plants and other suitable refugia.	None: there is no suitable aquatic habitat for this species, which occurs in Delta waterways.
Steelhead – Central Valley DPS	*Oncorhynchus mykiss irideus pop. 11*	T	None	N/A	Riffle and pool complexes with adequate spawning substrates within Central Valley drainages.	None: there is no suitable aquatic habitat on the site to support this species.

Common Name	Scientific Name	Fed. Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence
Green sturgeon - southern DPS	*Acipenser medirostris pop. 1*	T	None	N/A	Non-spawning adults use marine/estuarine waters; primarily spawn in the Sacramento River; Delta important for rearing juveniles.	None: there is no suitable aquatic habitat in the site to support this species.
Longfin smelt	*Spirinchus thaleichthys*	C	T	N/A	Brackish estuarine habitats.	None: there is no suitable aquatic habitat in the site to support this species.
Invertebrates						
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	T	None	N/A	Elderberry shrubs, usually in Central Valley riparian habitats.	Unlikely: there are no blue elderberry shrubs in or adjacent to the site.
Vernal pool fairy shrimp	*Branchinecta lynchi*	T	None	N/A	Vernal pools	Unlikely: there are no vernal pools in the site.
Vernal pool tadpole shrimp	*Lepidurus packardi*	E	None	N/A	Vernal pools	Unlikely: there are no vernal pools in the site.
Western bumble bee	*Bombus occidentalis*	None	CE	N/A	Meadows and grasslands with abundant floral resources, usually high elevations.	Unlikely: there is no suitable habitat in the site to support this species.
Monarch butterfly	*Danaus plexippus*	C	None	N/A	Variety of habitats in California; migrates over the Central Valley; mainly associated with coastal habitats.	Unlikely: this species may fly over the site during its migration, but is not expected to occur in the site in a meaningful capacity. No milkweed plants, upon which the larvae rely, were observed in the site.

[1] T = Threatened; E = Endangered; C = Candidate.

[2] T = Threatened; E = Endangered; CE = Candidate for Endangered Status; SC=State of California Species of Special Concern, FP = Fully Protected Species.

[3] 1B = rare, threatened, or endangered in California and elsewhere; N/A = not applicable.

As indicated by Table 7-1, the likelihood of occurrence of listed, candidate, and other special-status species in the site is generally low. However, three special-status wildlife species were determined to have the potential to occur on the site on more than a transitory or occasional basis:

- *Swainson's Hawk.* Swainson's hawk is listed as a threatened species under the California Endangered Species Act. A migratory bird, Swainson's hawk is found in the Central Valley primarily during its breeding season, although a population is known to winter in the San Joaquin Valley. The Migratory Bird Treaty Act and the California Fish and Game Code protect Swainson's hawks year-round and their nests during the nesting season (March 1 through September 15). There are several records of nesting Swainson's hawk within a mile of the project site and general vicinity. Swainson's hawk has been observed flying in the area, and active nests were observed, during Moore Biological field surveys.

- *Burrowing Owl.* Burrowing owl has been designated a State Species of Concern. They are year-long residents that inhabit a variety of grasslands along with scrub lands that have a low density of trees and shrubs with low-growing vegetation. Burrowing owls that nest in the Central Valley may winter elsewhere. The primary habitat requirement is small mammal burrows for nesting, usually in abandoned ground squirrel burrows. The Migratory Bird Treaty Act and California Fish and Game Code protect burrowing owls year-round and their nests during the nesting season (February 1 through August 31). A few ground squirrel burrows were observed within the project site, but no burrowing owl or owl sign was observed. However, burrowing owls are known to occur in this part of Stockton and may nest within the site in the future.

- *White-Tailed Kite.* White-tailed kite is protected year-round under the Migratory Bird Treaty Act (MBTA) and the California Fish and Game Code. It also has been designated a State Species of Concern. White-tailed kites can be found in a variety of habitats across California, including grasslands, open woodlands, riparian areas, marshes and cultivated fields. This species may nest in trees in or near the site and may forage in grasslands in and adjacent to the site. Nesting for this species peaks from May to August. White-tailed kites were observed flying over the site and perching in on-site trees during several of the surveys.

Two additional special-status wildlife species are of concern, although the presence of both these species on the project site is considered unlikely. The giant garter snake is listed as threatened under both federal and California Endangered Species Acts, and western pond turtle is a State Species of Concern. Although neither of those species were observed at the project site, pursuant to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), the adjacent North Littlejohns Creek is considered "potential habitat" for both species. The SJMSCP is described later in this chapter.

REGULATORY FRAMEWORK

Federal Endangered Species Act

The federal Endangered Species Act protects fish and wildlife species, subspecies, or distinct population segments that are listed as endangered or threatened, along with their habitats. "Endangered" species are those that are in danger of extinction through all or a significant portion of their range, while "threatened" species are likely to become endangered in the near future. The USFWS and the National Marine Fisheries Service are responsible for implementation of the Endangered Species Act, depending on the species. Section 9 of the Endangered Species Act prohibits the "take" of any fish or wildlife species listed as endangered. "Take" is defined as an action or attempt to hunt, harm, harass, pursue, shoot, wound, capture, kill, trap, or collect a species, as well as the destruction of habitat that prevents the species' recovery.

When a species is proposed for listing as endangered or threatened under the Endangered Species Act, specific areas are identified that are considered essential to the conservation of the listed species; they are called "critical habitat." The USFWS maintains maps of designated critical habitats. The project site is not within the designated critical habitat of any federally listed species.

California Endangered Species Act (CESA)

The CESA establishes State policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. It mandates that State agencies should not approve projects that jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. For projects that would affect a species that is on the federal and State lists, compliance with the federal Endangered Species Act satisfies CESA if the CDFW determines that the federal incidental take authorization is consistent with CESA under California Fish and Game Code Section 2080.1. For projects that would result in take of only a State-listed species, the project proponent must apply for a take permit under Fish and Game Code Section 2081(b).

Migratory Bird Treaty Act

The Migratory Bird Treaty Act enacts the provisions of treaties between the United States, Great Britain, Mexico, Japan, and the former Soviet Union. It prohibits the take, possession, import, export, transport, selling, purchase, or barter of any migratory birds or their eggs, parts, or nests except as authorized under a valid permit. Offering the same for sale, purchase, or barter is likewise prohibited. Executive Order 13186 directs each federal agency taking actions that have or may have a negative effect on migratory bird populations to work with USFWS to develop a memorandum of understanding that will promote the conservation of migratory bird populations.

Clean Water Act

The federal Clean Water Act is the primary federal law regulating water quality. The objective of the Clean Water Act is to "restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Waters of the U.S., including wetlands, are broadly defined in 33 Code of Federal Regulations Part 328.3(a) to include navigable waterways, their tributaries, and adjacent wetlands, as well as other waters described in the Environmental Setting portion of this chapter. Implementing the Clean Water Act is the responsibility of the EPA, but the EPA depends on other agencies, such as individual state governments and the Corp, to assist in implementation.

Sections 401 and 404 of the Clean Water Act apply to activities that would impact waters in the United States, such as creeks, ponds, and wetlands. For waters subject to federal jurisdiction, a permit under Section 404 of the Clean Water Act, issued by the Corps, must be secured prior to the discharge of dredged or fill materials into these waters. Projects requiring a Section 404 permit also must obtain a Water Quality Certification in accordance with Section 401 of the Clean Water Act; the Central Valley RWQCB would issue the Section 401 certification, if required.

In 2020, the EPA and the Corps issued a Final Rule on Waters of the U.S. that sought to change the definition of jurisdictional waters. Some features that were previously defined as Waters of the U.S. were not so under the Final Rule, such as many ditches, constructed features such as excavated basins, isolated waters and wetlands, and ephemeral tributaries. A decision by a federal district court in 2021 vacated the Final Rule. The EPA and the Corps are currently interpreting "Waters of the United States" consistent with the pre-2015 regulatory regime. In 2021, the EPA and the Corps proposed a new rule consistent with this current interpretation, with updates to reflect consideration of relevant U.S. Supreme Court decisions. This rule has not yet been finalized.

Section 404

The Corps is responsible under Section 404 of the Clean Water Act for regulating the discharge of fill material into Waters of the U.S. and their lateral limits. As noted, the lateral limits of jurisdiction for a non-tidal stream are measured at the line of the "ordinary high water mark" or the limit of adjacent wetlands. Any permanent extension of the limits of an existing water of the United States, whether natural or human-made, results in a similar extension of Corps jurisdiction.

In general, a permit must be obtained from the Corps before an individual project can place fill or grade in wetlands or other Waters of the U.S that are subject to Section 404. Along with general permits, the Corps has Nationwide Permits that apply to specific actions. Mitigation for such actions will be required based on the conditions of the Corps permit. The Corps is required to consult with the USFWS and/or the National Marine Fisheries Service under Section 7 of the Endangered Species Act if the action being permitted could affect federally listed species.

Section 401

Pursuant to Section 401 of the Clean Water Act, projects that require a Corps permit for discharge of dredge or fill material must also obtain a Water Quality Certification that confirms the project complies with State water quality standards before the Corps permit becomes valid, or a waiver or no-action determination. State water quality is regulated and administered by the SWRCB through the RWQCB with jurisdiction over the project. As noted, the project site is within the jurisdiction of the Central Valley RWQCB. Projects requiring a Section 401 Water Quality Certification must demonstrate compliance with CEQA.

Waters of the State

Under the Porter-Cologne Water Quality Control Act, "Waters of the State " fall under the jurisdiction of the SWRCB and the RWQCB with jurisdiction over the affected water. The RWQCBs are required to prepare and periodically update water quality control basin plans, which set forth water quality standards for surface water and groundwater, as well as actions to control nonpoint and point sources of pollution to achieve and maintain these standards. Projects that affect Waters of the State may also be required to meet Waste Discharge Requirements set by the RWQCB. SWRCB's Resolution 2008-0026 identified a need to protect Waters of the State that are not subject to Section 404 permitting and associated Section 401 Water Quality Certification.

In April 2019, the SWRCB adopted the State Wetland Definition and Procedures for Discharges of Dredged or Fill Materials to Waters of the State (Procedures), which became operative on May 28, 2020 and were subsequently revised on April 6, 2021. The Procedures consist of four major elements:

- A wetland definition that is broader than the one for Waters of the U.S.,
- A framework for determining if a feature that meets the wetland definition is a Water of the State,
- Wetland delineation procedures, and
- Procedures for application submittal and the review and approval of Water Quality Certifications and Waste Discharge Requirements for dredge or fill activities.

Applicants proposing to discharge dredged or fill material are required to comply with the Procedures unless an exclusion applies, or the discharge qualifies for coverage under a SWRCB General Order. The Central Valley RWQCB is expected to require issuance of Waste Discharge Requirements that authorize the impacts of filling isolated wetlands that are not subject to Section 404 permitting, or in some cases granting a waiver. It should be noted that these Procedures are the subject of ongoing litigation, and the 2021 revisions to the Procedures were adopted in part in response to this litigation.

CDFW Streambed Alteration Agreement

Sections 1600-1607 of the California Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFW before beginning construction. If CDFW determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFW jurisdictional limits are usually defined by the tops of the stream or lake banks or the outer edge of riparian vegetation, whichever is wider.

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

The SJMSCP is a comprehensive program for assessing and mitigating the biological impacts of converting open space or biologically sensitive lands to urban development (SJCOG 2000). It has been adopted locally by San Joaquin County, the City of Stockton, and the other incorporated cities in San Joaquin County. The SJMSCP protects 97 wildlife species and 52 vegetative communities, many of which are listed or proposed for listing under federal and State Endangered Species Acts. The SJMSCP also protects many birds covered by the Migratory Bird Treaty Act and other sensitive species that may be of concern pursuant to CEQA, or species that are included on one of the California Native Plant Society lists. The San Joaquin Council of Governments (SJCOG) implements the SJMSCP on a project-by-project basis.

For the conversion of open space to non-open space uses that affect covered plant, fish, and wildlife species, the SJMSCP provides three compensation methods: preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site. SJMSCP fees, and preservation and re-creation ratios that are required, are established based upon the type and value of the land to be converted and are revised annually to correspond with current market values. Conversion of lands of higher biological values, such as wetlands, requires higher SJMSCP fees or higher preservation and creation ratios. The SJMSCP fees are updated annually by SJCOG. Most of the project site is within Category C - Agricultural Habitat Open Spaces Pay Zone B. North Littlejohns Creek is within Category D - Natural Lands Habitat Pay Zone B.

In addition to fee payments, the SJMSCP identifies and requires the applicants to abide by Incidental Take Minimization Measures (ITMMs), which are protection measures that avoid direct impacts of development on special-status species. Examples of ITMMs include prescriptions for protection of Swainson's hawk nest trees or timely tree removal, prevention of burrowing owl nesting in unoccupied burrows discovered outside the nesting season or pre-construction surveys of nesting activity if construction will occur during the nesting season.

The participating local agencies, including the City of Stockton, consider a project that complies with the SJMSCP to result in biological resource impacts that are less than significant. However, a project may choose to not participate in the SJMSCP and instead may comply independently with the various statutes and regulations that apply to biological

resources. Whether or not a project participates in the SJMSCP, it would still be required under CEQA to mitigate any biological resource impacts to levels that are less than significant.

City of Stockton Heritage Tree Ordinance

Stockton Municipal Code Chapter 16.130 addresses Heritage Trees, which are any valley oak, coast live oak, and interior live oak tree which has a trunk diameter of 16 inches or more, measured at 24 inches above actual grade. For trees with multiple trunks, the combined total trunk diameter shall be used for all trunks measuring 6 inches or greater measured at 24 inches above actual grade. Removal of any Heritage Tree requires a City permit, regardless of location on a property or condition of the tree, except where the condition of a Heritage Tree poses an imminent threat to public health, safety, or welfare. Heritage Trees that are removed or effectively removed must be replaced on a three-for-one basis at the discretion of the City's Community Development Director. The size of the replacement trees shall be determined by the Director based on the size of the tree that was removed, but replacements are required to be at least 15-gallon container stock and planted on the same parcel as the tree that was removed, if possible.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on biological resources if it would:

- 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 CDFW or USFWS,
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS,
- Have a substantial adverse effect on state or federally protected wetlands (including but not limited to marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means,
- 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,
- Conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, or

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

Impact BIO-1: Special-Status Species and Habitats

As noted, three special-status species – Swainson's hawk, burrowing owl, and white-tailed kite – were considered species that could potentially occur on the site. The biological assessment noted that the project would likely result in the loss of foraging habitat for Swainson's hawk. Swainson's hawk has been observed nesting in the area, and white-tailed kite could potentially nest in trees in or near the site and may use the grasslands in the site for foraging. Burrowing owls could nest in the site if burrow habitat is available.

The project proponents intend to participate in the SJMSCP by paying the required SJMSCP fees and implementing ITMMs required by the SJCOG. ITMMs would include pre-construction surveys for the following:

- Nesting Swainson's hawks within 0.5 miles of the project site for construction activities between March 1 and September 15,
- Nesting burrowing owls within 250 feet of the project site for construction activities between February 1 through August 31, and
- Nesting white-tailed kites within 100 feet of the site for construction activities between February 1 through August 31.

SJCOG has applied the SJMSCP with the assumption that certain protected species exist in habitats such as creeks and wetlands, even if biological surveys determine that their presence is unlikely. Based on past coordination with SJCOG, it is anticipated that SJCOG will assume that North Littlejohns Creek can support giant garter snake (federal and State threatened) and western pond turtle (State Species of Concern). As North Littlejohns Creek is considered potential habitat for giant garter snake by SJCOG, this would normally trigger an automatic "no construction" buffer extending 200 feet from the centerline of the creek. Similarly, as the creek is considered potential habitat for western pond turtle, this would normally trigger an automatic "no construction" buffer extending 300 feet from the centerline of the creek.

Upon request from the project applicant, SJCOG approved project participation in the SJMSCP and granted a buffer reduction to zero feet along North Littlejohns Creek. As such, the project is not expected to affect potential habitat for giant garter snake or western pond habitat, neither of which are expected to occur on the project site. Nevertheless, standard measures for avoiding take of these species, outlined in the SJMSCP and primarily consisting of pre-construction surveys, are expected to be included in the ITMMs.

A project that complies with the SJMSCP can be deemed to result in biological resource impacts that are less than significant for CEQA purposes. As a participant in the SJMSCP, the City will require project participation in the SJMSCP as provided in the description of the existing requirement below.

BIO-1: (*Existing Requirement)* As part of required participation in the San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP), the project site will be inspected by the SJMSCP biologist, who will recommend which Incidental Take Minimization Measures (ITMMs) set forth in the SJMSCP should be implemented. The project applicant shall pay the required SJMSCP fee, if any, and be responsible for the implementation of the specified ITMMs.

Implementation of the existing requirement above would reduce potential impacts on special-status species to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measures are required

Impact BIO-2: Riparian and Other Sensitive Habitats

A riparian vegetation corridor exists along North Littlejohns Creek, which is considered a potentially jurisdictional Water of the U.S. While the project may construct a crossing over the creek, it is not expected to alter the existing vegetation community. This potential work would have a limited disturbance area and would not substantially affect existing riparian vegetation. Work affecting jurisdictional waters would be subject to conditions of permits required from the Corps and CDFW (see Impact BIO-3 below), including any required mitigation.

The CDFW has expressed concern about development impacts on "groundwater dependent ecosystems" - ecosystems that are supported by groundwater, such as springs and seeps, caves and karst systems, and deep-rooted plant communities. No potential groundwater-dependent ecosystems were identified in or near the project site in the Eastern San Joaquin Basin Groundwater Sustainability Plan. The majority of such mapped ecosystems are further west along the San Joaquin River, Stanislaus River, and other rivers west of SR 99 (ESGJA 2022).

Water supply for the proposed project would be drawn from surface water sources and the city-wide groundwater well system rather than local groundwater, which has been used to support onsite agriculture, and would be much less water-intensive than under current conditions. The project is expected to result in net in-lieu groundwater recharge and will have either no effect or a beneficial effect on groundwater levels and any associated groundwater-dependent ecosystems that may exist in the greater project vicinity.

No other sensitive habitats have been identified on the project site. Based on the information presented, impacts on riparian and other sensitive habitats would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact BIO-3: Waters of the U.S. and Wetlands

As noted above, North Littlejohns Creek and a portion of a ditch have been identified as potential Waters of the U.S. No wetlands were observed on the project site. The biological assessment delineated approximately 0.408 acres of Waters of the U.S. that would be potentially affected by the project. This would include 0.069 acres of North Littlejohns Creek that may be affected by construction of the potential EVA and 0.339 acres of the constructed ditch that would be filled.

Projects proposing the fill of Waters of the U.S. would be required to obtain a Section 404 permit from the Corps. Additionally, the work in North Littlejohns Creek would be required to obtain a Streambed Alteration Agreement from the CDFW, a Section 401 Water Quality Certification from the RWQCB, and a permit from the Central Valley Flood Protection Board. These requirements, which are established in state and federal law, are outside the purview of the City of Stockton but would be required of the project as specified in the mitigation measures presented below. Implementation of these measures would reduce project impacts on Waters of the U.S. and associated resources to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

BIO-2: Prior to the start of construction work, the project developer shall conduct a wetland delineation identifying jurisdictional Waters of the U.S. and wetlands on the project site. The delineation shall be verified by the U.S. Army Corps of Engineers (Corps). The delineation shall be used to determine if any project work will encroach upon any jurisdictional water, thereby necessitating an appropriate permit. For any development work that may affect a delineated jurisdictional Water, the project developer shall obtain any necessary permits from the U.S. Army Corps of Engineers prior to the start of development work within these locations. Depending on the Corps permit issued, the project applicant shall also apply for a Section 401 Water Quality Certification from the Central Valley Regional Water Quality Control Board.

BIO-3: Prior to the start of construction work in North Littlejohns Creek, the project developer shall obtain any necessary permits from the California Department of Fish and Wildlife and the Central Valley Flood Protection Board. The project developer shall comply with all conditions attached to any required permit.

Significance After Mitigation: Less than significant

Impact BIO-4: Fish and Wildlife Migration

The biological assessment identified North Littlejohns Creek as an intermittent stream, meaning it is dry for part of the year. Because of this, North Littlejohns Creek does not provide suitable aquatic habitat for fish and therefore would not be considered a fish

migratory corridor. The ditch is likewise not considered a fish migratory corridor, given its short length and intermittent flow.

The only wildlife movement corridor in or near the site is the riparian corridor along North Littlejohns Creek. Well-developed riparian corridors, such as those along North Littlejohns Creek, are often utilized for movement by wildlife species such as deer, coyote, and red fox, as well as a variety of amphibians and reptiles. Habitat disturbance would be limited to a small amount of vegetation clearing related to potential construction of the EVA across the creek. The crossing would be narrow and is not expected to impede wildlife movement along the creek corridor.

The biological assessment noted that there are several trees in the project vicinity that are suitable for nesting raptors and other protected bird species. As noted, the presence of large trees in and adjacent to the project site may attract special-status birds and other common bird species, including migratory species. Participation in the SJMSCP, with its requirements as specified by the existing City requirement BIO-1, would reduce impacts on migratory birds and their nests to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact BIO-5: Local Biological Requirements

Valley oaks have been identified on the project site. The biological review did not identify which of these oak trees were Heritage Trees, which are covered by the Stockton Municipal Code. Oak trees may need to be removed for project development, particularly in the area of the potential EVA. Existing City ordinances require a survey of any oak trees proposed for removal to determine if trees are Heritage Trees as defined in the Municipal Code and require a permit for their removal. This requirement is set forth in the existing requirement below.

BIO-4: *(Existing Requirement)* If removal of any oak tree is required as part of project construction, a certified arborist shall survey the oak trees proposed for removal to determine if they are Heritage Trees as defined in Stockton Municipal Code Chapter 16.130. The arborist report with its findings shall be submitted to the City's Community Development Department. If Heritage Trees are determined to exist on the property, removal of any such tree shall require a permit to be issued by the City in accordance with Stockton Municipal Code Chapter 16.130. The permittee shall comply with all permit conditions, including tree replacement at specified ratios.

Implementation of the above existing requirement would reduce potential impacts on Heritage Trees to a level that is less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measures are required

Impact BIO-6: Habitat Conservation Plans

The project site is in the coverage area of the SJMSCP and is classified as Category B – Multi-Purpose Open Space. Participation in the SJMSCP has been approved for the project. Existing City requirement BIO-1 would require the project to implement actions identified by SJCOG as part of the SJMSCP, including payment of SJMSCP fees based on the land category and implementation of applicable ITMMs. The project would involve no conflict with the SJMSCP with project participation in the SJMSCP. No other habitat conservation plans apply to the project site. Impacts would be less than significant with implementation of BIO-1.

Level of Significance: Less than significant

Mitigation Measures: None required



AQUATIC RESOURCES

Feature	Label	Area (sf)	Area (acre)
Ditch	D-1	8,727	0.200
Intermittent Creek	IC-1	3,013	0.069
	IC-2	6,065	0.139
	subtotal	*9,078*	*0.208*
	Total	**17,805**	**0.408**

BaseCamp Environmental

Figure 7-1
POTENTIAL WATERS OF THE U.S.
AFFECTED BY PROJECT

8.0 CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES

Information for this section comes primarily from a cultural resources report prepared by Solano Archaeological Services, LLC. Appendix D contains a copy of this report, access to which is restricted. Preparation of the report involved record searches of the California Historical Resources Information System conducted by the Central California Information Center at California State University Stanislaus, research of historical resource listings, contact with the Native American Heritage Commission (NAHC), and an intensive field survey and subsurface auger tests of the project site on March 8 and 14, 2022. Additional subsurface testing was conducted in one portion of the site during April 2022; the results of this work are described in the same report.

ENVIRONMENTAL SETTING

Prehistoric Setting

Human occupation in the Sacramento-San Joaquin Delta region may have occurred as early as 12,000 years ago, but few archaeological sites predating 5,000 years before the present (BP) have been documented in the Delta or the broader Central Valley. California prehistory is divided into three periods that reflect similar cultural characteristics throughout the state: Paleo-Indian period (about 12,000 years BP - 8,000 BP), Archaic period (8,000 BP - 1,500 BP), and Emergent period (1,500 BP to time of Euro-American contact). Each period and times within them are defined by environmental changes and variability in subsistence, settlement, and technological systems, as seen in the archaeological record.

The project site is within the ethnographic territory of the Northern Valley Yokuts. The Northern Valley Yokuts occupied the land on either side of the San Joaquin River from the Sacramento-San Joaquin Delta to south of the town of Mendota. The Diablo Range probably marked the western boundary of Yokuts territory; the eastern boundary would have lain along the Sierra Nevada foothills. The Yokuts had gradually expanded their lands northward and clearly occupied the project site and vicinity during the Spanish colonial period, as evidenced by mixed assemblages of historic-era and prehistoric artifacts on archaeological sites.

The Northern Valley Yokuts were organized into at least 11 small political units or tribes. Each tribe had a population of approximately 300 people, most of whom lived within one principal settlement that usually had the same name as the political unit. Acorns, ground into flour, was a staple of the Yokuts diet, along with seeds and other plants gathered. Bedrock outcroppings were frequently utilized for creating fixed, non-portable mortars used in grinding nuts and seeds into meal. In locales where bedrock outcroppings were nonexistent, smaller, portable mortars and stone pestles were used. The hunting of

terrestrial game such as tule elk, mule deer, antelope, pronghorn, rabbits, squirrels, and gophers was considered important, but it was subsidiary to collected foods that could be stored year-round. In riparian areas, fishing and the hunting of waterfowl were also utilized to supplement dietary intake.

The late prehistoric Yokuts may have been the largest ethnic group in pre-contact California. However, the Yokuts were severely impacted by Euro-American settlement. Missionization and exposure to disease decimated the population. The influx of Europeans during the Gold Rush era further reduced the population because of disease and violent encounters with the miners. Because of this, the Northern Valley Yokuts are generally not well documented in the ethnographic record. Presently, the Nototome/North Valley Yokut Tribe, Inc., represents the Northern Valley Yokuts in the Stockton region.

A database search by the Central California Information Center found no record of any prehistoric resources on the project site. A field survey found two isolated prehistoric flakes of greenstone. Each flake measured approximately 30 millimeters in maximum length, up to 18 millimeters in width, and about 5 millimeters in thickness. No edge modification was present, and no other prehistoric artifacts were found near these isolated finds. Auger testing did not document the presence of any other prehistoric materials or sensitive soil types or formations such as middens.

In April 2022 the SAS archaeologists conducted additional subsurface testing based on the surface indications of the prior survey. Testing encountered a number of potential prehistoric and historic materials, which were documented, photographed, and analyzed in the field as necessary. While these discoveries provided indications of possible prehistoric and early (pre-1850s) occupation at the site, their sparse distribution in highly disturbed surface and subsurface contexts indicates that the materials present do not possess physical integrity and as such, are incapable of retaining any important scientific information and therefore are not recommended eligible for NRHP/CRHR listing.

Solano Archaeological Services contacted the NAHC and requested a search of the Sacred Lands File for record of any lands on or near the project site considered sacred by tribes. The NAHC reported a positive result, although no specific information regarding type and location was provided. Consequently, the NAHC recommended that the Northern Valley Yokuts and other tribes be contacted for more information. Based on a list provided by the NAHC, Solano Archaeological Services mailed letters regarding the project to representatives of the Northern Valley Yokuts and eight other tribal entities: Muwekma Ohlone, Tule River Indian Tribe, Buena Vista Rancheria of Me-Wuk Indians, California Valley Miwok Tribe, Sheep River Rancheria, Ione Band of Miwok Indians, Wilton Rancheria, and Wuksache Indian Tribe/Eshom Valley Band.

One representative, Katherine Perez of the Northern Valley Yokuts, was contacted directly about the potential Sacred Land identified by the NAHC. Ms. Perez expressed concerns regarding the overall archaeological sensitivity of the general area and recommended Native American monitoring of project ground-disturbing activities. Another tribe, the Wilton Rancheria, submitted a letter stating that the project site is within the ancestral territory of the tribe and requested additional information on the project.

Historic Setting

The Euro-American presence in the area began with infrequent excursions by Spanish explorers traveling through the Sacramento-San Joaquin Valleys in the late 1700s to early 1800s. The project site was part of the Campo de los Franceses land grant that was awarded to Guillermo Gulnac by the Mexican government in 1843. Gulnac entered a partnership with Captain C. M. Weber, a recent German immigrant. After receiving a half-interest in the rancho from Gulnac, Weber moved to the area in 1847 and later purchased the other half-interest. As part of his efforts to encourage settlement, Weber laid out the town of Tuleburg, on the south side of what is now known as the Stockton Channel. During the Gold Rush, Weber realized that he could reap larger rewards by establishing Tuleburg as a supply center catering to the Gold Rush miners. The town was re-surveyed and was renamed Stockton, in honor of Commodore Robert F. Stockton, who was a key figure in the capture of California during the Mexican-American War.

By the winter of 1850, the population of Stockton had increased to 5,000. As the Gold Rush boom receded, further growth was spurred with the establishment of the railroads. The first of these was the Central Pacific, whose locomotive *Governor Stanford* arrived in August 1869. Another prominent line, the San Francisco & San Joaquin Valley Railroad Company, began construction from Stockton to Bakersfield in 1895. This line is located just east of the project site and is presently operated by the BNSF Railroad. Stockton's growth continued throughout the 20th century, with the city becoming a rail, water, and highway transportation hub linking the Central Valley's agricultural fields and other industries to national and world markets.

A search by the Central California Information Center found no records of any historical resources on the project site, although three such resources were recorded within a half-mile radius. Additional archival research indicated the presence of a complex of buildings in the northeast corner of the project site, which was gone by 1982. The field surveys conducted by Solano Archaeological Services, along with supplemental subsurface testing, led to the documentation of the site as a historic-era site. While subsurface testing provided indications of possible historic occupation on the site, the sparse distribution of possible artifacts in highly disturbed surface and subsurface contexts indicates that the materials present do not possess physical integrity and are therefore not recommended eligible for NRHP/CRHR listing.

REGULATORY FRAMEWORK

CEQA Guidelines Section 15064.5

Criteria specified in CEQA Guidelines Section 15064.5 suggest that an "important historical or archaeological resource" is one which generally meets the criteria for listing in the California Register of Historical Resources, including the following:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in California's past;

- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- Has yielded, or may be likely to yield, information important in prehistory or history.

If a resource does not meet any of the above criteria, it does not preclude a lead agency from determining that a resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

AB 52

In 2014, the California Legislature enacted Assembly Bill (AB) 52, which requires CEQA consultation with Native American tribes on projects that could potentially affect resources of value to the tribes. The intent of this consultation is to avoid or mitigate potential impacts on "tribal cultural resources," which are defined as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe.

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

During preparation of its cultural resources survey report, Solano Archaeological Services also provided notice of the proposed project on March 29, 2022 to eight tribal entities. As noted, a response was received from Katherine Perez of the Northern Valley Yokuts, who requested consultation under AB 52. The City acknowledged the response and initiated the consultation by email. However, no subsequent response was received from Ms. Perez or the Yokuts. The Wilton Rancheria likewise expressed interest in the project but made no further contact with the City.

The City provided AB 52 notice of the project to tribes having previously requested it in conjunction with the Notice of Preparation for the project. No additional correspondence or requests for consultation were received by the City.

City of Stockton Municipal Code

The City of Stockton has established provisions in its Municipal Code to protect cultural resources. The section of the Municipal Code most relevant to the proposed project is Section 16.36.050, described below.

Section 16.36.050 - Cultural Resources

If a historical or archaeological resource or human remains may be impacted by a development project requiring a discretionary land use permit, the Secretary of the Cultural Heritage Board shall be notified, any survey needed to determine the significance of the resource shall be conducted, and the proper environmental documents shall be prepared. In addition:

A. Historical Resources. Resources that have been identified as a landmark or part of a historic district in compliance with Chapter 16.220 (Cultural Resources) shall require a certificate of appropriateness (Section 16.220.060) if any exterior changes to the resource are proposed.

B. Archaeological Resources. In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and federal law.

C. Human Remains. In the event human remains are discovered during any construction, construction activities shall cease, and the County Coroner and Community Development Director shall be notified immediately in compliance with CEQA Guidelines 15064.5 (d). A qualified archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner shall notify the NAHC within 24 hours of this identification. The NAHC will identify the most likely descendent of the Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on cultural resources if it would:

- Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5,
- Cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5,

- Disturb any human remains, including those interred outside of formal cemeteries.

Also, a project may have a significant impact on the environment if it would cause a substantial adverse change in the significance of a tribal cultural resource, defined in California Public Resources Code Section 21074 as a site, feature, place, sacred place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, or object with cultural value to a California Native American tribe, and that is:

- 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), or

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in Public Resources Code Section 5024.1(c). In applying the Section 5024.1(c) criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

Impact CULT-1: Historical Resources

As noted, the field surveys conducted by Solano Archaeological Services on the project site led to the recording of one potential historical resource: artifacts associated with a probable historic-era residence. Archival research indicates that this resource may date to at least the early 20th century, and artifacts recovered from the site surface, and auger tests, suggest the site may date to as early as the mid to late 1800s.

Due to the potential early historic-period date of occupation, Solano Archaeological Services conducted subsurface testing at the resource site; several potentially mid-19th century artifacts were recovered, but in mixed contexts, indicating severe disturbance of the archaeological strata. No evidence of any intact strata or features was encountered, indicating the site lacks physical integrity and data potential.

Solano Archaeological Services concluded that this resource is ineligible for listing on the National Register of Historic Places or the California Register of Historical Resources, and therefore is not considered to have historical value. Nonetheless, previously-undiscovered historical resources could be encountered during project construction. In this event, the provisions of Stockton Municipal Code 16.36.050 would prevent occurrence of significant cultural resource effects.

CULT-1: *(Existing Requirement)* Stockton Municipal Code Section 16.36.050 - Cultural Resources. If a historical or archaeological resource or human remains may be impacted by a development project requiring a discretionary land use permit, the Secretary of the Cultural Heritage Board shall be notified, any survey needed to determine the significance of the resource shall be conducted, and the proper environmental documents shall be prepared. Additional requirements specified in the code may apply.

Based on these requirements, the project is considered to have no impact on historical resources.

Level of Significance: Less than Significant

Mitigation Measures: No additional mitigation measures required

Impact CULT-2: Archaeological Resources

The Solano Archaeological Services report did not identify any prehistoric resources on the project site revealed by the CCIC records search. Field surveys found two isolated prehistoric artifacts. Auger testing of potentially sensitive areas did not document the presence of any other prehistoric materials or sensitive soil types or formations. No archaeological resources were identified that would be eligible for listing on either the National Register of Historic Places or the California.

Based on its research, survey and additional subsurface testing, Solano Archaeological Services concluded that it is unlikely that presently undocumented and significant buried prehistoric archaeological remains would be encountered within the project site. However, it is conceivable that unknown archaeological resources could be encountered during project construction activities. Disturbance or damage to such resources would be a potentially significant impact.

Requirements related to cultural resource protection during construction are addressed by the Stockton Municipal Code, which requires construction activity to be halted at an inadvertently disturbed archaeological site until it is evaluated. Those code provisions are shown in existing requirements CULT-1 as described above, and subject to the existing code requirements listed in CULT-2 below.

CULT-2: *(Existing Requirements)* SMC 16.36.050 (B) In the event that archaeological resources are discovered during any construction, construction activities shall cease, and the Community Development Department shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may occur in compliance with State and federal law.

Implementation of these existing requirements would ordinarily be sufficient to reduce potential archaeological impacts to less than significant level. Due to the potential sensitivity of the area identified by Yokuts tribal representative, initial ground-disturbing activities will be subject to archaeological monitoring as provided in mitigation measure CULT-3 below.

Level of Significance: Potentially significant

Mitigation Measures:

CULT-3: Archaeological monitoring of initial ground-disturbing project activities shall be conducted at and in the immediate vicinity of the former residence site.

Significance After Mitigation: Less than significant

Impact CULT-3: Human Burials

The Solano Archaeological Services memorandum did not indicate the presence of any human burials on the project site. Discoveries of human remains are considered unlikely, given past agricultural activities on the project site and the negative results of the cultural resource investigation. However, it is conceivable that human remains could be encountered during project construction activities. Disturbance of encountered remains would be a potentially significant impact.

CEQA Guidelines Section 15064.5(e) describes the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. All work in the vicinity of the find shall be halted and the County Coroner shall be notified to determine if an investigation of the death is required. Compliance with CEQA Guidelines Section 15064.5(e) typically would ensure that impacts on any human remains encountered during project construction associated with the project would be less than significant. In addition, the Stockton Municipal Code has provisions generally similar to CEQA Guidelines Section 15064.5(e) regarding the discovery and disposition of human remains, with the additional requirement that the Community Development Director also be notified of a find.

These requirements are embodied in Stockton Municipal Code Section 16.36.050, and in particular subsection "C" as shown below.

> CULT-4: *(Existing Requirement)* SMC 16.36.050 (C). Human Remains. In the event human remains are discovered during any construction, construction activities shall cease, and the County Coroner and Community Development Director shall be notified immediately in compliance with CEQA Guidelines 15064.5 (d). A qualified archaeologist shall be contacted to evaluate the situation. If the human remains are of Native American origin, the Coroner shall notify the NAHC within 24 hours of this identification. The NAHC will identify the most likely descendent of the Native American to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.

It is possible that Native American burials could be encountered during project construction. Such burials require special treatment as specified in the existing requirements of the Stockton Municipal Code and CEQA Guidelines Section 15064.5(e) Implementation of these requirements would reduce impacts on human burials to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measures are required

Impact CULT-4: Tribal Cultural Resources

As noted, the NAHC indicated the potential presence of a Sacred Land on or near the project site, and the Northern Valley Yokuts representative considers the project site and

surrounding area as archaeologically sensitive and requested consultation under AB 52. However, the tribe had no further contact with the City after the initiation of consultation, despite several follow-up attempts by the City to contact the tribe. In addition, the Wilton Rancheria considers the project site within the tribe's ancestral territory. However, the Wilton Rancheria only requested information pertaining to cultural resources, did not request AB 52 consultation and took no additional action with respect to the project.

As noted, Solano Archaeological Services did not identify any prehistoric cultural resources on the project site. Based on this and the results of the AB 52 consultation process, no tribal monitoring is considered necessary. Mitigation described below addresses procedures to be followed should any tribal cultural resources be encountered.

Solano Archaeological Services did not indicate the presence of any human burials on the project site. Discoveries of remains are considered unlikely. However, it is conceivable that human remains, including Native American burials, could be encountered during project construction activities. Disturbance of Native American burials, particularly if grave goods are associated with a burial, is a potentially significant impact.

As discussed in the previous section, Existing Requirement CULT-4 and CEQA Guidelines Section 15064.5(e) describe the procedure to be followed when human remains are uncovered in a location outside a dedicated cemetery. If the County Coroner determines that the remains are Native American in origin, then the County Coroner must contact the Native American Heritage Commission within 24 hours. The Native American Heritage Commission is required to identify the Most Likely Descendants of the deceased Native American, and the Most Likely Descendants may make recommendations on the disposition of the remains and any associated grave goods with appropriate dignity.

Existing Requirements CULT-1 to CULT-3, described above, would set procedures to address encounters with archaeological resources, including those that may be of value to tribes. Implementation of these mitigation measures, along with the applicable provisions of the Stockton Municipal Code, would reduce project impacts on tribal cultural resources to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measures are required

Significance After Mitigation: Less than significant

9.0 GEOLOGY, SOILS AND MINERAL RESOURCES

ENVIRONMENTAL SETTING

Topography and General Geology

The project site is in the San Joaquin Valley in central California, near the Sacramento-San Joaquin River Delta. The San Joaquin Valley is the southern portion of the Great Valley Geomorphic Province, which is a topographically flat, northwest-trending, structural trough about 50 miles wide and 450 miles long. It is bordered by the Tehachapi Mountains on the south, the Klamath Mountains on the north, the Sierra Nevada on the east, and the Coast Ranges on the west. The San Joaquin Valley is filled with thick sedimentary rock sequences that were deposited as much as 130 million years ago. The sediments that form the Valley floor were derived largely from erosion of the Sierra Nevada mountains.

The project site is essentially level, with a slight slope downward towards the west. The Geologic Map of the San Francisco-San Jose Quadrangle designates the underlying geology of the project site as the Modesto Formation, consisting of Quaternary sediments (Wagner et al. 1991).

Geological Conditions

Seismicity

There are several faults and potential fault traces located within San Joaquin County, concentrated along its eastern and western margins. Faults are classified as to their potential for seismic activity based on evidence of past activity. An "active" fault is defined as one along which displacement has been demonstrated to occur within the past 11,700 years. A fault is considered "potentially active" if there is evidence of movement within the past 700,000 years, and further movement is considered likely. An "inactive fault" shows no evidence of movement within the last 1.6 million years and renewal activity is not considered likely. Fault rupture is a potential hazard that occurs within active earthquake fault zones. A fault zone may have a width ranging from a few feet to several miles (Bryant and Hart 2007).

The GPEIR states that the nearest fault is the Stockton Fault, a south-dipping reverse fault that trends east-west across the Stockton area and is not exposed at the surface. It has not been classified as an active or potentially active fault by the California Geological Survey, and there are no such faults in the Stockton vicinity. The nearest active fault is the Greenville Fault, approximately 22 miles west-southwest of Stockton. The Greenville Fault is considered capable of a maximum moment earthquake magnitude of 6.0, with a low probability of an earthquake of greater magnitude (City of Stockton 2018b). Portions of the Concord-Green Valley and Hayward fault zones, 35 and 50 miles west of Stockton, and the Calaveras fault zone, approximately 40 miles southwest of Stockton, have also been rated as active within the last 200 years. The project site, along with the rest of San

Joaquin County, is subject to seismic shaking that may occur from these fault zones, as well as from the San Andreas Fault farther to the west (San Joaquin County 2016b).

Ground Shaking

The severity of seismic ground shaking depends on many variables, such as earthquake magnitude, proximity, groundwater conditions, topographic setting, and local geology, including the properties of unconsolidated sediments. In general, ground-shaking hazards are most pronounced in areas that are underlain by loosely consolidated soil/sediment.

Earthquakes of magnitude 6.7 or greater can create ground accelerations severe enough to cause major damage to structures and foundations not designed to resist the forces generated by earthquakes. Underground utility lines are also susceptible where they lack adequate flexibility to accommodate the seismic ground motion. The estimated likelihood of a magnitude 6.7 or greater earthquake in the greater San Francisco Bay area before 2036 is 63 percent. Individually, the forecasted probabilities are 31 percent for the Hayward Fault, 7 percent for the Calaveras Fault, and 3 percent for the Greenville Fault, the closest earthquake fault to the Stockton area. Stockton's distance from active earthquake faults helps mitigate potential impacts related to ground shaking (City of Stockton 2018b).

Liquefaction

Liquefaction generally occurs in areas where moist, fine-grained, cohesionless sediment or fill materials are subjected to strong seismic ground shaking. Under certain circumstances, seismic ground shaking can temporarily transform an otherwise solid, granular material to a fluid state. Liquefaction is a serious hazard because buildings in areas that experience liquefaction may suddenly subside and suffer major structural damage. Liquefaction is most often triggered by seismic shaking, but it can also be caused by improper grading, landslides, or other factors. Neither the California Geological Survey nor the U.S. Geological Survey has mapped any seismically induced liquefaction hazard zones in the Stockton area (City of Stockton 2018b).

Other Geological Hazards

Subsidence is the sinking of a large area of ground surface in which the material is displaced vertically downward, with little or no horizontal movement. The San Joaquin Valley and the Sacramento-San Joaquin Delta are areas that have experienced subsidence. The main cause of subsidence in valley areas is the withdrawal of groundwater from aquifers. If the amount of groundwater withdrawn exceeds the amount of groundwater replaced, then clay beds in the aquifer may be compressed to the point that they no longer expand to their original thickness after groundwater recharge. When the clay particles in the beds settle, the beds become effectively thinned, resulting in permanent land subsidence at the ground surface. Subsidence is not anticipated outside of the Delta area (San Joaquin County 2016b), and the project site is not within the Delta area.

Soils and Soil Conditions

Figure 9-1 identifies the soil types on the project site. The Soil Survey of San Joaquin County indicates two predominant soil types (SCS 1992, NRCS 2022):

- Jacktone clay, 0 to 2 percent slopes (designated as 180 on Figure 9-1). This is a somewhat poorly drained soil also formed in alluvium from mixed rock sources, and it is moderately deep to a hardpan. Permeability and runoff characteristics of Jacktone clay are slow, and the water erosion hazard is slight. Jacktone clay is the predominant soil in the northern and much of the central portions of the project site, occupying approximately 79 acres of the site. As discussed in Chapter 5.0, Agricultural Resources, Jacktone clay is not a prime agricultural soil.

- Stockton clay, 0 to 2 percent slopes (designated as 250 on Figure 9-1). This is a deep-to-hardpan, somewhat poorly drained soil formed in alluvium from mixed rock sources. Permeability and runoff of Stockton clay are slow, and the water erosion hazard is slight. Stockton clay is the predominant soil in the 35 acres compromising the southern and part of the central portion of the project site. Stockton clay is considered prime agricultural soil as defined in the Cortese-Knox-Hertzberg Act (see Chapter 5.0, Agricultural Resources).

Both Jacktone clay and Stockton clay soils have a high expansive, or "shrink-swell", potential. Expansive soils can change dramatically in volume depending on moisture content. When dry, these soils can shrink; conversely, when wet, they can swell. Sources of moisture that can trigger this shrink-swell phenomenon include seasonal rainfall, landscape irrigation, utility leakage, and perched groundwater. Expansive soils can develop wide cracks in the dry season, and changes in moisture content over time have the potential to damage concrete slabs, foundations, and pavement. Special structural design or soil treatment are often needed in areas with expansive soils.

Potential soil erosion associated with construction and development and its resulting impacts on water quality are addressed by State of California stormwater permit requirements and corresponding local implementation plans, ordinances, and standards, including those adopted by the City of Stockton. Storm water pollution prevention controls are addressed in detail in Chapter 12.0, Hydrology and Water Quality; however, soil erosion controls specific to construction work are described in the Regulatory Framework section below.

Paleontological Resources

Paleontological resources are fossils or groups of fossils that are unique, unusual, rare, uncommon, or important, and those that add to an existing body of knowledge in specific areas. Surface examination of a study or project area usually does not reveal whether paleontological resources are present. A search of the database of the Museum of Paleontology at UC Berkeley includes numerous records of vertebrate fossil localities related to the Modesto and the Riverbank Formations in the greater Central Valley. As noted, the project site is underlain by the Modesto Formation.

The Museum of Paleontology database showed that San Joaquin County has more than 800 documented fossil localities. Most paleontological specimens have been found in rock formations in the foothills of the Diablo Mountain Range, but remains of extinct animals could be found virtually anywhere in the County, especially along watercourses such as the San Joaquin River and its tributaries (San Joaquin County 2016b). Only a handful of specimens have been recorded within the Stockton General Plan Planning Area, and these specimens were identified as relatively recent (City of Stockton 2016). No paleontological resources have been recorded within or near the project site.

Mineral Resources

Mineral resources within San Joaquin County are primarily sand, gravel, and other construction material deposits in the alluvial portion of the valley floor. Sand and gravel deposits have been identified along the Stanislaus River in San Joaquin County (DMG 1977). Portland cement concrete-grade aggregate deposits also have been identified within San Joaquin County, but none are located on or near the project site (DMG 1988).

Oil and natural gas deposits have been identified throughout the Central Valley, with extensive natural gas deposits in the Delta area west of Stockton. The project site does not contain any known oil or natural gas fields (DOGGR 2022). The nearest active field to the project site is the French Camp natural gas field, approximately four miles to the southwest.

REGULATORY FRAMEWORK

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act, enacted in 1972 and subsequently amended, prohibits the location of most structures for human occupancy across the traces of active faults and to thereby mitigate the hazard of fault rupture. Under the Act, the State Geologist is required to delineate Earthquake Fault Zones along known active faults in California. Cities and counties affected by the zones must regulate certain development projects within the zones, withholding development permits for sites within the zones until geologic investigations demonstrate that the sites are not threatened by surface displacement from future faulting (Bryant and Hart 2007).

The project site is not within an area mapped by the State Geologist as a "Zone of Required Investigation," which includes Alquist-Priolo Earthquake Fault Zones. A Zone of Required Investigation is established where required to reduce the threat to public health and safety and to minimize the loss of life and property posed by earthquake-triggered ground failures (California Geological Survey 2017).

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act was passed in 1990 to address earthquake hazards such as seismically induced liquefaction and landslides, with the purposes of reducing the threat to public health and safety and minimizing the loss of life and property that may result

from earthquake-triggered ground failure. Under the Act, seismic hazard zones are mapped through the Seismic Hazards Zonation Program of the California Geological Survey to identify areas prone to earthquake-induced liquefaction, landslides, and amplified ground shaking. Section 2697(a) of the Act states that, prior to the approval of a project located in a seismic hazard zone, cities and counties shall require a geotechnical report defining and delineating any seismic hazard. As noted, the project site is not within an area mapped by the State Geologist as a Zone of Required Investigation, which includes Seismic Hazards Mapping Act zones.

California Building Code

The California Building Code is in Title 24 of the California Code of Regulations and incorporates the International Building Code, a model building code adopted across the United States. The California Building Code is updated every three years, and the 2022 version took effect January 1, 2023. The City of Stockton adopted the 2022 California Building Code by reference, pursuant to Section 15.40.010 of the City's Municipal Code.

The California Building Code contains building requirements that address likely ground shaking hazards that may occur in Stockton. It can require detailed soils and/or geotechnical studies in areas of suspected geological hazards, such as unstable geologic units that may be subject to collapse, subsidence, landslides, liquefaction, or lateral spreading.

Construction General Permit

Construction projects that involve one acre or more of ground disturbance are required to obtain a Construction General Permit, issued by the SWRCB. Discharges subject to the Construction General Permit must develop and implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes a site map and description of construction activities and identifies the Best Management Practices (BMPs) that will be employed to prevent soil erosion and discharge of other construction-related pollutants that could contaminate nearby water resources. A monitoring program is generally required to ensure that BMPs are implemented according to the SWPPP and are effective at controlling discharges of stormwater-related pollutants. The City of Stockton has incorporated the Construction General Permit as part of its Storm Water Management Program, which is described below.

Modifications to the Construction General Permit in 2010 established BMP and monitoring requirements through a "risk-based" approach. Construction activities would be assessed for the risk that erosion and sedimentation generated by the activity would pose to water quality in the area, based on potential rainfall likelihood and intensity and on the sensitivity of waters receiving runoff from the construction site.

Surface Mining and Reclamation Act

As mandated by the Surface Mining and Reclamation Act, the California Geological Survey has classified mineral resource development potential of lands in counties into an appropriate Mineral Resource Zone (MRZ), in accordance with the California Mineral Land Classification System. Local agencies are required to use this information when

developing land use plans and when making land use decisions. The MRZ classifications include:

MRZ-1 - Areas of No Mineral Resource Significance

MRZ-2 - Areas of Identified Mineral Resource Significance

MRZ-3 - Areas of Undetermined Mineral Resource Significance

MRZ-4 - Areas of Unknown Mineral Resource Significance

The Mineral Land Classification Map, prepared by the California Division of Mines and Geology, designates the project site and surrounding lands as MRZ-1. An MRZ-1 designation in the Stockton-Lodi region indicates that the soils contain excessive amounts of clay, silt, or other deleterious material for use as Portland cement concrete-grade aggregate (DMG 1988). Neither the City of Stockton nor the San Joaquin County General Plans has identified any other mineral resources on or near the project site.

Local

City of Stockton Storm Water Management Program

The City has adopted and implemented a Storm Water Management Program, a requirement of a general permit issued by the SWRCB for municipal storm drainage systems (see Chapter 12.0, Hydrology and Water Quality). The program is intended to minimize the potential storm water quality impacts of development, including both construction and post-construction activity. The Storm Water Management Program consists of a variety of programs, including controls on illicit discharges, public education, controls on City operations, and water quality monitoring. Program elements most applicable to land development include controls on the volume of storm water discharge and the incorporation of post-construction BMPs in new development.

Stockton Municipal Code

Section 15.48.050 of the Stockton Municipal Code, entitled Construction and Application, includes a requirement that seeks to mitigate hazards associated with erosion, stating that "During construction, construction activities shall be designed and conducted to minimize runoff of sediment and all other pollutants onto public properties, other private properties and into the waters of the United States." Section 15.48.110, entitled Erosion Control Requirements, contains specific provisions for erosion control for those construction projects where a grading permit is not required. Section 15.48.070 includes requirements for a grading permit that apply to most construction projects. Such permits require implementation of BMPs for erosion control.

Section 16.192.020 requires final subdivision maps to submit a geologic soils report, prepared by a civil engineer who is registered by the State. If the preliminary soils report indicates the presence of critically expansive soils or other soil problems, which, if not corrected, would lead to structural defects, the person filing the map may be required to submit a soils investigation covering each lot in the subdivision, prepared by a California

registered civil engineer, which shall recommend corrective action that is likely to prevent structural damage to each dwelling proposed to be constructed on the expansive soil.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on geology, soils, and mineral resources if it would:

- Indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death, involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure (including liquefaction), or landslides.
- Result in substantial soil erosion or the loss of topsoil,
- 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,
- 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,
- Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater [Since the project would connect to the City of Stockton's wastewater system; it would not use septic tanks or alternative wastewater disposal systems. Therefore, this issue is not analyzed in this EIR],
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature,
- Result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state, or
- 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.

Impact GEO-1: Faulting and Seismicity

As noted, there are no active or potentially active faults within or near the project site. The project site is not within an Alquist-Priolo Earthquake Fault Zone. The project would have no impact related to fault rupture.

The project site, along with the rest of the City, is subject to seismic shaking from active faults outside San Joaquin County. Proposed building construction would be required to

incorporate engineering design features that would be in accordance with the adopted California Building Code. Compliance with the California Building Code and the seismic design criteria therein would enable structures to withstand projected seismic shaking. Impacts related to seismicity would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact GEO-2: Other Geologic Hazards

The project site and its surroundings are flat and therefore not prone to landslide hazards. As noted, subsidence is not considered a potential hazard outside the Delta region, nor are there identified areas where liquefaction could occur. The Norcal Logistics Center EIR noted that the types of soils and the depth to groundwater in the area provide little potential for ground failure (ESA 2014).

Stockton Municipal Code Section 16.192.020 requires a soils report to be provided in conjunction with a final subdivision map, as previously noted. The soils report would identify any geological or soil issues that structural engineering and design would address to avoid potential adverse effects. These Existing Requirements are shown below.

GEO-1: *(Existing Requirements)* The project applicant shall submit a geologic soils report, prepared by a registered civil engineer, in compliance with Stockton Municipal Code Section 16.192.020. The report's recommendations shall be incorporated into the final design and construction plans.

GEO-2: *(Existing Requirements)* Project plans and specifications shall comply with the most recent version of the California Building Code adopted by the City of Stockton at the time of project approval.

Implementation of these Existing Requirements would reduce project impacts related to other geologic hazards to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measures required

Impact GEO-3: Soil Erosion

Both Jacktone clay and Stockton clay soils have a low potential for soil erosion. Project construction activities would disturb and loosen the soil, leaving portions of it exposed to potential water and wind erosion. The eroded soils, in turn, could be transported off the project site by runoff or wind to surface waters.

The City of Stockton's storm water quality program is applicable to potential erosion from construction activities; projects disturbing one acre or more of soil are required to obtain a Construction General Permit. Proposed development on the project site would need to obtain a Construction General Permit and comply with its provisions, including the preparation and implementation of a SWPPP that would include Best Management

Practices (BMPs) needed to adequately control soil erosion and sedimentation. These may include, but are not limited to, the use of sediment traps, soil binders, and fiber rolls, as well as stabilizing construction site entries and exits. As part of the SWPPP, project improvement plans must incorporate an Erosion Control Plan consistent with all applicable provisions of the SWPPP. These storm water requirements are set forth in the following Existing Requirements.

GEO-3: *(Existing Requirements)* The project shall obtain a Notice of Intent issued by the SWRCB for compliance with the Construction General Permit. The project shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) including a site map, description of construction activities and identification of Best Management Practices that will prevent soil erosion and discharge of other construction-related pollutants.

GEO-4: *(Existing Requirements)* The project applicant shall comply with Stockton Municipal Code Section 15.48.050, which requires construction activities to be designed and conducted to minimize discharge of sediment and all other pollutants and Section 15.48.070, which contains standards for implementation of Best Management Practices.

The City's Storm Water Management Program also requires implementation of its own construction BMPs for erosion control. The project would also be required to comply with SJVAPCD Regulation VIII, which is discussed in Chapter 6.0, Air Quality. The measures specified in Regulation VIII would control dust emissions, thereby reducing potential wind erosion impacts. Compliance with the requirements of the Construction General Permit and SJVAPCD Regulation VIII, as well as with applicable provisions of the Stockton Municipal Code, would make potential construction erosion impacts less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measurements required

Impact GEO-4: Expansive Soils

As noted, both soil units mapped on the project site have a high shrink-swell potential. Expansive soils can lead to damage of buildings and supporting infrastructure if not addressed. As such, the existence of expansive soils would have a potentially significant impact.

Stockton Municipal Code Section 16.192.020 requires submittal of a soils report that may indicate further investigation if expansive soils are present on a site. This report is required by Existing Requirement GEO-1. The soils report shall include recommendations that are to be incorporated within development plans prior to approval of future development, particularly large developments. It is expected that these recommendations would address expansive soils if they are determined to potentially have an adverse effect on project development. With implementation of GEO-1, expansive soil impacts would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: *No additional mitigation measures required*

Impact GEO-5: Paleontological Resources and Unique Geological Features

Geological materials underlying the site consist of mixed alluvial deposits. There are no unique geological features located on the project site that would be indicative of any special resources.

As noted above, there is no record of paleontological resources on the project site. Nevertheless, it is conceivable that excavation associated with project development could unearth paleontological materials. The Modesto Formation, which underlies the project site, has been identified as a potential source of paleontological resources. Mitigation described below provides for interruption of construction activities in such an event, inspection of resources encountered by a qualified paleontologist, and recommendations for disposition of the resource as specified by the paleontologist. Implementation of this mitigation measure would reduce potential impacts to a level that is less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

GEO-5: If any subsurface paleontological resources are encountered during construction, all construction activities within a 50-foot radius of the encounter shall be immediately halted until a qualified paleontologist can examine these materials, initially evaluate their significance and, if potentially significant, recommend measures on the disposition of the resource. The City shall be immediately notified in the event of a discovery. The contractor shall be responsible for retaining qualified professionals, implementing recommended mitigation measures, and documenting mitigation efforts in written reports to the City.

Significance After Mitigation: Less than significant

Impact GEO-6: Access to Mineral Resources

There are no identified mineral, petroleum, or natural gas resource areas on the project site, nor are there any active mining operations or petroleum/natural gas extractions occurring on or near the project site. The project would have no effect on the availability of or access to locally designated or known mineral resources. The project would have no impact on mineral resources.

Level of Significance: No impact

Mitigation Measures: None required



Figure 9-1
SOILS MAP

10.0 GREENHOUSE GAS EMISSIONS

ENVIRONMENTAL SETTING

Global Climate Change and Greenhouse Gases

Global climate change is a change in the average weather conditions, such as temperature and rainfall, of the Earth over a long period of time. Recent scientific observations and studies indicate that global climate change, linked to an increase in the average global temperature that has been observed, is now occurring. There is a consensus among climate scientists that the primary cause of this change is greenhouse gas (GHG) emissions generated primarily by human activities (CAPCOA 2009). A GHG is a gas that traps heat in the earth's atmosphere. GHGs include carbon dioxide, the most abundant GHG, along with methane, nitrous oxide, and less abundant gases. GHGs vary in their heat-trapping properties. Because of this, measurements of GHG emissions are commonly expressed in carbon dioxide equivalent (CO_2e), in which emissions of all other GHGs are converted to equivalent carbon dioxide emissions.

Concerns related to global climate change include the direct consequences of a warmer climate, but also include indirect effects such as reduced air quality, reduced snowpack, higher-intensity storms, and rising sea levels. All these changes have implications for the human environment, as well as existing ecosystems and the species that depend on them. The United Nations Intergovernmental Panel on Climate Change has concluded that stabilization of greenhouse gases at a concentration of 400-450 parts per million (ppm) CO_2e is required to keep mean global warming below 2° Celsius, which is considered necessary to avoid dangerous impacts of climate change (IPCC 2001). According to data collected by the National Oceanic and Atmospheric Administration, the monthly average carbon dioxide concentration in the atmosphere was 422.14 ppm in July 2023, an increase of 3.29 ppm from the monthly average in July 2022 (NOAA 2023).

The State of California, through a collaboration of three agencies, has prepared Climate Change Assessments that provide scientific assessments on the potential impacts of climate change in California and reports potential adaptation responses. The most recent reports include assessments of climate change impacts by region, including the San Joaquin Valley. Potential climate change impacts occurring in the San Joaquin Valley include the following (Fernandez-Bou et al. 2021):

- Higher temperatures.
- Increasing potential evapotranspiration from plants and soils.
- Longer and more severe droughts.
- Declining snowpack.
- More intense precipitation events.

- More frequent and extensive wildfires.

The consequences of these impacts would fall on the following sectors in the San Joaquin Valley. These would especially affect rural disadvantaged communities (Fernandez-Bou et al. 2021).

- Agriculture - fewer winter chill hours, shifts in water availability, and extreme heat have direct and indirect impacts such as changes in yield, crops water demand, increasing competition for water from other sectors, and reduced farm labor availability.
- Ecosystems - scarcer water supply will shape habitats and will be the determining factor for survival of many species, increases in soil salinity by saltwater intrusion, future droughts may lead to insufficient flooding and a decrease in food availability for waterfowl, warming in rivers contributing to local species extinction and facilitating the colonization by invasive species.
- Water resources - reduced water availability for irrigated agriculture, demand for groundwater for agriculture will increase while groundwater availability decreases, degradation of water quality.
- Infrastructure - accelerated deterioration of private property, canals, dams, roads, railways, and levees due to increasing land subsidence, droughts and associated over-pumping, wildfires, and floods.
- Public health - more heat-related deaths and illnesses, illnesses caused by poor water quality, and other issues caused by droughts, wildfires, and some agricultural activities.

Although local activities can emit GHGs, the impacts of GHG emissions are global in character. While global climate change can influence regional and local environments, it is not possible to connect GHG emissions from an individual project to changes in the local environment that result from climate change, as these changes result from the cumulative accumulation of GHGs into the atmosphere. As such, this analysis of project impacts focuses on whether project GHG emissions would make a significant cumulative contribution to global GHG emissions, and therefore to cumulative GHG effects.

Existing GHG Emissions

GHG emissions in California in 2020, the most recent year for which data are available, were estimated at approximately 369.2 million metric tons CO_2e – a decrease of approximately 24% from the peak level in 2004. Transportation was the largest contributor to GHG emissions in California, with 37% of total emissions - a smaller share than in recent years, most likely due to reduced traffic volume during the COVID-19 lockdown. Other significant sources include industrial activities, with approximately 20% of total emissions, and electric power generation, both in-state and imported, with approximately 16% of total emissions (ARB 2022a).

Total GHG emissions from Stockton in 2005 were an estimated 2,360,932 metric tons CO_2e. Of the total emissions, approximately 48% percent came from on-road transportation and 33% came from building energy use (City of Stockton 2014). More recent information on Stockton GHG emissions is not available. The City has plans to update its community GHG inventory, but when this would occur is unknown at this time.

REGULATORY FRAMEWORK

Federal

As noted above, the EPA has found that GHG emissions endanger both the public health and public welfare under Section 202(a) of the Clean Air Act. However, the federal government currently does not have a comprehensive GHG strategy.

Some GHG emission reduction actions have been adopted at the federal level. In coordination with the U.S. Department of Transportation, EPA issued GHG emission and fuel economy standards for passenger vehicles and trucks that are intended to cut six billion metric tons of GHG emissions over the lifetimes of vehicles sold in model years 2012-2025. In 2010, the EPA set GHG emissions thresholds to define when permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

In 2013, the EPA proposed standards to cut carbon emissions from new power plants, which were adopted in 2015. Also, in 2015, the EPA adopted the Clean Power Plan, which established guidelines for states in limiting carbon dioxide emissions from existing power plants. The Clean Power Plan was repealed in 2019, and a U.S. Supreme Court decision issued in 2022 limits EPA's authority to regulate GHG emissions from existing plants. However, the 2015 emission standards for new power plants remain in place.

In 2015, the Paris Agreement was reached among 196 countries, with each country pledging to take actions to decrease GHG emissions to reach the overall goal of limiting the increase in global temperature to no more than two degrees Celsius. The Paris Agreement does not set legally binding reduction targets; instead, all parties are to put forward their best efforts through "nationally determined contributions" and to strengthen these efforts in the years ahead. All parties are to report regularly on their emissions and their reduction implementation efforts. The United States was a signatory to the Paris Agreement, but it has not yet adopted a plan to meet the goals of the agreement.

State

California has addressed climate change on its own initiative as early as 1988, when the California Energy Commission was designated as the lead agency for climate change issues. However, the most significant state activities have occurred since 2005, when executive orders and State legislation established the current framework for addressing GHG emissions and climate change. Several of these actions are described below.

Executive Orders S-3-05 and B-30-15

Executive Order S-3-05, signed by Governor Schwarzenegger in 2005, established GHG emission reduction targets for California. Specifically, GHG emissions would be reduced to the level of emissions in the year 2000 by 2010, to the level of emissions in the year 1990 by 2020, and to 80% below the 1990 emissions level by 2050. The desired 2050 GHG emission reduction is consistent with the Intergovernmental Panel on Climate Change objectives for stabilizing global climate change. The 2020 reduction goal set forth by S-3-05 was codified by AB 32, which is described below.

On April 29, 2015, Governor Brown signed Executive Order B-30-15, which advanced the goals of Executive Order S-3-05 by establishing a GHG reduction target of 40% below 1990 emission levels by 2030. The 2030 reduction goal set forth by B-30-15 was codified by Senate Bill (SB) 32, which also is described below. In 2022, AB 1279 was enacted, requiring statewide GHG emissions to be reduced to at least 85% below 1990 levels by 2045. This magnifies and accelerates the 2050 reduction goal set forth in Executive Order S-3-05. The AB 1279 goals have been incorporated in the recently adopted 2022 Scoping Plan (see SB 32 discussion below).

AB 32

AB 32, the Global Warming Solutions Act of 2006, is State legislation that sets goals of reducing GHG emissions to year 2000 levels by 2010 and to year 1990 levels by 2020. These specific goals are directly related to the Governor's overall objectives established in Executive Order S-3-05. The State's initial planning efforts were oriented toward meeting the legislated 2010 and 2020 goals, while placing the State on a trajectory that will facilitate eventual achievement of the 2050 goal set forth in Executive Order S-3-05.

The ARB has primary responsibility for AB 32 implementation. ARB adopted a Climate Change Scoping Plan in 2008 with the purpose of meeting the AB 32 targets. The 2008 Scoping Plan proposed to reduce GHG emissions from the State's projected 2020 "business-as-usual" emissions by approximately 29%. Nearly 85% of the GHG reductions would be achieved under a "cap-and-trade" program and "complementary measures," including expansion of energy efficiency programs, increase in the use of renewable energy sources, and low-carbon fuel standards, among others. The remaining 15% would include measures applicable to GHG sources not covered by the cap-and-trade program (ARB 2008b).

The cap-and-trade program was the centerpiece of the GHG reduction program set forth in the 2008 Scoping Plan. In general, the program sets a "cap" on the total GHG emissions that would be allowed in California, which gradually decreases over time. Allowances for GHG emissions are sold at auction to industrial activities and utilities that emit large quantities of GHGs, which in turn can sell allowances that are unused to other activities that need more allowances (the "trade" component). The State Legislature recently extended the cap-and-trade program from its original expiration in 2020 to 2030, as part of a strategy to meet GHG reduction targets set by SB 32 (see below).

In May 2014, the ARB approved the First Update to the Scoping Plan. The 2014 Update lays the foundation for establishing a broad framework for continued emission reductions beyond 2020, on the path to the 2050 target set forth in Executive Order S-3-05. It recommended actions in nine sectors: energy, transportation, agriculture, water, waste management, natural and working lands, short-lived climate pollutants, green buildings, and the cap-and-trade program (ARB 2014).

Recently, the ARB released the California Greenhouse Gas Emission Inventory, with data from 2020. For the target year of 2020, state GHG emissions were 369.2 million metric tons CO2e, which was 35.3 million metric tons CO2e below 2019 emissions and 61.8 million metric tons CO2e below the AB 52 target (ARB 2022a). However, this substantial decrease was most likely caused by the lockdown ordered by the State that year in response to the COVID-19 pandemic. Economic recovery from the pandemic may result in GHG emission increases over the next few years (ARB 2022a).

SB 32

In 2016, SB 32 was enacted. SB 32 extends the GHG reduction goals of AB 32 by requiring statewide GHG emission levels to be 40% below 1990 levels by 2030, in accordance with the target established by Executive Order B-30-15. The State adopted an updated Scoping Plan in 2017 that sets forth strategies for achieving the SB 32 target. The 2017 Scoping Plan continues many of the programs that were part of the previous Scoping Plans, including the cap-and-trade program, low-carbon fuel standards, renewable energy, and methane reduction strategies. It also addresses for the first time GHG emissions from the natural and working lands of California, including the agriculture and forestry sectors. Both natural and working lands sequester carbon in trees, other vegetation, soils, and aquatic sediment. The 2017 Scoping Plan recommends protecting working lands from conversion, enhancing carbon sequestration, and encouraging innovation in the disposal of biomass from working lands (ARB 2017).

On December 15, 2022, ARB adopted an update to the Scoping Plan. The 2022 Scoping Plan assesses progress towards achieving the SB 32 2030 reduction target and lays out a path to achieve carbon neutrality no later than 2045, in accordance with Executive Order B-55-18 (see below). Proposed strategies to achieve these reductions include rapid movement to zero-emission transportation, phasing out fossil fuel use for heating homes and buildings, further restricting use of chemicals and refrigerants that are thousands of times more powerful at trapping heat than carbon dioxide, expanded development of renewable energy sources, increased use of natural and working lands for incorporating and storing carbon, and greater employment of carbon removal technology (ARB 2022b).

Executive Order B-55-18

In 2018, Governor Brown signed Executive Order B-55-18. This executive order set a statewide goal of achieving carbon neutrality no later than 2045. “Carbon neutrality” refers to achieving net zero carbon emissions (i.e., GHGs) by balancing a measured amount of carbon released with an equivalent amount sequestered or offset. After 2045, California shall achieve and maintain net negative GHG emissions, or greater GHG sequestration or

offsets than emissions. The carbon neutrality goal set by Executive Order B-55-18 was codified this year with the signing of AB 1279, discussed above.

SB 375/Sustainable Communities Strategy

In 2008, the State enacted SB 375, which requires a metropolitan planning organization to include a Sustainable Communities Strategy (SCS) in its Regional Transportation Plan (RTP - see Chapter 16.0, Transportation). The SCS demonstrates an approach to how land use development and transportation can work together to meet GHG emission reduction targets for cars and light trucks. These targets, set by ARB, call for the region to reduce per capita GHG emissions. If a metropolitan planning organization is unable to meet the targets through the SCS, then an alternative planning strategy must be developed which demonstrates how targets could be achieved. SJCOG is the metropolitan planning organization for San Joaquin County and its incorporated cities.

The ARB provided GHG reduction targets for SJCOG in 2019, setting them at a 12% per capita reduction relative to 2005 levels by 2020, and a 16% per capita reduction relative to 2005 levels by 2035 (SJCOG 2021a). The 2022 SCS was adopted by SJCOG at a meeting on August 25, 2022. The SCS includes policies and supporting strategies designed to attain the GHG per capita reduction targets. Among the strategies that may be relevant to the project are improving air quality by reducing transportation-related emissions; promoting safe and efficient strategies to improve the movement of goods by air, water, rail, and roadways; and promoting electric power, alternative fuels, and autonomous technologies for freight and agriculture (SJCOG 2022a).

SJCOG has no authority to enforce the policies and strategies in the SCS; the ultimate authority regarding land use remains with the local governments. However, as noted below, the City General Plan proposes to coordinate City plans and programs with the RTP/SCS.

Executive Order N-79-20

In 2020, Governor Newsom issued Executive Order N-79-20, setting new statewide goals for phasing out gasoline-powered cars and trucks in California. Under this order, 100% of in-state sales of new passenger cars and trucks are to be zero-emission by 2035; 100% of in-state sales of medium- and heavy-duty trucks and bu ses are to be zero-emission by 2045 where feasible; all drayage trucks are to be zero-emission by 2035; and 100% of off-road vehicles and equipment sales are to be zero-emission by 2035 where feasible. The Governor directed ARB and other state agencies to develop regulations or take other steps within existing authority to achieve these goals.

Other State Regulations

Chapter 6.0, Air Quality, describes the Advanced Clean Truck Regulation and the Advanced Clean Fleets Regulation adopted by ARB. Both regulations aim to reduce GHG emissions generated by trucks, which are a major source of transportation GHG emissions. It is anticipated that, by 2040, the Advanced Clean Truck Regulation would reduce GHG emissions by approximately 7% below baseline (ARB 2020b) and that the Advanced Clean Fleets Regulation would reduce GHG emissions by 47% below baseline (ARB 2023).

In 2009, the ARB adopted the Low Carbon Fuel Standard regulation, which was one of the early action measures specified in the 2008 Scoping Plan that implemented AB 32. The Low Carbon Fuel Standard is designed to encourage the use of cleaner low-carbon transportation fuels in California, encourage the production of those fuels, and therefore, reduce GHG emissions and decrease petroleum dependence in the transportation sector. The standards are expressed in terms of the "carbon intensity" of gasoline and diesel fuel and their respective substitutes. In 2018, the ARB approved amendments to the regulation, which among others included strengthening and smoothing the carbon intensity benchmarks through 2030, in line with California's 2030 GHG emission reduction target enacted through SB 32. Cumulatively from 2019 through 2030, the 2018 amendments would provide an additional 97 million metric tons CO2e emission reductions as compared to the 2016 existing conditions baseline and an additional 63 million metric tons CO2e emission reductions as compared to the business-as-usual scenario (ARB 2018).

Local

City of Stockton Climate Action Plan

The City of Stockton adopted a Climate Action Plan (CAP) in 2014, in compliance with a Settlement Agreement with the California Attorney General and the Sierra Club related to the City's then-adopted General Plan 2035 and associated EIR. The CAP "outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of AB 32 and is consistent with the Settlement Agreement and 2035 General Plan policy" (City of Stockton 2014). The CAP set a GHG emission reduction target of 10% below 2005 GHG emission levels by 2020, or approximately 20.6% below 2020 "business as usual" GHG emissions (i.e., 2020 GHG emissions that are unmitigated), which is the level by which the State has set its emission reduction goal. Approximately 83% of the reductions needed to achieve the City's GHG reduction goal would be achieved through state-level programs, and 17% would be achieved through City-level programs (City of Stockton 2014).

The CAP did not set any GHG emission reduction targets beyond 2020. Although the CAP stated that the City would conduct planning for the post-2020 period, the CAP has not been updated. An updated community GHG inventory was planned during fiscal year 2021-22, but no other actions have been taken or proposed, and the planned inventory has not yet been conducted. While the CAP's emission reduction targets are no longer applicable, GHG emission reduction measures in the adopted CAP remain valid.

Stockton General Plan 2040

The following Stockton General Plan 2040 policies and implementing actions are relevant to this project (City of Stockton 2018a):

- Action LU-6.6B: Participate in the San Joaquin Council of Governments' (SJCOG) regional planning programs and coordinate City plans and programs with those of SJCOG, including the Regional Transportation Plan/Sustainable Communities Strategy, among others, and work with non-profit organizations also engaging in these planning programs.

- Action CH-5.1B: Maintain and implement the City of Stockton Climate Action Plan (CAP) and update the CAP to include the following:
    - Updated community-wide GHG emissions inventory,
    - 2030 GHG emissions reduction target, consistent with SB 32,
    - Estimated 2030 GHG emissions reduction benefits of State programs,
    - Summary of the City's progress toward the 2020 local GHG emissions reduction target,
    - New and/or revised GHG reduction strategies that, when quantified, achieve the 2030 reduction target and continue emission reductions beyond 2030, and
    - New or updated implementation plan for the CAP.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to GHG emissions if it would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, or
- Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

This EIR conducts its GHG analysis in accordance with CEQA Guidelines Section 15064.4, which states that a lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. CEQA Guidelines Section 15064.4(b) states that a Lead Agency should consider the following factors, among others, when assessing the significance of impacts from GHG emissions on the environment:

- The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting.
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

Some jurisdictions have established quantitative thresholds for determining the significance of project GHG emissions from construction activities and project operations.

Neither the City, San Joaquin County, nor SJVAPCD has established such quantitative significance thresholds, although the SJVAPCD recommends a 29% reduction from business-as-usual GHG levels for project operational emissions. As noted above, the Stockton CAP determined that approximately 83% of the GHG reductions targeted by the City would be accomplished by statewide measures, while 17% would be accomplished by local measures. Based on these percentages, approximately 5% of GHG reductions would be required by local measures. For the purposes of this analysis, a project that can attain at least a 5% reduction in GHG emissions from business-as-usual levels would have impacts on GHG reduction plans that would be less than significant.

Impact GHG-1: Project GHG Construction Emissions and Consistency with Applicable Plans and Policies

The CalEEMod model estimated the total GHG construction and operational emissions associated with the proposed project site development (see Chapter 6.0, Air Quality and Appendix B of this EIR). Table 10-1 presents the results of the CalEEMod run. Based on results from the CalEEMod run, maximum project construction GHG emissions for a calendar year would be approximately 2,116 metric tons CO_2e for the assumed construction period. Mitigation measures applied to reduce air pollutant emissions from construction emissions, which are largely related to dust control, would have no impact on GHG emissions.

TABLE 10-1
PROJECT GHG EMISSIONS

GHG Emission Type	**Unmitigated Emissions (metric tons CO_2e)**	**Mitigated Emissions (metric tons CO_2e)**
Construction[1]	2,116	2,116
Operational[2]	19,432	17,825

[1] Maximum GHG emissions for calendar year.
[2] Annual emissions.
Source: California Emissions Estimator Model v. 2020.4.0.

As of 2020, off-road GHG emissions, which included equipment not only from construction but also from mining, oil drilling, industrial and airport ground operations, accounted for less than 0.5% of total GHG emissions in California (ARB 2022a). Construction emissions would occur only during construction work and would cease once work is completed. Though construction activity may increase or decrease in a given year because of market demand, the average amount of construction undertaken does not tend to increase over time, according to historical construction fleet emissions data. For this reason, even without mitigation, the amount of annual GHG emissions resulting from construction is expected to decrease over time as a result of improving fuel efficiency and the implementation of existing regulations, such as the Low Carbon Fuel Standard.

Also, the ARB has implemented the Regulation for In-Use Off-Road Diesel Fueled Fleets, which applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers). The overall purpose of the Off-Road Regulation is to reduce emissions of NO_x and particulate matter from off-road diesel vehicles operating within California. The Off-Road Regulation imposes limits on idling and requires a written idling policy. It also requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or by installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits). Compliance with the Off-Road Regulation, particularly the idling limitations, is expected to lead to an incidental reduction in GHG emissions, though the amount of this reduction cannot be determined.

The Climate Impact Study Process in the Stockton CAP describes construction BMPs to reduce GHG emissions from construction activities. These include having at least 3% of the construction fleet electric-powered and reducing idling time of construction equipment to three minutes. These measures have been incorporated as Existing Requirements below.

Also, as discussed in Chapter 6.0, Air Quality, Mitigation Measures AIR-1 through AIR-7, which primarily address air pollutant emissions, serve as additional mitigation for construction GHG emissions.

While the effectiveness of the above measures cannot be precisely quantified, and no quantified thresholds applicable to GHG construction emissions are available, it is expected that GHG emissions would be reduced to a level that is considered less than significant with implementation of the measures and applicable regulations.

Level of Significance: Less than significant

Mitigation Measures:

In addition to Mitigation Measures AIR-1 through AIR-7, the following measures shall be implemented:

GHG-1: (*Existing Requirement*) The project shall implement the Off-Road Vehicles Best Management Practices specified in the Stockton Climate Action Plan. At least three (3) percent of the construction vehicle and equipment fleet shall be powered by electricity. Construction equipment and vehicles shall not idle their engines for longer than three (3) minutes.

GHG-2: (*Existing Requirement*) The project applicant shall comply, as applicable, with the provisions of the California Air Resources Board's Regulation for In-Use Off-Road Diesel Fueled Fleets, which applies to all self-propelled off-road diesel vehicles 25 horsepower or greater used in California and most two-engine vehicles (except on-road two-engine sweepers). These provisions include imposing limits on idling and requiring a written idling policy. It also requires fleets to reduce their emissions by retiring, replacing, or repowering older engines, or by installing Verified Diesel Emission Control Strategies (i.e., exhaust retrofits).

Significance After Mitigation: Less than significant

Impact GHG-2: Project GHG Operational Emissions and Consistency with Applicable Plans and Policies

Warehouse operations, mainly through their vehicle traffic, are a source of GHG emissions. Because of the size of their operations, warehouses and their GHG impacts have become a concern of the State of California.

As indicated in Table 10-1, operational GHG emissions resulting from development under the proposed project would be approximately 19,432 metric tons CO_2e annually under "unmitigated" conditions (i.e., without implementation of any reduction measures). To estimate "mitigated" with project conditions, the CalEEMod run incorporated the following project features and regulations that would reduce GHG emissions.

- Density of jobs would be approximately 8.65 jobs per job acre.
- Distance to downtown is approximately 4.25 miles.
- Installation of sidewalk along currently unimproved frontage per City standards.
- Implementation of employee trip reduction program, which is required by SJVAPCD Rule 9410 (see Chapter 6.0, Air Quality).
- Implementation of ridesharing program for which 100% of employees would be eligible.
- Implement required water conservation reduction (20% reduction in water use).
- Institute recycling and composting services (75% reduction in waste disposed).

With incorporation of these features, estimated operational GHG emissions would be reduced to approximately 17,825 metric tons CO_2e annually, an approximately 8% reduction in GHG emissions from unmitigated levels. Most of the decrease comes from mobile emissions, associated with an approximately 18% decline in VMT. It is likely ETRIP implementation plus the relatively short distance to downtown accounts for the emission reductions predicted by the model.

In analyzing the consistency of project operational emissions with GHG reduction plans, the focus is on the CAP and the 2017 Scoping Plan. In its ruling on *Cleveland National Forest Foundation v. SANDAG* (2017), the California Supreme Court ruled that the CEQA lead agency did not abuse its discretion by declining to explicitly engage in an analysis of the consistency of project GHG emissions with the 2050 goals in Executive Order S-3-05, given the lack of reliable means to forecast how future technology and State legislative action will affect future emissions. The same condition applies to this project; therefore, an analysis of project consistency with the 2045 reduction goal set by AB 1279 is not conducted in this EIR.

The Stockton CAP does not have GHG reduction targets beyond 2020; therefore, project consistency with SB 32 and its Scoping Plan is analyzed. Per SB 32, the State has set a 2030 reduction target of 40% below 1990 GHG emission levels. However, assuming the same growth in business-as-usual GHG emissions that was projected to occur between 2005 and 2020 by the CAP, the total 2030 business-as-usual GHG emissions in Stockton would be 3,025,292 metric tons CO_2e. Based on information in the CAP, the 2030 reduction target (40% below 1990 emissions) would be 1,074,672 metric tons CO_2e. Therefore, the percentage reduction from business-as-usual levels that would be required in 2030 would be approximately 64.5%, which would considerably exceed the State target.

The 2017 Scoping Plan proposes various measures to achieve the 2030 target. Most of these are State measures, such as use of the cap-and-trade program, the Short-Lived Climate Pollutant Plan, and achievement of the 50% renewable sources of electricity in the Renewables Portfolio Standard (see Chapter 17.0, Utilities and Energy). Based on estimates in the 2017 Scoping Plan, State actions would account for 89.8% of GHG reductions needed by 2030, with local actions accounting for approximately 9.3% of reductions. Applying this ratio to the percentage reduction for 2030, then approximately 6.0% of the reduction from 2030 business-as-usual levels would be achieved by local measures, including the Development Review Process. A project that can show GHG reductions greater than 6.0% can be said to be consistent with the reduction goals of SB 32. As noted above, project GHG operational emission reductions would be 8%, which is greater than 6.0%. Therefore, the project would be consistent with the reduction goals of SB 32.

As noted, the project also proposes to incorporate Mitigation Measures AIR-8 through AIR-28 in Chapter 6.0, Air Quality, which would further reduce both air quality and GHG emissions from project operations. Also, the SCS has strategies designed to reduce GHG emissions, many of which are consistent with the mitigation measures proposed in this EIR. The GHG-reducing features of the project, the proposed mitigation measures, and compliance with applicable SJVAPCD rules would be consistent with the goals and strategies of the SCS; specifically, the greater use of electric vehicles and equipment, the ETRIP requirement, and the use of alternative energy sources. All these measures are expected to contribute to meeting the per capita reduction requirements set for SJCOG. In summary, with the demonstrated reduction in GHG emissions from business-as-usual levels, project operational impacts on GHG emissions are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

11.0 HAZARDS AND HAZARDOUS MATERIALS

ENVIRONMENTAL SETTING

This chapter focuses on health and safety issues associated with hazardous materials, proximity to airports, and wildfires. Chapter 6.0, Air Quality, discusses hazards from air toxic emissions. Chapter 9.0, Geology, analyzes geologic and soil hazards. Chapter 12.0, Hydrology and Water Quality, addresses potential flooding hazards.

Hazardous Materials

As described in Chapter 5.0, Agricultural Resources, agriculture has been a historical activity on the project site. Agricultural practices typically have involved the use of pesticides and other chemicals, which may be considered hazardous materials and can contaminate soils and water if not properly applied. Other than the prevailing agricultural use of the site and nearby lands there are no other land uses, either on or immediately adjacent to the project site, that involve activities handling substantial amounts of potentially hazardous materials.

Data on hazardous waste and hazardous material use and transportation sites are kept in the GeoTracker database, maintained by the SWRCB, and in the EnviroStor database, maintained by the California Department of Toxic Substances Control (DTSC). GeoTracker and EnviroStor map the locations and provide the names and addresses of hazardous material sites, along with their contamination history and cleanup status. A search of both databases indicated no record of active hazardous material sites on or within one-half mile of the project site (SWRCB 2022, DTSC 2022). A list of solid waste disposal sites identified by SWRCB that exhibit waste constituent levels outside the waste management unit as being above hazardous waste screening criteria did not contain any locations in the project vicinity (CalEPA 2021a). Likewise, an SWRCB list of sites under Cease and Desist Orders and Cleanup and Abatement Orders showed no locations on or near the project site (CalEPA 2021b).

A Phase I Environmental Site Assessment (ESA) of the project site was conducted by ENGEO, Inc., and is available in Appendix E of this EIR. The Phase I ESA identified, to the extent feasible, Recognized Environmental Conditions on the project site. A "recognized environmental condition" is the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property due to any release to the environment, under conditions indicative of a release to the environment, or under conditions that pose a material threat of a future release to the environment. The Phase I ESA included a review of local, state, tribal, and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps, and physical setting sources. Interviews with persons knowledgeable about current and past site use were conducted, as well as a field reconnaissance of the project site to check for the storage, use, production, or disposal of hazardous or potentially hazardous materials. It should be noted

that the Phase I ESA included not only the project site but areas to the north of Mariposa Road.

The site reconnaissance and records review conducted as part of the Phase I ESA did not find documentation or physical evidence of soil or groundwater impairments associated with the use or past use of the project site. A review of regulatory databases found no documentation of hazardous materials violations or discharge on the project site, and the review did not identify contaminated facilities within the search distances that would reasonably be expected to impact the project site. The Phase I ESA concluded that there were no Recognized Environmental Conditions on the project site.

Airport Hazards

Development near airports is potentially subject to hazards arising from airport operations. In general, development that concentrates residents and employees near airports is discouraged, both to avoid potential hazards associated with aircraft takeoffs and landings and to reduce exposure to noise associated with aircraft. Chapter 14.0, Noise, discusses potential noise impacts related to airport operations.

The closest public airport to the project site is Stockton Metropolitan Airport, approximately two miles to the southwest. The airport offers scheduled passenger air service, along with general aviation and air cargo services. The project site is within the land use compatibility planning area for Stockton Metropolitan Airport, specifically within Compatibility Zone 7b (Figure 11-1). Compatibility Zone 7b allows a maximum non-residential development intensity of 450 persons per acre, requires airspace review of objects more than 100 feet tall, and prohibits the following land uses (Coffman Associates 2016):

- New dumps or landfills, other than those consisting entirely of earth and rock but including those that are subject to applicable law and implementing advisories.
- Outdoor stadiums.
- Hazards to flight that include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds or other wildlife hazards to increase is also prohibited.

Compatibility Zone 7b corresponds with the Traffic Pattern Safety Zone 7b as described in Federal Aviation Administration regulations. Land development prohibitions for both zones are the same.

Wildfire Hazards

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

remaining wildland fires. High hazard areas for wildland fires are the grass-covered areas in the east and the southwest foothills of the county (San Joaquin County 2016b). The project site is not within these areas but is on the floor of the San Joaquin Valley. There are few wildland areas on the Valley floor, none in the vicinity of the project site, except overgrown areas along waterways.

The Fire and Resource Assessment Program, managed by the California Department of Forestry and Fire Protection (Cal Fire), identifies the potential fire threat for an area based on two factors: fire frequency and potential fire behavior. These two factors are used to determine Fire Hazard Severity Zones, with designations of Moderate, High, Very High, and Extreme. The Fire Hazard Severity Zones are mapped for two separate areas: State Responsibility Areas, where the State of California is financially responsible for the prevention and suppression of wildfires; and Local Responsibility Areas, where fire protection is provided by city fire departments, fire protection districts, counties, or Cal Fire under contract with a local government. The project site and surrounding lands are within a Local Responsibility Area and have not been placed in a Fire Hazard Severity Zone (Cal Fire 2007a, 2007b).

REGULATORY FRAMEWORK

Federal

At the federal level, the principal agency regulating the generation, transport and disposal of hazardous substances is the EPA, under the authority of the Resource Conservation and Recovery Act (RCRA). The RCRA established a federal hazardous substance "cradle-to-grave" regulatory program that regulates the generation, transportation, treatment, storage, and disposal of hazardous substances. Under RCRA, individual states may implement their own hazardous substance management programs if they are consistent with, and at least as strict as, the RCRA and if they receive EPA approval.

The EPA regulates hazardous substance sites under the Comprehensive Environmental Response Compensation and Liability Act, commonly referred to as Superfund. The purpose of Superfund is to provide authorities with the ability to respond to uncontrolled releases of hazardous substances from inactive hazardous waste sites that endanger public health and the environment. The subsequent Superfund Amendments and Reauthorization Act amended Superfund to, among other things, expand EPA's response authority, strengthen enforcement activities at Superfund sites, and broaden the application of the law to include federal facilities. In addition, new provisions were added dealing with emergency planning and community right-to-know.

The U.S. Department of Transportation regulates the interstate transport of hazardous materials and wastes through implementation of the Hazardous Materials Transportation Act. This act specifies driver-training requirements, load labeling procedures, and container design and safety specifications. Transporters of hazardous wastes must also meet the requirements of additional statutes such as RCRA.

State

Several state agencies regulate the transportation and use of hazardous materials to minimize potential risks to public health and safety, including the California Environmental Protection Agency and the Office of Emergency Services. The California Highway Patrol and Caltrans enforce regulations related to hazardous materials transport.

The DTSC is part of the California Environmental Protection Agency. It has the primary authority to enforce hazardous materials regulations for the generation, transport, and disposal of hazardous wastes under the authority of the Hazardous Waste Control Law, with delegation of enforcement to local jurisdictions that enter into agreements with the agency. DTSC is also responsible for overseeing the evaluation and cleanup of contaminated properties throughout California, including military facilities, school construction and expansion projects, and permitted facilities.

Under both RCRA and the Hazardous Waste Control Law, the generator of a hazardous substance must complete a manifest that accompanies the waste from the point of generation to the ultimate treatment, storage, or disposal location. The manifest describes the waste, its intended destination, and other regulatory information about the waste. Copies must be filed with the DTSC. Generators must also match copies of waste manifests with receipts from the treatment, storage, or disposal facility to which it sends waste.

California Fire Code

California Code of Regulations Title 24, Part 9 contains the California Fire Code, which is revised approximately every three years by the California Building Standards Commission. It incorporates, by adoption, the International Fire Code of the International Code Council, with California amendments. This is the official Fire Code for the State and all political subdivisions. The City of Stockton has adopted the 2022 version of the California Fire Code by reference in Chapter 15.12 of the Stockton Municipal Code.

Local

Certified Unified Program Agency (CUPA)

The Unified Hazardous Waste and Hazardous Management Regulatory Program, enacted in 1993, is a state and local effort to consolidate, coordinate, and make consistent existing programs regulating hazardous waste and hazardous materials management. The California Environmental Protection Agency adopted implementing regulations for the Unified Program in 1996.

The Unified Program is implemented at the local level by a Certified Unified Program Agency (CUPA). The San Joaquin County Environmental Health Department was approved by the State as the CUPA for the County and its incorporated cities. In that role, the County Environmental Health Department administers the California Accidental Release Prevention, Aboveground Petroleum Storage Act, Hazardous Waste Generator, Hazardous Waste Onsite Treatment, and Underground Storage Tank programs.

The CUPA also provides the management and record keeping of hazardous materials through the Hazardous Materials Program. This program inspects businesses for compliance with the Hazardous Waste Control Law and issues hazardous materials/waste permits to businesses that handle quantities greater than or equal to 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time. Businesses issued these permits are required to submit a Hazardous Materials Business Plan, which includes an inventory of hazardous materials and hazardous wastes, and an emergency response plan for incidents involving hazardous materials and wastes.

San Joaquin County Emergency Operations Plan

An update to the San Joaquin County Emergency Operations Plan was adopted in April 2019. The primary purpose of the plan, prepared by the County Office of Emergency Services, is to outline the County's all-hazard approach to emergency operations to protect the safety, health, and welfare of its citizens throughout all emergency management mission areas The plan is an all-hazards document describing the County's incident management structure, compliance with relevant legal statutes, other relevant guidelines, whole community engagement, continuity of government focus, and critical components of the incident management structure. Hazards include natural hazards such as floods, earthquakes, and extreme heat, along with technological hazards such as dam and levee failure and hazardous material releases, and human-caused hazards such as civil disturbances and terrorism (San Joaquin County OES 2019a).

As part of the preparation of the Emergency Operations Plan, evacuation routes have been designated in various parts of the County, including southeast Stockton. Within an area designated as the Stockton South East Evacuation Zone, Mariposa Road has been designated as an evacuation route (San Joaquin County OES undated).

County Agricultural Commissioner

The County Agricultural Commissioner is directed by the County Office of Emergency Services to track agricultural uses and issue use permits for pesticide application on agricultural land. The Commissioner's staff conducts routine inspections to ensure that farm operations comply with the requirements set forth in the Federal Insecticide, Fungicide, and Rodenticide Act, the main federal statute governing agricultural chemical use. This act, among other provisions, requires users to register when purchasing pesticides; later amendments to the law require users to take exams for certification as pesticide applicators. For the most recent year information is available, most farmland in the County was permitted for pesticide use.

Stockton Metropolitan Airport Land Use Compatibility Plan (ALUCP)

The ALUCP for Stockton Metropolitan Airport was adopted by SJCOG in 2016. The purposes of the ALUCP are to protect the public from the adverse effects of airport noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

The ALUCP designates land use compatibility zones around the airport (Figure 11-1). Allowable development densities and intensities are specified within each zone, along with prohibited land uses and other development conditions, all of which are based on safety criteria in the ALUCP (Coffman Associates 2016). Eight safety and compatibility zones have been established around Stockton Metropolitan Airport. The project site is within Compatibility Zone and Traffic Pattern Safety Zone 7b, as described above.

Projects that could potentially affect airport operations are subject to review by the Airport Land Use Commission, members of which are the SJCOG Board of Directors. The Airport Land Use Commission reviews projects within the Airport Influence Area, which surrounds the airport and encompasses areas within and outside of the land use compatibility zones. Projects are reviewed for consistency with the ALUCP prepared for the airport and to ensure that the project does not interfere with airport operations. The project site is within the Airport Influence Area of Stockton Metropolitan Airport.

Stockton Municipal Code

Stockton Municipal Code Section 16.36.080 sets forth the standards for regulating the use, handling, storage, and transportation of hazardous materials. Per Section 16.36.080(A), any new commercial, industrial, institutional, or accessory use, or a major addition to such existing use, that involves the manufacture, storage, handling, or processing of hazardous materials in sufficient quantities to require hazardous material permits shall require a use permit if the use is within 1,000 feet of a residential zoning district. In addition, this section provides standards for reporting, notification, new development, and both underground and aboveground storage of hazardous materials. Proposed project development is not within 1,000 feet of a residential zoning district.

Chapter 16.28 regulates development and new land uses in overlay districts established by Section 16.16.020. Section 16.28.030 establishes the Airport Operations overlay district and provides height limits for structures in the vicinity of the Stockton Metropolitan Airport, based on zones or surfaces defined in the air space above the airport and its surroundings. It also requires that all proposed uses in the overlay district be consistent with the ALUCP. The project site does not have the Airport Operations overlay zone designation.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to hazards and hazardous materials if it would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials,
- 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,

- Emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school,
- Be located on a site included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5, and as a result create a significant hazard to the public or the environment,
- For a project located within an airport land use plan or within two miles of a public or public-use airport if no plan has been adopted, result in a safety hazard or excessive noise for people residing or working in the project area,
- Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan, or
- Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

Impact HAZ-1: Hazardous Material Transportation and Storage

Future warehousing projects or other development proposed by the project would likely require the storage, transport, use, and disposal of hazardous materials, generally cleaning products, fuels, solvents, and products designed to maintain warehouse equipment. The proposed warehouses also could store finished goods or raw materials that may be considered hazardous to human health.

Project site activities that would transport or store hazardous materials would be required to do so in compliance with applicable local, state, and federal regulations. These requirements would include preparation and implementation of a Hazardous Materials Business Plan for activities that would transport or store specified quantities of hazardous materials. These Existing Requirements are described below. Compliance with these requirements would reduce impacts related to routine transport, use, and storage of hazardous materials to a level that would be less than significant.

HAZ-1: *(Existing Requirement)* New business on the project site that may handle quantities of hazardous materials equal to or greater than 55 gallons of a liquid, 500 pounds of a solid, or 200 cubic feet of a compressed gas at any given time shall submit a Hazardous Materials Business Plan to the Certified Unified Program Agency (CUPA) of San Joaquin County. The Hazardous Materials Business Plan shall include an inventory of hazardous materials and hazardous wastes and an emergency response plan for incidents involving hazardous materials and wastes.

HAZ-2: *(Existing Requirement)* Proposed business uses that involve the manufacture, storage, handling, or processing of hazardous materials in sufficient quantities that would require a Hazardous Materials Business Plan and the use is within 1,000 feet of a residential zoning district, the project shall comply with Stockton Municipal Code Section 16.36.080, which governs use, handling, storage, and transportation of hazardous materials.

Level of Significance: Less than significant

Mitigation Measures: *No additional mitigation measures are required*

Impact HAZ-2: Hazardous Material Releases

Construction activities on the project site may involve the use of hazardous materials such as fuels and solvents, and thus create a potential for hazardous material spills. Construction and maintenance vehicles would transport and use fuels in ordinary quantities. Fuel spills, if any occur, would ordinarily be minimal and would not typically have significant adverse effects. Potential hazardous materials spills during construction are addressed in the required SWPPP, described in Chapter 9.0, Geology. In accordance with SWPPP requirements, contractors have absorbent materials at construction sites to clean up minor spills. Other substances used in the construction process would be stored in approved containers and used in relatively small quantities, in accordance with the manufacturers' recommendations and/or applicable regulations. Per SWPPP requirements, if a discharge violation occurs, the contractor shall immediately notify the City, and the City shall file a violation report electronically to the RWQCB within 30 days of identification of non-compliance.

As noted in the Impact HAZ-1 discussion, hazardous materials transportation and storage on the project site would be subject to federal, state, and local regulations that would ordinarily prevent release of hazardous materials to the soil and/or groundwater and the creation of new hazardous material or waste sites. Existing Requirement HAZ-1 includes preparation and implementation of a Hazardous Materials Business Plan. In case of hazardous materials release, the City and County have emergency response teams that would respond to incidents involving hazardous materials.

If the project does not propose to store hazardous materials in quantities requiring a Hazardous Materials Business Plan, the most likely source of releases would be leaks of fluids from motor vehicles and spills of cleaning products and solvents used in warehouse operations. Spills of these materials would be minimal, and the building floors and pavement would prevent these materials from directly entering the soil. These potential effects would be reduced to a less than significant with the implementation of Existing Requirements GEO-1 and GEO-2 discussed in Chapter 9.0 of this EIR.

A potential issue of concern is the proximity of a "disadvantaged community" to the proposed development (see Chapter 13.0 Land Use for a description of a disadvantaged community). Factors in determining the existence of a disadvantaged community include the presence of hazardous waste generators and facilities. The nearest DUC is approximately 0.5 miles west of the project site. Neither the project nor the Mariposa Industrial Park to the west are considered hazardous waste generators; hazardous materials most likely to be released by either project would be motor vehicle fluids, cleaning products and solvents in small quantities. Therefore, the project would not involve any substantial potential hazardous materials conflict with the Mariposa Road DUC.

As previously noted, a project may have significant impacts if it would emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. There are no schools within one-quarter mile of the project site; the nearest school is Hamilton Elementary school at 2245 Eleventh Street, approximately 2.5 miles northwest of the project site.

Level of Significance: Less than significant

Mitigation Measures: *No additional mitigation measures are required.*

Impact HAZ-3: Hazardous Material Sites

As noted, a search of hazardous material databases did not find records of active hazardous material sites on or within one-half mile of the project site. A Phase I ESA was conducted for the project site that concluded that there were no Recognized Environmental Conditions on the project site.

The Phase I ESA acknowledged that past agricultural activities on the project site may have left residual concentrations of agrichemicals in the surface soil. In addition, the project site is adjacent to Mariposa Road, which has existed for decades. Elevated lead concentrations may exist in soils along older roadways as a result of aerially deposited lead from the historical use of leaded gasoline. The Phase I ESA made recommendations regarding potential onsite contamination, which have been incorporated into the mitigation measure described below. Implementation of this mitigation measure would reduce potential project impacts related to hazardous material sites to a level that would be less than significant.

Level of Significance: Potentially significant

Mitigation Measures:

HAZ-3: In accordance with the recommendations of the Phase I ESA prepared by ENGEO, Inc. for the project, the following measures shall be implemented:

- Project plans and specifications shall incorporate and reflect the results of testing aerially deposited lead in areas proposed for improvement along the Mariposa Road frontage of the project site.
- On-site residences to be demolished shall be inspected presence or absence of hazardous levels of lead, asbestos, or PCB contamination; demolition procedures shall maintain consistency with applicable standards.
- An agrichemical assessment of soil to be exported from the project site shall be conducted to determine proper soil disposal and/or reuse alternatives

Significance After Mitigation: Less than significant

Impact HAZ-4: Airport Hazards

The project site is within Compatibility Zone 7b for the Stockton Metropolitan Airport ALUCP; therefore, review by the San Joaquin Airport Land Use Commission for consistency with the ALUCP will be required. This Existing Requirement is set forth below.

> HAZ-4: *(Existing Requirement)* Site plan and design review submittals for the project shall be referred to the San Joaquin County Airport Land Use Commission for review. Applicable recommendations of the Airport Land Use Commission shall be made a condition of City approval.

Proposed development on the project site appears to be consistent with the allowed land uses in Compatibility Zone 7b, and no land uses prohibited by the ALUCP are proposed. The project may include structures of up to 100 feet in height; while structures of this height may not require FAA airspace review, structures approaching this height may well involve Airport Land Use Commission concerns. ALUCP review would be triggered during City site plan and design review; recommendations applicable to tall structures would be made part of the City approval for such structures. Existing Requirements would reduce project impacts related to airport hazards to a level that would be less than significant.

> Level of Significance: Less than significant
>
> Mitigation Measures: *No additional mitigation measures are required*

Impact HAZ-5: Interference with Emergency Vehicle Access and Evacuations

While project construction work would mostly occur on the project site, the project would also include frontage improvements along Mariposa Road and connection to and modification of utility lines along the road. Mariposa Road is designated as an evacuation route for southeast Stockton. Project construction work on adjacent roads could potentially interfere with emergency vehicle access and evacuations.

Construction work on Mariposa Road would mainly occur along the edge of the roadway, which is not expected to require closure of the road or any major restriction on travel lanes. Work within the public right-of-way would require an encroachment permit from the City or County as applicable.

> HAZ-5: (*Existing Requirement)* Encroachment permits for work within the public right-of-way shall be obtained from the City of Stockton or San Joaquin County as applicable.

Should trenching or other excavation occur in or adjacent to the roadway, the excavated area can be phased, covered, or backfilled such that emergency vehicles and evacuee vehicles can pass the work site unobstructed. Once construction work is completed, project development would not obstruct any roads. With the implementation of the Existing Requirement HAZ-5, project impacts on emergency vehicle access or emergency evacuation plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: *No additional mitigation measures are required.*

Impact HAZ-6: Wildfire Hazards

The project site currently is vacant land. It is within an urbanizing area and is partially surrounded by existing development or industrial land under construction, which have a low wildfire hazard. Remnant agricultural land in the vicinity of the project site also have a low wildfire hazard. As noted, the project site is not within a State Responsibility Area nor is it within a designated Fire Safety Hazard Zone, which are the primary concerns of the recently updated CEQA Guidelines Appendix G.

The project site currently is covered with grasses and weeds, which may present a fire hazard, particularly during the dry season from approximately May to October. Fire control on the site is currently the responsibility of the Montezuma Fire District. Development of the project would reduce the fire hazard on the site by replacing the existing vegetation with buildings and pavement. Once annexation is approved, fire protection services for the project site would become the responsibility of the Stockton Fire Department (see Chapter 15.0, Public Services and Recreation). Additionally, the project would be required to comply with the adopted California Fire Code, which would reduce potential fire risks to proposed structures.

The project site is adjacent to North Littlejohns Creek, which has riparian vegetation along its banks. This vegetation may be susceptible to wildfire during the dry season, especially since North Littlejohns Creek is dry during that time. However, the vegetation area is limited, and project development would be substantially set back from the creek; proposed paved aisles and parking areas would act as a buffer between the buildings and the creek vegetation. Riparian vegetation along North Littlejohns Creek would not be a significant wildfire hazard.

Recently, PG&E has implemented Public Safety Power Shutoffs of its electrical facilities during times and in areas where conditions of extreme fire danger are anticipated, mainly in the foothill and mountain regions. The project site and vicinity are not in an area where Public Safety Power Shutoffs are likely to be implemented.

Overall, the project would not be subject to a significant wildfire risk. Project impacts related to wildfires would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

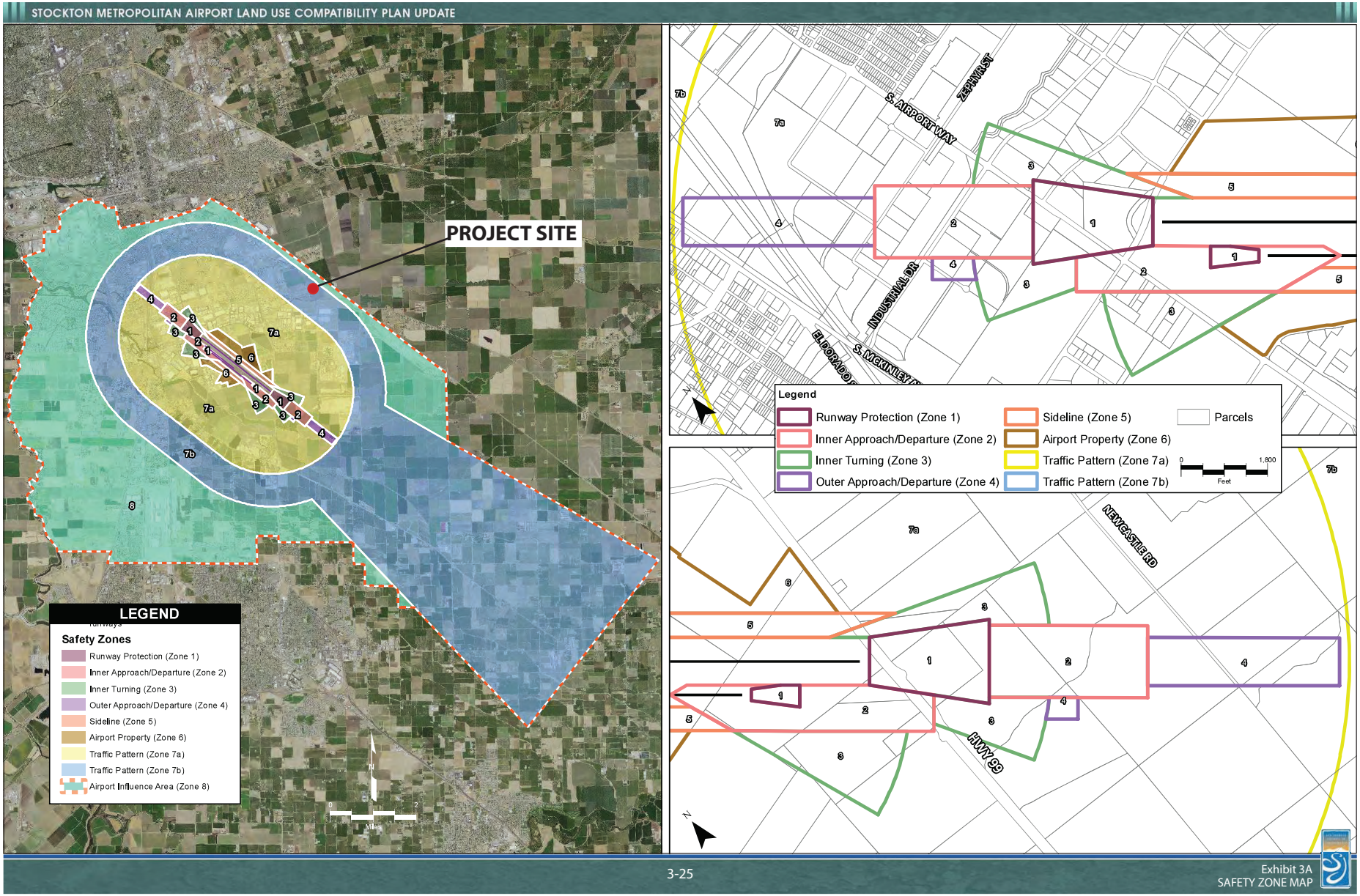


Figure 11-1
STOCKTON METROPOLITAN AIRPORT SAFETY ZONES

12.0 HYDROLOGY AND WATER QUALITY

ENVIRONMENTAL SETTING

Surface Waters and Surface Water Quality

North Littlejohns Creek, an intermittent stream, flows westward along a portion of the southern boundary of the project site. The creek originates as Littlejohns Creek in the foothills, then diverges from the mainstem of Littlejohns Creek approximately eight miles east of the project site. The North Littlejohns Creek watershed, which drains approximately 5,414 acres, is dry for part of the year; most of the water it conveys is flood flows during and after winter storms. In summer months, the creek receives occasional irrigation runoff and urban stormwater drainage from outfalls (ESA 2014).

North Littlejohns Creek discharges into French Camp Slough west of the Stockton Metropolitan Airport. French Camp Slough flows westward until it discharges into the San Joaquin River, upstream from the Stockton Deepwater Shipping Channel. The San Joaquin River, approximately seven miles west of the project site, flows past Stockton and through the Sacramento-San Joaquin Delta region to its confluence with the Sacramento River at Suisun Bay.

The project site is located approximately five miles east of the boundary of the Sacramento-San Joaquin Delta as defined by statute. The Delta is a 600-square-mile area of waterways and islands of reclaimed land at the confluence of the Sacramento and San Joaquin Rivers. The Delta receives runoff from a watershed that covers approximately 45 percent of the State's land area, including flows from the Sacramento, San Joaquin, Mokelumne, and Cosumnes Rivers (Lund et al. 2007). Although portions of the Stockton area - mainly areas close to the San Joaquin River - are within the legally defined boundaries of the Delta, the project site and surrounding lands are not.

Surface water quality in the Stockton area streams is greatly influenced by local land uses, which have historically included a range of agricultural uses. Pollutant sources in the vicinity include past waste disposal practices, urban stormwater runoff, agricultural chemicals and fertilizers, and agricultural equipment deposits. Typical contaminants include sediment, hydrocarbons and metals, pesticides, nutrients, and litter. Irrigation and storm events likely transport these pollutants into North Littlejohns Creek (ESA 2014).

The SWRCB has prepared a list under Clean Water Act Section 303(d) that identifies surface waters in the Stockton area considered impaired in water quality, along with the pollutants responsible for the impairment. Littlejohns Creek, consisting of North and South Littlejohns Creek, is listed as having impaired water quality from indicator bacteria, chlorpyrifos, dissolved oxygen, and an unspecified toxicity. The sources of these contaminants are listed as unknown other than for chlorpyrifos, which is a chemical in pesticides used in agriculture operations (SWRCB 2022). However, a common source of bacteria in water located in rural areas is animal waste.

Groundwater and Groundwater Quality

The project site is within the Eastern San Joaquin County Groundwater Subbasin of the San Joaquin Valley Groundwater Basin. The Eastern San Joaquin Subbasin is bounded by the Mokelumne River on the north and northwest, the San Joaquin River on the west, the Stanislaus River on the south, and the Sierra Nevada to the east. The subbasin is recharged by stream flows, percolation of rainfall and irrigation water, inflow from other groundwater basins, and intentional recharge in ponds and on some farm fields with compensation to landowners. The GPEIR does not identify any important recharge areas associated with the site.

Average groundwater use in the Eastern San Joaquin Subbasin is about 809,321 acre-feet per year, of which approximately 95 percent is for agriculture and the remainder is for municipal and industrial uses (City of Stockton 2018b). According to the most recent available groundwater report, groundwater levels in the vicinity of the project site range from 20 to 30 feet below the ground surface (San Joaquin County Flood Control District 2019).

Groundwater has historically been an important source of potable water in the Stockton area, but it currently supplies just one-quarter of the City's water (see Chapter 17.0, Utilities and Energy). Since the late 1940s and early 1950s, groundwater withdrawals to meet agricultural and urban demands has created a pronounced pumping depression - a lowering of the water table - between the Mokelumne and Stanislaus Rivers, with the center of the depression east of Stockton. The groundwater gradient beneath the project site is toward the pumping depression east of the site. The demand for groundwater in San Joaquin County appears to have peaked in the 1990s and is projected to continue to decline as the City's water demands are increasingly met by surface water supplies, the City adopts more water-efficient urban and irrigation practices, and local agencies implement sustainable groundwater management plans (City of Stockton 2018b).

Groundwater in the Subbasin is typically characterized by calcium-magnesium bicarbonate or calcium-sodium bicarbonate types. Groundwater flow toward the depression east of Stockton has allowed poorer-quality, more saline water from the Delta to migrate into the Stockton area (ESA 2014). During earlier periods of substantial over-pumping, migration of more salty water from the Delta degraded water quality and threatened the long-term sustainability of the underlying groundwater basin. However, the groundwater supply of the City is generally of good quality, and once-rapid saline water migration appears to have slowed significantly (City of Stockton 2018b).

Flooding

According to the Flood Insurance Rate Maps (FIRMs) prepared by the Federal Emergency Management Agency (FEMA), the southern approximately 19.8 acres of the project site is within an area designated Zone AO (Figure 12-1). Zone AO denotes areas inside the 100-year floodplain, as designated by FEMA, with determined average flood depths of 1-3 feet. The 100-year floodplain is an area that is subject to inundation by a flood that would occur on average once every 100 years. The 100-year flood is the standard flood hazard that is of concern to FEMA. The remainder of the project site is not within any FEMA-designated

floodplain. Development in Zone A areas are subject to the requirements of City of Stockton floodplain ordinance.

As described later in this chapter, SB 5 legislation enacted in 2007 requires urban and urbanizing areas in the Central Valley by no later than 2025 to have protection from a flood that would occur on average once every 200 years - the "200-year flood". A particular focus is regulation of development within areas subject to potential 200-year flooding of three feet or more in depth. Based on 200-year flood mapping in the GPEIR, the project site would not be subject to a 200-year flood of three feet or more in depth (City of Stockton 2018b).

Dam and levee failures are incidents that can cause flooding. According to an annex to the Emergency Operations Plan prepared by the County Office of Emergency Services, the project site is not subject to inundation from failure of major dams or dikes in the area. The project site is outside the boundaries of levee districts established in San Joaquin County (San Joaquin County OES 2019b). No levees have been built along North Littlejohns Creek on or near the project site.

REGULATORY FRAMEWORK

Federal

Clean Water Act

The Clean Water Act, as administered by the EPA, seeks to restore and to maintain the chemical, physical, and biological integrity of the nation's waters. It employs a variety of regulatory and non-regulatory tools to reduce direct pollutant discharges into waterways, to finance municipal wastewater treatment facilities, and to manage polluted runoff.

Section 303(d) requires that each state identify water bodies or segments of water bodies that are "impaired" - not meeting one or more of the water quality standards established by the State. These waters are identified in the Section 303(d) list as waters that are polluted and need further attention to support their beneficial uses. The intent of the 303(d) list is to identify water bodies that require future development of a Total Maximum Daily Load for the pollutants causing the conditions of impairment. The Total Maximum Daily Load is the maximum amount of a pollutant that a water body can receive and still meet water quality standards. Typically, it is the sum of the allowable loads of a single pollutant from all contributing point and nonpoint sources. As noted, Littlejohns Creek is on the Section 303(d) list as having impaired water quality, as discussed earlier in this chapter.

National Pollutant Discharge Elimination System

The Clean Water Act authorizes the EPA to implement water quality regulations. The National Pollutant Discharge Elimination System (NPDES) permit program, established under Section 402(p) of the Clean Water Act, controls water pollution by regulating stormwater discharges into the waters of the United States. California has an approved State NPDES program. The EPA has delegated authority for regulating stormwater discharges to the SWRCB, which in turn delegates this authority to the RWQCBs. In

accordance with the NPDES program, the Central Valley RWQCB has issued RWQCB Order R5-2016-0040, a general permit for municipal separate storm sewer systems (MS4) within its jurisdiction. The City of Stockton implements its stormwater quality programs in accordance with this MS4 permit. A description of the City's MS4 permit program is provided later in this section.

National Flood Insurance Program

The National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973 mandate FEMA to evaluate flood hazards. FEMA provides Flood Insurance Rate Maps for local and regional planners to promote sound land use and floodplain development by identifying potential flood areas based on the current conditions. To delineate these maps, FEMA conducts engineering studies referred to as Flood Insurance Studies. Using information gathered in these studies, FEMA engineers and cartographers delineate Special Flood Hazard Areas on Flood Insurance Rate Maps. The most recent maps for the City of Stockton were completed and published in 2009. The Special Flood Hazard Area is the area where the floodplain management regulations of the National Flood Insurance Program must be enforced and the area where the mandatory purchase of flood insurance applies. These include areas within Zone AO, which covers the southern portion of the project site.

Under the National Flood Insurance Program, the City of Stockton has created standards and policies to ensure flood protection. These policies address standards for development and redevelopment, floodplain compatibility of land uses, pre-development drainage studies, compliance with discharge permits, enhancement of existing waterways, and cooperation with the Corps and the San Joaquin Area Flood Control Agency, among other matters. The San Joaquin Area Flood Control Agency is a joint powers agency whose members are San Joaquin County, the City of Stockton, and the San Joaquin Flood Control and Water Conservation District. The agency's mission is to study, plan, and implement flood protection projects to reduce the risk to people, structures, and the economy.

State

Water Quality Control Plan (Basin Plan)

The Central Valley RWQCB has prepared a Water Quality Control Plan for the Sacramento River and San Joaquin River Basins (Basin Plan). The Basin Plan identifies water quality standards that are based on identified beneficial uses and water quality objectives based on those uses. Beneficial uses listed for surface water bodies in the vicinity of the project site include municipal and domestic supply, agriculture supply, wildlife habitat, warm and cold freshwater habitat, contact and non-contact recreation, warm and cold-water migration of aquatic organisms and spawning, industrial process and service supply, and groundwater recharge (RWQCB 2015). The City achieves consistency with the standards of the Basin Plan through implementation of the City's MS4 permit program, which is described below, as well as compliance with Waste Discharge Requirements applied to its wastewater treatment system, which is described in Chapter 17.0, Utilities and Energy.

SWRCB General Permits

SWRCB has adopted general permits for construction activity and industrial and commercial use to maintain surface water quality. As described in Chapter 9.0, Geology and Soils, project construction that causes one acre of ground disturbance or more is required to obtain a Construction General Permit, conditions for which include preparation of a SWPPP.

The Industrial General Permit, SWRCB Order No. 2014-0057-DWQ, became effective July 1, 2015. The Industrial General Permit implements the federally required stormwater regulations in California for stormwater associated with industrial activities discharging to waters of the United States. In general, facilities designated by the RWQCB, facilities whose operators seek coverage, and facilities required by EPA stormwater regulations are covered by the Industrial General Permit. Among other things, the Industrial General Permit requires:

- Prohibition of unauthorized non-stormwater discharges. The authorized non-stormwater discharges are addressed in the Special Conditions section of the Industrial General Permit.
- Control of pollutant discharges using the best available technology economically achievable and best conventional pollutant control technology.
- All facility operators are to prepare, retain on site, and implement a SWPPP. Development and implementation requirements for the SWPPPs are included in sections of the Industrial General Permit. However, SWPPPs are developed emphasizing BMP implementation and elimination of unauthorized non-stormwater discharges.
- Implementation of a monitoring program to demonstrate compliance with the Industrial General Permit. Allowances for alternative monitoring and group monitoring are also provided in the Permit.

Sustainable Groundwater Management Act

In 2014, the California Legislature passed the Sustainable Groundwater Management Act (SGMA), the purpose of which is to give local agencies greater authority to manage groundwater supplies. The legislation requires the formation of local Groundwater Sustainability Agencies that must assess conditions in their local water basins and adopt locally based management plans. Several agencies in the Eastern San Joaquin Subbasin have become Groundwater Sustainability Agencies, including the City of Stockton, San Joaquin County, the Stockton East Water District, Central San Joaquin Water Conservation District, and the South San Joaquin Groundwater Sustainability Agency.

Under SGMA, groundwater sustainability plans for critically overdrafted basins are to be adopted by January 31, 2020, while other groundwater basins are required to adopt plans by January 31, 2022. The Eastern San Joaquin Subbasin has been designated a critically over drafted basin, indicating significantly more groundwater has been withdrawn than has been replenished. As noted, a groundwater depression has developed in the area east of

Stockton. A Groundwater Sustainability Plan for the Subbasin, involving several agencies that included the City, was submitted to the DWR on January 29, 2020. DWR recommended approval of the plan in March 2023.

The Groundwater Sustainability Plan follows the method prescribed by SGMA to measure undesirable results, which involves setting minimum thresholds and measurable objectives for representative wells. A total of 20 representative wells were identified for measurement of groundwater levels, and 10 representative wells were identified for groundwater quality monitoring. Groundwater evaluations conducted as a part of plan development have provided estimates of the historical, current, and projected groundwater budget conditions. Based on these analyses, at projected groundwater pumping levels, the long-term groundwater pumping offset and/or recharge required for the Subbasin to achieve sustainability is approximately 78,000 acre-feet per year (ESJGA 2019).

Achieving sustainability in the Subbasin requires implementation of projects and management actions. These include water supply projects that either replace groundwater use or supplement groundwater supplies to attain the current estimated pumping offset and/or recharge need. A final list of 23 potential projects is included in the Groundwater Sustainability Plan, representing a variety of project types: direct and in-lieu recharge, inter basin water transfers, demand conservation, water recycling, and stormwater reuse (ESJGA 2019).

SB 5 Bills

In 2007, the State of California approved SB 5 and a series of related Senate and Assembly bills intended to set new flood protection standards for urban areas. These bills, referred to collectively in this document as "the SB 5 Bills," establish the State standard for flood protection in urban areas in the Central Valley as protection from the 200-year flood. Under the SB 5 Bills, urban and urbanizing areas must be provided with 200-year flood protection no later than 2025. After July 2, 2016, new development in areas potentially exposed to 200-year flooding more than three feet deep is prohibited, unless the local land use agency certifies that 200-year flood protection has been provided or that "adequate progress" has been made toward provision of 200-year flood protection by 2025.

Under Stockton Municipal Code Section 16.90.020A(5), a parcel map or a discretionary permit shall not be approved unless the review authority makes one of several potential findings. One of these findings is that the property is in an area of potential flooding of three feet or less from a 200-year flood, from sources other than local drainage, in urban and urbanizing areas. As noted, the project site is not within a 200-year flood area mapped per SB 5 provisions.

Regional and Local

City of Stockton Storm Water Management Program

As noted above, stormwater quality regulation is established in the MS4 general permit issued by the SWRCB. The MS4 permit requires affected MS4 systems, including the City's, to adopt and implement a Storm Water Management Program, which was discussed in Chapter 9.0, Geology. Along with construction stormwater discharge requirements and

a water quality monitoring program, the Storm Water Management Program places additional controls on the operation of industrial and commercial businesses, in accordance with the Industrial General Permit. These control measures pertain to facility inventory, prioritization and inspection, industrial outreach, enforcement, training, and effectiveness assessment.

Storm Water Quality Control Criteria Plan

The City/County Storm Water Quality Control Criteria Plan applies to the City of Stockton and to nearby County lands. The Storm Water Quality Control Criteria Plan identifies a range of post-construction BMPs that must be incorporated into new development projects. BMPs include provisions for control of stormwater volumes such that peak existing discharges are not exceeded. Volume control can be achieved through a combination of low-impact development and specific volume control measures, treatment control, and trash control. Post-construction BMP requirements are contained in City ordinances that require compliance with the plan.

Eastern San Joaquin Groundwater Authority

The Eastern San Joaquin Groundwater Authority, a joint powers agency that includes the City of Stockton, was originally established in 2001 as the Northeastern San Joaquin County Groundwater Banking Authority. Its purpose was to collectively develop locally supported projects to strengthen water supply reliability in eastern San Joaquin County. An Eastern San Joaquin Groundwater Basin Groundwater Management Plan was issued by the San Joaquin County Public Works Department in 2004. This plan set forth groundwater management options to elevate groundwater levels and to maintain or enhance both groundwater and surface water quality (NSJGBA 2004).

In 2017, an adopted joint powers agreement between the Northeastern San Joaquin County Groundwater Banking Authority members and other local agencies created the Eastern San Joaquin Groundwater Authority. The purpose of this agency is to create and adopt a groundwater sustainability plan for the Eastern San Joaquin Subbasin, in accordance with the Sustainable Groundwater Management Act. As noted, the Subbasin has been designated a critically over drafted basin, and a Groundwater Sustainability Plan has been submitted to and recommended for approval by the DWR.

Stockton Municipal Code

The City of Stockton sets forth stormwater quality requirements in Municipal Code Chapters 13.16, Stormwater Management and Discharge Control, and 13.20, Stormwater Quality Control Criteria Plan. In addition, Chapter 15.48 of the Stockton Municipal Code regulates grading and erosion control within City limits.

Chapter 15.44, Flood Damage Prevention, includes provisions that serve to minimize public and private losses due to flood conditions. The chapter applies to Special Flood Hazard Areas, defined as areas that are within the 100-year floodplain, which are designated on FEMA maps as Zones A, AO, or AE, among others. Projects cannot be constructed within these Special Flood Hazard Areas without complying with the provisions of this chapter. Such provisions include anchoring of structures and elevation

of structures at least two feet above the base flood elevation. Nonresidential structures shall either be elevated or shall be floodproofed so that the structure is watertight with walls substantially impermeable to the passage of water and that its components can resist hydrostatic and hydrodynamic loads and effects of buoyancy.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on hydrology and water quality if it would:

- Violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or ground water quality,
- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin,
- Substantially alter the existing drainage pattern of the 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 result in substantial erosion or siltation on- or off-site, impede or redirect flood flows, substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or 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,
- In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation, or
- Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact HYDRO-1: Surface Water Resources, Flooding and Water Quality

The project site is adjacent to North Littlejohns Creek. As discussed in Chapter 7.0, Biological Resources, a setback from North Littlejohns Creek would prevent encroachment on the creek itself, apart from a proposed EVA crossing, which would be subject to various federal and State permit requirements that would minimize the extent of creek disturbance.

The southernmost portion of the project is located within floodplain Zone AO, which is subject to shallow flooding. All development within Zone AO is subject to the requirements of Chapter 15.44 of the Stockton Municipal Code, which requires that developed be floodproofed by raising building pads to above the predicted floodplain level or other floodproofing of buildings. Conformance with these requirements would reduce potential flooding impacts to a less than significant level.

HYDRO-1: *(Existing Requirement)* Industrial development within floodplain Zone AO shall conform to Stockton Municipal Code Chapter 15.44 Flood Damage Prevention.

The project would place some demand on surface water resources. Potential impacts are discussed in Chapter 17.0, Utilities and Service Systems. Chapter 17.0 also discusses impacts on the water distribution system, including the need for additional facilities to support project water demands.

The conceptual plan for the project proposes future development of four warehouse buildings. As noted in Chapter 9.0, Geology and Soils, construction activities associated with this development could disturb and loosen soils, which could be transported off-site by runoff and could eventually enter surface waters. In addition, debris, fuels, oils, and other pollutants from project operations, particularly from motor vehicles, could likewise be transported by runoff. This could have a potentially significant impact on water quality in North Littlejohns Creek, which in turn drains into French Camp Slough and eventually the San Joaquin River. Pollution from these sources would be prevented by participation in the Industrial General Permit program as required by mitigation measures below.

Potentially significant effects on water quality would be prevented by conformance with City of Stockton stormwater management requirements, including the City's NPDES MS4 permit and Storm Water Management Program that are intended to minimize the potential stormwater quality impacts of development. Program elements include construction stormwater discharge requirements, which are met by the development and implementation of an SWPPP, including risk-based monitoring requirements, and the incorporation of post-construction BMPs per the City's adopted Storm Water Quality Control Criteria Plan. On-site drainage would be routed through Low Impact Development features that may include such features as vegetated buffer strips and swales, engineered drain inlets, trash control, detention basins and/or vaults and various other filtration and infiltration structures and devices. These would provide water quality treatment and volume control for runoff generated by building, paving, and other development. These requirements are set forth below.

HYDRO-2: *(Existing Requirement)* Industrial uses on the project site shall obtain coverage under the Central Valley RWQCB Industrial General Permit program and implement pollution control measures using the best available technology economically achievable and best conventional pollutant control technology. All facility operators shall prepare, retain on site, and implement a SWPPP implementing applicable Industrial General Permit requirements, including a monitoring program.

HYDRO-3: *(Existing Requirement)* Prior to final site plan approval, the project applicant shall submit a storm drainage master plan that shows all onsite facilities and connection to the storm drainage system of Mariposa Industrial Park. The master plan shall demonstrate how storm drainage can be managed without impact on North Littlejohns Creek that could cause flooding. The master plan shall be submitted

to the Stockton Municipal Utilities Department for review and approval. Project developers shall enter into a maintenance agreement for post-construction BMPs prior to receiving a Certificate of Occupancy.

The project proposes to connect its onsite storm drainage collection system to a detention basin currently being constructed on the Mariposa Industrial Park site to the west. Existing conceptual plans for the project do not include detailed storm drainage management plans. The project will be required to submit detailed storm drainage plans, including a storm drainage master plan, construction erosion and sedimentation controls and post-construction BMPs. The storm drainage detention facility would include facilities and operating practices that would prevent discharges to North Littlejohns Creek unless capacity in the creek is available.

Construction and operation of the project would have a potentially significant impact on surface water flows and water quality in North Littlejohns Creek. However, implementation of the Existing Requirements HYDRO-1, HYDRO-2, and HYDRO-3 above would reduce impacts to a level that would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: *No additional mitigation measures are required*

Impact HYDRO-2: Groundwater Resources and Quality

The project would not draw directly from groundwater but would be connected to the City's potable water system, which relies in part on groundwater. Groundwater reliance has been reduced in recent years with the expansion of City surface water supplies. Development on the project site would generate additional water demands, but as documented in the Water Supply Assessment for the project, the City's water system can accommodate this development from its existing and projected water supplies (see Chapter 17.0 Utilities and Energy and Appendix H). Project water demands would not require use of additional groundwater resources or result in a significant effect on groundwater volume.

Development of the project would replace existing vacant land with buildings and pavement. This would reduce the existing groundwater recharge potential of the project site by reducing the amount of rainfall percolated into the soil. The GPEIR analyzed the issue of groundwater recharge and found that projected urban development, including development of the project site, would not substantially interfere with groundwater recharge. While planned development would increase impervious areas, "priority projects" would be required to implement multiple BMPs that minimize impervious areas and retain, reuse, and/or infiltrate stormwater. As defined in the City's SWMP, priority projects include residential subdivisions of ten or more units, parking lots with 5,000 square feet or more or with 25 or more parking spaces, and 100,000-square foot industrial/commercial developments, among others (City of Stockton 2018b). In addition, proposed General Plan Action SAF-3.2.B requires new development to employ Low Impact Development approaches that conserve natural areas and reduce impervious areas. The GPEIR concluded

that, with these requirements in place, groundwater recharge impacts would be less than significant.

Also, as noted, a Groundwater Sustainability Plan has been prepared for the Eastern San Joaquin Subbasin in accordance with SGMA and recommended for approval. This plan proposes projects that are designed to maintain sustainable groundwater levels, including direct and in-lieu recharge projects. Given the City's efforts to reduce reliance on groundwater, the project is not expected to interfere substantially with groundwater recharge in the subbasin such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level.

As noted, groundwater depths at the project site range from 20 to 30 feet. Because of this, project construction is unlikely to intercept any groundwater, thereby potentially contaminating it. The project does not require drilling of new wells on the project site; water supply to proposed development would be provided by the City of Stockton's water system. The project would not involve use of substantial amounts of hazardous materials or involve on-site waste disposal. Proposed industrial uses would occur in buildings or on paved areas, preventing potential spills that could impact groundwater quality, and project activities would not otherwise affect groundwater. Overall, project impacts on groundwater are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact HYDRO-3: Drainage Patterns and Runoff

Industrial development of the project site as described in the conceptual development plan would alter existing storm drainage patterns, due to grading and the installation of buildings and pavement. In addition, proposed development would result in additional generation of runoff due to the introduction of impervious surfaces on currently undeveloped properties. The project proposes a storm drain connection to the Mariposa Industrial Park system, which includes a drainage basin that would discharge into North Littlejohns Creek when capacity in the creek is available. The Mariposa Industrial Park detention facility is being designed to accommodate stormwater runoff from both projects without necessitating any discharge to North Littlejohns Creek when capacity is unavailable.

As noted, the project would include a range of stormwater control devices that would increase infiltration of runoff, instead of adding to drainage discharge from the site. The project also would be required to submit detailed storm drainage plans, including construction erosion and sedimentation controls as well as post-construction BMPs to the Stockton Municipals Utilities Department for approval. Existing Requirement HYDRO-3 would require that the project demonstrate that such discharges from the drainage detention basin would occur only when creek capacity is available. Implementation of this mitigation measure would reduce potential flooding impacts to a level that would be less than significant.

Runoff from future development on the project site would likely contain pollutants such as motor vehicle fluid and metal deposits, among others. These contaminants would be

removed from storm runoff by required conformance with State and local water quality plans, permits, and regulations (Existing Requirements HYDRO-1, HYDRO-2 and HYDRO-3) that would minimize water quality impacts. Project impacts related to pollutants in runoff would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: No additional mitigation measures are required.

Impact HYDRO-4: Release of Pollutants in Flood, Tsunami, and Seiche Zones

Approximately 20 acres of the southern portion of the project site is within a 100-year floodplain designated by FEMA (see Figure 12-1); the remainder of the project site is not within any FEMA-designated floodplain. Development of the site may encroach into the floodplain area; however, warehouse building pads and/or floor elevations would need to be above predicted flood plain levels as required the City's floodplain ordinances in Section 15.44 of the Municipal Code (Existing Requirement HYDRO-1).

As required by existing requirement HYDRO-2, proposed industrial uses will be required to obtain coverage under the Industrial General Permit, which will include specifications for containment of hazardous materials stored or in use on the project site. In addition, as described in Chapter 11.0, Hazards, prior to operation of the proposed project, the project applicant would be required to file a Hazardous Materials Business Plan with the County Environmental Health Department to describe the types and amounts of hazardous materials stored on the project site, along with procedures to be implemented in the event of release or threatened release. These requirements are expected to be sufficient to avoid any substantial release of pollutants into flood waters.

The project site would not be subject to 200-year flooding deeper than three feet, which means the project would not be required to comply with requirements related to SB 5.

The project site is not subject to potential inundation from failure of dams and dikes associated with foothill water storage reservoirs, or from levees confining the flows of project area streams. The project site is in a topographically flat area distant from large bodies of water. Because of this, the project would not be subject to tsunami or seiche hazards. Overall, project impacts related to flood, seiche, and tsunami hazards are considered less than significant.

Existing Requirements HYDRO-1 and HYDRO-2 would reduce potential release of pollutant impacts to a level that is less than significant.

Level of Significance: Less than significant

Mitigation Measures: *No additional mitigation measures are required.*

Impact HYDRO-5: Consistency with Water Quality and Groundwater Management Plans

As discussed under previous topic headings, the project would be required by City ordinance to comply with water quality provisions in the City's Storm Water Management Program and Storm Water Quality Control Criteria Plan, including post-construction BMPs. These provisions are designed to ensure the City complies with the conditions of its NPDES MS4 permit. In turn, compliance with storm water requirements would ensure consistency with the water quality objectives and standards of the Basin Plan.

As noted, the Groundwater Sustainability Plan for the Eastern San Joaquin Groundwater Subbasin has been submitted to DWR and is recommended for approval. The project, as described above, is not expected to place significant new demands on groundwater supplies But would instead rely on City of Stockton water supplies, which are drawn primarily from surface water supplies; the groundwater portion of these supplies are accounted for in City water supply planning and the Groundwater Sustainability Plan. The project and its planned water supplies do not involve any known conflict with the Groundwater Sustainability Plan. Project impacts related to water quality and groundwater management plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

National Flood Hazard Layer FIRMette



Basemap: USGS National Map: Orthoimagery: Data refreshed October, 2020

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

Ü

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 4/21/2022 at 4:01 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

Figure 12-1
100 YEAR FLOOD PLAIN

13.0 LAND USE, POPULATION, AND HOUSING

This chapter focuses on land use effects on the project as they pertain to "community" and consistency with applicable land use plans and policies, such as the Stockton General Plan 2040 and the Stockton Metropolitan Airport Land Use Compatibility Plan. A non-CEQA issue related to land use that has received more attention from the State recently is related to environmental justice and the potential impacts of projects on disadvantaged communities. Chapter 20.0 Other CEQA Issues discusses environmental justice and potential project impacts on disadvantaged communities in the project vicinity.

ENVIRONMENTAL SETTING

Existing Land Uses

Project Site

The project site is currently vacant, except for two single-family residences on individual parcels in the western portion of the annexation area. As noted in Chapter 5.0, Agricultural Resources, the non-residential portion of the site has been used historically for agriculture. Additional residences were located at the northwest and northeast corners of the project site. The two existing residences are, for the purposes of this EIR, assumed to remain in their current location.

The entire project site is in unincorporated San Joaquin County and is not presently zoned by the City. However, the project site is within the Planning Area of the Stockton General Plan. Table 13-1 shows the existing County and City General Plan designations for the parcels, along with their current County zoning.

TABLE 13-1
CURRENT GENERAL PLAN DESIGNATIONS AND ZONING FOR PROJECT SITE

APN	County General Plan Designation	County Zoning	City General Plan Designation
179-220-07	Agriculture-Urban Reserve	AG-40	Industrial
179-220-14	Agriculture-Urban Reserve	AG-40	Industrial
179-220-15	Agriculture-Urban Reserve	AG-40	Industrial
179-220-25	Agriculture-Urban Reserve	AG-40	Industrial
179-220-26	Agriculture-Urban Reserve	AG-40	Industrial

Note: AG-40 – General Agriculture, 40-acre minimum.

Project Vicinity

The project site is on the urban fringe in southeastern Stockton. Land uses in this area (See Figures 1-4 and 1-6) are a mix of light industrial, logistical, and institutional development interspersed with remnant agricultural and rural residential land uses. Most land in this area has been or is being developed under the jurisdiction of the City.

There were three facilities south of Arch Road operated by the California Department of Corrections and Rehabilitation: the O.H. Close Youth Correctional Facility, the N.A. Chaderjian Youth Correctional Facility, and the California Health Care Facility. The Close and Chaderjian facilities housed male inmates from 14 to 25 years of age. As a result of SB 823, both the Close and Chaderjian facilities were closed as of July 1, 2023; the ultimate disposition of these facilities is unknown at this time. The California Health Care Facility, a 54-building complex totaling approximately 1.4 million square feet, remains open. It provides housing and treatment for 2,951 inmate-patients with a professional health care staff of 2,500.

Lands west of the project site were approved by the City for development as the Mariposa Industrial Park in December 2022; annexation was approved by LAFCo in April 2023. Further west is a low-density community of rural residences along Marfargoa Road, and of the rural residences and auto salvage businesses along Clark Road. Lands to the north of the project site across Mariposa Road are agricultural land crossed by the BNSF railroad tracks. Land adjacent to and east of the project site is part of the approved Norcal Logistics Center project and is currently under construction with new industrial uses. The remaining developed portion of the Norcal Logistics Center, consisting of other light industrial and warehouse uses, is south of the project site across North Littlejohns Creek.

To the southeast, beyond the Norcal Logistics Center site, is an Amazon inbound cross-dock center on the Sanchez property portion of the approved Sanchez-Hoggan Annexation project area. An inbound cross-dock center receives and consolidates products from vendors and then ships these products to surrounding Amazon fulfillment centers. Further to the southeast is the BNSF Railway Intermodal Facility, which provides facilities for transfer of containers from one mode of transportation to another, such as from rail to truck. This large existing facility extends approximately 2.8 miles southeast of the intersection of Mariposa Road and Austin Road.

Across SR 99, approximately 2.25 miles southwest of the project site, is the Stockton Metropolitan Airport, which is owned and operated by San Joaquin County, and the adjacent Airpark 599 industrial facility.

North of the project site, across the BNSF railroad tracks, is the area covered by the Mariposa Lakes Specific Plan, which was initially approved by the Stockton City Council in 2008. The Specific Plan area, approximately 3,810 acres, is bounded by SR 4 (Farmington Road) on the north, Kaiser Road on the east, and Mariposa Road and the BNSF Railroad on the south and the west. Currently, this area is mostly agricultural land with limited rural residential development. The Specific Plan provides for the development of residential, commercial, industrial, and business/professional land uses within its coverage area. Planned land uses are shown in the Stockton General Plan 2040 Land Use

Diagram. The status of the Specific Plan is currently inactive - the area remains in unincorporated San Joaquin County, and no development in accordance with the Specific Plan has occurred.

Disadvantaged Unincorporated Communities

SB 244, enacted in 2011, addresses a specific community type known as a Disadvantaged Unincorporated Community (DUC). A DUC is an unincorporated community that includes 12 or more registered voters and has an annual median income that is less than 80% of the statewide annual median household income. In reviewing annexation applications, LAFCo must consider the impacts of a proposed annexation on adjacent DUCs. LAFCo's involvement is discussed in more detail later in this chapter.

The Mariposa Road Community DUC, approximately 0.5 miles west of the site is bounded approximately by Mariposa Road, SR 99, and North Littlejohns Creek. The DUC contains approximately 223 parcels totaling approximately 1,112 acres. During the City approval and LAFCo annexation of the Mariposa Industrial Park immediately west of the Mariposa 2 project site, San Joaquin LAFCo modified the Stockton MSR to remove the Mariposa Industrial Park and the Mariposa 2 project site from the DUC.

Remaining land uses in the Mariposa Road Community are a mix of residential, commercial, industrial, and agricultural uses. Water is provided to this area by California Water Service and the City of Stockton. Sewer system services to this area are provided by the City of Stockton through Morrison Gardens Sanitary District facilities. However, connections to this public treatment system are limited, leading to deficiencies in sewer services to the DUC. Roadside ditches are used to manage stormwater. The Montezuma Fire Protection District provides fire protection services to the DUC, which has access to fire hydrants (City of Stockton 2020).

Population, Housing, and Employment

According to the 2020 U.S. Census, the population of Stockton was 320,804, an increase of 9.2% from its 2010 population of 291,707. Table 13-2 below shows population and growth trends in Stockton, San Joaquin County, and the State of California from 2010 to 2020.

As of January 1, 2022, Stockton had an estimated 103,318 housing units. Single-family detached units - typical houses - accounted for approximately 64.6% of total housing units in Stockton, with multifamily units of two or more per building accounting for approximately 26.9%. The remaining units were single-family attached units and mobile homes (California Department of Finance 2022).

Employment data from the California Employment Development Department indicate that the average annual unemployment rate in the Stockton-Lodi Metropolitan Statistical Area, which covers San Joaquin County, was 5.2% in 2022, the most recent year such data were available. Unemployment rates in 2020 and 2021 changed dramatically because of business closures and labor force reductions resulting from the COVID-19 pandemic and the actions taken by the State of California to contain its spread. However, the 2022 unemployment rate is consistent with rates that occurred prior to the pandemic (EDD 2023).

TABLE 13-2
POPULATION OF STOCKTON, SAN JOAQUIN COUNTY, AND CALIFORNIA

Jurisdiction	2010 Population	2020 Population	Population Growth 2010-2020
Stockton	291,707	320,804	10.0%
San Joaquin County	685,306	779,233	13.7%
State of California	37,253,956	39,538,223	6.1%

Source: U.S. Census Bureau.

REGULATORY FRAMEWORK

Stockton General Plan 2040

The Envision Stockton 2040 General Plan, referred to in this EIR as the Stockton General Plan 2040, was adopted by the City Council in 2018. The Stockton General Plan 2040 provides a guide to development within the City limits and on lands within its Planning Area to the year 2040, including goals, policies, and implementation programs designed to guide future development and provide for orderly expansion of the City. It addresses all aspects of development, including but not limited to land use, transportation, housing, economic development, public facilities and infrastructure, and open spaces.

The Stockton General Plan 2040 is based on a vision to promote investment in the downtown and historically underserved areas, to preserve and enhance neighborhood character, and to improve community health and safety. Within this general vision, the Stockton General Plan 2040 represents a substantial change in the policy framework for future development in Stockton compared to prior General Plans. The fundamental shift is from emphasizing growth in "outfill" areas at the periphery of Stockton to focusing new construction and redevelopment on existing "infill" neighborhoods – developed neighborhoods with vacant land. This change is reflected in the General Plan land use map, the proposed transportation network to serve future development, and the goals, policies, and actions described in the General Plan (City of Stockton 2018a).

While the project site is currently outside the City limits, it is within both the City's Sphere of Influence and the Planning Area of the Stockton General Plan 2040. As noted, the Stockton General Plan 2040 designates the project site as Industrial (Figure 13-1). The Industrial designation applies to a wide variety of industrial uses, including uses with nuisance or hazardous characteristics, warehousing, construction contractors, manufacturing, offices, retail sales, service businesses, public and quasi-public uses, and other similar and compatible uses. The maximum floor-area ratio – the ratio between building floor space and land within the building site – allowed under the Industrial designation is 0.6.

The following Stockton General Plan 2040 policies and implementing actions are relevant to the Mariposa 2 project (City of Stockton 2018a):

- Action LU-6.2.B: Do not approve future annexations or City utility connections unless they are consistent with the overall goals and policies of the General Plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life. [See also Chapter 5.0, Agricultural Resources.]

- Action LU-6.5-A: Require preparation of a fiscal impact analysis for large development projects and proposed annexations to ensure a full accounting of infrastructure and public service costs and to confirm whether revenue enhancement mechanisms are necessary to ensure net fiscal balance or better, and require appropriate fiscal mitigations, when necessary, to ensure the City's ongoing fiscal health and continued viability of the City's General Fund.

- Action TR-1.3.A: Protect the Airport and related aviation facilities from encroachment by ensuring that all future development within the AIA [Airport Influence Area] is consistent with the policies adopted by the San Joaquin County Airport Land Use Commission, except in cases where the City Council concludes that project approval would provide for the orderly development of the Airport and the areas surrounding it while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards. [See also Chapter 11.0, Hazards.]

- Action TR-1.3.C: Within the AIA, require that new development, or an expansion of an existing use that requires a building permit, file an avigation easement with the City.

San Joaquin County General Plan

San Joaquin County adopted an update to its General Plan in 2016. Like the Stockton General Plan 2040, the County General Plan provides a guide to development, in this case for the unincorporated lands of the County. The County General Plan designates all parcels on the project site as Agricultural-Urban Reserve. As described in Chapter 5.0, Agricultural Resources, the Agricultural-Urban Reserve designation typically applies to lands within a city's Sphere of Influence; the cities have more site-specific plans for urbanization in these areas, such as the City's Industrial land use designation applied to the project site.

The County General Plan currently covers the project site and County lands to the west, north, and east. All these lands have been designated Agricultural-Urban Reserve by the County General Plan. As noted, land formerly under County jurisdiction immediately west of the project site has been approved by the City and LAFCO for annexation and industrial development.

The County General Plan supports focused growth within incorporated cities and favors annexation of development projects to a city prior to development of unincorporated lands. County General Plan Policy LU-1.10 states: "The County shall coordinate with San Joaquin LAFCo and cities within the County to ensure future annexation proposals and

requests to expand Spheres of Influence reflect the growth and development patterns envisioned in this General Plan."

City of Stockton Development Code

Stockton Municipal Code Title 16, also known as the Development Code, is designed to implement the Stockton General Plan 2040. It establishes zoning districts that specify allowable land uses, either "by right" (i.e., without the need for a permit) or with a discretionary permit. It also sets forth development regulations in each district, including but not limited to height of structures, yard widths, and infrastructure standards. The Development Code applies to land within the Stockton city limits, so it does not presently apply to the project site.

As part of the project, in anticipation of annexation to the City, the project site would be pre-zoned IL (Limited Industrial). The IL zone generally allows light manufacturing uses whose operations are conducted indoors and that may generate more nuisance impacts than acceptable in commercial zoning districts. Stockton Municipal Code Section 16.20.020 has a table indicating allowable land uses within the IL zoning district, which include warehouses by right. Stockton Municipal Code Section 16.24.130 sets forth development standards for land uses and development within the IL zoning district, including prohibitions on outdoor manufacturing and screening of loading areas and ground-mounted equipment. Section 16.80.170 contains development standards that apply to industrial uses that are located on two or more acres, including setbacks, private easements, landscaping, parking, and signs.

San Joaquin County Development Code

San Joaquin County Code Title 9, also known as the County Development Title, serves the same function as the City's Development Code but applies to land in unincorporated San Joaquin County. It establishes zoning districts with allowable land uses and development regulations for each district. All the parcels within the project site are currently zoned AG-40 (Agriculture-General, 40-acre minimum parcel size). The General Agriculture designation generally applies to areas outside those planned for urban development, where soils can produce a wide variety of crops and/or support grazing. Typical building types include low-intensity structures associated with farming and agricultural processing and sales. County development regulations would no longer apply to the project site should it be annexed to the City.

San Joaquin Local Agency Formation Commission (LAFCo)

The San Joaquin LAFCo is the agency responsible for proposed reorganizations for cities and special districts within San Joaquin County; as such, it would review and decide on the proposed annexation of the project site and its proposed detachment from the Montezuma Fire District. As an agency with approval authority over the project, LAFCo is a Responsible Agency under CEQA and would use this EIR in its decision-making process.

LAFCo's review encompasses the consistency of the project with State statutes and policies, particularly the Cortese-Knox-Hertzberg Local Government Reorganization Act,

as well as its own adopted policies. In determining the appropriateness of a proposed annexation, LAFCo considers whether the project would constitute a logical expansion of a city boundary and whether a proposed annexation area would be provided with public utilities and services in an efficient manner. LAFCo's policies with respect to proposed annexations are specified in its Change of Organization Policies and Procedures, adopted in 2007 and subsequently amended (San Joaquin LAFCo 2012).

Stockton Sphere of Influence Plan/Municipal Service Review

One of the responsibilities of a LAFCo is to determine the Sphere of Influence of local governmental agencies. A Sphere of Influence designates the probable future physical boundary and service area of a local agency. As noted, the project site is within the City of Stockton's Sphere of Influence.

The Cortese-Knox-Hertzberg Act requires a Municipal Service Review to be prepared prior to or concurrent with an update of a Sphere of Influence. The Municipal Service Review evaluates existing and future service conditions and reviews the advantages and disadvantages of various government service structure options. It provides information upon which the LAFCo can base its decision on a Sphere of Influence determination, as well as future actions on annexation requests. San Joaquin LAFCo policy states that an annexation shall be approved only if the Municipal Service Review and the Sphere of Influence Plan demonstrates that adequate services can be provided when needed by the inhabitants of the annexed area (San Joaquin LAFCo 2012).

The City's latest Municipal Services Review was reviewed and approved by LAFCo in 2020. In accordance with the Cortese-Knox-Hertzberg Act, written determinations were provided for the following issue areas (City of Stockton 2020):

- Growth and population projections for the affected area,
- Disadvantaged Unincorporated Communities,
- Present and planned capacity of public facilities and adequacy of public services, including infrastructure needs or deficiencies,
- Financial ability of agencies to provide services,
- Status of, and opportunities for, shared facilities,
- Accountability for community service needs, including governmental structure and operational efficiencies, and
- Any other matter related to effective or efficient service delivery, as required by commission policy.

LAFCo's Policies and Procedures call for Municipal Service Reviews and Sphere of Influence plans to present information on future projections and plans tied to future development year horizons (San Joaquin LAFCo 2012). The City has divided the buildout period into two timeframes: zero to 10 years (2020 to 2030), referred to as the "10-year horizon," and 11 to 20 years (2031 to 2040), referred to as the "20-year horizon." The

project site is currently outside the 10-year Planning Horizon Area. Similar to action on the Mariposa Industrial Park project, assuming City approval of the Mariposa 2 project, LAFCo will need to modify the MSR to include the Mariposa 2 site within the 10-year horizon.

SB 244 - Disadvantaged Unincorporated Communities

SB 244 requires a LAFCo to make certain determinations when a proposed annexation is adjacent to a DUC. SB 244 prohibits LAFCo from approving an annexation adjacent to a DUC unless 1) an application to annex the adjacent community has been filed in the past five years, or 2) the LAFCo finds, based upon written evidence, that a majority of the residents within the adjacent community are opposed to annexation. As a result of LAFCo action with respect to annexation of the Mariposa Industrial Park project, the Mariposa 2 site is not adjacent to a DUC, and the referenced SB 244 requirements do not apply.

Stockton Metropolitan Airport Land Use Compatibility Plan (ALUCP)

The ALUCP for Stockton Metropolitan Airport establishes compatibility of land uses within safety zones of the airport. Chapter 11.0 Hazards and Hazardous Materials discusses the ALUCP regarding land uses, including height restrictions and compatible development in designated safety zones, which are shown on Figure 11-1. The project site is within Compatibility Zone 7b. New development under the Stockton General Plan 2040 would require notification of the Airport Land Use Commission and be subject to Stockton Municipal Code Chapter 16.28, which requires that land uses be consistent with the ALUCP.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on land use, population, and housing if it would:

- Physically divide an established community,
- 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,
- Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g, through extension of roads or other infrastructure), or
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Impact LUP-1: Division of Communities

The project site is in an area on the urban fringe of southeastern Stockton. Land uses in this area are a mix of light industrial, logistical, and institutional development interspersed with land in agricultural and rural residential use. The area immediately surrounding the project site is predominantly developed industrial land or lands undergoing industrial development. The project site is not within the Mariposa Road DUC, and other lands surrounding the project site do not include any substantial focal point of development that would constitute a "community", as the word is commonly understood.

The Stockton General Plan 2040 has designated most of the area southeast of Stockton, including the project site, for industrial development. The project would contribute to this pattern of industrial development, which has been established west, south and east of the project site. No existing residential areas in the vicinity would be divided by the project. The project would have no impact on division of communities.

Level of Significance: No impact

Mitigation Measures: None required

Impact LUP-2: Conflict with Applicable Plans, Policies, and Regulations

Stockton General Plan

The project site abuts the City of Stockton on three sides and is proposed to be annexed to the City. Should the site be annexed, it would be subject to the City's land use plans and ordinances, and County land use designations and zoning would become inapplicable.

As has been noted, the project would be consistent with the Industrial designation for the project site and surrounding lands on the Stockton General Plan 2040 Land Use/Circulation Diagram. The project site would be pre-zoned IL Limited Industrial by the City, and the pre-zoning would take effect upon project site annexation. The proposed pre-zoning is consistent with the existing Stockton General Plan designation of Industrial. The project would be required to comply with all applicable provisions of the Stockton Development Code, including development standards.

This EIR analyzes the potential environmental effects of the project within each technical chapter. For issues where significant impacts are identified, the EIR describes existing requirements or mitigation measures that would avoid or minimize any potentially significant environmental effects that are associated with the proposed development. While most project impacts can be mitigated to a level that would be less than significant, some environmental impacts related to agricultural lands, GHG emissions, and transportation have been identified as significant and unavoidable. These impacts were analyzed in the 2018 certified GPEIR, which evaluated how General Plan policies would affect the environment; in these cases, the project would not have new or more severe impacts than those identified in the GPEIR, and the proposed project would not substantially conflict with Stockton General Plan 2040 policies designed to protect the environment.

General Plan Action LU-6.5-A requires large development projects to prepare a fiscal impact analysis to ensure a full accounting of infrastructure and public service costs and to assess adequacy of City resources to serve the project. As part of the annexation application, a City Services Plan would be prepared and submitted to LAFCo in compliance with LAFCo procedures and the General Plan action. The City Services Plan would describe existing conditions related to City public services and would determine revenues and costs associated with serving proposed development on the project site. As have similar projects in the past. The project is expected to be consistent with General Plan Action LU-6.2.B.

San Joaquin LAFCo

The San Joaquin LAFCo has adopted policies with which proposed annexations must be consistent. One of these policies states that development of existing vacant or non-prime agricultural lands within a city or its Sphere of Influence should be encouraged before annexation of existing open space lands outside of a city's jurisdiction or its Sphere of Influence. For another project in the area, the City's Community Development Department prepared and submitted to LAFCo an inventory of vacant and developable land within the existing City limits. The largest identified vacant parcel is 76 acres in size, which is unsuitable to accommodate the proposed project. Directing the proposed project to another site would not promote the planned orderly, efficient development of the area. The general project area in southern and southeastern Stockton is the main area designated for larger industrial and warehouse development. The only other major industrial area is the Port of Stockton, which is substantially developed.

As noted in Chapter 5.0, Agricultural Resources, a portion of the project site is classified as Farmland of Statewide Importance, and Stockton clay soil on the project site is considered prime agricultural soil. The project would need to comply with LAFCo policies that discourage premature agricultural land conversions. As discussed in Chapter 5.0 Agriculture this property would be subject to the City's Agricultural Lands Mitigation Program and, as discussed in Chapter 7.0, the SJMSCP, which would reduce the impacts of converting the land to urban uses. In addition, the project site is within the City's Sphere of Influence and its 10-year planning horizon.

The project would be consistent with the City's adopted Municipal Service Review and Sphere of Influence Plan that demonstrates that adequate services can be provided within the timeframe needed by the inhabitants of the annexed area. The Municipal Service Review prepared by the City indicates that adequate public services can be provided within the timeframes required. As discussed in Chapter 17.0, Utilities and Energy, the City can accommodate wastewater, water, and storm drainage demands of the project, and the project would be required to design infrastructure consistent with City plans and specifications.

As noted, SB 244 prohibits LAFCo from approving an annexation adjacent to a DUC unless certain conditions are fulfilled. The project site is not adjacent to a DUC; therefore, no further action related to the project would be required under SB 244.

Other Plans, Policies and Regulations

As described in Chapter 11.0, Hazards and Hazardous Materials, the project site is within Compatibility Zone 7b of the ALUCP for the Stockton Metropolitan Airport. The Airport Land Use Commission would review the project, which would ensure consistency with General Plan Action TR-1.3.A. However, development proposed on the project site does not appear to conflict with the land use development standards for this zone. As noted, the project potentially allows for a structure with a height of 100 feet, which is the maximum height allowed in Compatibility Zone 7b without necessarily triggering airspace review. It is expected that the project would comply with General Plan Action TR-1.3.C, which requires new development within an Airport Influence Area that requires a building permit to file an avigation easement with the City.

Overall, the project is expected to comply with or be consistent with all applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects. Project impacts in this area of concern would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact LUP-3: Inducement of Population Growth

The project proposes new warehouse development. This development would provide employment opportunities, which may influence people currently residing outside Stockton to relocate closer to or within the city and surrounding area to take advantage of these opportunities. Therefore, the project may have a potential influence on local population growth and may place demands on housing in the area.

Jobs generated by the proposed project are expected to be filled mainly by existing residents in the greater Stockton area. While the unemployment rate in the Stockton-Lodi Metropolitan Statistical Area has decreased until recently, it has remained above the statewide unemployment rate. The annual average unemployed labor force in the Metropolitan Statistical Area was estimated at 19,200 in 2019 (EDD 2020a), indicating that substantial local labor was available for jobs generated by the project even before the COVID-19 pandemic and its employment impacts. Both area unemployment and job availability associated with the project would fluctuate over time, making any clear determination of project impacts on the labor market speculative.

As noted, the proposed project would be consistent with the Stockton General Plan, which provides guidance for development based on predicted growth, including anticipated growth in both jobs and the resident population. The project would be responsible for a portion of industrial development and job growth resulting from General Plan implementation, along with the expected population growth. Project impacts on population growth, therefore, are considered less than significant.

Level of Significance: Less than significant

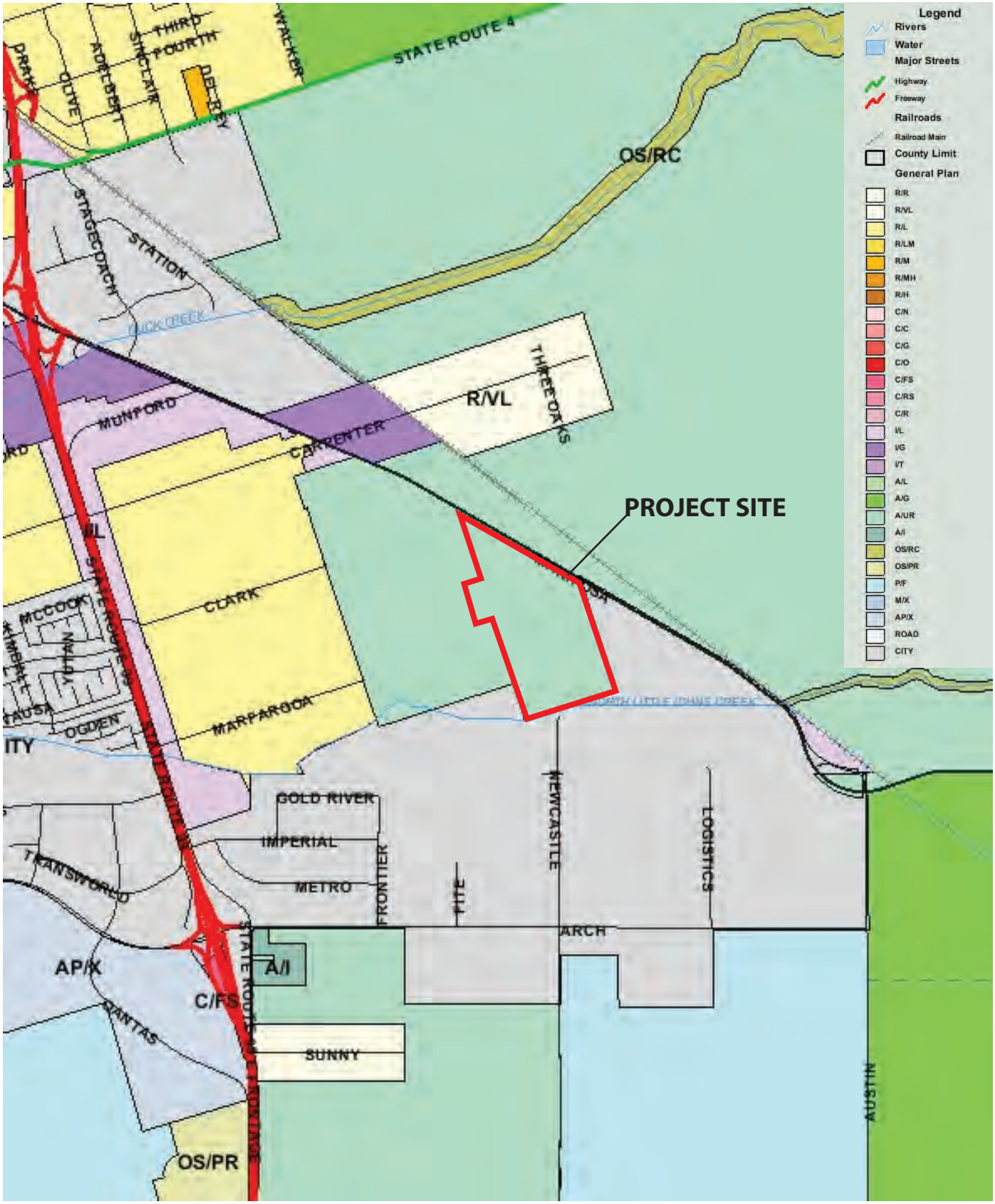
Mitigation Measures: None required

Impact LUP-4: Displacement of Housing and People

The project site includes two single-family residences, that could be acquired and demolished in conjunction with project. Demolition would result in a small reduction of the city and county housing stock and the potential displacement of residents. Ongoing residential growth in the City of Stockton and San Joaquin County would more than offset this loss of housing stock. Project impacts on displacement of housing or people would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required



BaseCamp Environmental

Figure 13-1
STOCKTON GENERAL PLAN DESIGNATIONS

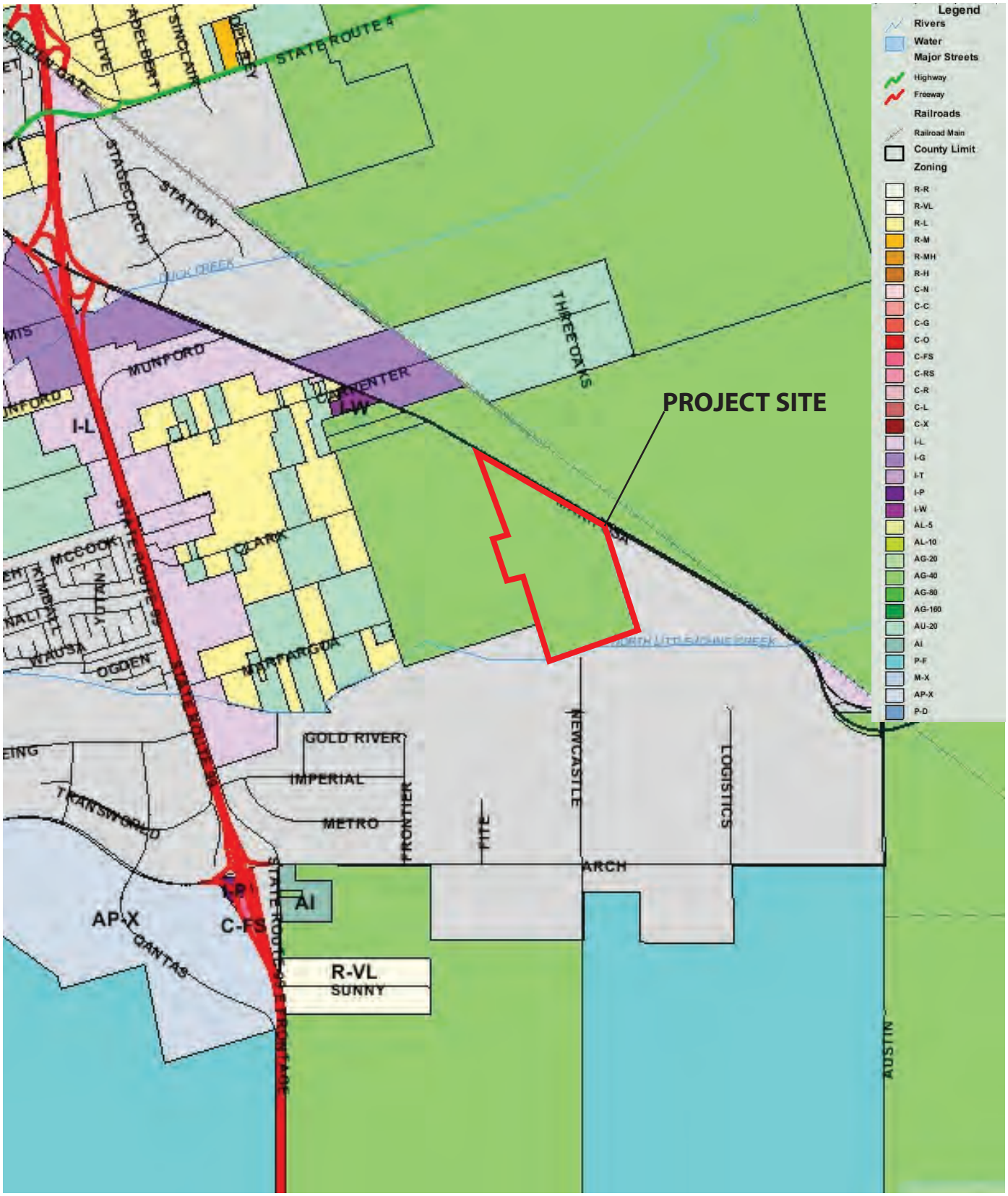


Figure 13-2
COUNTY ZONING DESIGNATIONS

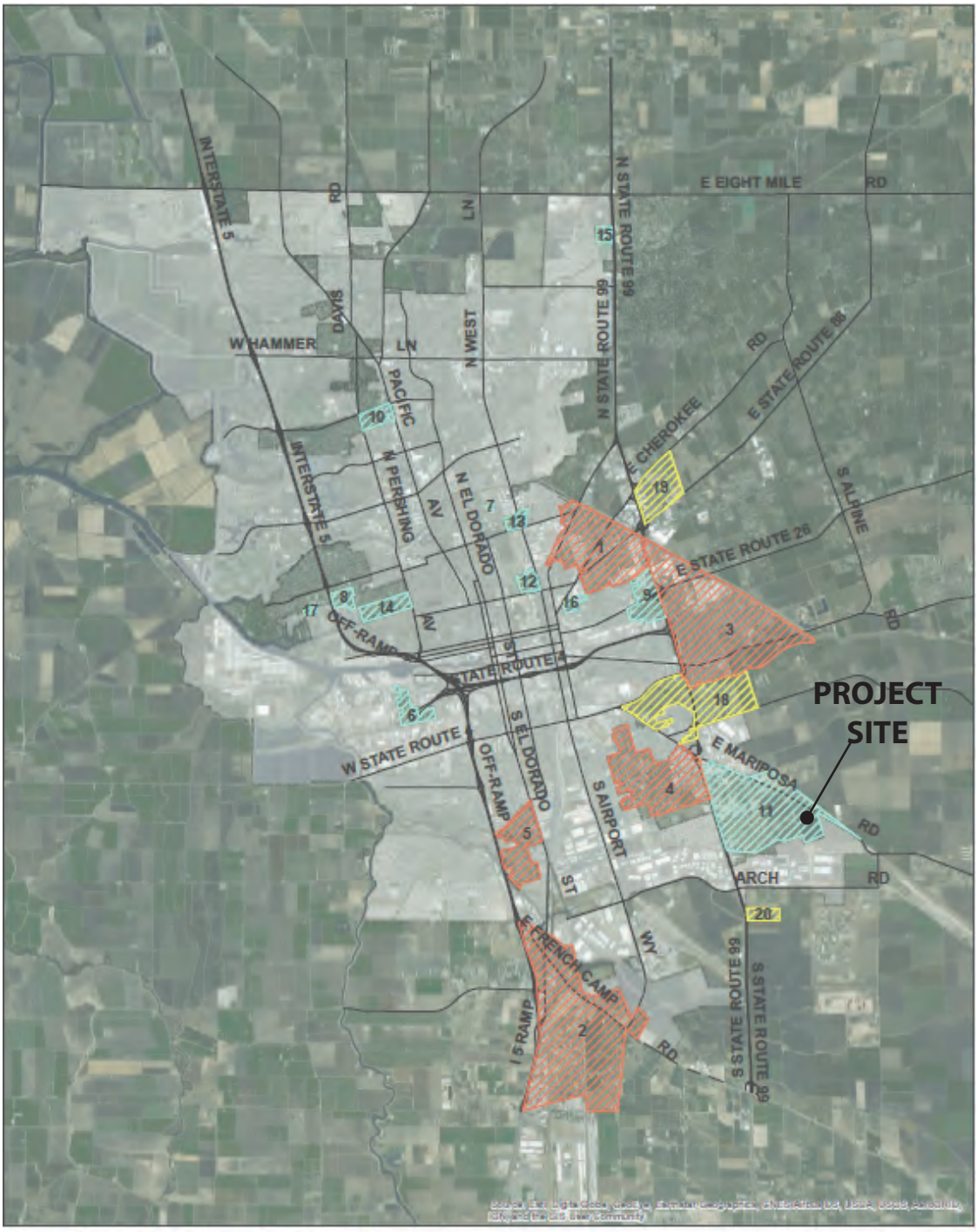


Figure 4-1:
Disadvantaged Unincorporated Communities

Map date: October 21, 2016
Source: City of Stockton; San Joaquin County; United States Census, 2000.

DUCs (CDP)
1. August
2. French Camp
3. Garden Acres
4. Kennedy
5. Taft Mosswood

DUCs (Island)
6. Boggs Tract
7. Sperry Tract
8. East Interstate 5 Community
9. Fremont St. Community
10. Holt Ave/Pershing Ave Community
11. Mariposa Road Community
12. North Oaks Community
13. West Lane Community
14. Pershing Ave Community
15. Waller-Childress Community
16. Rose Terrace
17. West Interstate 5 Community

DUCs (Fringe)
18. Charter Way Community
19. State Route 88 Community
20. Sunny Road Community

City Limits

0 0.75 1.5 3 Miles

N

Figure 13-3
DISADVANTAGED UNINCORPORATED COMMUNITIES

14.0 NOISE

Information for this chapter comes primarily from a noise study conducted for the project by Saxelby Acoustics; the entire Saxelby study is shown in Appendix F of this EIR. The noise study involved continuous hourly noise measurements during a 24-hour period on the project site. Existing and future traffic noise levels were estimated using the Federal Highway Administration Traffic Noise Prediction Model FHWA RD 77-108, with inputs provided by the KD Anderson & Associates traffic impact study for the project (see Chapter 16.0, Transportation, and Appendix G of this EIR).

ENVIRONMENTAL SETTING

Noise Background

Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired. Perceptions of noise are highly subjective from person to person. The effects of noise on people can be placed in three categories: 1) subjective effects of annoyance, nuisance, and dissatisfaction; 2) interference with activities such as speech, sleep, and learning; and 3) physiological effects such as hearing loss or sudden startling. Environmental noise typically produces effects in the first two categories; workers in industrial plants can experience noise effects in the third category.

Noise is measured using the decibel (dB) scale. The dB scale uses the hearing threshold as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Changes in dB levels correspond closely to human perception of relative loudness. The decibel scale is logarithmic, so two sound levels 10 dB apart would differ in acoustic energy by a factor of 10.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by A-weighted sound levels, expressed as dBA. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is twice as loud as a 60-dBA sound, and half as loud as an 80-dBA sound. There is a strong correlation between dBA and the way the human ear perceives sound; for this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this chapter are in terms of dBA, unless otherwise noted.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool to measure the ambient noise level is the average, or equivalent,

sound level (Leq), which corresponds to a steady-state, A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The Leq shows very good correlation with community response to noise and is the foundation for other composite noise descriptors such as the Day-Night Average Level (Ldn). The Ldn is based upon the average hourly Leq over a 24-hour day, with a +10-dB weighting applied to noise occurring between 10:00 p.m. and 7:00 a.m. The nighttime weighting is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures.

Existing Noise Conditions

The project site is mostly vacant land, with two rural residences along its western boundary. There are no significant noise sources on the project site. The main ongoing noise source in the immediate project vicinity is traffic on adjacent Mariposa Road. Noise is also generated periodically by use of equipment for agricultural activities on the project site. Development of the adjacent Mariposa Industrial Park to the west and Dermody industrial project to the east will introduce new noise sources to the area.

As a means of determining the typical background noise environment in the project vicinity, continuous hourly noise measurements were conducted at one location for a 24-hour period; Table 14-1 shows the results of the noise measurements. The sound level meters were programmed to record the maximum, median, and average noise levels at the site during the survey; however, only the average and maximum levels are shown in Table 14-1. Appendix B of the noise study contains the complete results of the noise monitoring.

TABLE 14-1
EXISTING AMBIENT NOISE CONDITIONS

		Average Measured Hourly Noise Levels (dBA)			
		Daytime (7am-10pm)		Nighttime (10pm-7am)	
Site	dBA L_{dn}	L_{eq}	L_{max}	L_{eq}	L_{max}
LT1	65	61	72	58	70

Source: Saxelby Acoustics 2022.

Existing traffic noise levels generated along Mariposa Road were determined using the Federal Highway Administration model, which used traffic volumes drawn from the project traffic impact study (see Chapter 16.0, Transportation and Appendix G). Truck usage and vehicle speeds on the local area roadways were estimated from field observations. Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations, sensitive receptors may be partially shielded by noise barriers or may be located at distances which vary from the assumed calculated distances. Table 14-2 provides the results of the analysis for existing traffic noise.

TABLE 14-2
EXISTING TRAFFIC NOISE LEVELS

Roadway	Segment	Traffic Noise Level (L_{dn})[1]	Distance to Noise Contours (feet)[2]		
			60 dB L_{dn}	65 dB L_{dn}	70 dB L_{dn}
SR 99 NB Ramps	N of Golden Gate Ave	63.1	310	144	67
	S of E. Mariposa Road	43.8	361	167	78
SR 99 SB Ramps	N of Golden Gate Ave	58.0	285	132	61
	N of E. Mariposa Road	62.4	402	187	87
Golden Gate Ave	E of SR 99 SB Ramp	65.6	330	153	71
S Golden Gate Ave	E of SR 99 NB Ramp	62.6	368	171	79
	W of SR 99 NB Ramp	54.8	329	153	71
E Mariposa Road	E of 99 Frontage Road	67.2	519	241	112
	W of 99 Frontage Road	53.6	409	190	88
	E of SR 99 NB Ramp	48.0	516	239	111
	W of SR 99 NB Ramp	46.6	550	255	119
	E of Stagecoach Road	56.8	523	243	113
	W of Stagecoach Road	65.1	566	263	122
Mariposa Road	W of 99 SB Ramp	55.1	516	240	111
	E of E. Munford Ave	63.9	458	213	99
	W of E. Munford Ave	71.4	519	241	112
	E of Carpenter Road	69.3	435	202	94
	W of Carpenter Road	72.8	461	214	99
	E of Farmington Road	77.0	545	253	118
	W of Farmington Road	76.9	532	247	115

[1] At nearest sensitive receptor.
[2] Distance from centerline of roadway.
Source: Saxelby Acoustics 2022.

Noise-Sensitive Land Uses

The Noise Element of the Stockton General Plan indicates that residential land uses are considered sensitive to elevated noise levels. Other sensitive uses include schools, libraries, churches, hospitals, hotels and motels, and neighborhood parks. Commercial, industrial, professional, and some recreational uses are less sensitive to noise (City of Stockton 2018a). Based on this definition, the nearest noise-sensitive receptors to the project site are the two rural residences in the western portion of the site; other rural residences are located along Mariposa Road within one-half mile west and north of the project site. Other nearby land uses are agricultural, commercial, and warehouse, all of which are less noise-sensitive.

Groundborne Vibration

Groundborne vibration is not a common environmental problem. It is typically associated with transportation facilities, although it is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, trucks, and buses on rough roads, heavy earth-moving equipment, and construction activities such as blasting and pile driving. The effects of groundborne vibration include perceptible movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, vibrations can cause damage to buildings (FTA 2006).

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to human annoyance and damage to structures have been developed for vibration levels defined in terms of peak particle velocities. Table 14-3 shows the effects that vibration may have on humans and buildings.

TABLE 14-3
EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity (in/sec)	Human Reaction	Effect on Buildings
0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings.
0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Source: Caltrans 2002.

REGULATORY FRAMEWORK

Stockton General Plan

The City of Stockton has incorporated noise standards in Table 5-1 of the Safety Element in the Stockton General Plan 2040. These standards were originally developed by the EPA and subsequently adapted by the State. Under the standards incorporated by the General Plan, an exterior noise environment of 50-60 dBA Ldn is "normally acceptable" for residential uses, and noise levels of up to 70 dBA Ldn are "conditionally acceptable." For other sensitive land uses, such as schools, libraries, churches, and hospitals, an exterior noise environment of up to 70 dBA is considered "normally acceptable." Commercial, industrial, and recreational uses are substantially less sensitive to noise.

The composite noise standards such as Ldn are appropriate tools for assessing the acceptability of prevailing noise conditions. However, they do not recognize the impact of "intrusive" noise sources or sources which involve intermittent, temporary, or similar noise events that may be above ambient levels.

Stockton Municipal Code

Chapter 16.60 - Noise Standards

Stockton Municipal Code Chapter 16.60 incorporates the City's Noise Control Ordinance. Section 16.60.040 states that new or expanded commercial, industrial, and other land use-related noise sources shall mitigate their noise levels such that they do not adversely impact noise-sensitive land uses and do not exceed City noise standards.

Table 14-4 shows the City noise standards that would apply to the project. The Stockton Municipal Code specifies other noise standards applicable to industrial land uses. The maximum sound level produced by industrial land uses or by other permitted noise-generating activities within an industrial (IL, IG, or PT) or public facilities (PF) zone shall not exceed 80 dB, and the L_{eq} from these land uses shall not exceed 70 dB during daytime or nighttime hours as measured at the property line of any other adjoining IL, IG, PT, or PF zone.

TABLE 14-4
EXTERIOR NOISE LEVEL STANDARDS FOR NOISE-SENSITIVE LAND USES FROM INDUSTRIAL NOISE SOURCES

	Outdoor Activity Areas	
Noise Level Descriptor	Day (7:00 a.m. to 10:00 p.m.)	Night (10:00 p.m. to 7:00 a.m.)
Hourly L_{eq}, dB	55	45
Maximum level, dB	75	65

Note: Each of the noise level standards specified above shall be increased by 5 dBA for simple tone, noise consisting primarily of speech or music, or recurring impulsive noises.
Source: Stockton Municipal Code Section 16.60.040.

The Municipal Code also establishes City noise standards that are applicable to transportation noise sources. These standards show the maximum allowable noise exposure for various land uses from transportation sources such as traffic. For residential land uses, including multi-use development with a residential component, the maximum allowable noise level is 65 dBA Ldn for outdoor activity areas and 45 dBA Ldn for indoor spaces. Transportation-related projects that include the development of new transportation facilities or the expansion of existing transportation facilities shall be required to mitigate their noise levels so that the resulting noise does not adversely impact noise-sensitive land uses and does not exceed Municipal Code standards.

Section 16.60.020 states that the following activities are exempt from the noise standards in Chapter 16.60: emergency activities, warning devices, outdoor play/school ground activities between 7:00 a.m. and 10:00 p.m., railroad activities, State or federal pre-exempted activities, public health and safety activities, and maintenance of residential real property. Construction activities within the daytime hours of 7:00 a.m. and 10:00 p.m. are also considered to be exempt from the noise control provisions of the Municipal Code.

Section 16.60.030 deems the following activities as violations of the Noise Control Ordinance: construction noise between the hours of 10:00 p.m. and 7:00 a.m., loading and unloading operations between the hours of 10:00 p.m. and 7:00 a.m., public nuisance noise, and stationary non-emergency signaling devices, among other activities. Regarding construction noise, Section 16.60.030 also includes restrictions on construction noise. This section prohibits operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m. so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities.

Per Section 16.60.050, the Community Development Director or other review authority, as applicable, shall require the preparation of an acoustical study in instances where it has been determined that a project may expose existing or proposed noise-sensitive land uses to noise levels exceeding the noise standards specified above. This determination must be based on the existing and future 65 dB Ldn transportation-related noise contours contained in the noise section of the City's General Plan, the proximity of new noise-sensitive land uses to known noise sources, and/or the knowledge that a potential for adverse noise impacts exists. Also, per Section 16.60.060, applicants for projects requiring discretionary approval shall submit evidence that allows the City to determine whether the proposed project complies or will comply with the City's Noise Control Ordinance.

Section 16.32.100 - Vibration

Stockton Municipal Code Section 16.32.100 includes qualitative benchmarks for reducing vibration effects within Stockton. Land uses that generate vibrations may not generate ground vibration that is perceptible by the average person without instruments at any point along or beyond the property line of the parcel containing the activities. Such uses also may not generate vibrations that cause discomfort or annoyance to reasonable persons of normal sensitivity or that endangers the comfort, repose, health, or peace of residents whose property abuts the use. Vibrations from temporary construction and demolition

activities are exempt from the provisions of this section, as are vehicles that leave the subject parcel (e.g., trucks, trains, and aircraft).

Stockton Metropolitan Airport Land Use Compatibility Plan

As noted in Chapter 11.0, Hazards and Hazardous Materials, the nearest public airport to the project site is Stockton Metropolitan Airport, approximately two miles to the southwest. One of the purposes of the ALUCP is to protect the public from the adverse effects of airport noise. The ALUCP includes noise contours around Stockton Metropolitan Airport, which are shown in Figure 14-1. These contours are based upon aircraft activity forecasted in the Stockton Metropolitan Airport Master Plan (Coffman Associates 2016). The compatibility of land uses with these noise contours is set forth in noise criteria in the ALUCP. The outermost noise contour (60 dB), as delineated in Figure 14-1, does not extend to the project site.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on noise if it would result in:

- 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,
- Generation of excessive groundborne vibration or groundborne noise levels, or
- For a project located within the vicinity of a private airstrip or an airport land use plan, or within two miles of a public or public use airport if no plan has been adopted, expose people residing or working in the project area to excessive noise levels. As noted, this impact will not be analyzed in this EIR.

Noise Thresholds

Research into the human perception of changes in sound level indicates that a 3-dB change is barely perceptible, a 5-dB change is clearly perceptible, and a 10-dB change is perceived as being twice or half as loud. However, a limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. The noise study used recommendations made by the Federal Interagency Committee on Noise to provide guidance in the assessment of changes in ambient noise levels. Although these recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the Ldn. Table 14-5 shows these recommendations, which were used to determine the significance of noise level changes.

TABLE 14-5
SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level without Project (L_{dn})	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise.

Groundborne Vibration Thresholds

Caltrans has prescribed criteria for evaluating groundborne vibration impacts from construction based on potential damage to structures and human annoyance. Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. For this project, groundborne vibration impacts are considered significant if they meet or exceed a peak particle velocity of 0.20 inches per second. This is consistent with the level of vibration that annoys people and may cause architectural damage, as noted in Table 14-3.

Impact NOISE-1: Increase in Noise Levels in Excess of Standards – Traffic

The potential traffic noise levels resulting from new traffic generated by the project were determined using the Traffic Noise Prediction Model. Traffic volumes as estimated in the traffic impact study under Existing Plus Approved Projects (EPAP) conditions without and with the project were modeled to compare the traffic noise level effects of the project.

Table 14-6 shows the traffic noise impact analysis results under EPAP conditions without and with the proposed project. As shown in Table 14-5, the project would result in changes in traffic noise levels varying between no change and an increase of 0.7 dB Ldn under EPAP conditions. None of the noise increases meets the applicable thresholds of significance specified in Table 14-5. Under Existing conditions with the project, the greatest noise level increase would be 1.3 dB Ldn, which also would not meet the applicable thresholds of significance. Based on the results of the noise analysis, project impacts on traffic noise levels are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

TABLE 14-6
TRAFFIC NOISE LEVELS – EPAP CONDITIONS
WITH AND WITHOUT THE PROJECT

Roadway	Segment	Exterior Noise Level (dB L_{dn})[1]		
		EPAP No Project	EPAP Plus Project	Change
SR 99 NB Ramps	N of Golden Gate Ave	64.3	64.3	0.0
	S of E. Mariposa Road	43.9	44.4	0.5
SR 99 SB Ramps	N of Golden Gate Ave	58.9	58.9	0.0
	N of E. Mariposa Road	62.2	62.5	0.3
Golden Gate Ave	E of SR 99 SB Ramp	66.3	66.3	0.0
S Golden Gate Ave	E of SR 99 NB Ramp	63.2	63.2	0.0
	W of SR 99 NB Ramp	55.6	55.7	0.1
E Mariposa Road	E of 99 Frontage Road	69.7	69.8	0.1
	W of 99 Frontage Road	56.6	56.7	0.1
	E of SR 99 NB Ramp	51.7	52.2	0.5
	W of SR 99 NB Ramp	49.0	49.3	0.3
	E of Stagecoach Road	59.4	60.0	0.6
	W of Stagecoach Road	67.5	68.0	0.5
Mariposa Road	W of 99 SB Ramp	57.7	57.8	0.1
	E of E. Munford Ave	67.3	68.0	0.7
	W of E. Munford Ave	74.0	74.6	0.6
	E of Carpenter Road	72.9	73.5	0.6
	W of Carpenter Road	76.1	76.7	0.6
	E of Farmington Road	80.0	80.1	0.1
	W of Farmington Road	78.8	78.8	0.0

[1] At nearest sensitive receptor.
Source: Saxelby Acoustics 2022.

Impact NOISE-2: Increase in Noise Levels in Excess of Standards – Other Project Noise

The project proposes the development of warehouses, which would include loading docks. Loading dock activities include truck arrival/departures, truck idling, truck backing, air brake release, and operation of truck-mounted refrigeration units.

To assess loading dock activity noise impacts at the nearest potentially affected noise-sensitive land uses, the noise study used noise level measurements taken at a warehouse facility in Rocklin. The warehouse is approximately 400,000 square feet and includes a large cold storage facility for distribution of groceries. The noise level measurements were

conducted at a distance of 200 feet from the center of the loading dock and circulation area. The results of the noise measurements indicate that a busy hour generated an average noise level of 61 dBA Leq at a distance of 200 feet from the center of the loading dock truck maneuvering lanes. The use of this data in predicting loading dock noise generated by the project is conservative in that it accounts for the potential inclusion of substantial amounts of cold storage and related refrigerated truck traffic in the project.

The noise study for the project assumed that the proposed loading docks would operate at this level of activity in a busy hour during either daytime (7:00 a.m. to 10:00 p.m.) or nighttime (10:00 p.m. to 7:00 a.m.). The data from the Rocklin facility was scaled up to represent the larger proposed project. As shown on Figure 14-2, and assuming the conceptual building configuration shown in Figure 3-2, the project is predicted to expose nearby residences to noise levels up to 40 dBA Leq during both daytime and nighttime hours; these predicted levels are substantially below existing ambient noise levels. As a result, the proposed project is predicted to comply with the City's and the County's average and maximum noise level standards without any additional noise control measures. Therefore, noise impacts from project operations are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact NOISE-3: Increase in Noise Levels in Excess of Standards – Construction

Noise from project construction activities would temporarily add to the noise environment in the project vicinity during the construction period. Activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet, as indicated in Table 14-7. Noise would also be generated during the construction phase by increased truck traffic on area roadways, associated with transport of heavy materials and equipment to and from construction sites.

This noise increase would be of short duration and would occur during daytime hours. Noise from localized point sources such as construction sites typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when on-site construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. As previously discussed, nearby noise-sensitive receptors consist predominantly of residential dwellings located near the northern and western boundaries of the project site. These receptors could potentially be exposed to noise levels from construction activities that exceed City standards.

The City of Stockton Noise Ordinance places limitations on the acceptable hours of construction. During development of the proposed project, construction activities occurring during the more noise-sensitive late evening and nighttime hours (i.e., 10:00 p.m. to 7:00 a.m.) are prohibited.

NOISE-1: *(Existing Requirement)* Project construction shall comply with the provisions of Stockton Municipal Code Chapter 16.60, including Section 16.60.030, which contains restrictions on construction noise, including operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m. so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities.

In addition, the noise study recommends noise reduction measures be incorporated by the City as conditions of approval for the project. These actions are specified in mitigation measures described below. With implementation of these Existing Requirements and mitigation measures, project impacts related to construction noise would be less than significant.

TABLE 14-7
CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dB at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: FHWA 2006.

Level of Significance: Potentially significant

Mitigation Measures:

NOISE-2: The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 7:00 a.m. to 10:00 p.m.

- All construction equipment powered by internal combustion engine shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Significance After Mitigation: Less than significant

Impact NOISE-4: Groundborne Vibration

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The noise study contains data from the FTA indicating that construction equipment that could be used by the project would generate vibration levels less than the 0.2 in/sec threshold, even at distances as close as 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located at substantially greater distances; at these distances, construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. Project impacts related to groundborne vibration are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact NOISE-5: Airport and Airstrip Noise

As noted, the outermost noise contour of the Stockton Metropolitan Airport, as delineated in the ALUCP, does not extend to the project site. Because of this, the project would not expose persons working on the project site to excessive airport-related noise. There are no private airstrips in the vicinity, so there would be no noise affecting the project site from airstrips. The project would have no impact related to airport and airstrip noise.

Level of Significance: No impact

Mitigation Measures: None required

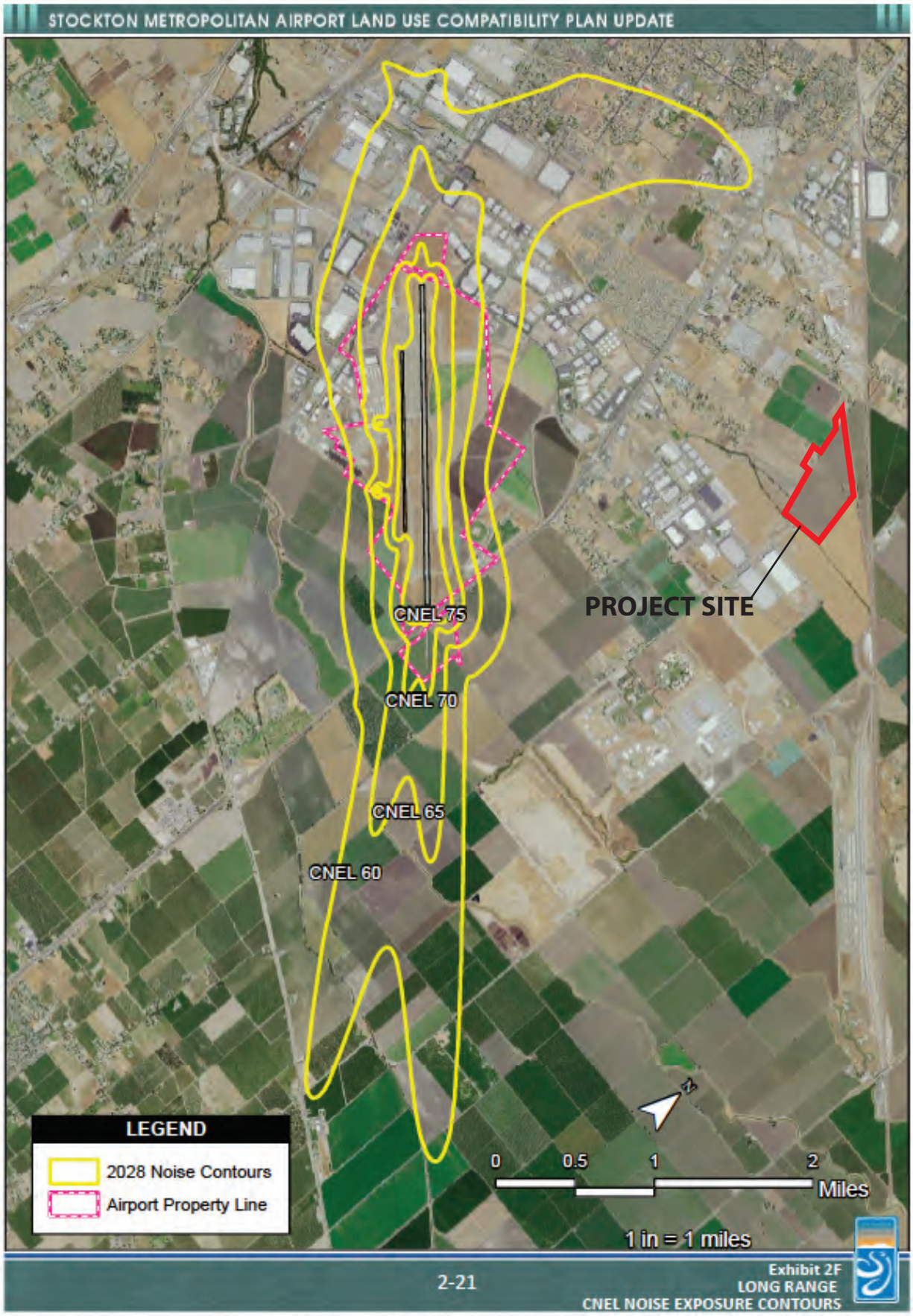


Figure 14-1
STOCKTON METROPOLITAN
AIRPORT NOISE CONTOURS

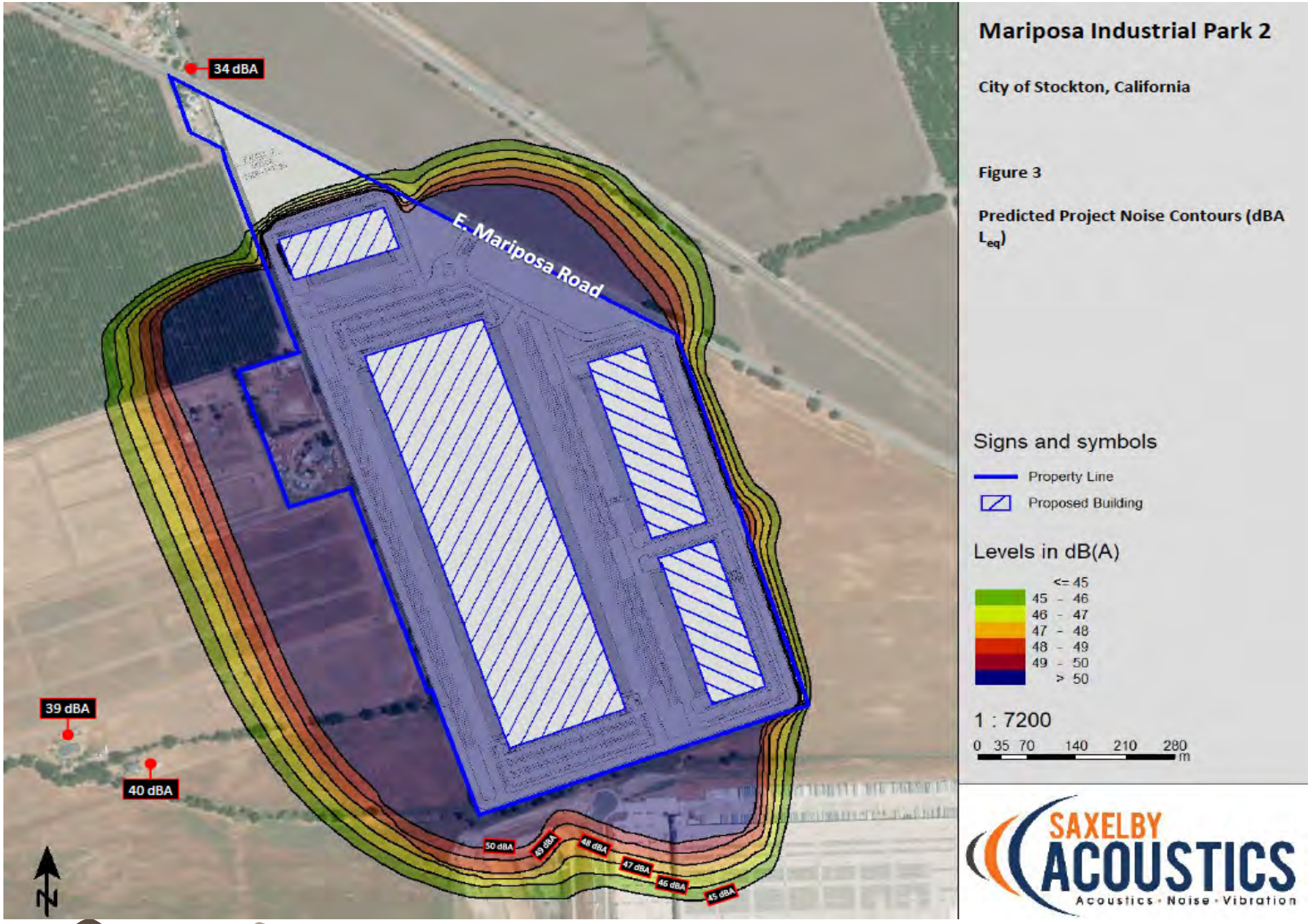


Figure 14-2
PREDICTED PROJECT NOISE

15.0 PUBLIC SERVICES AND RECREATION

ENVIRONMENTAL SETTING

Fire Protection

The project site is currently within the Montezuma Fire Protection District, which serves approximately 10 square miles of unincorporated area in San Joaquin County, mostly adjacent to and southeast of Stockton. The Stockton Metropolitan Airport is also within its service area. The Fire District provides fire protection, suppression, and prevention; hazardous materials-related services; and basic emergency medical service. It has two stations: Station 181 at 2405 South B Street, and Station 182 near the terminal at the Stockton Metropolitan Airport (City of Stockton 2018b). A 2011 Municipal Service Review of rural fire districts stated that the Fire District stations are in good condition, and response times to emergency calls are better than the average response time of the other rural fire districts reviewed (San Joaquin LAFCo 2011).

The project proposes to detach the site from the Montezuma Fire Protection District concurrently with the annexation of the site to the City of Stockton. Upon annexation, the project site would be within the service area of the Stockton Fire Department. The Fire Department provides fire protection, fire prevention, and paramedic emergency medical services to the City of Stockton from 13 stations. The Fire Department has 182 firefighters, of which 81 are trained as paramedics and 101 are certified as Emergency Medical Technicians (EMTs). At least one member of each station must be a paramedic. The Stockton General Plan 2040 states that the City strives to have 1.23 sworn firefighters per 1,000 population. (City of Stockton 2018a).

The closest Fire Department station to the project site is Station 12 at 4010 East Main Street, east of SR 99 approximately four miles north of the project site. Station 12 is staffed with four personnel, including a captain, and the station is equipped with one engine and a grass fire rig (City of Stockton 2020). Station 12 is central to and serves most residential development within the City east of SR 99.

In 2020, the latest year for which data are available, the Fire Department responded to 59,645 emergency calls. Of these calls, 36,305 were for emergency medical service, 5,064 were for fires, and the remainder were for other types of emergencies. The average citywide response time to all calls is 5 minutes, 47 seconds. The shortest average response times were for vehicle accidents, while the longest average response times were for grass fires (City of Stockton 2020).

The Stockton General Plan 2040 sets a standard of a response time of four minutes or less travel time for the arrival of the first arriving engine company at a fire suppression incident (City of Stockton 2018a). The Stockton Fire Department, in a comment on the City

Services Plan for the Mariposa 1 project, stated that response times to the industrial area within which the project site is located is approximately 7-8 minutes. This response time is within the industry standard for rural/semi-urban responses (City of Stockton 2022c).

The Stockton Fire Department is experiencing increased demand for fire protection and related services in the south Stockton industrial areas due to ongoing development. The City requires that projects pay a Public Facility Fee to cover capital costs for new or expanded fire facilities. Also, to address long-term fire protection and eventual area urbanization, City departments, including Fire, Community Development, and Finance, together with industrial project proponents are engaged in planning for financing, construction, and staffing of a new fire station in the area that will help the Fire Department meet increasing service demands and reduce response times (Chief Edwards, pers. comm.). Development and implementation of the plan will involve a multi-year process.

All public fire protection agencies in San Joaquin County, including the Stockton Fire Department, operate under a master mutual aid agreement, under which other fire agencies may be called upon to assist should the resources of one agency be considered inadequate for any given call (San Joaquin County 2016b). The nearest fire stations to the project site that are not part of the Stockton Fire Department are the two Montezuma Fire Protection District stations and the Collegeville Rural Fire Department station approximately three miles to the east.

Police Protection

Law enforcement services for the project site are currently provided by the San Joaquin County Sheriff's Department, which serves unincorporated San Joaquin County. The Sheriff's Department facility is at 7000 Michael Canlis Boulevard in French Camp. The facility houses all the divisions of the Department, including investigation, patrol, and custody, along with the Coroner's Office.

The Stockton Police Department would be responsible for law enforcement services for the project site upon annexation. The Police Department is headed by a Chief of Police and two Deputy Chiefs. It is further organized into five divisions: Field Operations, Special Operations, Investigations, Administrative Services, and Technical Services, each commanded by a Captain. As of September 2017, the Police Department had 712 staff members, including 485 sworn police officers, 41 police telecommunicators, and 186 civilian personnel. The service ratio of sworn officers to 1,000 population is 1.533 (City of Stockton 2020). The City's goal is 1.5 sworn officers per 1,000 residents (City of Stockton 2018a), so this goal is currently being met.

The Police Department's Main Precinct, at 22 East Market Street approximately five miles northwest of the project site, is where field services are located. Central Services, located nearby at 22 East Weber Avenue, houses investigations and support services. The service area of the Police Department, entirely within City limits, is organized into six Community Policing Districts. The project site is adjacent to the Park Community Policing District, which covers southeastern Stockton. The average response time to in-progress, life-threatening emergencies is between three and five minutes (City of Stockton 2020). The Stockton General Plan states that the City strives for an average law enforcement response

time of five minutes or less for Priority One calls, where a threat to persons may exist (City of Stockton 2018a).

According to staff, the Police Department has outgrown its existing facilities and significant renovations to increase capacity will likely be required, given the number of new officers added with Measure A funding, a sales tax increase approved by City voters in 2013. In particular, the main facility on East Market Street needs renovations and repair, and the firing range at 3040 Navy Drive needs expansion or relocation. A project is underway to create a Master Space Plan for the main facility and the Police Administration and Support facility on East Weber Avenue. Limited funding would require a phased approach to execution of this plan over several years (City of Stockton 2018a). The City requires that projects pay a Public Facility Fee to cover capital costs for new or expanded police facilities.

Schools

The project site is within the boundaries of the Stockton Unified School District. The Stockton Unified School District provides education from transitional kindergarten to 12th grade, along with Head Start, adult, and special education programs. In general, students from transitional kindergarten to 8th grade attend elementary school, and those in grades 9 to 12 attend high school. As of the 2021-22 school year, the District had an enrollment of 39,803 students (California Department of Education 2022).

The Stockton Unified School District operates 54 schools within the Stockton area – 39 elementary schools, six high schools, and nine specialty schools (City of Stockton 2018b). As noted in Chapter 11.0, Hazards, the nearest District school is Hamilton Elementary School on 2245 Eleventh Street, approximately 2.5 miles northwest of the project site. The District requires payment of impact fees from development projects to cover capital costs for new or expanded school facilities, in accordance with State law (see below).

Parks and Recreational Services

The City of Stockton, through its Community Services Department, provides park and recreational services within City limits. The City owns and operates 66 parks, which are divided into three categories: neighborhood, community, and specialty parks. In addition, the City owns and operates accessible open space, special purpose facilities, and trails (City of Stockton 2018b). The nearest City park to the project site is Ernie Shropshire Park, on Logan Lane approximately two miles to the west. Shropshire Park, a neighborhood park, is equipped with picnic tables, tot lots, a tennis court, a basketball court, and barbecue facilities.

San Joaquin County, through its Parks and Recreation Department, owns and operates nine parks in the unincorporated Stockton area (City of Stockton 2018b). As described in the San Joaquin County General Plan, the parks fall into three categories: neighborhood, community, and regional. The nearest County park to the project site is Kennedy Park and Community Center on South D Street, approximately two miles to the northwest. Along with a community center, Kennedy Park has ball fields, a basketball court, a swimming pool, and day-use picnicking. The County also operates a Regional Sports Complex

adjacent to Stockton Metropolitan Airport, southwest of the project site. This facility has a four-field softball complex and four soccer fields, along with concession stands and a picnic shelter (San Joaquin County 2016b).

The City requires payment of Public Facility Fees for community recreational centers from non-residential development. However, it exempts such development from Quimby Act fees for parks (see below).

Other Public Services

Libraries in San Joaquin County and the City of Stockton have merged to become the Stockton-San Joaquin County Public Library system. The library system has 15 branches in nine communities; seven of these branches are in Stockton. The nearest library branch to the project site is the Maya Angelou Branch Library at 2324 Pock Lane in Stockton, approximately 2.5 miles to the northwest. This library offers computer workstations and printers for general and Internet use, a reference collection for in-depth research, and a circulating collection of library materials. The City requires that projects pay a Public Facility Fee to cover capital costs for new or expanded library facilities.

Public health care in San Joaquin County is available through the San Joaquin General Hospital at 500 West Hospital Road in French Camp, approximately 4.5 miles southwest of the project site. This 236-bed hospital is a general acute care facility providing a full range of inpatient services including general medical/surgical care, high-risk obstetrics, and neonatal intensive care. It also functions as the primary base hospital, which is designated by the County Emergency Medical Service Agency and is responsible for directing the advanced life support and pre-hospital care system assigned to it by the County (San Joaquin County 2016b). In addition to the main hospital, comprehensive outpatient facilities are available at the California Street Clinic on 1414 North California Street in Stockton, approximately 5.5 miles northwest of the project site, and at a clinic on the main campus in French Camp.

The Superior Court of California, County of San Joaquin, has jurisdiction over all felonies, misdemeanors, civil cases of all amounts, and other legal proceedings in San Joaquin County and its incorporated cities. These proceedings are conducted at the Stockton Courthouse, the Juvenile Justice Center in French Camp, and branch courts in Manteca and Lodi. The nearest courthouse to the project site is the Stockton Courthouse on 180 East Weber Avenue.

REGULATORY FRAMEWORK

State

SB 50

SB 50, enacted in 1998, created the present School Facility Program, which is a State/local match program for the funding of new kindergarten-12th grade school facilities and the modernization of existing facilities. SB 50 established a base fee for both residential and commercial/industrial development, the proceeds from which provide capital improvement

funding for schools. This base has been adjusted for inflation every two years. School districts must establish the nexus between the development and the need for school facilities via a fee justification study to impose the biannual increase. Fees are levied and collected at the time the building permit is issued. District certification of the payment of the applicable fee is required before the city or county can issue the building permit.

The Stockton Unified School District is eligible to levy Level II development impact fees on new development. According to the School District's website, development impact fees are $5.84 per square foot of single-family residential development and multi-family residential development, and $0.61 per square foot of commercial/industrial development, effective June 14, 2022.

California Government Code Sections 65995 to 65998 (School Facilities)

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to issuance of a building permit. Sections 65995 to 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of) the planning, use, or development of real property" [Section 65996(a)]. The legislation goes on to say that the payment of school impact fees is deemed to provide full and complete school facilities mitigation under CEQA [Section 65996(b)]. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Quimby Act

The Quimby Act of 1975 authorizes cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated by the Quimby Act cannot be used for the operation and maintenance of park facilities. A 1982 amendment (AB 1600) requires agencies to clearly show a reasonable relationship between the public need for a recreation facility or park land, and the type of development project upon which the fee is imposed. Also, local ordinances must now include definite standards for determining the proportion of the subdivision to be dedicated and the amount of the fee to be paid.

Local

Stockton Municipal Code

Chapter 3.52 of the Stockton Municipal Code was adopted to authorize the City of Stockton to impose a transaction and use tax per Measure W, which was approved by Stockton voters in 2004. Section 3.52.040 imposes a one-quarter-cent retail tax upon all retail sales within Stockton. Per Section 3.52.01), revenue from the tax increase will provide funding to maintain the City's current level of police and fire protection services and undertake necessary capital projects to support these services.

Chapter 15.12 of the Stockton Municipal Code outlines the standards and regulations of the Stockton Fire Code. Section 15.12.010 incorporates the California Fire Code, 2022 Edition, by reference and adopts these documents as the City of Stockton Fire Code.

Section 16.72.260 of the Stockton Municipal Code establishes a public facilities fee on the issuance of permits for development within the city. Subsection B.1 defines public facilities as City offices, fire stations, libraries, police stations, community recreation centers, street improvements, and water and sewage facilities. Per Subsection C, revenue from building permits will be used to pay for design and construction of designated public facilities, program development, and overall maintenance.

City of Stockton Measure A

Stockton's voters approved Measure A in 2013, and its provisions came into effect in 2014. Measure A instituted a three-quarter cent (0.75%) sales tax to provide funding for law enforcement, crime prevention services, and other essential City services for residents, businesses, and property owners. Law enforcement and crime prevention services receive 65% of Measure A revenues. The Measure A tax is set to expire by its own terms in ten years, unless extended by the City Council.

City of Stockton Measure M

Measure M, the Library and Recreation Special Tax, is a one-quarter-cent special transaction and use sales tax that passed during the November 2016 General Election, receiving more than the two-thirds vote needed for approval. The Measure M tax will be implemented for 16 years and will be used to fund library and recreation services in the City.

Stockton General Plan 2040

The following Stockton General Plan 2040 policies and implementing actions are relevant to public service concerns that may be associated with this project (City of Stockton 2018a):

- Action LU-6.1.G: Maintain adequate staffing levels to support achieving the City's service level goals for police and fire protection.
- Action SAF-1.2.A: Update the City's Design Guidelines and Development Code to require new and retrofitted development to support effective police and fire protection response and services by using the following principles of crime prevention through environmental design:
- Delineate private and public spaces
- Enhance visibility
- Control property access
- Ensure adequate property maintenance
- Action SAF-2.2.A: Require new development to provide adequate access for emergency vehicles and evacuation routes. [See also Chapter 11.0, Hazards.]

- Action LU-6.3.A: Require development to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on the environment related to public services and recreation if it would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or generate a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection, police protection, schools, parks, or other public facilities,

- 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, or

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Impact PSR-1: Fire Protection Services

Project site annexation and proposed industrial development would generate new demand for fire protection services from the Stockton Fire Department. Demands for service from nearby industrial areas are currently served by the Fire Department, and further development including the project can be served. However, without additional facilities and associated staffing, the Fire Department has indicated that response times to the project site would likely remain in the range of existing response times (7-8 minutes). Although current response times are within industry standards, they would be greater than the target set in the Stockton General Plan 2040.

Response times by themselves are not considered an environmental impact requiring analysis and mitigation under CEQA. In *City of Hayward v. Board of Trustees of the California State University* (2015), the court ruled that "…the obligation to provide adequate fire and emergency medical services is the responsibility of the city…The need for additional fire protection services is not an *environmental* impact that CEQA requires a project proponent to mitigate" [emphasis in original]. However, in reviewing annexation applications, LAFCo requires a city to demonstrate that it can adequately meet the service needs of the area proposed for annexation. In reviews of annexation applications by the City of Stockton for other proposed developments in the project vicinity, LAFCo has expressed concerns about Fire Department response times that have resulted in interagency

agreements intended to improve fire service. As LAFCo is a Responsible Agency for this project, the issue of response times is discussed in this EIR.

As noted in the Environmental Setting section above, the Fire Department is under increasing strain to meet citywide service demands, which in the south Stockton industrial areas are associated with continuing industrial and warehouse development. To address long-term fire protection needs and eventual urbanization of the project area, the City of Stockton is currently working to establish a Community Facilities District to fund construction and operation of a new south Stockton fire station. This would allow the Fire Department to meet increasing service demands while reducing relatively long response times (Chief Edwards, pers. comm.). This action is specified in a mitigation measure presented below.

The project itself would not specifically trigger a requirement for new or expanded fire protection facilities that would result in potentially significant environmental effects. However, the project would be required to participate in the funding of new fire stations by paying required Public Facility Fees to the City. Public Facility Fees are intended to be used for future construction of Fire Department facilities required by urban expansion. Future fire stations would be subject to CEQA review as required.

The Fire Department notes that most of the new concrete tilt-up warehousing being developed in this area of the city are being designed with Early Suppression Fast Response (ESFR) fire sprinkler systems. The purpose of the ESFR systems is to allow for high-bay storage of a variety of commodities up to five feet below the roof deck. They are considered the best engineered fire protection system that the National Fire Protection Association recognizes, capable of flowing up to 100 gallons per minute per nozzle. Their design purpose is to completely extinguish the fire rather than controlling the spread of fire. Testing results from nationally recognized testing agencies have proven their effectiveness.

The Fire Department states that the ESFR fire sprinkler system is recommended to reduce risk associated with delayed response times (Phil Simon, electronic mail). An ESFR system would reduce the adverse physical impacts of a fire on the proposed structures during the time required for fire equipment and personnel to arrive on the scene. Mitigation described below would require the installation of ESFR systems in the proposed industrial buildings.

As discussed above, the Stockton Fire Department can provide fire protection services to the project. The Fire Department, other departments, and the project proponents are engaged in efforts to reduce response times to the project area, and the project would be subject to ESFR requirements. As a result, the project's effects on fire protection services would be less than significant with implementation of mitigation.

Level of Significance: Potentially significant

Mitigation Measures:

PSR-1: All industrial/warehouse buildings constructed on the project site shall have an Early Suppression Fast Response (ESFR) fire sprinkler system installed. The Stockton Fire Department shall review and approve any proposed ESFR system prior to its installation.

PSR-2: City departments, including Fire, Community Development, and Finance, together with industrial project proponents, shall develop and implement a plan for financing, construction and staffing of a new fire station in the vicinity of the project site. The project applicant shall contribute to the costs of constructing and staffing the new fire station in accordance with the adopted plan.

Significance After Mitigation: Less than significant

Impact PSR-2: Police Protection Services

Project development would generate new demand for police protection services. Demand for service at nearby industrial areas is currently served by the Stockton Police Department; such service can be readily extended to the project site. Policing demands would likely be reduced by the provision of private on-site security by future tenants, although speculation would be required to quantify this reduction.

The Police Department has outgrown its existing facilities and significant renovations to increase capacity will likely be required in the future. The project would be required to pay Public Facility Fees to the City that would be applied to future construction or renovation of Police Department facilities required by urban expansion. With payment of these Public Facility Fees, impacts on police protection services would be less than significant, particularly since the project would not affect response times or other aspects of police service. Future new or expanded police facilities would be subject to CEQA review to determine potential environmental impacts and mitigation for identified significant impacts.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact PSR-3: Schools

The project site is within the boundaries of the Stockton Unified School District. The project would involve warehouse development, which would not directly generate new student load. Project development would, however, generate new employment opportunities, which could attract employees with children to the Stockton area, leading to new demands for educational services. As discussed in Chapter 13.0, Land Use, most of the jobs generated by project site development are expected to be filled by residents of the Stockton area. The project is not expected to have a direct effect on population growth such that new or expanded school facilities would be needed.

The developer would be required to pay SB 50 development impact fees to the District. The fees would be applied to the costs of new facilities required to accommodate any additional student population generated indirectly by project development. Under the California Government Code, the payment of school impact fees is considered adequate mitigation for CEQA purposes. Project impacts on schools would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact PSR-4: Parks and Recreational Services

The project would not involve any direct effects on parks or recreational facilities. Since the project is unlikely to generate a substantial population increase, it would not generate a substantial direct demand for new or expanded parks or recreational facilities or services. As noted, Public Facilities Fees are placed on non-residential development for community recreational centers but not for parkland. Project impacts on recreational facilities are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact PSR-5: Other Public Facilities

Since the project is unlikely to generate a substantial population increase, it would not generate a demand for additional library, public hospital, or courthouse services. No new or expanded facilities to provide these public services would be required. Project impacts on other public facilities would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

16.0 TRANSPORTATION

This chapter addresses the potential transportation impacts of the proposed project using a transportation study provided by KD Anderson & Associates, available for review in Appendix G of this EIR. The study was prepared in accordance with the City of Stockton Transportation Impact Analysis Guidelines and with input from Caltrans. The limits of the transportation study area were identified through discussions with City of Stockton staff.

The KD Anderson transportation study includes an analysis of the vehicle miles traveled (VMT) effects of the project as well as an analysis of the project's Level of Service (LOS) effects. Section 15064.3 of the CEQA Guidelines, establishes VMT as the preferred method for evaluating transportation impacts, rather than LOS, which was until recently the preferred method for traffic impact analysis. The following impact analysis conforms to this guidance. Nevertheless, the LOS effects of a project remain an important transportation system management tool, and therefore LOS information regarding the project is communicated as a part of the overall environmental impact analysis presented in this EIR.

For the purposes of this EIR, the potential LOS effects of the project are quantified and described in terms of their consistency with the City's most current transportation planning standards. Where the project's effects are not consistent with City standards, the EIR includes recommendations by the transportation consultant, the EIR preparer, and City staff for physical improvements that would reduce or eliminate the inconsistency. These recommendations are not binding and should not be construed as mandatory requirements or mitigation measures that require special findings under CEQA Guidelines Sections 15091-15093 or treatment in the project Mitigation Monitoring and Reporting Program. However, they are disclosed in this EIR for informational purposes.

This traffic impact study, which follows the VMT analysis below, presents analyses of traffic operating conditions at 15 intersections, 12 roadway segments, and 13 freeway ramp junction areas that may be affected by the proposed project; the locations of these facilities are shown in Appendix G. These transportation facilities are analyzed under the following five development scenarios:

- Existing Conditions,
- Near-Term Future Existing Plus Approved Projects (EPAP) No Mariposa 2 Project Conditions,
- Near-Term Future EPAP Plus Mariposa 2 Project Conditions,
- Long-Term Future Cumulative No Mariposa 2 Project Conditions, and
- Long-Term Future Cumulative Plus Mariposa 2 Project Conditions.

EPAP conditions are near-term background conditions that include existing traffic levels and traffic associated with approved but unconstructed land use development projects in the vicinity of the project site. The traffic study uses the EPAP No Project condition as the baseline condition to assess the significance of changes in traffic resulting from the project. Cumulative conditions are a long-term background condition which includes future year forecasts of traffic volumes, based on development of surrounding land uses consistent with the Stockton General Plan 2040. Chapter 18.0, Cumulative Impacts, contains the traffic analysis under cumulative conditions.

The analysis of traffic conditions is based on LOS, which measures the quality of traffic movement on roadways and through intersections. LOS is represented by letter designations from A to F, with A representing the best movement conditions and F representing the worst.

ENVIRONMENTAL SETTING

Streets and Roads

The following roadway facilities provide access to the project site or would be potentially affected by the project:

State Route 99 (SR 99) is a north-south state highway that traverses the Central Valley connecting Stockton with Sacramento to the north and with Modesto, Merced, Fresno, and Bakersfield to the south. Near the project site, three travel lanes are provided in each direction, with auxiliary lanes present at some locations. Twelve interchanges are provided along the 12-mile length of SR 99 within and adjacent to the Stockton City limits. According to 2021 Caltrans data, average daily traffic volumes on SR 99 range between 80,000 and 95,000 in the vicinity of the project site. The speed limit on SR 99 near the project site is 65 miles per hour.

Mariposa Road is a west-northwest-to-east-southeast roadway connecting Charter Way in south Stockton with Escalon-Bellota Road north of Escalon. It is classified in the Stockton General Plan as an arterial. Adjacent to the project site, Mariposa Road is a two-lane roadway. Mariposa Road crosses a railroad track with a grade-separated railroad crossing located just east of the intersection with Austin Road. Limited pedestrian and no bicycle facilities are provided along the roadway within the project study area. The portion of Mariposa Road southeast of Carpenter Road, which includes the segment adjacent to the project site, has a posted speed limit of 55 miles per hour.

Crosstown Freeway is an east-west freeway that traverses downtown Stockton. The eastern terminus of the Crosstown Freeway is SR 99. The western terminus is Navy Drive, approximately 1.4 miles west of Interstate 5. The portion of the Crosstown Freeway immediately west of SR 99 is eight lanes wide. It becomes six to eight lanes wide through downtown Stockton and reduces to four lanes west of Interstate 5. The segment of the Crosstown Freeway between Interstate 5 and SR 99 is part of SR 4, which continues west to Interstate 80 in the San Francisco Bay Area and east into the Sierra Nevada foothills.

Carpenter Road is a west-southwest-to-east-northeast, two-lane roadway that extends from SR 99 East Frontage Road to approximately 0.9 miles east-northeast of Mariposa Road. It connects with Mariposa Road at an unsignalized intersection approximately one-third of a mile west-northwest of the project site. West of SR 99, a discontinuous portion of Carpenter Road extends west-southwest to Airport Way. Carpenter Road is classified in the Stockton General Plan as a collector.

Munford Avenue is a west-southwest-to-east-northeast two-lane roadway that extends from SR 99 East Frontage Road to Mariposa Road. It connects with Mariposa Road at a signalized intersection approximately 0.8 mile west-northwest of the project site. West of SR 99, a discontinuous portion of Munford Avenue extends approximately 0.4 mile west-southwest of SR 99.

Stagecoach Road is a north-south two-lane roadway with a southern terminus at a signalized intersection with Mariposa Road and a northern terminus at Farmington Road. The southwest leg of the Mariposa Road/Stagecoach Road intersection is a gated driveway for Oldcastle Infrastructure, a local business.

Farmington Road is an east-west roadway with an overcrossing of SR 99. Farmington Road continues east into the Sierra Nevada foothills as SR 4. In the immediate vicinity of SR 99, it is two lanes wide. Approximately one-quarter mile east of SR 99, Farmington Road intersects with Golden Gate Avenue. East of this intersection, Farmington Road is two to four lanes wide, with a center two-way, left-turn lane along portions of the roadway. Approximately one-half mile west-southwest of SR 99, Farmington Road intersects with Mariposa Road. To the west-southwest of Mariposa Road, the roadway continues as 8th Street. Discontinuous portions of 8th Street extend to the southwest portion of Stockton.

Golden Gate Avenue is a northwest-to-southeast roadway with an interchange on SR 99. The roadway is four lanes wide southeast of SR 99 and two lanes wide northwest of SR 99. The southeastern terminus of Golden Gate Avenue is at Farmington Road, approximately one-quarter mile southeast of SR 99. Approximately one-third of a mile northwest of SR 99, Golden Gate Avenue transitions to a north-northwest - south-southeast alignment. This portion of Golden Gate Avenue has a north-northwest terminus at the Crosstown Freeway. Discontinuous portions of Golden Gate Avenue are present north of the Crosstown Freeway.

Fremont Street is a west-southwest - east-northeast roadway with an interchange on SR 99. In the immediate vicinity of SR 99 and extending west-southwest to Wilson Way, Fremont Street is four lanes wide. West of Wilson Way, discontinuous portions of Fremont Street are two lanes wide, traverse downtown Stockton, and terminate west of I-5. East-northeast of SR 99, Fremont Street is two lanes wide and is designated SR 26. SR 26 extends to the northeast into the Sierra Nevada foothills.

Austin Road is a north-south, two-lane roadway that extends south from its intersection with Mariposa Road southeast of the project site. Austin Road intersects Arch Road and passes through Manteca before terminating at Caswell Memorial State Park along the Stanislaus River in southern San Joaquin County. It passes adjacent to and east of the California Department of Corrections and Rehabilitation facilities south of Arch Road, and

it is west of the entry into the BNSF intermodal facility. Austin Road has no pedestrian or bicycle facilities.

Arch Road/Arch-Airport Road/Sperry Road is an east-west roadway with several names; the segment east of the SR 99 interchange and closest to the project site is named Arch Road. The roadway extends from French Camp Road near the Interstate 5/French Camp Road interchange in the west to the BNSF Intermodal Facility east of Austin Road. It is classified in the Stockton General Plan as an arterial. Arch Road varies in segments from two to four lanes. Arch Road is currently undergoing improvements, with some segments being widened to provide additional travel capacity. In some cases, the widened portions are not yet striped to accommodate additional traffic. Sidewalks are provided along some portions of Arch Road, including on the north side from Logistics Drive to approximately 100 feet east of Fite Court and on the south side from Logistics Drive to Newcastle Road. There are no bicycle facilities on Arch Road.

SR 99 East Frontage Road is a two-lane roadway that runs parallel to and east of SR 99. North of Arch Road, this roadway curves to the east, becoming Munford Avenue, and terminates at Mariposa Road. South of Arch Road, the roadway becomes Kingsley Road, terminating approximately 1.5 miles south of Arch Road. SR 99 East Frontage Road has limited pedestrian facilities and no bicycle facilities.

Qantas Lane is a north-south roadway located on the west side of SR 99. It begins at Boeing Way to the north. South of Arch-Airport Road, Qantas Lane becomes SR 99 West Frontage Road. North of Arch-Airport Road, Qantas Lane is a two-lane roadway, while four travel lanes are provided south of Arch-Airport Road. Further south of Arch-Airport Road, Qantas Lane transitions to a two-lane roadway. Qantas Lane has limited pedestrian facilities and no bicycle facilities.

The transportation study did not include Newcastle Road in its analysis. While the project may include proposes access to the project site from Newcastle Road, that access would be limited to emergency vehicles only. No passenger vehicles or trucks would use the Newcastle Road access. Since the anticipated traffic would be very limited, the transportation study did not analyze project traffic impacts on Newcastle Road or its intersection with Arch Road.

VMT Existing Setting

The State of California has recently added Section 15064.3 to the CEQA Guidelines, which is meant to incorporate the requirements of SB 743 into CEQA analysis. SB 743 was enacted in 2013 with the intent to balance congestion management needs and the mitigation of the environmental impacts of traffic with statewide GHG emission reduction goals. SB 743 directed the Governor's Office of Planning and Research (OPR) to develop an alternative mechanism for evaluating transportation impacts and to amend the CEQA guidelines to provide a transportation impact analysis framework that prioritizes reducing GHG emissions, replacing the prior focus of minimizing automobile delay.

Section 15064.3 states that VMT is the preferred metric for evaluating transportation impacts, rather than the commonly used LOS. The VMT metric measures the total miles traveled by vehicles associated with a project by multiplying the number of vehicle trips by the length of vehicle trips. Unlike LOS, VMT accounts for the total transportation environmental impact, including use of non-vehicle travel modes such as public transit, walking, and bicycling. Section 15064.3(b) sets forth the criteria for analyzing transportation impacts using the preferred VMT metric:

- VMT exceeding an applicable threshold of significance may indicate a significant impact. The City's Stockton General Plan has a threshold of significance related to VMT, which is discussed later in this chapter.

- Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing "high-quality transit corridor" should be presumed to cause a less-than-significant transportation impact. There are no transit stops or transit corridors near the project site.

- Projects that decrease VMT in the project area compared to existing conditions should be presumed to cause a less-than-significant transportation impact. Because of their nature and size of the proposed industrial development, the project is expected to substantially increase VMT in the project area.

While a quantitative analysis of VMT is preferred, a qualitative analysis may be used if existing models or methods are not available to estimate VMT for the project being considered.

In 2019, OPR issued a Technical Advisory on evaluating transportation impacts under CEQA by using VMT as the metric. Among the issues discussed in the Technical Advisory are potential significance thresholds that could be used to determine the significance of a project impact on transportation. OPR recommended that a proposed residential project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. For office projects, a proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact. For retail projects, a net increase in total VMT may indicate a significant transportation impact (OPR 2019). VMT thresholds for residential, office and retail projects. OPR made no VMT threshold recommendations for industrial/warehouse projects.

Since December 2018, vehicle delay as expressed in LOS cannot be used solely as a threshold of significance for purposes of CEQA analysis. In December 2019, the OPR adopted revised CEQA Guidelines, which included changes to the questions in the Transportation section of the Environmental Checklist presented in Appendix G of the Guidelines based on VMT methodology. These questions are utilized as significance thresholds in this Chapter of the EIR. The use of VMT in CEQA analysis became mandatory for CEQA lead agencies on July 1, 2020.

Existing Traffic Conditions

Existing traffic conditions on study intersections, roadway segments, and ramp junctions were analyzed in the KD Anderson study based on LOS. As noted, LOS is used in this EIR to evaluate consistency with existing transportation plans and policies, not to determine significance of environmental impacts.

Intersections

Figure 16-1 shows the 13 existing intersections analyzed by the traffic study. Current intersection delay and LOS are summarized in Table 16-1 below. All intersections currently operate during morning (AM) and evening (PM) peak hours above City LOS standards, the minimally acceptable level, with limited exceptions, being LOS D for City streets and intersections. SR 99 intersections also meet the minimally acceptable LOS standards for Caltrans facilities, which are at the transition between LOS C and LOS D. See the Regulatory Framework section below for more detailed information on City and Caltrans LOS standards.

TABLE 16-1
EXISTING INTERSECTION LEVEL OF SERVICE

No.[1]	Intersection	Control[2]	AM Peak Hour		PM Peak Hour	
			LOS	Delay (sec)	LOS	Delay (sec)
1	Golden Gate Ave. & SR 99 SB Ramps	Signal	B	13.3	B	15.2
2	Golden Gate Ave. & SR 99 NB Ramps	Signal	B	13.6	B	13.9
3	Mariposa Rd. & 8th Street/Farmington Rd.	Signal	C	34.0	C	32.4
4	Mariposa Rd. & SR 99 West Frontage Rd.	Signal	B	17.8	B	17.1
5	Mariposa Rd. & SR 99 SB Ramps	Signal	A	9.5	B	10.1
6	Mariposa Rd. & SR 99 NB Ramps	Signal	A	9.1	A	9.0
7	Mariposa Rd. & Stagecoach Rd.	Signal	B	18.4	B	17.3
8	Mariposa Rd. & Munford Ave.	Signal	B	11.7	B	17.7
9	Mariposa Rd. & Carpenter Rd.	Unsig.	A	1.8	A	2.4
10	Mariposa Rd. & Austin Rd.	Signal	B	15.1	B	16.6
11	Arch Rd. & Austin Rd.	Signal	C	28.8	C	27.2
12	Arch-Airport Rd. & Qantas Lane	Signal	B	16.9	B	17.2
13	Arch Rd. & SR 99	Signal	B	18.4	B	17.0

Notes: NB – northbound, SB – southbound
[1] See Figure 16-1

[2] Signal – signalized light control; Unsig.- unsignalized stop sign control
Source: KD Anderson and Associates 2022.

Roadway Segments

Current daily traffic volumes and associated roadway segment LOS are summarized in Table 16-2 below. All 12 study roadway segments currently operate above City and Caltrans LOS standards except for Mariposa Road from SR 99 to 8th St./Farmington Road, which is inconsistent with City LOS standards. The traffic study recommends widening the portions of this roadway segment that are one lane in each direction to two lanes in each direction to improve LOS to a level consistent with City standards.

TABLE 16-2
EXISTING ROADWAY SEGMENT LEVEL OF SERVICE

No.[1]	Roadway Segment	Number of Lanes	Daily Volume	LOS
101	SR 99 – North of Crosstown Freeway	8	95,000	C
102	Crosstown Freeway – West of SR 99	8	104,900	C
103	SR 99 – Crosstown Freeway to Golden Gate Ave.	8	94,000	C
104	SR 99 – Golden Gate Ave. to Mariposa Rd.	8	92,300	C
105	Mariposa Rd. – SR 99 to 8th St./Farmington Rd.	2	16,295	**E**
106	Mariposa Rd. – Carpenter Rd. to SR 99	2	10,034	C
107	Mariposa Rd. – Project site to Carpenter Rd.	2	9,042	B
108	Mariposa Rd. – Southeast of project site	2	9,042	B
109	Mariposa Rd. – East of Austin Rd.	2	8,149	A
110	SR 99 – Mariposa Rd. to Arch-Airport Rd.	6	80,600	C
111	Arch-Airport Rd. – Qantas Lane to SR 99	6	26,889	A
112	SR 99 – South of Arch-Airport Rd.	6	85,000	C

Bold indicates unacceptable LOS.
[1] See Figure 16-2.
Source: KD Anderson and Associates 2022.

Ramp Junctions

Figure 16-3 shows the 13 ramp junctions and weave areas on SR 99 that were analyzed in the traffic study. Table 16-3 presents a summary of existing AM and PM peak hour LOS at the ramp junctions in the traffic study. All the ramp junctions and weave areas operate above City and Caltrans LOS standards except for the southbound SR 99 weave area between Fremont Street and the Crosstown, which operates at LOS F during the AM peak hour. Improvements that would make LOS consistent with City and Caltrans standards at this weave area were considered not feasible, due to existing land use adjacent to SR 99

and the spacing of the two interchanges. As a result, no improvements were recommended by the traffic impact study.

TABLE 16-3
EXISTING SR 99 RAMP JUNCTION LEVEL OF SERVICE

No.[1]	Ramp Junction	LOS	
		AM Peak Hour	**PM Peak Hour**
201	SB weave – Fremont Street to Crosstown Freeway	**F**	C
202	NB weave – Crosstown Freeway to Fremont Street	B	C
203	NB at Crosstown Freeway Off-Ramp	A	A
204	Golden Gate Ave. SB Off-Ramp	A	A
205	Golden Gate Ave. NB On-Ramp	B	C
206	SB weave – Golden Gate Ave. to Mariposa Rd.	B	B
207	NB weave – Mariposa Rd. to Golden Gate Ave.	B	B
208	Mariposa Rd. SB On-Ramp (Slip)	B	B
209	Mariposa Rd. NB Off-Ramp	C	C
210	Arch-Airport Rd. SB Off-Ramp	A	A
211	Arch-Airport Rd. NB On-Ramp	B	C
212	Arch-Airport Rd. SB On-Ramp	B	B
213	Arch-Airport Rd. NB Off-Ramp	C	C

Notes: NB – northbound, SB – southbound
Bold indicates unacceptable LOS.
[1] See Figure 16-3.
Source: KD Anderson and Associates 2021.

Truck Routes

The City of Stockton *Truck Routes* map and *STAA Truck Routes* map (Figure 16-1) describe truck routes in the Stockton area, the latter specifically designating routes for use by STAA design vehicle trucks (see Chapter 3.0, Project Description).

Public Transportation

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in the Stockton metropolitan area. Fixed route services are provided by standard service buses that provide connections to most areas of Stockton, along with intercity service to Lodi and an interregional commuter subscription service to Sacramento and the Bay Area. SJRTD also offers Metro Hopper, nine flexible fixed-route bus lines that

can deviate from their route for up to one mile, which increases transit coverage to approximately 75 percent of the Stockton metropolitan area for elderly and disabled customers certified under the Americans with Disabilities Act (San Joaquin County 2016b). County Hopper provides the same service on six routes that go from Stockton to other County communities. In addition, SJRTD provides curb-to-curb paratransit ("dial-a-ride") bus service for passengers who are unable to access fixed route services due to disability or age, as well as a general dial-a-ride service to areas not currently served by SJRTD or other local transportation providers.

There are no standard bus routes, Metro Hopper routes, or County Hopper routes in the project vicinity. The closest bus routes are along SR 99 approximately 1.3 miles to the west. SJRTD Routes 385 and 390 and Express Route 44 provide limited service to the Main Post Office near the SR 99/Arch Road interchange. County Hopper Route 91 connects Stockton with Manteca and Ripon, and County Hopper Route 95 connects Stockton with Manteca and Escalon. Both Hopper routes use SR 99 near the project site.

Bicycle and Pedestrian Systems

The City of Stockton has an extensive network of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. Many of these facilities also support pedestrian travel. The City of Stockton Bicycle Master Plan, adopted in 2017, presents a description of existing and future bicycle facilities in the Stockton area. There are no existing bikeways in the vicinity of the project site. There are no sidewalks, trails, or other pedestrian pathways in the immediate project vicinity.

Other Transportation Facilities

As described in Chapter 11.0, Hazards, Stockton Metropolitan Airport is a public airport approximately two miles southwest of the project site. Stockton Airport offers scheduled passenger air service, along with general aviation and air cargo services. Issues related to land uses near Stockton Airport are discussed in Chapter 11.0 Hazards and in Chapter 14.0 Noise.

The BNSF Railway Intermodal Facility is southeast of the project site and is accessed from Arch Road and Austin Road. Owned and operated by the BNSF Railway Company, the intermodal facility occupies approximately 425 acres. It contains two loading and unloading tracks, each approximately 7,700 feet in length and with a combined capacity to hold approximately 150 intermodal railcars. Three storage tracks accommodate 230 intermodal railcars and have more than 800 container and trailer parking spaces (Kilcarr 2001). The facility also has 900 container and trailer parking spaces, various support mechanical facilities, and administration and maintenance buildings. The BNSF intermodal facility has a capacity of 300,000 lifts per year, using four rubber tire gantry cranes (DMJM+Harris and BNSF 2001).

REGULATORY FRAMEWORK

California Department of Transportation (Caltrans)

Caltrans is the primary State agency responsible for transportation issues. One of its duties is the construction and maintenance of the State highway system. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if State-controlled facilities require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities but may influence traffic flow and LOS, Caltrans may recommend measures to mitigate these traffic impacts.

The nearest Caltrans facilities to the project site are SR 99, the on- and off-ramps at the SR 99/Arch Road interchange, and the on- and off-ramps at the SR 99/Mariposa Road interchange. For all its facilities, Caltrans maintains a minimum LOS at the transition between LOS C and LOS D, based on the facility and its measure of effectiveness (e.g., delay at intersections, traffic density on roadway segments) (City of Stockton 2018a).

Regional Transportation Plans

Regional transportation plans applicable to Stockton have been prepared by SJCOG. SJCOG is a joint powers authority comprising San Joaquin County and the cities of Stockton, Lodi, Manteca, Tracy, Ripon, Escalon, and Lathrop. The primary role of SJCOG is to foster intergovernmental coordination within San Joaquin County. SJCOG is overseen by a Board of Directors which allocates funding for transportation improvements and establishes regional transportation policies and programs. SJCOG has prepared several transportation plans, which are described below.

Regional Transportation Plan/Sustainable Communities Strategy

As the designated metropolitan planning organization representing San Joaquin County, SJCOG is required by both federal and State law to prepare a long-range transportation planning document known as a Regional Transportation Plan (RTP). The 2022 RTP, the most recent version, was adopted by SJCOG at a meeting on August 25, 2022.

The 2022 RTP sets forth how the SJCOG region will meet its transportation needs for the period from 2022 to 2046. The plan foundation comprises recent household and job growth forecasts, market demand and economic studies, and transportation studies. The policies, supportive strategies, and performance indicators developed for the plan are all designed to convey: (1) what the region wants the future transportation system to look like; (2) what types of decisions will help the region attain its vision; and (3) the performance measures or indicators by which the region can assess its progress. Projects near the project site that are part of the 2022 RTP include the widening of Mariposa Road from Stagecoach Road to Austin Road, widening of an existing BNSF grade separation on Mariposa Road, and the widening of Arch Road from Fite Court to SR 99 (SJCOG 2022a).

The RTP includes a Sustainable Communities Strategy (SCS), as required by SB 375, which links land use and transportation strategies with the intent of meeting specified per capita GHG reduction targets for emissions from cars and light trucks. Chapter 10.0, Greenhouse Gas Emissions, provides a detailed discussion of the SCS.

Regional Congestion Management Plan

The SJCOG adopted the latest version of its Regional Congestion Management Plan (RCMP) in 2021. The RCMP is designed to coordinate land use, air quality and transportation planning to reduce potential congestion from traffic generated by development. State statute requires all State highways be designated as a part of the RCMP. SJCOG's RCMP has also designated a local roadway and intersection network on which traffic congestion would be monitored and programs to reduce congestion would be targeted. Once an intersection is listed, it cannot be removed. A Regional Transportation Impact Fee is imposed on new development to support improvements to the regional transportation network. Mariposa Road is part of the RCMP roadway network, as are the segments of Arch Road and Austin Road near the project site. SR 99 to the west is part of the RCMP network per State statute. (SJCOG 2021b). The project will contribute to the Regional Transportation Impact Fee.

Regional Bicycle, Pedestrian, and Safe Routes to Schools Master Plan

In 2012, SJCOG developed the Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan. This regional plan for San Joaquin County serves as a guide to planning, developing, and managing a regional bicycle and pedestrian network. Additionally, the plan identifies bikeways and pedestrian projects of regional significance and includes an implementation and funding strategy to help agencies involved in the implementation of the plan. The plan proposed a Class III bike route on Arch Road from the SR 99 Frontage Road to Austin Road and a Class III bike route on Mariposa Road from the proposed Duck Creek Bicycle Trail to Austin Road (SJCOG 2012). To date, neither Class III bike routes nor the Duck Creek Trail have been installed.

Regional Transit Systems Plan

SJCOG adopted the Regional Transit Systems Plan in 2016. The plan is a long-range transit plan that looks at bus and rail transit needs and their costs, and it provides a financial forecast of anticipated funding through 2024. The plan was prepared in collaboration with the bus/transit operators in San Joaquin County, including SJRTD. Future improvements anticipated in the Regional Transit Systems Plan include expansion of Metro Hopper to replace traditional dial-a-ride service, MLK and Crosstown Miner bus rapid transit expansion, a restructure of SJRTD commuter service, increased service to the Bay Area Rapid Transit system, and providing a cost-effective vanpool program (SJCOG 2016).

Interregional STAA Study for I-5 and SR-99

In 2013, the Interregional Truck Operations on I-5 and SR 99 and STAA Routes Improvement Study was released. The study, prepared for both SJCOG and the Sacramento Area Council of Governments, noted that the Surface Transportation Assistance Act of 1982 authorized motor carrier operation of 48-foot and longer semi-trailers on National

Network highways, along with other roads designated by the State. Local stakeholder dissatisfaction and possible lack of knowledge regarding the status, use, and planning of STAA routes along the Interstate 5 and SR 99 corridors provided the impetus for this study.

The study recommended working more closely with land use and transportation planning agencies to include STAA standards in planning documents, as well as more consistent efforts to sign local STAA-compliant routes (SACOG/SJCOG 2013). The segment of Arch Road from SR 99 to the BNSF Intermodal Facility has been designated a STAA route. The segment of Mariposa Road adjacent to the project site has been designated a truck route for flammable liquid transportation but not an STAA route. It is anticipated that applications for STAA designation of sections of Mariposa Road in the vicinity of the project have been or will soon be submitted by industrial projects to the west and east of the project site.

Travel Demand Management Plan

SJCOG adopted its Travel Demand Management Plan in 2010. Development of this plan was tailored to establish an equitable and working framework between SJCOG and its member agencies to address demand management and facility-based demand management strategies to relieve peak period congestion on RCMP roadways. Strategies may include, but are not limited to, transit passes or subsidies, bike racks and lockers, rideshare programs, parking cash-out, preferential parking, and telecommute/flex schedules (SJCOG 2010). Although not related to the Travel Demand Management Plan, SJVAPCD Rule 9410 requires similar actions and recommends similar strategies for employers of 100 or more (see Chapter 6.0, Air Quality).

Park-and-Ride Lot Master Plan

The Park-and-Ride Lot Master Plan was adopted in 2007. The plan describes the existing park-and-ride lots in San Joaquin County, their condition, and their current level of use. It also identifies future needs for park-and-ride based on expected growth and commute patterns, transit services, and potential high-occupancy-vehicle improvements in the county (SJCOG 2007). There are no park-and-ride lots on or near the project site; the nearest such lot is at the interchange of SR 99 and Mariposa Road to the northwest. No other park-and-ride lots are planned near the project site.

City of Stockton

Mariposa Road Precise Road Plan

The City of Stockton, together with San Joaquin County and the San Joaquin Council of Governments, is in the early stages of developing a Precise Road Plan for Mariposa Road between Charter Way and Austin Road. This planning study will determine the future configuration of the corridor so that proper right-of-way can be dedicated.

City of Stockton Transportation Impact Analysis Guidelines

The City of Stockton has established Transportation Impact Analysis Guidelines for traffic impact studies. The Guidelines affirm LOS D as the minimally acceptable LOS for City

streets and intersections. They also state that the project's impacts on road segments with an existing LOS of E or F (i.e., already inconsistent with City standards) would be considered substantially impacted if project traffic would increase traffic volumes by greater than five percent. Impacts at intersections with an inconsistent LOS would be considered substantially impacted if project traffic would increase average delay at the intersection by greater than five seconds. As the City bases its transportation plans on LOS, the LOS metric is used in this Chapter, but only to describe traffic conditions and to compare them to existing applicable transportation plans and policies.

As noted, the State has adopted VMT as the preferred metric for evaluating CEQA transportation impacts, rather than LOS. The City has updated the Transportation Impact Analysis Guidelines to include VMT criteria for CEQA analysis of projects. Based on guidance from OPR and a detailed modeling effort, the City has established the following VMT thresholds for the most common land uses:

- *Residential* - 15% below the Citywide average for home-based VMT per resident.
- *Office* - 15% below the Citywide average for home-based work VMT per employee.
- *Retail and Other Land Uses* - To be established on a case-by-case basis, reflecting the City's commitment to achieving VMT reductions while also being sensitive to the characteristics of the project being evaluated. For a retail project, the threshold is no net increase in total VMT.

City of Stockton Public Facility Fees

The City has established Public Facility Fees to be imposed on residential and non-residential development to defray the costs of new or improved streets that may be necessary to serve the new development. Among the facilities that would be supported by these fees are street improvements and traffic signals. These fees are revised periodically by the City Council based on findings that, among other matters, identify the purpose to which the fee is to be allocated and demonstrate a reasonable relationship between the fee and purpose for which it is charged.

City of Stockton Bicycle Master Plan

In 2017, the City updated its Bicycle Master Plan, which was originally adopted in 2007. The 2007 Plan, developed and adopted as part of the City's General Plan update at that time, provided a comprehensive system of bicycle lanes on arterial streets, bicycle routes on residential streets, and bicycle paths. The 2017 update reorients the selection and prioritization of investments in bicycle facilities and describes the highest priority projects to improve connectivity, safety, and mode shift and access (City of Stockton 2017).

As noted, there are no existing bicycle facilities in the immediate vicinity of the project site. A Class II bike lane is proposed along Arch Road from SR 99 to beyond Austin Road; however, no plans have been made for its installation at this time. No other bicycle facilities are proposed in the vicinity.

Mariposa Road Precise Road Plan

The City is in the early stage of developing a Precise Road Plan for Mariposa Road between Charter Way and Austin Road, which would include the segment along the project site frontage. A planning study will be conducted that will determine the future configuration of this corridor, so that proper right-of-way can be dedicated. The date this Precise Road Plan will be prepared and eventually adopted is unknown at this time.

Stockton Municipal Code

Stockton Municipal Code Section 16.64.100 sets forth bicycle parking requirements and development standards for non-residential land uses. Bicycle parking facilities in parking lots must be provided at a minimum of one employee bicycle parking space for each 25,000 square feet of gross floor area. For this project, a minimum of approximately 123 bicycle parking spaces would be required. Each bicycle parking space must include a stationary parking device of a design approved by the City. Bicycle spaces must be conveniently located and generally within proximity to the main entrance of a structure, and they must not interfere with pedestrian access.

Stockton General Plan 2040

Stockton General Plan Action TR-4.3A states that the City shall establish a threshold of 15% below baseline VMT per capita to determine a significant transportation impact under CEQA. The updated Transportation Impact Analysis Guidelines (discussed above) has taken this General Plan action and has implemented it in more detail.

In addition, the following Stockton General Plan 2040 policies and implementing actions are relevant to this project (City of Stockton 2018a):

- Policy TR-1.1: Ensure that roadways safely and efficiently accommodate all modes and users, including private, commercial, and transit vehicles, as well as bicycles and pedestrians and vehicles for disabled travelers.
- Action TR-1.1.A: Direct truck traffic to designated truck routes that facilitate efficient goods movement and minimize risk to areas with concentrations of sensitive receptors and vulnerable road users, like pedestrians and bicyclists. [See also Chapter 14.0, Noise.]
- Action TR-1.1.B: Maintain and periodically update a schedule for synchronizing traffic signals along arterial streets and freeway interchanges to facilitate the safe and efficient movement of people and goods and to provide signal priority for transit vehicles at intersections.
- Action TR-1.1.C: Require roadways in new development areas to be designed with multiple points of access and to address barriers, including waterways and railroads, in order to maximize connectivity for all modes of transportation.
- Action TR-1.3.A: Protect the [Stockton Metropolitan] Airport and related aviation facilities from encroachment by ensuring that all future development

within the Airport Influence Area (AIA) is consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except in cases where the City Council concludes that project approval would provide for the orderly development of the Airport and the areas surrounding it while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards. [See also Chapter 11.0, Hazards.]

- Action SAF-5.1.A: Require new development to provide adequate access for emergency vehicles and evacuation routes, including by designing roadway systems to provide multiple escape routes in the event of a levee failure. [See also Chapter 11.0, Hazards.]
- Action TR-2.2.B: Obtain input from local and regional transit operators on major new development projects to ensure projects are designed to support transit and provide adequate transit service and access.
- Action TR-3.1.C: Preserve right-of-way for transit and bicycle uses when designing new roadways and improving existing roadways.
- Policy TR-4.3: Use the threshold recommended by the California Office of Planning and Research for determining whether VMT impacts associated with land uses are considered significant under State environmental analysis requirements.

The Stockton General Plan 2040 notes that, while the City strives to maintain LOS D or better for peak hour intersection and daily roadway segment operations, exceptions to this standard are permissible in Downtown Stockton and other areas to support other goals, such as encouraging safe travel by other modes of transportation than car. The Stockton General Plan 2040 lists more than 14 facilities as exceptions to the LOS D policy standard and lists the applicable standard. Among the facilities listed as exceptions is "Eighth Street, Airport Way to Mariposa Road – LOS E". Consistent with the City General Plan, a LOS E standard was applied to the intersection of Mariposa Road and 8th Street/Farmington Road by the KD Anderson study.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact on transportation if it would:

- Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities,
- Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b),

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

- Result in inadequate emergency access.

As noted, the use of VMT in CEQA analysis, rather than LOS, became mandatory for CEQA lead agencies on July 1, 2020. However, CEQA Guidelines Appendix G notes that a potentially significant impact may occur if a project conflicts with a program, plan, ordinance, or policy that addresses the circulation system. Since many local plans and policies still refer to LOS, this EIR evaluates potential conflicts with these plans and policies as they relate to LOS. The analysis of VMT impacts and their significance is presented first.

VEHICLE MILES TRAVELED IMPACTS

Impact TRANS-1: Consistency with CEQA Guidelines Section 15064.3(b)

CEQA Guidelines Section 15064.3(b) sets forth screening criteria that, if met, would exempt a project from analyzing transportation impacts using the VMT metric. The project does not meet any of these screening criteria. The project is not within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor, and the project can be expected to increase VMT in the area as there is currently no significant development on the project site. Therefore, further analysis of project VMT impacts is required and is provided below.

The project proposes industrial land uses on the project site, which would be consistent with its Industrial land use designation in the Stockton General Plan 2040. Therefore, the traffic impact study assumes that vehicle travel associated with the proposed project would be the same as that projected for future Industrial land uses designated in the General Plan. That is, implementation of the project would not result in any substantial net change from projected future travel associated with the General Plan's land use designations.

VMT is calculated by multiplying the number of vehicle trips generated by a project by the length of the trips. A certain change in the number of vehicle trips would cause an equivalent change in VMT. The proposed project would not result in a net change from travel associated with the current General Plan–designated land uses, the project would result in no net change in VMT from that described for the Stockton General Plan 2040 Nonetheless, since the project would result in substantial new urban development, VMT would increase from existing conditions. Because the project would not result in a 15 percent reduction in VMT per Stockton General Plan 2040 guidance, the project is considered to have a significant impact on VMT.

Project VMT would be reduced by implementation of SJVAPCD Rule 9410, as required by Mitigation Measure AIR-9 in Chapter 6.0, Air Quality. Rule 9410 requires employers with at least 100 employees to implement a trip reduction/transportation demand management program, or ETRIP. ETRIP requirements are consistent with a Commute Trip Reduction program recommended by the traffic impact study as a mitigation measure. The

traffic impact study also recommends as mitigation the provision of "end-of-trip" facilities for bicycle riders, including showers, secure bicycle lockers, and changing spaces, and the implementation of an employer-sponsored vanpool or shuttle. These recommendations could also be part of an ETRIP under Rule 9410, but they are presented as a separate mitigation measure below.

The CalEEMod air quality modeling program, which produces VMT data, indicates that implementation of project features that reduce air and GHG emissions, including Rule 9410 and the recommended mitigation, would reduce VMT of the proposed project by approximately 18.2% from "unmitigated" conditions (see Chapter 10.0, Greenhouse Gas Emissions, for an explanation of "unmitigated" and "mitigated" conditions). CalEEMod does not report VMT reductions associated with each mitigation feature, but because Rule 9410 is clearly related to trip reduction, it has a direct relationship to VMT and likely accounts for a significant portion of the "mitigated" VMT reduction. With mitigation, the total VMT associated with the project would be reduced by more than the 15% indicated under both OPR and Stockton General Plan 2040 guidelines. As a result, impacts related to VMT are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-2: Motor Vehicle Transportation Plans - Truck Routes

The proposed project would have less than significant impacts on the transportation facilities analyzed in the traffic study, assuming recommended improvements discussed in the LOS analysis are constructed. This includes facilities designated as truck routes. The traffic study included anticipated truck traffic in its analysis of impacts. Since the proposed project would have impacts on truck routes that are less than significant, the project would not conflict with transportation plans related to trucks, including the RCMP and the Interregional STAA Study for I-5 and SR-99. Impacts on truck routes would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-3: Conflicts with Non-Motor Vehicle Transportation Plans

The traffic impact study indicated that the project would result in an increase in demand for public transit service. Currently, there is no direct public transit service to the project site. A recent Unmet Transit Needs Assessment conducted by SJCOG did not identify any transit needs in the project vicinity (SJCOG 2019). The frequency and proximity of future transit service is not known at this time, so demand for transit cannot be quantified. However, it is expected that SJRTD can accommodate the additional passengers the project would generate. Public transit impacts are considered less than significant.

The traffic impact study also noted that the project would result in an increase in demand for bicycle and pedestrian facilities. As noted, there are currently no bikeways or sidewalks

in the area. As required by City standards, sidewalk would be installed along the Mariposa Road frontage of the project site, which would incrementally improve the safety and convenience of pedestrian travel along that segment of Mariposa Road.

The Stockton General Plan 2040 includes widening of Mariposa Road to four lanes in the future, and the project site frontage improvements would contribute to a more continuous system of bicycle and pedestrian improvements along Mariposa Road. The Stockton General Plan indicates a planned bike lane on Arch Road between SR 99 and Austin Road, and a planned bike lane on Mariposa Road between Dr. Martin Luther King, Jr. Boulevard and SR 99. As the project site is not on either of these road segments, the project would not interfere with the installation of these bike lanes. The project would not conflict with plans that encourage alternative modes of transportation, and it would not interfere with the installation of the future bikeway should that be implemented. Project impacts on non-vehicular transportation plans would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-4: Safety Hazards

Project construction would involve movement of construction equipment onto and from the site and in-street construction to provide infrastructure and vehicle access. As discussed in Chapter 11.0, Hazards and Hazardous Materials, construction work on Mariposa Road would mainly occur on the edge of the roadway, which is not expected to require closure of the road or any major restriction on travel lanes. Should trenching or other excavation occur, the excavated area can be covered or backfilled such that emergency vehicles and evacuee vehicles can travel on Mariposa Road unobstructed. Contractors would be required to provide traffic safety control as warranted.

The only other road that would be affected by project development would be Newcastle Road, where a new EVA may be extended across North Littlejohns Creek to the site. If this EVA is built, construction work would occur at the north end of the existing cul-de-sac. Project construction work would not obstruct traffic on Newcastle Road, which is generated by industrial/warehouse development south of the cul-de-sac. The project would not leave any hazards after construction work is completed, and any traffic to the crossing would be limited to emergency vehicles only. Project impacts related to safety hazards would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact TRANS-5: Emergency Access

As described in Chapter 3.0, Project Description, the project proposes addition of two access driveways from Mariposa Road. Both driveways would be available for use by emergency vehicles. In addition, a possible EVA crossing of North Littlejohns Creek from Newcastle Road would provide a third access point for emergency vehicles; if developed,

this access point would be restricted to emergency vehicle use only. Additional emergency access may also be available through the adjacent Mariposa Industrial Park project, which is under construction. The project would then likely provide two or more access points to the project site for emergency vehicles, which would provide adequate emergency vehicle access. Project impacts on emergency access would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

LEVEL OF SERVICE ANALYSIS

Level of Service Effect LOS-1: Motor Vehicle Transportation Plans - Intersections

Traffic impacts were evaluated under EPAP conditions without and with the project. Table 16-4 presents LOS at the study intersections under EPAP No Project and EPAP Plus Project conditions during AM and PM peak hours. More detailed information is available in the traffic impact study in Appendix G of this EIR.

TABLE 16-4
INTERSECTION LOS - EPAP CONDITIONS

No.[1]	Intersection	EPAP No Project LOS		EPAP Plus Project LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
1	Golden Gate Ave. & SR 99 SB Ramps	B	B	B	B
2	Golden Gate Ave. & SR 99 NB Ramps	B	C	B	C
3	Mariposa Rd. & 8th Street/Farmington Rd.	**F**	**F**	**F**	**F**
4	Mariposa Rd. & SR 99 West Frontage Rd.	B	B	B	B
5	Mariposa Rd. & SR 99 SB Ramps	B	B	C	B
6	Mariposa Rd. & SR 99 NB Ramps	B	B	B	B
7	Mariposa Rd. & Stagecoach Rd.	B	B	B	B
8	Mariposa Rd. & Munford Ave.	B	B	B	B
9	Mariposa Rd. & Carpenter Rd.	A	C	A	**F**
10	Mariposa Rd. & Austin Rd.	C	D	D	D
11	Arch Rd. & Austin Rd.	D	D	D	D
12	Arch-Airport Rd. & Qantas Lane	**E**	C	**E**	C

13	Arch Rd. & SR 99	**F**	**E**	**F**	**E**
14	Mariposa Rd. & Northwest Project Driveway	-	-	A	B
15	Mariposa Rd. & Southeast Project Driveway	-	-	A	D

Notes: NB – northbound, SB – southbound
Bold indicates unacceptable LOS.
[1] See Figure 16-1
Source: KD Anderson and Associates 2022.

Under EPAP Plus Project conditions, four intersections were determined to operate at an LOS that is inconsistent with City standards:

- *#3. Mariposa Road and 8th Street/Farmington Road*. This intersection would operate at LOS F with 116.4 seconds of delay during the AM peak hour, and LOS F with 153.6 seconds of delay during the PM peak hour. LOS F is considered inconsistent with City standards. Compared to EPAP No Project conditions, the project-related increase in delay would be greater than five seconds. This increase conflicts with City policy, and therefore improvements are recommended.

  The traffic impact study recommends an improvement at this intersection that is described below. With this improvement, this intersection with the project would be at LOS D during the AM peak hour and LOS E during the PM peak hour. The resulting LOS would be consistent with City policy, which includes a General Plan exception that would apply to this intersection (see Regulatory Framework above).

- *#9. Mariposa Road and Carpenter Road*. This intersection would operate at LOS A with 5.2 seconds of delay during the AM peak hour, and LOS F with 55.4 seconds of delay during the PM peak hour. LOS F is inconsistent with City standards. Compared to EPAP No Project conditions, the project-related increase in delay would be greater than five seconds. This increase conflicts with City policy, and therefore improvements are recommended.

  The traffic impact study recommends an improvement at this intersection that would widen the northeast-bound Carpenter Road approach to include an exclusive northeast-bound-to northwest-bound left-turn lane, and a combined through/right-turn lane. With this improvement, this intersection with the project would be at LOS A during the AM peak hour and LOS D during the PM peak hour. The resulting LOS would be consistent with City policy.

Mitigation Measure AIR 29, described in Chapter 6.0, Air Quality, would require the project to contribute fair share costs to the Intersection #9 improvement, as it would reduce an air quality impact related to CO exposure, so no additional transportation improvements are recommended at this location. The same proportionate share contribution was also made a condition of the approved Mariposa Industrial Park project.

- *#12. Arch-Airport Road and Qantas Lane.* This intersection would operate at LOS E with 62.5 seconds of delay during the AM peak hour, and LOS C with 28.8 seconds of delay during the PM peak hour. LOS E is considered inconsistent with City standards. However, LOS would also be inconsistent with City standards under EPAP No Project conditions, and the project-related increase in delay would not be greater than five seconds. Therefore, based on General Plan policy, this small increase is consistent with City standards, and no improvements are recommended.

- *#13. Arch Road and SR 99.* This intersection would operate at LOS F with 193.9 seconds of delay during the AM peak hour, and LOS E with 73.5 seconds of delay during the PM peak hour. Both LOS E and F are considered inconsistent with City standards under City policy. However, LOS would also be inconsistent with City standards under EPAP No Project conditions, and the project-related increase in delay would not be greater than five seconds. Therefore, based on General Plan policy, this small increase is consistent with City standards, and no improvements are recommended.

In summary, two intersections would operate at an unacceptable LOS under EPAP Plus Project conditions, but Mitigation Measure AIR-29 and the transportation improvements recommended below would bring LOS at both intersections to a level that would eliminate potential conflicts with applicable transportation programs, plans, ordinances, policies. These same requirements have also been applied to the approved Mariposa Industrial Park project. The other two intersections considered in this analysis - #12. Arch-Airport Road and Qantas Lane and #13. Arch Road and SR 99 - would also operate at an unacceptable LOS, but traffic volume increases caused by the project would be acceptable under City standards and would not dictate the need for transportation improvements.

Level of Significance: Not applicable under LOS analysis

Transportation Improvement Recommendations:

Improvement Recommendation LOS-1: The project applicant should contribute fair-share costs to an improvement on the Mariposa Road and 8th Street/Farmington Road intersection that would split the northeast-bound combined through/right-turn lane into an exclusive northeast-bound through lane and a "free" northeast-bound-to-southeast-bound right-turn lane. Existing pavement width is considered adequate to accommodate this improvement. *(Note: This same improvement recommendation was made in the Mariposa Industrial Park EIR.)*

Level of Service Effect LOS-2: Motor Vehicle Transportation Plans - Roadway Segments

Table 16-5 presents LOS along the study roadway segments under EPAP No Project and EPAP Plus Project conditions. More detailed information is available in the traffic impact study in Appendix G of this EIR. The EPAP model baseline condition recommended by the City assumed that Mariposa Road would be widened to four lanes from SR 99 to east of Austin Road as a result of the buildout of the EPAP projects. Mariposa Road is currently

two lanes in width throughout the project area. As a result, the EPAP No Project LOS for Mariposa Road shown in Table 16-5 reflects the assumed Mariposa Road widening.

Under EPAP Plus Proposed Project conditions, two roadway segments were determined to operate at a LOS that is inconsistent with City standards:

- *Mariposa Road – SR 99 to 8th Street/Farmington Road.* This roadway segment would operate at LOS F, which is considered inconsistent with City standards. However, LOS would also be inconsistent with City standards under EPAP No Project conditions, and the project-related increase in volume would not be greater than five percent. Therefore, based on Stockton General Plan policy, traffic increases caused by the project would be consistent with City standards, and no improvements are recommended.

- *Arch-Airport Road – Qantas Lane to SR 99.* This roadway segment would operate at LOS E, which is considered inconsistent with City standards. However, LOS would also be inconsistent with City standards under EPAP No Project conditions, and the project-related increase in volume would not be greater than five percent. Therefore, based on Stockton General Plan policy, traffic increases caused by the project would be consistent with City standards, and no improvements are recommended.

The widening of Mariposa Road from SR 99 to Austin Road is identified as a planned improvement in both the 2022 RTP and the Stockton General Plan 2040. However, this widening is not yet programmed for construction and would require funding contributions from existing transportation improvement programs, from the approved projects making up the EPAP No Project scenario, from the proposed project and other sources.

TABLE 16-5
ROADWAY SEGMENT LOS – EPAP CONDITIONS

No.[1]	Roadway Segment	LOS	
		EPAP No Project	EPAP Plus Project
101	SR 99 – North of Crosstown Freeway	C	C
102	Crosstown Freeway – West of SR 99	C	C
103	SR 99 – Crosstown Freeway to Golden Gate Ave.	C	D
104	SR 99 – Golden Gate Ave. to Mariposa Rd.	C	D
105	Mariposa Rd. – SR 99 to 8th St./Farmington Rd.	**F**	**F**
106	Mariposa Rd. – Carpenter Rd. to SR 99	D	D
107	Mariposa Rd. – Project site to Carpenter Rd.	D	D
108	Mariposa Rd. – Southeast of project site	A	A
109	Mariposa Rd. – East of Austin Rd.	A	A
110	SR 99 – Mariposa Rd. to Arch-Airport Rd.	D	D
111	Arch-Airport Rd. – Qantas Lane to SR 99	**E**	**E**
112	SR 99 – South of Arch-Airport Rd.	C	C

Bold indicates unacceptable LOS.
[1] See Figure 16-2.
Source: KD Anderson and Associates 2022.

Consistent with current City policy, the project would be required to install improvements along its Mariposa Road frontage; these improvements would involve a contribution to the proposed Mariposa Road widening project and not conflict with it. Like other new development projects, the project would be required to pay the established Regional Transportation Impact Fee that provides funding for the eligible RTP projects, including the Mariposa Road widening. The project would also be required to pay City of Stockton Public Facility Fees for transportation improvements.

In summary, two roadway segments would operate at an unacceptable LOS under EPAP Plus Project conditions, but increases caused by the project would be consistent with City standards and would not dictate the need for transportation improvements. The project would not significantly conflict with transportation plans relative to LOS on roadway segments.

Level of Significance: Not applicable under LOS analysis

Transportation Improvement Recommendations: None

Level of Service Effect LOS-3: Motor Vehicle Transportation Plans - Ramp Junctions

Table 16-6 presents LOS at the study ramp junctions and weave areas on SR 99 under EPAP No Project and EPAP Plus Project conditions. These analyses do not consider the existence of ramp metering on some of the ramps, because ramp metering is not accounted for in the City's traffic model. Ramp metering typically smooths out traffic flows, improving traffic operations. As a result, the analysis is conservative in that it projects worst-case operating conditions. More detailed information is available in the traffic impact study in Appendix G of this EIR.

TABLE 16-6
SR 99 RAMP JUNCTION LOS – EPAP CONDITIONS

No.[1]	Ramp Junction	EPAP No Project LOS		EPAP Plus Project LOS	
		AM Peak	PM Peak	AM Peak	PM Peak
201	SB weave – Fremont Street to Crosstown Freeway	**F**	C	**F**	C
202	NB weave – Crosstown Freeway to Fremont Street	C	D	C	D
203	NB at Crosstown Freeway Off-Ramp	A	A	A	A
204	Golden Gate Ave. SB Off-Ramp	A	A	A	A
205	Golden Gate Ave. NB On-Ramp	C	**F**	C	**F**
206	SB weave – Golden Gate Ave. to Mariposa Rd.	C	C	C	C
207	NB weave – Mariposa Rd. to Golden Gate Ave.	C	D	C	D
208	Mariposa Rd. SB On-Ramp (Slip)	C	B	C	B
209	Mariposa Rd. NB Off-Ramp	C	D	C	D
210	Arch-Airport Rd. SB Off-Ramp	A	A	A	A
211	Arch-Airport Rd. NB On-Ramp	C	**E**	C	**E**
212	Arch-Airport Rd. SB On-Ramp	B	C	B	C
213	Arch-Airport Rd. NB Off-Ramp	C	C	C	C

Bold indicates unacceptable LOS.
[1] See Figure 16-3.
Source: KD Anderson and Associates 2021.

Under EPAP Plus Project conditions, three ramp junctions were determined to operate at a LOS that is inconsistent with City standards:

- *#201 SR 99 Southbound Weave – Fremont Street to Crosstown Freeway*. This ramp junction would operate at LOS F during the AM peak hour, and LOS C during the PM peak hour. LOS F is considered inconsistent with City standards. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related increase in freeway and ramp volumes would not be greater than five percent. Therefore, traffic increases caused by the project would be consistent with City standards, and no improvements are recommended.

- *#205. SR 99 at Golden Gate Avenue Northbound On-Ramp Merge*. This ramp junction would operate at LOS C during the AM peak hour, and LOS F during the PM peak hour. LOS F is considered inconsistent with City standards. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related increase in freeway and ramp volumes would not be greater than five percent. Therefore, traffic increases caused by the project would be consistent with City standards, and no improvements are recommended.

- *#211. SR 99 at Arch-Airport Road Northbound On-Ramp Merge*. This ramp junction would operate at LOS C during the AM peak hour, and LOS E during the PM peak hour. LOS E is considered inconsistent with City standards under City policy. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related increase in freeway and ramp volumes would not be greater than five percent. Therefore, traffic increases caused by the project would be consistent with City standards, and no improvements are recommended.

In summary, for all three ramp junctions whose operations are inconsistent with City standards under EPAP Plus Project conditions, LOS values would be the same even without the project, and the project-related change in volume would not be greater than five percent. Therefore, based on City General Plan policy, the project would not significantly conflict with transportation plans relative to LOS on ramp junctions.

Level of Significance: Not applicable under LOS analysis

Transportation Improvement Recommendations: None



BaseCamp Environmental

Figure 16-1
TRAFFIC IMPACT STUDY INTERSECTIONS



BaseCamp Environmental

Figure 16-2
TRAFFIC IMPACT STUDY ROADWAY SEGMENTS



Figure 16-3
TRAFFIC IMPACT STUDY FREEWAY RAMP JUNCTIONS

17.0 UTILITIES AND ENERGY

ENVIRONMENTAL SETTING

Water Systems

There are no municipal water systems currently serving the project site. Individual wells are used to serve existing residences and other land uses in the unincorporated area. The City of Stockton has extended its potable water system to properties both east and west of the project site and maintains a 24-inch trunk line in Mariposa Road, along the project frontage, but service is not currently available to the unincorporated site.

The project site is within the boundaries of the Central San Joaquin Water Conservation District, which provides irrigation water to its agricultural customers from its surface water supplies. The District is provided with about 49,000 acre-feet of water per year from New Melones Reservoir through the Goodwin Tunnel Project. Check dams are located along the waterways within the District to allow diversion of irrigation water to adjacent farms (San Joaquin County 2016b).

Upon annexation, proposed industrial development would be served by the City of Stockton's domestic water system through its Municipal Utilities Department. The City's water distribution system is separated into a northern and southern system, which are divided by the service area for Cal Water, a private water company. The project site is within the southern portion of the City's system, which also serves the Stockton Metropolitan Airport and Arch Road areas.

The City's water supply is derived from both surface and groundwater. As of 2020, approximately three-quarters of the City's water supply is surface water, and municipal groundwater wells supply the remaining one-quarter (City of Stockton 2022b). Surface water is provided by direct withdrawals from the Delta through the City's Delta Water Supply Project (DWSP) and from purchases from the Stockton East Water District (SEWD) and the Woodbridge Irrigation District. The City operates a total of 27 municipal groundwater wells, five of which are in South Stockton. Of these wells, 16 are currently active or on standby; the remaining wells are inactive. The total available water supply to the City in 2020 was 34,228 acre-feet. However, the City projects that additional water will become available in the future, increasing its supply to 77,300 acre-feet by 2025 and to 85,400 acre-feet by 2035 (City of Stockton 2022b).

Surface water supply treatment is provided by SEWD's Water Treatment Plant, with 60 mgd capacity, and the DWSP water treatment facility, with 30 mgd capacity. The latter facility treats surface water from the Delta and from the Woodbridge Irrigation District. The City operates storage facilities with a total capacity of 33.7 million gallons, and it has pumping facilities with a total capacity of 88,592 gallons per minute (gpm) (City of Stockton 2018b). Water for the southern City system is provided by four South Stockton

wells (one is currently inactive), ranging in capacity from 1,010 to 2,800 gpm (City of Stockton 2021).

The City's water distribution system consists of 584 miles of distribution pipelines and transmission mains (City of Stockton 2021). The nearest water line to the project site is a 24-inch diameter line along the project frontage on Mariposa Road. Additional water lines serve existing industrial and other land uses south of North Littlejohns Creek from trunk lines along Arch Road (Kier and Wright 2020) City water service is being extended onto the site of the approved Mariposa Industrial Park project, west of the project site, and has been extended to the Norcal development to the east. The Mariposa Road and Arch Road elements of the water system will be tied together in 2023 by a planned crossing of North Littlejohns Creek to be constructed by the Mariposa Industrial Park project.

Wastewater Systems

There are no wastewater systems on the project site, other than individual septic systems used by the existing residences. Upon annexation, future development on the project site would be served by the City of Stockton's wastewater collection and treatment system. The City's wastewater collection system consists of 914 miles of gravity mains and force mains ranging in size from less than six inches to 72 inches in diameter. The system includes 28 pump stations that range in capacity from 0.46 to 21.6 million gallons per day (mgd) (City of Stockton MUD 2016).

The system is comprised of 10 existing sub-systems. The project site is within the service area of the City's Wastewater Collection System No. 8. Existing sanitary sewer service is available to the Mariposa industrial Park project site at the east end of Marfargoa Road. This line will be extended across the Mariposa Industrial Park site in conjunction with the construction of that project by the Mariposa 2 applicant, providing access to sewer service to the proposed project. Another sewer line is located beneath Newcastle Road, ending at the cul-de-sac immediately south of the project site.

Collected wastewater from all portions of the City flows to the City of Stockton's Regional Wastewater Control Facility, located on Navy Drive in southwest Stockton. The Regional Wastewater Control Facility provides secondary and tertiary treatment of wastewater, after which the treated effluent is discharged into the San Joaquin River in accordance with the Waste Discharge Requirements specified in the Central Valley RWQCB Order No. R5-2015-0142, NPDES Permit No. CA0079138 (City of Stockton 2020). The NPDES permit includes recent California Code of Regulations Title 22 requirements related to reclaimed wastewater.

The Regional Wastewater Control Facility has a main treatment plant with a designed average dry weather flow capacity of 48 mgd, and a tertiary treatment plant with a designed average dry weather flow and permitted capacity of 55 mgd. According to the City's Municipal Utilities Department website, as of 2021, the facility treated an average of 33 mgd of wastewater.

Storm Drainage

Stormwater runoff generated on the project site generally percolates into the ground or flows overland to North Littlejohns Creek. There are no constructed urban storm drainage systems currently serving the project site; the nearest such facilities are served by City systems in the incorporated area south of North Littlejohns Creek. A new storm drainage collection system, detention pond and outfall to North Littlejohns Creek is being constructed by the adjacent Mariposa Industrial Park project in order to accommodate its storm flows; capacity to accommodate storm flows from the Mariposa 2 project is included in the proposed design. The proposed Mariposa Industrial Park detention basin would be approximately 20 acres in size, with a capacity of approximately 72 acre-feet.

The City's stormwater drainage system includes 620 miles of 4-inch to 96-inch diameter storm drains and more than 22,500 drain inlets. A total of 58 pump stations and 19 lift stations are used to pump drainage into receiving waters. Near the project site, there are two pump stations located along Newcastle Road, with a third located downstream from the project site along North Littlejohns Creek (West Yost 2017b). The project proposes an onsite storm drainage collection system that would connect to the above-described drainage system of the approved Mariposa Industrial Park project.

As discussed in Chapter 12.0, Hydrology and Water Quality, stormwater quality is regulated by the SWRCB pursuant to the federal Clean Water Act and the NPDES program. The City of Stockton implements these regulations through the provisions of its Storm Water Management Program and Storm Water Quality Control Criteria Plan as required by its MS4 stormwater permit. These requirements are reflected in the analysis of hydrology and water quality impacts in Chapter 12.0.

Solid Waste

The project site is currently within the service area of Allied Waste Sunset Disposal, one of five solid waste collectors providing service under franchise to San Joaquin County. The San Joaquin County Code requires that solid waste be collected from residential generators a minimum of once a week, and at least twice a week for commercial and industrial generators (San Joaquin County 2016b).

Upon annexation, the project site would be served by Waste Management, one of two franchises that serves the City of Stockton. In 2019, the City of Stockton generated approximately 372,729 tons of solid waste (CalRecycle 2022). The City's solid waste is transported and disposed of primarily at three active sanitary landfills in San Joaquin County: the North County Landfill on East Harney Lane with available capacity to 2048, the Foothill Sanitary Landfill on North Waverly Road with available capacity to 2082 (City of Stockton 2018b), and the Forward Landfill on South Austin Road, with the County recently approving an expansion of its capacity that would allow accommodation of solid waste to 2036 (Crunden 2020). The latest information indicates that total capacity available at all three landfills is approximately 182.5 million cubic yards; however, some of the information is dated. The total maximum throughput permitted at all three landfills is 11,013 tons per day (CalRecycle 2019a).

There are 50 solid waste diversion programs in Stockton. These include composting; facility recovery, household hazardous waste collection and education programs, recycling, source reduction programs, and waste-to-energy. For 2015, the latest year for which data are available, target disposal rates in accordance with AB 939 (see below) for the City of Stockton were 6.9 pounds per day per resident and 21.0 pounds per day per employee. Actual rates were 5.1 pounds per day per resident and 16.9 pounds per day per employee, surpassing the target rates (City of Stockton 2018b).

Communications Systems

AT&T provides landline telephone services to the Stockton area. Services are available to the project site from existing lines located on joint pole systems with electrical facilities along Mariposa Road and other roads. Utility lines extend the length of Clark Drive and Marfargoa Road as well as the driveway serving the two residences in the western portion of the project site. Comcast provides cable television services to the City of Stockton and vicinity. Existing cables are located aerially along Mariposa Road, Marfargoa Road, and Clark Road and underground along Mariposa Road. Fiber optic cable has been installed underground along Mariposa Road.

These state-regulated franchise utilities are obligated to extend services to new development as necessary. The Stockton Municipal Code requires the extension of services to any area annexed during the term of the franchise.

Energy

CEQA requires that an EIR includes a discussion of the potential energy impacts of a proposed project, with emphasis on avoiding or reducing inefficient, wasteful, and unnecessary consumption of energy. Appendix F of the CEQA Guidelines provides guidance for a discussion of energy impacts. Subjects may include identifying wasteful, inefficient, and unnecessary consumption of energy during project construction, operation, maintenance, and/or removal that cannot be feasibly mitigated, and the pre-emption of future energy development or future energy conservation.

Energy Usage

According to the latest information from the U.S. Energy Information Administration, California consumed 7,967 trillion British thermal units (BTUs) of energy in 2016. Only Texas consumed more energy. However, consumption per capita in California was 202 million BTUs, which was 48th among all states and the District of Columbia. Transportation accounted for approximately 39.8% of the energy consumed in California, followed by industrial with 23.2%, commercial with 18.9%, and residential with 18.1%. Natural gas accounted for approximately 2,200 trillion BTUs of the energy consumed in California, while motor gasoline (excluding ethanol) accounted for approximately 1,700 trillion BTUs (EIA 2020).

Electricity is a major energy source for residences and businesses in California. In 2021, the most recent year for which data are available, electricity consumption in California totaled approximately 280,738 gigawatt-hours. In San Joaquin County, electricity consumption in 2022 totaled approximately 5,608 million kilowatt-hours (kWh) [5,608

gigawatt-hours], of which approximately 3,483 million kWh were consumed by non-residential uses and the remainder by residential uses (CEC 2023a). As indicated above, natural gas is another major energy source. In 2021, natural gas consumption in California totaled approximately 11,923 million therms. In San Joaquin County, natural gas consumption in 2022 totaled approximately 186 million therms, of which approximately 96 million therms were consumed by non-residential uses and the remainder by residential uses (CEC 2023b).

Motor vehicle use accounts for substantial energy usage. The SJCOG estimated countywide VMT in 2016 was approximately 6.2 billion miles, which led to the consumption of approximately 471 million gallons of gasoline and diesel fuel (SJCOG 2022b). Travel mileage in San Joaquin County is influenced by the County's relative jobs/housing imbalance and the resulting commute patterns, which involve relatively long trips to workplaces outside the County. In 2019, approximately 28% of the employed workforce living within San Joaquin County commuted to out-of-county job sites (SJCOG 2022a).

Energy Systems and Facilities

Among all states, California ranked seventh in petroleum production, 14th in natural gas production, and fourth in production of electricity as of 2021. California ranked first in the U.S. as a producer of electricity from solar, geothermal, and biomass resources, and fourth in conventional hydroelectric power generation. Typically, California receives between one-fifth and one-third of its electricity supply from outside the state (EIA 2022).

Electrical usage within most of the County, including Stockton, is served from a transmission network owned by PG&E. Principal elements of the PG&E network are several transmission lines ranging in voltage from 115 kilovolts to 500 kilovolts; the highest voltage lines are in the southwestern corner of the County. A new storm drainage collection system, detention pond and outfall to North Littlejohns Creek is being constructed by the adjacent Mariposa Industrial Park project in order to accommodate its storm flows; capacity to accommodate storm flows from the Mariposa 2 project is included in the proposed design along Mariposa Road adjacent to the project site. A second line is located along the eastern boundary of the site, while a third line extends along the site's southern boundary.

Natural gas service in the City is provided by PG&E, the only provider of this service. PG&E provides natural gas to a 70,000-square mile service area in northern and central California, utilizing approximately 6,700 miles of gas transmission pipelines and 42,000 miles of gas distribution pipelines (PG&E website). Interregional gas mains are located along the SR 99 corridor, and branch lines extend to the cities, with service pipelines located primarily within city streets. The nearest known natural gas line extends to the west side of the Mariposa Industrial Park site near Marfargoa Road (Kier and Wright 2020).

As with the communications systems, state-regulated energy franchise utilities are obligated to extend services to new development as necessary. The Stockton Municipal Code requires the extension of services to any area annexed during the term of the franchise.

REGULATORY FRAMEWORK

State

SB 610

SB 610, enacted in 2001, amended the California Public Resources Code and the Water Code to expand requirements for documentation of available water supply in connection with land development approvals. Specifically, SB 610 requires land use agencies with authority over large development projects to document the availability of an adequate supply of potable water and to include this documentation in the EIR or Negative Declaration for larger development projects.

The required documentation is a Water Supply Assessment (WSA). The WSA evaluates the adequacy of the total projected water supplies of the agency providing water to a proposed project, including existing water supplies and future planned water supplies, to meet the existing and projected future water demands, including future water demands associated with a project. This evaluation is conducted under three hydrologic conditions: a normal precipitation year, a single dry year, and multiple dry years. WSA requirements apply to specified residential, commercial, and industrial projects. Industrial projects employing more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area require a WSA. The proposed project exceeds each of these WSA industrial thresholds.

California Water Code Sections 10910-10915 require that the land use agency request preparation of the WSA from the responsible public water system. For the proposed project, the City of Stockton is both the land use agency and the public water service provider through the City's Municipal Utilities Department. The City, with the assistance of engineering firm West Yost, has prepared a WSA for the project, which is available in Appendix H of this EIR.

Solid Waste Regulations

The California Integrated Waste Management Act (AB 939), enacted in 1989 and subsequently amended, requires local jurisdictions to divert at least 50% of their solid waste from landfills by 2000. The 50% recycling of solid waste places the City in compliance with AB 939. More recent legislation, AB 341, increased the recycling requirement to 75% of solid waste by 2020. Beginning April 1, 2016, AB 1826, the State's Mandatory Organic Waste Recycling law, phases in requirements for businesses, including multifamily properties of five or more units, based on the amount and type of waste the business produces weekly, with full implementation in 2019.

- January 1, 2017: Businesses that generate 4 cubic yards of organic waste per week arrange organic waste recycling services.
- January 1, 2019: Businesses that generate 4 cubic yards or more of commercial solid waste per week arrange organic waste recycling services.

Stockton Municipal Code Sections 8.28.020 through 8.28.070 is the City's Construction and Demolition Debris Waste Reduction Ordinance. The ordinance requires all permit applicants identify the debris the project will generate and recycle accordingly. Permit applicants for covered projects are required to meet the waste diversion requirement of at least 50 percent of materials generated as discards by the project, regardless of whether the permit applicant performs the work or hires contractors, subcontractors, or others to perform the work.

California Energy Code

California has adopted comprehensive energy efficiency standards as part of its Building Standards Code, California Codes of Regulations, Title 24. Part 6 of Title 24, also known as the California Energy Code, contains energy conservation standards applicable to all residential and non-residential buildings throughout California, including schools and community colleges. These standards are occasionally updated and were last updated in 2022. The City of Stockton has adopted the 2022 version of the California Energy Code as part of its building codes.

Section 100 of the 2022 Energy Code requires that buildings are to be "solar ready," meaning that buildings must be designed so that they can accommodate a solar electric or solar thermal system that can be installed later. Specific solar-ready requirements for non-residential buildings are set forth in Section 110 of the Energy Code.

California Green Building Standards Code (CALGreen)

In 2009, the California Building Standards Commission adopted a voluntary Green Building Standards Code, also known as CALGreen. In January 2010, the Commission made CALGreen mandatory, effective January 1, 2011, and it has since been incorporated in the State's Building Standards Code, California Codes of Regulations, Title 24. Part 11. CALGreen sets forth mandatory measures for nonresidential structures related to site development, water efficiency and conservation, indoor air quality, and material conservation among others. They also include energy efficiency measures, which essentially require compliance with the latest building energy efficiency measures adopted by the State. The City of Stockton has adopted the 2022 CALGreen.

Renewables Portfolio Standard

In 2002, California adopted a Renewables Portfolio Standard, and subsequently modified it in 2006 and 2011. Under the 2011 modifications, all electricity retailers in the state must generate 20% of electricity they sell from renewable energy sources (i.e., solar, wind, geothermal, hydroelectric from small generators, etc.) by the end of 2013, 25% by the end of 2016, and 33% by the end of 2020. As of the end of 2019, retail electricity sellers have met or exceeded the 2019 target of 31 percent, and most were on track to achieve the 2020 target (CPUC 2020).

In 2015, SB 350 was signed into law, which increased the electricity generation requirement from renewable sources to 50% by 2030. In 2018, SB 100 was enacted. SB 100 accelerated the schedule for 50% electricity generation from renewable sources to the year 2026 and set a goal of 60% electrical generation from renewable sources by 2030. It

also set the goal that zero-carbon resources will supply 100% of electricity to California by 2045. In 2022, SB 1020 was enacted, which sets additional goals for electricity generation from renewable sources - 90% by the end of 2035 and 95% by the end of 2040. The goals of SB 100 and SB 1020 are consistent with the carbon neutrality goal of Executive Order B-55-18 (see Chapter 10.0, Greenhouse Gas Emissions).

City of Stockton

Wastewater Master Plan Update

The City adopted its Wastewater Master Plan Update in 2022. The Wastewater Master Plan Update evaluates existing wastewater collection system infrastructure, addresses potential impacts of near-term and long-term planned growth, and develops a comprehensive guide for the City's wastewater system Capital Improvement Program. The Wastewater Master Plan Update did not identify any existing or anticipated capacity deficiencies in the existing wastewater facilities currently serving the project vicinity (City of Stockton 2022d).

Water Master Plan Update

The City adopted the Water Master Plan Update for the City's water system in 2021. Similar to the Wastewater Master Plan Update, the Water Master Plan evaluates the existing water system infrastructure and addresses potential impacts of near-term and long-term planned growth to develop a comprehensive guide for the City's water system Capital Improvement Program (City of Stockton 2021). To serve this project, the City needs 6 to 7 acres of land for a 3,000-gpm water well with pump station and reservoir/s storage of 5 million gallons of water. The City also needs space for a centralized treatment facility based on the water quality, along with ancillary mechanical and electrical equipment. A minimum of a 48-inch diameter storm drain pipe in the vicinity of the well and reservoir for flushing purposes would also be needed (Ann Okubo pers. comm.).

Stormwater Master Plan

The City adopted an update to its Stormwater Master Plan Update in 2023. The update was developed with the primary purpose of identifying the extent and nature of flooding under existing and future conditions and developing Capital Improvement Plan projects that could be implemented to alleviate this flooding. According to the update, the North Littlejohns Creek watershed is 53% impervious and includes residential and many large industrial/warehouse facilities. There are several existing detention ponds throughout the watershed. There has been no city-reported flooding, and the model used by the update predicts flooding mostly in the residential neighborhood which ultimately drains to North Littlejohns Creek via the Airport Business Center Pump Station and a large stormwater pond (City of Stockton 2023). No deficiencies were identified in the project vicinity.

Stockton General Plan 2040

The following Stockton General Plan 2040 policies and implementing actions are relevant to this project (City of Stockton 2018a):

- Action LU-5.1.C: Require landscape plans to incorporate native and drought-tolerant plants in order to preserve the visual integrity of the landscape, conserve water, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained.

- Policy LU-5.4: Require water and energy conservation and efficiency in both new construction and retrofits.

- Action LU-5.4.A: Require all new development, including major rehabilitation, renovation, and redevelopment, to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.

- Action LU-5.4.B: Require all new development, including major rehabilitation, renovation, and redevelopment, to incorporate feasible and appropriate energy conservation and green building practices, such as building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

- Action LU-6.3.A: Require development to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels. [See also Chapter 15.0, Public Services.]

- Action SAF-4.1.A: Require the construction and operation of new development to implement best practices that reduce air pollutant emissions, including through installation of Energy Star-certified appliances.

- Action CH-5.2.B: Continue to require recycling in private and public operations, including construction/demolition debris.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Significance Thresholds

According to Appendix G of the CEQA Guidelines, a project may have a significant impact related to utilities and energy if it would:

- Require or result in the relocation or construction of new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects,

- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years,

- Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments,

- 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, or
- Not comply with federal, state, and local statutes and regulations related to solid waste.
- Recently, CEQA Guidelines Appendix G was updated to include questions regarding energy consumption and conservation. According to the updated Appendix G, a project may have a significant impact related to energy if it would:
- Result in potentially significant impacts due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation, or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Impact UTIL-1: Water Services and Facilities

The proposed project would require water service, which would be provided through connection to the City's existing water system. An on-site water system would connect to the City's system at two points: to an existing 24-inch diameter City water main along Mariposa Road, and to a 16-inch diameter water line extended eastward through the adjacent Mariposa Industrial Park site. Water improvements are not expected to result in a significant environmental impact; water improvements would extend outside the project footprint, if then, only at the points of connection in Mariposa Road. Required changes to the City's water system have been reviewed and approved by the Municipal Utilities Department. Potential environmental impacts of the water line through the Mariposa Industrial Park site were analyzed in the EIR for that project.

In accordance with SB 610, the City prepared a WSA for the project (see Appendix H). The WSA noted that the City had 34,228 acre-feet of water per year available as of 2020. The 2020 water demand was 34,404 acre-feet per year; thus, the City had a shortfall in supply and no available water that year for new development. However, the City anticipates water supplies would increase to 77,300 acre-feet by 2025 and 85,400 acre-feet by 2035. Meanwhile, water demand would rise to just 34,789 acre-feet by 2025 and to 43,161 acre-feet by 2035 (City of Stockton 2022b). Therefore, there would be a surplus of water to serve new development. Moreover, the WSA indicates that water demand in 2045, the outermost year of projections, would be 48,444 acre-feet, which would be substantially below the projected 2045 water supply of 85,400 acre-feet (City of Stockton 2022b).

The WSA estimated that the project would generate a demand of approximately 163 acre-feet of potable water per year. Under the single dry-year condition, the City would have approximately 13,656 acre-feet of water supply available after satisfying total demands at its lowest surplus (in 2040 and 2045). Under the multiple dry-year condition, the City would still have approximately 12,456 acre-feet of water supply available at its lowest surplus (in Dry Year 4 in 2040 and 2045). The City would not experience a deficit in water

usage. The WSA concluded that the total projected water supplies determined to be available for the project during normal, single dry, and multiple dry years during a 20-year projection would meet the projected water demand of the Mariposa 2 project, in addition to existing and near-term planned future uses (City of Stockton 2022b). The proposed project would involve an increase in water demand, but the City would not be required to obtain additional supplies.

Proposed project water infrastructure may vary to some extent from the Water Master Plan Update. It is expected that the project applicant and the City would harmonize the updated Water Master Plan with the proposed development in an amendment of the City's Water Master Plan. In any case, it is not anticipated that potential environmental impacts would be different from those described above. Project impacts on the City's water system and supplies would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-2: Wastewater Services and Facilities

The proposed development on the project site would require wastewater service which would be provided by connection to the City's wastewater system. Wastewater service would include the installation of new on-site sewer lines and connection to existing City mains in the area.

These improvements are not expected to have a significant environmental impact beyond the project footprint, A sewer line, approximately 24 inches in diameter, would be extended eastward from an existing main at Marfargoa Road through the approved Mariposa Industrial Park site to the proposed project site. Potential environmental impacts of this sewer line through the Mariposa Industrial Park site were analyzed in the EIR for that project. Existing sewer lines in the vicinity are adequately sized to collect wastewater from proposed development.

The project engineer estimated the amount of wastewater that the project would generate, based upon a flow factor used by the City for new industrial development of 3,000 gallons per day per acre. It is estimated that the proposed development on the project site would generate an average of 321,000 gallons of wastewater per day, or approximately 0.321 mgd. The Regional Wastewater Control Facility currently has approximately 21.0 mgd of main treatment plant capacity to serve additional development. The proposed project would involve an increase in sewage generation amounting to approximately 1.5% of the City's available treatment capacity.

Proposed project wastewater infrastructure may vary to some extent from the Wastewater Master Plan. It is expected that the project applicant and the City would harmonize the updated Wastewater Master Plan with the proposed development. In any case, it is not anticipated that potential environmental impacts would be different from those described above. Project impacts on the City's wastewater system would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-3: Stormwater Services and Facilities

There is no substantial existing impervious area on the project site, which is primarily undeveloped land. Proposed development would result in the construction of extensive new rooftop, pavement, and other impermeable surfaces that would increase potential runoff from the project site.

As has been noted, drainage collected on the project site is proposed to be sent to a detention basin which is under construction on the adjacent Mariposa Industrial Park site. The collected runoff would be discharged from the detention basin to North Littlejohns Creek as capacity is available in the creek channel to accept it. Chapter 12.0, Hydrology and Water Quality, discusses the potential impacts of this discharge on North Littlejohns Creek, along with existing requirement HYDRO-3 that would reduce impacts on the creek. Mitigation would prevent exceedance of creek capacity and thereby not cause or exacerbate downstream flooding. Project impacts related to storm drainage facilities are considered less than significant with mitigation.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-4: Solid Waste

Development of the project site would generate a substantial new demand for solid waste disposal services. CalRecycle posted a solid waste generation rate for warehouses from a solid waste guide for development projects in Santa Barbara County. Based on this source, the estimated annual solid waste generated by a warehouse would amount to 1.42 pounds per 100 square feet per day (CalRecycle 2019b). Using this factor, the project would generate an estimated 24,608 pounds per day, or approximately 4,491 tons per year. While the content of a ton of solid waste varies, it has been approximated that a cubic yard of solid waste weighs 300 pounds, so the project would generate approximately 29,940 cubic yards of solid waste per year.

The project will be required to comply with the provisions of Stockton Municipal Code Sections 8.28.020 through 8.28.070 regarding construction and demolition waste. Permit applicants for the development of the project will be required to meet the waste diversion requirement of at least 50 percent of materials generated as discards, regardless of whether the permit applicant performs the work or hires contractors, subcontractors, or others to perform the work.

As noted, all three County landfills have an approximate capacity of 182.5 million cubic yards, so adequate capacity exists for the project's solid waste. The project would comply with applicable state and local statutes and regulations related to solid waste as discussed above. Project impacts on solid waste are considered less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-5: Electrical and Telecommunications Facilities

As noted above, existing electrical, natural gas, and telephone lines are available adjacent to or near the project site, and the Stockton Municipal Code requires the extension of services to any area annexed during the term of the franchise. The project site would have access to these services without requiring significant expansion of these systems, since existing lines are available.

It is expected that PG&E and telecommunications companies would be able to extend their services to the project site as required, especially since existing utility facilities are in the area. Project impacts on energy and communications systems would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

Impact UTIL-6: Project Energy Consumption

The project proposes development of approximately 1.7 million square feet of warehouse space. According to the 2012 Commercial Buildings Energy Consumption Survey by the U.S. Energy Information Administration, the most recent such survey conducted, warehouse and storage facilities consumed on average 6.6 kWh of electricity per square foot annually and 19.4 cubic feet of natural gas per square foot annually (EIA 2012). Based upon these factors, it is estimated that proposed development on the project site would consume approximately 11.4 million kWh of electricity and 33.6 million cubic feet of natural gas annually.

Development on the project site would be required to comply with the adopted California Energy Code, which specifies building energy efficiency standards and requires buildings to be "solar ready". Mitigation Measure AIR-12, described in Chapter 6.0, Air Quality, would require owners, operators or tenants to include sufficient solar panels to provide power for the operation's base power use at the start of operations and as base power use demand increases. Compliance with the California Energy Code, required in a mitigation measure described below, and Mitigation Measure AIR-12 would likely lead to less electricity and natural gas consumption by project development. Along with compliance with the Renewables Portfolio Standard targets, the project would consume a smaller amount of fossil fuels.

As indicated in the CalEEMod run (see Appendix C), VMT generated by traffic associated with project development would be 20.3 million annually under unmitigated conditions, with fuel consumption of approximately 1.5 million gallons based on SJCOG estimates. With the project features and regulations that would mitigate GHG emissions, as described in Chapter 10.0, Greenhouse Gas Emissions, total annual VMT would be 17.9 million, with fuel consumption of approximately 1.4 million gallons. This would be a reduction from business-as-usual conditions of 193,021 gallons of gasoline and diesel fuel consumed annually by project traffic. Moreover, Mitigation Measure AIR-9, described in Chapter 6.0,

Air Quality, would require implementation of employee trip reduction programs pursuant to SJVAPCD Rule 9410, thereby reducing project vehicle trips and fuel consumption.

Also, as discussed in Chapter 6.0, Air Quality, the project would implement mitigation measures applied to the adjacent Mariposa Industrial Park project. Some of these measures would reduce energy consumption, particularly of fossil fuels. Along with Mitigation Measures AIR-9 and AIR-12, there also would be Mitigation Measures AIR-5 (construction worker trip reduction), AIR-6 (availability of food service for construction workers), AIR-14 (use of zero-emission vehicles), AIR-17 (use of zero-emission equipment), AIR-20 (availability of food service for employees), and AIR-21 (employee trip reduction).

Project construction would consume substantial amounts of energy in grading, development of buildings and site improvements, and installation of utilities and street improvements. Compliance with existing energy conservation requirements described in Chapters 6.0 Air Quality and 10.0 Greenhouse Gases would result in reductions in energy expenditures associated with construction. Because of the relatively flat topography of the site, the project would not require extraordinary grading requirements. Project construction is not expected to involve substantially inefficient, wasteful, or unnecessary consumption of energy.

In summary, the project would consume less energy in building operations and vehicle trips associated with project development, and the project would implement measures that would reduce energy consumption in both construction and operations. The project would not consume energy in a manner that is wasteful, inefficient, or unnecessary. Therefore, impacts related to energy consumption would be less than significant.

Level of Significance: Less than significant

Mitigation Measures: None required

18.0 CUMULATIVE IMPACTS

18.1 INTRODUCTION TO CUMULATIVE IMPACTS

A cumulative impact, as defined by CEQA Guidelines Section 15355, is an environmental effect that may result from the combination of two or more environmental effects associated with a proposed project, or from the combination of one or more project environmental effects or a combination with related environmental effects caused by other closely related projects. Cumulative impacts may also result when a project's environmental effects compound or increase other non-project environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

CEQA Guidelines Section 15130 states an EIR must discuss the cumulative environmental impacts of a project "when the project's incremental effect is cumulatively considerable." As described in CEQA Guidelines Section 15065(a)(3), "cumulatively considerable" effects occur when the incremental effects of an individual project are significant when viewed in connection with the effects of other closely related projects, including past projects, current projects, and probable future projects.

The analysis of cumulative impacts is to be based on either 1) a list of past, present, and probable future projects producing related or cumulative impacts, or 2) on a summary of projections contained in an adopted general plan or related planning document, or in a prior certified environmental document which described or evaluated regional or area-wide conditions contributing to the cumulative impact. For this EIR, both approaches are used. Section 18.2 below provides more detail on these approaches.

For each environmental issue area, the cumulative impact analysis:

- Describes the geographic context for the analysis,
- Evaluates whether there exists the potential for one or more significant cumulative impacts in that environmental issue area,
- Analyzes whether the project would make a cumulatively considerable contribution to a significant cumulative impact, or make significant a cumulative impact that was otherwise less than significant, and
- Determines whether and how a significant cumulative impact, or a considerable contribution to such an impact, can feasibly be avoided or reduced to a less than significant or less than considerable level.

If the project does not involve a considerable contribution to a significant cumulative effect, then the project's effect is not considered significant, and discussion in the EIR is limited to the basis for that conclusion. Where significant cumulative impacts are identified, the EIR must examine reasonable, feasible options for mitigating or avoiding the project's

contribution to a level that is less than considerable. As provided in *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1996), a project's considerable contribution to a significant cumulative impact can be reduced to a level that is less than considerable with mitigation measures. A project's contribution is not cumulatively considerable if the project is required by existing ordinances or programs to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact.

18.2 CUMULATIVE IMPACT SETTING

18.2.1 Past, Present, and Probable Future Projects

As has been noted, the proposed project is in an area of southeastern Stockton that has been transitioning from a primarily agricultural area to one developed with industrial/warehouse land uses. Several projects in the vicinity of the project site have been constructed, have been approved, or are anticipated to be approved that are similar in character to the proposed project and would have generally similar environmental impacts. As such, these projects, taken together with the proposed project, have impacts that may be individually limited but cumulatively considerable. These projects, which were mentioned in Chapter 1.0, Introduction, include the following:

- Norcal Logistics Center – a subdivision of approximately 325 acres designated for industrial development: an approximately 50-acre southern portion adjacent to Arch Road and an approximately 275-acre northern portion adjacent to Mariposa Road. Much of this project site has been developed with industrial/warehouse uses, and the portion of the site adjacent to and east of the proposed project site is currently undergoing development.

- First Industrial Archtown – annexation of four parcels totaling 79 acres at the southwest corner of the intersection of Arch Road and Newcastle Road and subsequent development of light industrial/warehouse totaling approximately 1.2 million square feet. This site has been annexed and is currently under construction.

- Sanchez-Hoggan Annexation – annexation and subdivision of two parcels that total approximately 170 acres: an approximately 149-acre eastern parcel (Sanchez property) at the northwest corner of the intersection of Austin Road and Arch Road, and an approximately 21-acre western parcel (Hoggan property) between Gold River Drive and North Littlejohns Creek. These parcels have been designated for approximately 3.1 million square feet of industrial/warehouse development. An Amazon warehouse is constructed and operating on the northern half of the Sanchez property; the southern half is currently under construction.

- Mariposa Industrial Park - annexation and subdivision of an approximately 203-acre site consisting of nine parcels north of North Littlejohns Creek and south of Mariposa Road for subsequent development of approximately 3.6 million

square feet of industrial/warehouse uses. This project, recently approved by the City, is adjacent to and west of the proposed project site. The majority of the site is under construction.

- Airpark 599 – development of approximately 73 acres at the southwest corner of the SR 99/Arch-Airport Road interchange of an industrial/warehouse building of approximately 1.4 million square feet of floor area and highway commercial uses. The remainder of this site is used for agriculture.

As noted in Chapter 13.0, Land Use, the Mariposa Lakes Specific Plan, approved by the City, covers a 3,800-acre area north of the proposed project site. No development has occurred within the Specific Plan area, which remains in the unincorporated County, and the status of the Specific Plan is currently inactive. The Mariposa Lakes Specific Plan is not considered a probable future project and therefore is not included in the cumulative impact analysis.

18.2.2 General Plan Projection

The potential cumulative impacts of long-range urban development in the City of Stockton through the year 2040 are analyzed in the GPEIR (City of Stockton 2018b). The GPEIR considered the environmental effects of buildout of all lands designated in the Stockton General Plan for urban development, including development of the project site and other undeveloped lands in southeastern Stockton. The proposed project would contribute to the long-range cumulative environmental impacts identified in the GPEIR, including potential cumulative impacts of planned urban development on the various resources and environmental conditions addressed at a project level in this EIR.

GPEIR Section 6.2, Unavoidable Significant Effects, identified significant and unavoidable impacts that were a necessary part of implementing the General Plan. This required the Stockton City Council to adopt a Statement of Overriding Considerations; the statement was adopted in conjunction with adoption of the Stockton General Plan 2040.

The proposed project would involve industrial development consistent with the allowable uses specified in the existing Industrial land use designation of the site. The amount of development associated with the project is consistent with the projected buildout development assumed and analyzed in the GPEIR. As a result, the project would contribute proportionately to the potential cumulative impacts associated with projected urban development in the City of Stockton in a manner consistent with the GPEIR analysis. It would not involve any known change in, or any considerable new or more severe contribution to, the significant cumulative impacts identified in the GPEIR. A more detailed discussion is provided later in this chapter.

The evaluation of the cumulative impacts of the project also employs the projection approach, relying on the analysis in the GPEIR. CEQA Guidelines Section 15065(a)(3) allows either the list approach or the projection approach to be used. In most cases, the list of projects in Section 18.2.1 is provided for informational purposes only; however, these projects will be referred to in the following analysis where appropriate.

18.3 CUMULATIVE IMPACTS OF PROJECT

18.3.1 Aesthetics and Visual Resources

Cumulative impacts on aesthetics are assumed to be localized; that is, aesthetic changes at a site would not generally impact aesthetics at another site if the sites are not visually connected in some fashion. A visual connection could be established by juxtaposition or by location along a travel corridor, among other possibilities.

The potential aesthetic effects of urban development were addressed extensively in the Stockton General Plan 2040 and the GPEIR. Planned urban development in the Stockton area would result in extensive changes in viewsheds and loss of open space as lands surrounding the existing urban area are converted from rural agricultural to urban use. The proposed project would result in industrial development in a portion of southeastern Stockton. As discussed in Chapter 4.0, Aesthetics, the project would substitute views of new industrial development for existing views of agricultural and vacant land. This would be an extension of a similar effect predicted for the adjacent Mariposa Industrial Park project in its EIR. Together, the proposed project, the Mariposa Industrial Park and the Norcal project to the east of the site would combine to convert the southerly view from Mariposa Road to near Austin Road from predominantly agriculture to industrial warehouses and associated development.

There are no scenic vistas or resources in the immediate project area, other than the riparian area along North Littlejohns Creek, which would have minimal direct effects from project development and other development in the area. Views of this corridor would be largely obscured by the three industrial projects along Mariposa Road. The overall aesthetic environment of the project site, however, consists of views of light industrial and warehouse uses to the south and commercial uses to the north and west. Proposed development would be consistent with the existing aesthetic environment, with the planned development described in the Stockton General Plan 2040 and with other similar industrial/warehouse projects in the vicinity.

The immediate project vicinity currently is subject to limited night lighting, mainly security lighting from residences. Industrial structures and associated parking and circulation to the south and east of the site are more brightly lit and prominent in nighttime views from the site. The proposed project, along with other development projects in the area, would be required to meet City design review standards through requirements imposed during the project review process, as documented in Chapter 4.0 Aesthetics. These standards require that all light sources be shielded and directed downwards to minimize trespass light and glare on nearby residences. Additionally, all outdoor lighting sources of 1,000 lumens or greater are required to be fully shielded. With the observance of these standards, the project would not involve a considerable contribution to existing prevailing lighting in the project area.

Overall, the project would result in a less-than-considerable contribution to cumulative aesthetic and visual resource impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: No additional mitigation measures arerequired

18.3.2 Agricultural Resources

Cumulative impacts on agricultural land resources may be assessed on a regional or local level; analysis at a local level yields a more conservative result. Development proposed for the project site would result in the conversion of approximately 106 acres of Farmland of Statewide Importance, which is considered Farmland as defined by the Environmental Checklist in CEQA Guidelines Appendix G. Based on information in their CEQA documents, the approximate acres of Farmland that would be converted by the projects listed in Section 18.2.1 are:

Norcal Logistics Center – 231 acres

First Industrial Archtown – 79 acres

Sanchez-Hoggan Annexation – 149 acres

Mariposa Industrial Park – 106 acres

The Airpark 599 site, according to the 2018 Important Farmland Map of San Joaquin County, is entirely designated Prime Farmland, which is also considered "Farmland" under CEQA. The total Farmland that would be converted to non-agricultural use by these projects would be approximately 744 acres.

The conversion of agricultural land in conjunction with urban development as proposed in the Stockton General Plan 2040 was identified in the GPEIR as a significant and unavoidable adverse effect. Significant and unavoidable impacts related to agricultural land conversion were identified in the GPEIR as:

- Impact AG-1: Although the proposed General Plan includes policies and actions that would reduce and partially offset the conversion of farmland, it designates approximately 16,160 acres of farmlands of concern under CEQA for non-agricultural uses.
- Impact AG-2: The proposed General Plan designates 2,464 acres of lands with active Williamson Act contracts for non-agricultural uses.

A Statement of Overriding Considerations for this issue was adopted by the Stockton City Council, and these findings remain in place with respect to this issue. CEQA Guidelines Section 15152(d) states that where an EIR has been prepared and certified for a plan, a lead agency for a later project consistent with the plan should limit an EIR on the later project to environmental effects which 1) were not examined as significant effects on the environment in the prior EIR, or 2) are susceptible to substantial reduction or avoidance by the choice of specific revisions in the project, by the imposition of conditions, or other means. Project impacts on agricultural land are consistent with those described in the GPEIR; this issue was addressed in the GPEIR, no new or more severe impacts than those identified in the GPEIR have been identified with respect to the project.

Development of the project site, along with projects that are being or will be annexed to the City, would be subject to the City's Agricultural Land Mitigation Program, which would compensate for the loss of Farmland but not fully mitigate the impact, as documented in Chapter 5.0 Agriculture. Therefore, based upon the criteria set by CEQA Guidelines Section 15152(d), as noted in Chapter 5.0, the project would result in a less-than-considerable contribution to cumulative agricultural resource impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: No additional mitigation measures are available or feasible

18.3.3 Air Quality

Criteria Pollutants

Cumulative impacts on air resources may be assessed at both a regional and local level. The project would involve contributions to potential air quality impacts both at the regional level - the San Joaquin Valley Air Basin - and the local level. Air Basin conditions are described in detail in Chapter 6.0, Air Quality.

The GPEIR analyzed the environmental impacts of development as set forth in the Stockton General Plan 2040 adopted in 2018. The cumulative air quality impacts were addressed in the GPEIR and were found to be significant. These impacts included:

- Impact AQ-1: Implementation of the proposed General Plan would result in the generation of substantial long-term criteria air pollutant emissions that would exceed the San Joaquin Valley Air Pollution Control District (SJVAPCD) regional significance thresholds and would therefore not be considered consistent with the existing Air Quality Management Plans.
- Impact AQ-2: Construction activities associated with implementation of the proposed General Plan and [Utility Master Plan Supplements] could exceed the SJVAPCD regional significance thresholds.
- Impact AQ-3: Operation of development projects allowed under the proposed General Plan would generate emissions that would exceed the SJVAPCD regional significance thresholds for VOC, NOX, CO, PM10, and PM2.5.
- Impact AQ-4: Development allowed under the proposed General Plan and UMPS could result in short- and long-term emissions that could cause or contribute to a violation of the ambient air quality standards.
- Impact GHG-1: Implementation of the proposed General Plan would result in a substantial increase in greenhouse emissions.

The General Plan contains numerous policies and actions that would contribute to minimizing long-term emissions, and various SJVAPCD rules and regulations would reduce emissions from development projects. Additional contributions would be made by GPEIR Mitigation Measures AQ-1 through AQ-5, which are as follows:

- AQ-1: Implement Mitigation Measure AQ-3 to further reduce long-term criteria air pollutant emissions.

- AQ-2: Prior to issuance of any construction permits for development projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), development project applicants shall prepare and submit to the City of Stockton Planning and Engineering Division a technical assessment evaluating potential project construction-related air quality impacts. The evaluation shall be prepared in conformance with SJVAPCD methodology in assessing air quality impacts. [The mitigation measure goes on to specify the type of analysis to occur depending on the size of the project and the mitigation measures recommended to reduce impacts.]

- AQ-3: Prior to discretionary approval by the City of Stockton for development projects subject to California Environmental Quality Act (CEQA) review (i.e., non-exempt projects), project applicants shall prepare and submit a technical assessment evaluating potential project operation phase-related air quality impacts to the City of Stockton Planning and Engineering Division for review and approval. [The mitigation measure goes on to describe the requirements of the assessment, including suggested mitigation measures if necessary.]

- AQ-4a: Implement Mitigation Measures AQ-2 and AQ-3 to further reduce construction and operation-related criteria air pollutant emissions.

- AQ-4b: Prior to discretionary approval, applicants for development projects that are subject to the California Environmental Quality Act (CEQA) shall assess their projects to the San Joaquin Valley Air Pollution Control District's (SJVAPCD) Rule 9510 Applicability Thresholds as follows: [The thresholds are listed here]. Applicants for development projects subject to CEQA that do not meet the SJVAPCD Rule 9510 Applicability Thresholds shall assess whether project-related construction and operational emissions exceed the SJVAPCD 100 pounds per day ambient air quality screening threshold. [The mitigation measure goes on to describe the requirement for an ambient air quality analysis, including a description of mitigation measures if necessary.]

- AQ-5: Prior to discretionary project approval, applicants for industrial or warehousing land uses in addition to commercial land uses that would generate substantial diesel truck travel (i.e., 100 diesel trucks per day or 40 or more trucks with diesel-powered transport refrigeration units per day based on the California Air Resources Board recommendations for siting new sensitive land uses), shall contact the San Joaquin Valley Air Pollution Control District (SJVAPCD) or the City of Stockton in conjunction with the SJVAPCD to determine the appropriate level of health risk assessment (HRA) required. If preparation of an HRA is required, all HRAs shall be submitted to the City of Stockton and the SJVAPCD for evaluation. [The mitigation measure goes on to describe the required contents of an HRA.]

The GPEIR identified a range of mitigation measures, including source controls and transportation management systems, and these measures were incorporated into the Stockton General Plan 2040. These are a part of the City's environmental review,

permitting and fee structures, are therefore applicable to the project and have been included in the wide range of air quality mitigation measures shown in Chapter 6.0 of this EIR; these include the numerous Existing Requirements adopted by the City in conjunction with the approval of the Mariposa Industrial Park project. Nevertheless, even with implementation of all of the adopted mitigation measures, the cumulative impact of planned urbanization on ozone precursor emissions may yet remain significant and unavoidable. The tools to quantify any such exceedance, and the standards by which to judge them, are not presently available.

The City accepted significant air quality impacts as an unavoidable consequence of planned urban development in a Statement of Overriding Considerations adopted for this impact in conjunction with the approval of the Stockton General Plan 2040. In accordance with CEQA Guidelines Section 15152(d), Chapter 6.0 of this EIR focused on project-specific effects, which were found to the less than significant for both construction and project operation with the incorporation of Existing Requirements related to air quality.

Of the constructed or approved projects listed in Section 18.2, the Norcal Logistics Center and Mariposa Industrial Park were determined to have significant and unavoidable impacts on air quality. The other two projects, like the proposed project, did not exceed SJVAPCD significance thresholds. As discussed in Chapter 6.0, Air Quality, CalEEMod estimates of air pollutant emissions from construction and operation of the proposed project indicate that SJVAPCD significance thresholds would not be exceeded with implementation of mitigation measures. However, the SJVAPCD's Guide for Assessing and Mitigating Air Quality Impacts notes that project emissions may nonetheless involve a cumulatively considerable contribution to cumulative regional air quality impacts, even if they are below SJVAPCD significance thresholds.

As discussed in Chapter 6.0, the significance thresholds are applied to evaluate regional impacts of project-specific emissions of air pollutants. Regional impacts of a project can be characterized in terms of total annual emissions of criteria pollutants and their impact on SJVAPCD's ability to attain criteria pollutant standards. The SJVAPCD significance thresholds are based on offset thresholds established under SJVAPCD Rule 2201, which are designed to allow the Air Basin to achieve the objectives of air quality attainment plans. The proposed project would not exceed these thresholds; therefore, it would not make a considerable contribution to a significant cumulative air quality impact on the Air Basin maintenance plans related to criteria pollutants.

Cumulative Carbon Monoxide Impacts

As noted, the Air Basin is in attainment of CO standards. However, elevated ambient CO concentrations are generally found near traffic-congested corridors and intersections. The project, in combination with other projects in the area, would lead to more traffic on local roads and intersections. In particular, Arch Road, Mariposa Road, and Austin Road would experience increased traffic, and intersections on these roads may experience elevated CO concentrations, or "hotspots".

The GPEIR anticipated development allowed under the General Plan in the 2040 horizon year would result in approximately 2,091,100 average daily trips, which would be an increase of 547,300 total daily vehicle trips over existing conditions. However, distributing the net total daily vehicle trips throughout the EIR Study Area and region and by peak hour would result in smaller traffic volumes at the various intersections. Thus, implementation of the proposed General Plan was not anticipated to produce the volume of traffic required to generate a CO hotspot.

As discussed in Chapter 6.0, Air Quality, air quality impacts of traffic were evaluated under EPAP conditions, which included other projects. The results of the evaluation indicated that four intersections would operate under conditions that could lead to CO hotspots; of these, three were located adjacent to land uses that are not sensitive to CO increases in concentration. The fourth intersection, Mariposa Road/Carpenter Road, does have sensitive land uses in the vicinity. However, a recommended improvement identified in the Mariposa Industrial Park project would improve LOS, thereby reducing the potential for creation of a CO hotspot. Based on this information, the project would not make a cumulatively considerable contribution to potential CO impacts.

Toxic Air Contaminants

The proposed project would involve emissions of TACs, mainly DPM from truck traffic. All the listed projects would involve DPM emissions, which could cause adverse health risks with prolonged exposure by sensitive land uses in the area. These consist mainly of scattered rural residences, with greater concentrations west and north of the Mariposa Industrial Park locations. Other potential receptors of concern are the two California Department of Corrections and Rehabilitation youth correctional facilities south of Arch Road, although both facilities are scheduled to close in 2023, and the California Health Care Facility (see Chapter 13.0, Land Use).

The California Attorney General's Office and the ARB have expressed concern that such emissions generated by similar projects in the area would adversely affect nearby residents identified as being within a disadvantaged community. Beginning with the Sanchez-Hoggan project, both agencies have suggested best practices and mitigation measures to reduce emissions associated with warehouse operations in their EIR comments. These suggested practices and measures were incorporated by the Mariposa Industrial Park project as mitigation measures, and they have been applied to the proposed project as Existing Requirements by virtue of their adoption by the City of Stockton during the approval of that project. Implementation of these mitigation measures would reduce the cumulative DPM effects of the proposed project to a level; that would be less than considerable, especially when other warehouse projects in the area have incorporated similar measures and future warehouse projects would likely do the same.

Impacts on Local Disadvantaged Communities

Chapter 13.0, Land Use, and Chapter 20.0, Other CEQA Issues, discuss environmental justice and potential project impacts on disadvantaged communities. The State of California has recently become more active in promoting environmental justice in land use and environmental planning. More specifically, warehouse projects have come under

scrutiny from State agencies for their potential air quality impacts on nearby disadvantaged communities.

The project site is in the general vicinity of the Mariposa Road DUC (see Chapter 13.0, Land Use), which includes residential development along Marfargoa and Clark Roads; the DUC is approximately one-half mile west of the project site. An additional rural residential area is located approximately 0.4 miles north of the project site, along Carpenter Road. Most of the existing development on, or planned to be developed on, lands adjacent to the project site is industrial/warehouse development, which is not considered sensitive to air pollutant emissions.

As discussed under Impact AIR-2, project operational emissions would be below applicable SJVAPCD significance thresholds with application of Existing Requirements. These measures would avoid air quality impacts on the disadvantaged community. In addition, Mitigation Measure AIR-29 would reduce CO emission impacts at the Mariposa Road/Carpenter Road intersection to a level that would be less than significant. As reported in Chapter 6.0, the SJVAPCD model for initial assessment of potential health risks from industrial development would not extend to the existing residential areas and would therefore not contribute to health risks in these areas.

In summary, although Existing Requirements and mitigation measures identified in Chapter 6.0 Air Quality would reduce individual contribution of the project to a less than significant level, the project's emissions could nonetheless result in a cumulatively considerable contribution to significant cumulative air quality impacts in the area.

Contribution to Significant Cumulative Impacts: Potentially considerable

Mitigation Measures: See Chapter 6.0, Air Quality.

Contribution after Mitigation: Potentially considerable

18.3.4 Biological Resources

Cumulative impacts on biological resources can be addressed in several potential contexts, including bioregions, watersheds, or habitat areas for individual sensitive species. The project vicinity has been subject to significant biological resource impacts because of historical agricultural activities and more recent urban development. The only area with substantial natural habitat is the riparian area along North Littlejohns Creek. As a result, and as characterized in Chapter 7.0, Biological Resources, the project vicinity does not support substantial populations of common or sensitive wildlife species. However, trees in the project vicinity may be used for nesting by protected and special-status bird species.

The proposed project would participate in the SJMSCP. The SJMSCP would require either preservation of existing sensitive lands, creation of new comparable habitat on the project site, or payment of fees that would be used to secure preserve lands outside the project site to compensate for the loss of sensitive habitat. In addition, the SJMSCP would require compliance with ITMMs, if SJCOG requires them, that minimize direct impacts of development on special-status species. SJMSCP compliance is assumed by the regulatory agencies to reduce the biological impacts of a project to a less-than-significant level.

Therefore, with participation in the SJMSCP and implementation of the mitigation measures in Chapter 7.0, the project would result in a less-than-considerable contribution to cumulative biological resource impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.5 Cultural Resources and Tribal Cultural Resources

The geography of cultural resource impacts can be defined by region, by political subdivision, or by the geography of the cultural resources present in an area when adequate inventory data are available to define it. The GPEIR evaluated the cumulative cultural resource impacts of development under the Stockton General Plan 2040 and concluded that impacts would be less than significant.

No known important archaeological or historically significant resources are located on the project site. Mitigation measures described in Chapter 8.0, Cultural Resources, would ensure that impacts on any discovery of cultural resources would be reduced to a level that is less than significant. The project would result in a less-than-considerable contribution to any cumulative cultural resource impacts.

The geography of tribal cultural resource impacts is the same as that for cultural resources in general. However, AB 52 indicates that another area of consideration is the geographic area that is traditionally and culturally affiliated with a tribe. At this time, such an area is known only when a tribe requests consultation on a project in accordance with AB 52. As noted in Chapter 8.0, notifications regarding this project were sent to nine tribal agencies, but no further consultation occurred.

of which two responded. A representative from the Northern Valley Yokuts responded, expressing concerns regarding the overall archaeological sensitivity of the general area and recommending Native American monitoring of project ground-disturbing activities. The Wilton Rancheria identified the project site as being within the tribe's ancestral territory. As discussed in Chapter 8.0, no known important archaeological or historically significant resources are located within the project vicinity, and proposed mitigation measures would reduce potential impacts on any existing tribal cultural resources to a level that would be less than significant.

The First Industrial and Norcal Logistics Center environmental documents were prepared before AB 52 took effect. Contacts were made with tribes on the Sanchez-Hoggan and Mariposa Industrial Park projects, and mitigation measures addressing tribal concerns were described in the EIRs for these projects, preventing any significant tribal cultural resources effects. Because of this, and required adherence to Existing Requirements of the Stockton Municipal Code, the project would result in a less-than-considerable contribution to cumulative tribal cultural resource impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.6 Geology, Soils, and Mineral Resources

Cumulative impacts associated with geology and soils are assumed to be localized. The GPEIR did not identify any significant geology, soil, or mineral resource impacts associated with development under the Stockton General Plan 2040. As discussed in Chapter 9.0, Geology, the proposed project would not result in potentially significant geology and soils impacts, including potential project exposure to geologic hazards, seismic shaking, soil-related hazards, and soil erosion. Soil impacts associated with the project can be mitigated to a level that would be less than significant. As discussed in Chapter 9.0, there are no mineral resources on the project site. Therefore, the project would not result in a considerable contribution to cumulative geology, soil, or mineral resource impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.7 Greenhouse Gas Emissions

GHG emissions are related to global climate change. Global climate change is a distinct CEQA issue in that, while a project may generate GHG emissions, the impacts of such emissions are global. As such, the impacts of a project's GHG emissions are considered cumulative in nature.

The potential GHG impacts of planned urbanization in the City of Stockton were addressed in the GPEIR and were found to be significant. This impact included:

- Impact GHG-1: Implementation of the proposed General Plan would result in a substantial increase in GHG emissions.

The GPEIR identified mitigation measures, including adoption of the CAP, and these measures were incorporated into the Stockton General Plan 2040 and are a part of the City's environmental review, permitting and fee structures. Nevertheless, even with the adopted mitigation measures, the cumulative impact of planned urbanization, including industrial development of the project site, on GHG emissions was considered significant and unavoidable. A Statement of Overriding Considerations was adopted for this impact in conjunction with the approval of the Stockton General Plan 2040.

Of the constructed or approved projects listed in Section 18.2, the Sanchez-Hoggan Annexation and Mariposa Industrial Park projects were determined to have significant and unavoidable impacts related to construction GHG emissions, even with implementation of mitigation. The Norcal Logistics Center project was determined to have significant and unavoidable impacts related to both construction and operational GHG emissions, even with implementation of mitigation. A CEQA review of the First Industrial project indicated that project GHG impacts would be less than significant with mitigation.

The analysis of GHG impacts of the project in Chapter 10.0, Greenhouse Gas Emissions, addresses the potential GHG impacts of project operations. It concluded that operational GHG emissions, with incorporation of project features, would be consistent with the GHG

reduction objectives of SB 32 and its implementing Scoping Plan. Construction GHG emissions are considered less than significant. While the project would not create a new or more severe impact regarding these emissions from that discussed in the GPEIR, its contribution to cumulative emission impacts would be considerable.

In addition, as described in Chapter 6.0, Air Quality, the proposed project would incorporate mitigation measures to address air pollutant emissions. Some of these measures would also reduce GHG emissions, such as solar panel installation, low-emission vehicles, electrical landscape equipment, zero-emission construction equipment and limiting the idling time of vehicles. With implementation of these mitigation measures, project operational emissions would make a less-than-considerable contribution to cumulative GHG emissions. Nevertheless, given the significant construction emissions, the project has been determined to make a considerable contribution to cumulative GHG impacts.

Contribution to Significant Cumulative Impacts: Considerable

Mitigation Measures: See Chapter 6.0, Air Quality and Chapter 10.0, Greenhouse Gas Emissions.

Contribution after Mitigation: Considerable

18.3.8 Hazards and Hazardous Materials

Cumulative impacts associated with health and safety are assumed to be localized. Any project exposure to hazards would occur on or in the immediate vicinity of the site, and any potential on- or off-site impact of hazardous materials use associated with the project would also be limited to the immediate vicinity.

The GPEIR did not identify any significant hazard or hazardous material impacts associated with development under the Stockton General Plan 2040. There are no recorded sites of known contamination on the project site. Development and future use of the project site would be subject to existing permitting requirements related to hazardous materials handling and emissions control, which would reduce the potential for hazardous material releases, and consequently any off-site health effects, to a level that would be less than significant. These requirements would apply to the other projects listed in Section 18.2 – constructed, approved, or proposed. The project would result in a less-than-considerable contribution to any cumulative hazard or hazardous material impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.9 Hydrology and Water Quality

The project site is north of North Littlejohns Creek, which discharges into French Camp Slough. Both streams are part of the French Camp Slough system, which is the geographic context for analysis of cumulative surface water impacts.

The hydrology and water quality impacts of planned urbanization under the Stockton General Plan 2040 were analyzed in the GPEIR. The EIR identified one potentially

significant impact – existing and planned stormwater drainage infrastructure could be undersized or otherwise inadequate, leading to potential flooding and polluted runoff. Mitigation described in the GPEIR would require preparation of a citywide stormwater drainage master plan that includes hydrologic and hydraulic modeling for existing and Year 2040 land uses. Preparation and implementation of this master plan would reduce drainage impacts to a level that would be less than significant.

The project would involve increases in storm runoff from the site; however, these increases would be moderated by on-site volume control and water quality improvement features as well as detention in the Mariposa Industrial Park detention basis before discharge to North Littlejohns Creek. The proposed project would involve potential water quality impacts, mainly sediment discharges from soil disturbance. However, as discussed in Chapter 12.0, Hydrology and Water Quality, implementation of the applicable conditions and practices of the Construction General Permit, the Storm Water Management Program, and the Storm Water Quality Control Criteria Plan would reduce potential sedimentation and other contamination of surface waters to a less than significant level.

The project site is located within the Eastern San Joaquin Valley Subbasin, which is the geographic context for cumulative analysis of groundwater impacts. The proposed project would involve no potential groundwater effects that are not already accounted for in existing demand projections and analyses. The project vicinity would obtain its potable water from the City's water system, which derives approximately 75% of its supply from surface water sources. The projects listed in Section 18.2 would likewise obtain water from the City's system; none propose to use wells.

Overall, the project would result in a less-than-considerable contribution to cumulative hydrology or water quality impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.10 Land Use, Population, and Housing

Cumulative land use impacts are related to the scale of the project and the presence or absence of a defined community or land use entity that would be exposed to change by the project. The geographic context for cumulative land use analysis can range from a project site and adjacent parcels to an entire community or region. The project site is currently under County jurisdiction but is within an area that has a mix of City, County, and State jurisdictions.

The GPEIR did not identify any significant land use impacts associated with development under the Stockton General Plan 2040. The proposed development on the project site would be consistent with the land use designations under the Stockton General Plan 2040. The CEQA analysis for this project identified potentially significant impacts on the environment that could be reduced with mitigation to a level that would be less than significant.

The population and housing impacts of planned urbanization in the City of Stockton were addressed in the GPEIR and were found to be significant. Specifically, development under the Stockton General Plan 2040 would induce substantial job growth that would exceed SJCOG employment projections.

- Impact POP-1: The proposed General Plan and UMPS would induce substantial employment growth within the EIR Study Area.

No feasible mitigation measures could be identified to reduce this impact to a level that would be less than significant, so this impact was considered significant and unavoidable. A Statement of Overriding Considerations was adopted for this impact in conjunction with the approval of the Stockton General Plan 2040. While the General Plan identified a significant increase in growth and employment, the plan emphasized infill housing and infrastructure to accommodate these increases. In accordance with CEQA Guidelines Section 15152(d), this EIR focuses on project-specific effects.

As noted, project development would be consistent with the existing land use designation in the Stockton General Plan 2040. While the project would contribute to employment growth, the project is not expected to contribute to any population growth not already discussed in the GPEIR, and consequently would not involve any direct effect on anticipated housing development. Overall, the project would result in a less-than-considerable contribution to cumulative land use, population, or housing impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.11 Noise

Cumulative noise impacts are assumed to be localized. The impacts of noise are reduced with distance; unless there is a very significant existing or proposed noise source, the potential for cumulative impacts would ordinarily be limited to a few hundred yards.

The potential noise impacts of planned urbanization in the City of Stockton were addressed in the GPEIR and were found to be significant. Specifically, noise from traffic along certain road segments would be substantially greater than under existing conditions.

- Impact NOISE-3: Increased traffic from projected development allowed by the proposed General Plan would result in a significant increase in traffic noise levels compared to existing conditions along the following roadway segments:
    - SR 99 between Farmington Road and Mariposa Road
    - SR 4 west of I-5
    - Eight Mile Road between Mokelumne Drive and Trinity Parkway
    - Eight Mile Road between West Lane and SP Railroad
    - Eight Mile Road between SR 99 and west of Bear Creek

- March Lane between West Land and Bianchi
- French Camp Road between McDougald and E.W.S. Wood Street
- California Street between Park and Weber
- California Street between Weber and Crosstown Freeway
- Airport Way between Main and Market
- Airport Way between Ninth and Tenth
- Airport Way between Sperry and C.E. Dixon Street
- Mariposa Road between Stagecoach and SR 99
- B Street between Ralph Avenue and Arch-Airport Road

No feasible mitigation measures could be identified to reduce traffic noise impacts on these roadway segments to a level that would be less than significant, so this impact was considered significant and unavoidable. A Statement of Overriding Considerations was adopted for this impact in conjunction with the approval of the Stockton General Plan 2040. In accordance with CEQA Guidelines Section 15152(d), this EIR focuses on project-specific effects.

Nearly all of the impacted road segments identified in the GPEIR are on or near the project site and would therefore not be subject to significant noise impacts. The traffic impact study prepared for the project (see Appendix G) identifies only the Mariposa Road segment between Stagecoach Road and SR 99 as being affected by project traffic. This segment is within an area occupied by industrial and warehouse land uses, which are not sensitive to changes in noise levels.

Traffic noise levels associated with the project were determined using the Traffic Noise Prediction Model, based upon inputs from the KD Anderson traffic study under Cumulative conditions without and with the project. Noise levels were predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. Table 18-1 shows the results of the traffic noise analysis. Based upon the information in Table 18-1, the project would not result in a significant increase in traffic noise levels under the Cumulative Plus Project Scenario, as traffic noise would not exceed the impact thresholds set in the City of Stockton Noise Element.

As discussed in Chapter 14.0, Noise, two rural residences are on the project site, while others are to the north and west. The onsite residences would be exposed to noise generated by the proposed project and the adjacent Mariposa Industrial Park project. However, mitigation that would be implemented by the Mariposa Industrial Park project would require the construction of a sound wall approximately 10 feet in height where existing residential uses or residentially zoned areas are located adjacent to the project site. With this mitigation, the cumulative noise impacts of both projects on these onsite residences would be minimized.

TABLE 18-1
TRAFFIC NOISE LEVELS – CUMULATIVE CONDITIONS

Roadway	Segment	Predicted Exterior Noise Level at Closest Sensitive Receptors (dB L_{dn})		
		Cumulative No Project	Cumulative Plus Project	Change
Mariposa Road	East of Northwest Project Driveway	57.5	57.8	+0.3
	West of Northwest Project Driveway	57.7	58.4	+0.7
	East of Southeast Project Driveway	57.6	57.7	+0.1
	East of Southeast Project Driveway	58.4	58.6	+0.2

Source: Saxelby Acoustics 2022.

The only other residences in the vicinity that would be affected by cumulative noise increases would be those near Mariposa Road. As indicated in Table 18-1 above, traffic noise levels along Mariposa Road under cumulative conditions would not increase by an amount considered significant. Overall, the project would result in a less-than-considerable contribution to cumulative noise impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.12 Public Services and Recreation

Cumulative impacts related to public services are appropriately addressed at the City level, as the City of Stockton would provide most of the public services for the project site. The GPEIR did not identify any significant public service or recreation impacts associated with development under the Stockton General Plan 2040.

As discussed in Chapter 15.0, Public Services, project impacts on fire protection services would be substantially reduced by the installation of ESFR sprinkler systems in proposed building development. Installation would be required by a mitigation measure. The Stockton Fire Department has indicated that it intends to address fire response times to southeast Stockton at a future date, including the potential construction and operation of a fire station supported by a Community Facilities District. The project would pay Public

Facility Fees that could be used for the future construction of a fire station. Development of new fire stations would be subject to CEQA review as required.

Annexation of the project site would require the detachment of the project site from the Montezuma Fire District. So that this district is not economically challenged, it is expected that the applicant would be required by LAFCo to enter into a revenue agreement or an equivalent measure with the district prior to annexation. This has been required for all nearby projects proposed to be annexed to the City of Stockton. Despite detachment of the project from the Montezuma Fire District, fire protection in the project vicinity would continue to be provided by the agency most capable of responding, in accordance with adopted mutual aid agreements.

Police facilities would need to be renovated or moved to another location, as discussed in Chapter 15.0. As with fire facilities, the project would pay Public Facility Fees that could be used for future improvements to police facilities which also would be subject to CEQA review and must mitigate for any identified significant impacts.

The project would not involve demands on public schools or parks and recreation, and therefore would have no cumulative impact on these services, or a considerable contribution to any such effect. Overall, the project would result in a less-than-considerable contribution to cumulative public service or recreation impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

18.3.13 Transportation

Cumulative transportation impacts, primarily vehicular traffic, are addressed within the area potentially impacted by a proposed project, typically within a certain radius from the project site. This is the case with the proposed project, the potential traffic impacts of which are addressed in Chapter 16.0, Transportation.

Vehicle Miles Traveled Effects

The GPEIR did not make a CEQA finding related to VMT. The KDA transportation study discussed impacts related to VMT under proposed project Cumulative Plus Project conditions. As discussed in Chapter 16.0 Transportation implementation of the project would result in no net change from travel associated with the current General Plan-designated land uses. Because the project would result in no net change from travel associated with the current General Plan–designated land use, the project would result in no net change in VMT from a cumulative perspective. Therefore, the project would result in a less-than-considerable contribution to cumulative VMT impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

The potential cumulative transportation impacts of planned urbanization in the City of Stockton were addressed in the GPEIR and were found to be significant. The GPEIR identified mitigation measures, including specific improvements. These measures were incorporated into the Stockton General Plan 2040 and are a part of the City's environmental review, permitting, and fee structures. Nevertheless, even with the adopted mitigation measures, the cumulative transportation impacts were determined to be significant and unavoidable. A Statement of Overriding Considerations was adopted for this impact in conjunction with the approval of the Stockton General Plan 2040. In accordance with CEQA Guidelines Section 15152(d), this EIR focuses on project-specific effects.

The project's potential for cumulatively considerable contributions to traffic impacts was considered in the traffic impact study by KD Anderson and Associates (2022), available in Appendix G of this EIR. As described in Chapter 16.0, Transportation, cumulative conditions with the Stockton General Plan are a long-term background condition, which includes future year forecasts of traffic volumes based on development of surrounding land uses. The cumulative scenarios assume future development that is consistent with the Stockton General Plan 2040.

The analysis also assumes roadway improvements consistent with the long-term future context. These include improvements from the Stockton General Plan and from the *Draft Environmental Impact Report – Mariposa Lakes Specific Plan*. Mariposa Lakes is a very large proposed urban development near the project site that would, if ultimately constructed, require extensive street and intersection improvements in the general project area.

Project impacts under Cumulative conditions were evaluated in the traffic study for roadway segments only. No ramp junctions were studied, and the only intersections evaluated were those of Mariposa Road and the two driveways providing entry to the project site. Table 18-2 shows LOS at the study roadway segments under Cumulative No Project and Cumulative Plus Project conditions.

Under Cumulative Plus Project conditions, three roadway segments were determined to operate at LOS inconsistent with City standards:

- *SR 99 – Golden Gate Avenue to Mariposa Road.* This roadway segment would operate at LOS F, which is considered unacceptable under City policy. However, LOS would also be unacceptable under Cumulative No Project conditions, and the project-related increase in volume would not be greater than five percent. Therefore, based on Stockton General Plan policy, this impact is considered less than significant, and no improvements are recommended.

- *Mariposa Road – Project Site to Carpenter Road.* This roadway segment would operate at LOS E, which is considered unacceptable under City policy. Compared to Cumulative No Project conditions, the project-related increase in volume would be greater than five percent. This would conflict with City policy; therefore, this impact is considered significant. The traffic impact study recommends an improvement on this segment that is described below. With this

improvement, this segment with the project would operate at LOS D, which would be consistent with City policy.

- *Arch-Airport Road –Qantas Lane to SR 99*. This roadway segment would operate at LOS F, which is considered unacceptable under City policy. However, LOS would also be unacceptable under Cumulative No Project conditions, and the project-related increase in volume would not be greater than five percent. Therefore, based on Stockton General Plan policy, this impact is considered less than significant, and no improvements are recommended.

TABLE 18-2
ROADWAY SEGMENT LOS – CUMULATIVE CONDITIONS

No.[1]	Roadway Segment	LOS	
		Cumulative No Project	**Cumulative Plus Project**
101	SR 99 – North of Crosstown Freeway	D	D
102	Crosstown Freeway – West of SR 99	D	D
103	SR 99 – Crosstown Freeway to Golden Gate Ave.	D	D
104	SR 99 – Golden Gate Ave. to Mariposa Rd.	**F**	**F**
105	Mariposa Rd. – SR 99 to 8th St./Farmington Rd.	C	C
106	Mariposa Rd. – Carpenter Rd. to SR 99	D	D
107	Mariposa Rd. – Project site to Carpenter Rd.	**E**	**F**
108	Mariposa Rd. – Southeast of project site	C	C
109	Mariposa Rd. – East of Austin Rd.	A	A
110	SR 99 – Mariposa Rd. to Arch-Airport Rd.	C	C
111	Arch-Airport Rd. – Qantas Lane to SR 99	**F**	**F**
112	SR 99 – South of Arch-Airport Rd.	C	C

Bold indicates unacceptable LOS.
[1] See Figure 16-2.
Source: KD Anderson and Associates 2021.

In summary, three roadway segments would experience LOS that could potentially conflict with City policy. One of the roadway segments would have LOS that is consistent with City policy with an improvement described below. The other two segments would operate at an unacceptable LOS, but criteria set by the City would not require the project to contribute to improvements.

The traffic impact study analyzed the adequacy of project site access under Cumulative Plus Project conditions. Specifically, the LOS at the two proposed driveways was analyzed. The northwest driveway access point was determined to have LOS of A during the AM peak hour and B during the PM peak hour. The southeast driveway access point was determined to have LOS of A during both AM and PM peak hours. LOS at both access points was determined to be adequate per City policy, and no improvements were considered necessary.

Recommended Roadway Segment Improvement Measure:

Level of Service Improvement Recommendation: The project shall contribute fair-share costs to an improvement of the segment of Mariposa Road from Carpenter Road to project site access that would widen the roadway segment from four lanes to six lanes.

18.3.14 Utilities and Energy

Cumulative utility impacts are appropriately considered at the level of the utility service area. For water, sewer, stormwater drainage, and solid waste services, this would be the City of Stockton, as the City either provides these services directly or contracts these services out to franchisees. For energy and communications services, the service area is regional or statewide, but the project would involve no potential effects that could reasonably extend outside the immediate project vicinity.

The GPEIR indicates that the City would have adequate water, wastewater, and stormwater drainage capacity available to serve proposed development under the Stockton General Plan 2040, with which the proposed project and other projects are consistent. Also, solid waste needs can be accommodated, and the project would connect to the adjacent Mariposa Industrial Park stormwater drainage system once that system is installed.

The GPEIR did not identify any significant energy issues associated with development under the Stockton General Plan 2040. PG&E obtains its electricity from power plants and hydroelectric facilities it owns, along with purchases from other power sources. It is expected that PG&E can generate additional electricity for the proposed project without expanding its facilities. PG&E imports most of its natural gas from other states, although it also uses in-state gas wells. PG&E can provide additional natural gas to the project without expanding its infrastructure.

Since future development would be required to comply with energy efficiency standards in building codes, energy demands of the project on PG&E's energy supplies would be reduced. In addition, as described in Chapter 6.0, Air Quality, the project would implement a number of energy-conserving measures, which are Existing Requirements, some of which would require greater use of vehicles and equipment that do not consume fossil fuels. This

would complement State laws and regulations that would encourage greater use of electrical vehicles, thereby reducing fossil fuel consumption.

Overall, the project would result in a less-than-considerable contribution to cumulative utility or energy impacts.

Contribution to Significant Cumulative Impacts: Less than considerable

Mitigation Measures: None required

19.0 ALTERNATIVES TO THE PROJECT

19.1 INTRODUCTION

CEQA Guidelines Section 15126.6(a) requires an EIR to "consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation." More specifically, the EIR shall "describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives."

The alternatives analysis must identify the potential alternatives and include adequate information about each one to allow meaningful evaluation, analysis, and comparison with the proposed project. Alternatives to be considered must feasibly attain most of the basic project objectives and avoid or substantially lessen one or more of the significant effects of the proposed project, even if an alternative would impede to some degree the attainment of the project objectives or would be more costly. The environmentally superior alternative must be identified among the alternatives considered.

There are no set rules governing the nature and scope of the alternatives to be discussed, other than the "rule of reason." While the "rule of reason" is not defined, it is understood to mean that not all conceivable alternatives need to be considered. If an alternative is not feasible or does not provide an opportunity to avoid or substantially reduce environmental effects, the alternative need not be analyzed in detail. However, the reasons for limiting the analysis should be identified.

The following sections describe the process used to select project alternatives for evaluation in this chapter, the alternatives that were considered but not subjected to detailed analysis, and the analysis of selected alternatives to the project. The alternatives analysis conforms to CEQA and the CEQA Guidelines and represents the best professional opinion of the EIR preparer, City of Stockton staff, and their technical reviewers. However, the final authority for the selection or rejection of alternatives and their feasibility or infeasibility rests with the City of Stockton agencies that have approval authority over the proposed project.

19.2 SELECTION OF ALTERNATIVES

Alternatives to the project were selected for evaluation in this EIR based on the criteria set forth in CEQA Guidelines Section 15126.6. These criteria include:

1) Ability of the alternative to meet most of the basic objectives of the project;

2) Feasibility of the alternative; and

3) Ability of the alternative to avoid or substantially reduce one or more of the significant environmental effects of the project.

Ability of the Alternative to Meet Project Objectives

Potential alternatives to the project were evaluated and selected with respect to the objectives of the project. As identified and discussed in Section 3.2 of this EIR, the main project objective is the entitlement of the project site for predominantly high-cube warehouse building spaces and supporting facilities. Related objectives include creation of employment opportunities and generation of additional revenue for the City.

Feasibility of the Alternative

Alternatives to the project were evaluated with respect to the "rule of reason" and general feasibility criteria suggested by the CEQA Guidelines. The criteria include:

- Suitability of the site or alternative site,
- Economic viability of the alternative,
- Availability of infrastructure,
- Consistency of the alternative with general plan designations, zoning or other plans or regulatory limitations,
- Effect of applicable jurisdictional boundaries, and
- Whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site. This includes consideration of whether or not the site is already owned by the project applicant.

The application of these criteria to potential alternatives to the proposed project is described in this section and in Section 19.3.

Avoidance or Substantial Reduction of Significant Effects

The alternatives analysis must consider the potential of the alternative to avoid or substantially lessen any of the significant environmental effects of the proposed project, as identified in Chapters 4.0 through 17.0 of this EIR and summarized in Chapter 2.0, Summary. The analysis also should account for the potentially significant environmental effects of the alternatives as compared to the proposed project.

Some of the potential effects of the project and the alternatives are common to virtually all development in the Stockton vicinity and would not vary from alternative to alternative. Similarly, certain environmental effects are addressed by routine requirements that would apply uniformly to any alternative. Since the focus of the alternatives analysis is comparison to the proposed project, issues that do not vary substantially between the alternatives are not extensively analyzed. These include the following:

Aesthetics. The project would involve a loss of open space and a change in visual character that is inherent in proposed development as well as other large-scale industrial projects. Otherwise, the project would involve effects that are less than significant. Potential light and glare impacts on surrounding lands are typically addressed by the proposed lighting design and by conformance with existing Stockton Municipal Code lighting requirements.

Biological Resources. While the project would involve conversion of existing open space and associated habitat values, it would not involve large-scale conversion of sensitive habitats or impacts on associated sensitive species use. Conversion impacts are common to "greenfield" development in the Stockton area and are addressed through implementation of the SJMSCP or equivalent measures.

Cultural Resources and Tribal Cultural Resources. The project and other planned development have the potential to impact currently unknown archaeological resources within the project site. These potential impacts can be avoided by mitigation measures typically required of development projects. Also, tribes with a traditional and cultural affiliation with the project area have been contacted about consultation under AB 52, and mitigation measures have been identified for potential impacts on tribal cultural resources. As such, this issue is not considered in detail in this analysis.

Geology, Soils, and Mineral Resources. The project site has soils with characteristics that impose potential development constraints. These constraints, common in the Stockton area, would be addressed through routine soils engineering that would be required for the project. Soil erosion is a potential issue that would be addressed through City of Stockton stormwater requirements and by the SWRCB's Construction General Permit process. Potential impacts related to inadvertent discovery of paleontological resources can be avoided by mitigation measures included in this EIR and typically required of other development projects. As no mineral resources have been identified on the project site, this issue is not considered in this analysis.

Land Use, Population, and Housing. The project would not involve significant land use effects or Stockton General Plan inconsistency, as the project is consistent with City General Plan designations. Pre-zoning that would occur as part of the annexation process would ensure consistency with City zoning. Because the project is consistent with the Stockton General Plan, it would not involve significant population, housing, or employment effects. These issues are not considered in detail in this analysis.

Public Services and Recreation. The project would generate potential impacts for public services that are common to new land development in the City of Stockton. Application of routine mitigation measures, including the payment of required Public Facilities Fees, school impact fees, and park fees, would reduce these potential effects to a level that would be less than significant. The City is working to establish a Community Facilities District that would support construction and operation of a future City fire station in the project vicinity to address long response times. This issue is not considered in detail in this analysis.

Utilities and Energy. The project would involve new demands for water, wastewater, stormwater drainage, and other utilities. The project site is located within defined service

areas for these utilities; facilities needed to serve new development have been master planned, and capacity is available to serve the project. Issues identified in the EIR are routine matters that would be addressed by City review of development design and improvements. Utility issues are not considered in detail in this analysis.

19.3 ALTERNATIVES NOT CONSIDERED IN DETAIL

The following alternatives were not addressed in detail, as they did not meet the criteria for detailed analysis defined above. That is, the following alternatives 1) would not meet most of the basic objectives of the project, 2) were clearly infeasible, or 3) did not have the ability to avoid or substantially lessen the significant environmental effects of the proposed project. Alternatives that might conceivably meet the analysis criteria were subject to detailed analysis, as documented in Section 19.4.

19.3.1 Alternative Sites

CEQA Guidelines Section 15126.6(f)(2) indicates that alternative locations for a proposed project should be considered if any of the significant effects of the project would be avoided or substantially lessened at an alternative location. Only locations that have the potential to avoid or substantially reduce any of the significant effects of the project need be considered for inclusion in the EIR. As with all potential alternatives, project location alternatives must be reasonable, feasible, and able to meet most of the basic objectives of the project. The analysis may also consider the fact that a proposed project site is currently owned or controlled by the project developer.

The availability of an alternative site that would support proposed project development was considered. The most logical alternative site in the area is the Mariposa Industrial Park site adjacent to and west of the proposed project site. However, this alternative site has already been approved for development, so it would not be available for the proposed project.

Other feasible alternative sites are in the areas designated for industrial development in southern Stockton, mainly around Stockton Metropolitan Airport and the Norcal Logistics Center site. Alternative locations near the airport would eliminate some of the environmental impacts on or near the project site; however, it would most likely displace those impacts to the alternative location. It is possible that, depending on the location, some impacts might be reduced by the alternative; for example, public transit is available in the area near the airport, providing an alternative to motor vehicle use. However, it is also possible that new or more severe environmental impacts could be introduced, including traffic on the local roadways and compatibility of development with airport operations. No clear opportunity to reduce environmental effects exists under this alternative.

In addition to the lack of potential to reduce environmental impacts, there is uncertainty regarding the availability of alternative locations for the proposed development. Locations may not be for sale, or the owners may not be interested in selling the property. Other locations may have issues that make the property less desirable; for example, access for truck traffic may be inadequate or inconvenient. The project applicant has obtained control

of the project site and has prepared development plans specifically for this site. For all the reasons described, the use of alternative sites was not analyzed further.

19.3.2 Alternative Site Design

This alternative would involve site designs for the proposed project that would avoid or substantially lessen one or more of the potentially significant effects identified in this EIR. Regarding the proposed development, there are no apparent design changes that could be implemented that would reduce the potential impacts of the proposed development under the project. The anticipated type of development is high-cube warehouse, which limits potential design changes because such use requires large floor areas and heights. Given these limitations, this alternative was not analyzed further.

19.4 ALTERNATIVES CONSIDERED IN DETAIL

The alternatives to the proposed project that have been considered in detail are addressed in the following sections. The overall analysis is summarized in Table 19-1.

TABLE 19-1
COMPARISON OF ALTERNATIVES TO THE PROPOSED PROJECT IMPACTS

Issue Area	***Proposed Project***	**Alt 1: No Project**	**Alt 2: Alternative Industrial Development**	**Alt 3: Reduced Project Site Development**
Agricultural Land Conversion	*Potentially significant*	Avoided	No change	No change
Air Pollutant/GHG Emissions	*Potentially significant*	Avoided	Possibly more severe	Reduced
Waters of the U.S.	*Less than significant with mitigation*	Avoided	No change	No change
Hazardous Materials	*Less than significant*	Possibly more severe	Possibly more severe	Reduced
Water Quality	*Potentially significant*	Avoided	No change	Reduced
Noise Generation	*Potentially significant*	Avoided	No change	Minimal reduction
Traffic Generation	*Less than significant*	Avoided	No change	Reduced

19.4.1 No Project Alternative

CEQA Guidelines Section 15126.6(e) states that the alternatives analysis must include evaluation of a "no project" alternative. "No project" is defined as no action with respect to the proposed project and continuation of existing circumstances without approval of the project. CEQA Guidelines Section 15126.6(e)(3)(B) further explains:

If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

For the purposes of this EIR, the No Project Alternative is defined as no annexation to the City of Stockton, no industrial pre-zoning, and no industrial development as proposed by the project. The project site would continue to be used for agricultural activities consistent with the existing San Joaquin County zoning.

Since industrial development would not occur under this alternative, there would be no impacts associated with such development on the project site. Existing public services and utilities from the County and other agencies would continue to be provided; no public services and utilities from the City would be extended to the project site. No changes would be made to roads on or adjacent to the project site, and the bridge over North Littlejohns Creek proposed by the project would not be constructed. Most environmental impacts associated with the proposed project would be avoided, particularly air pollutant and GHG emissions, noise, traffic, and impacts on Waters of the U.S.

However, this alternative would meet none of the objectives of the proposed project. It also would be inconsistent with both the City of Stockton and San Joaquin County General Plans, which anticipate industrial development of the project site. No annexation and development of the site also would mean that the City would realize no additional increase in revenue from property taxes, utility user taxes, license fees, and other taxes and fees. With no development, only limited employment opportunities associated with agricultural work would be created.

It is uncertain if agricultural operations on the project site, even those involving higher-value crops, would be viable in the long term, given its location in an area designated for industrial development under the Stockton General Plan and already developed with some industrial/warehouse uses. In addition, farm equipment and vehicles would likely use Mariposa Road adjacent to the project site. This could create conflicts with more urban traffic and disrupt the flow of vehicle traffic in the area, particularly that of heavy-duty

trucks. There also may be potential issues with the disposal of agricultural waste, particularly if burning is involved.

The No Project Alternative would not require hazardous materials that may be used as part of the proposed high-cube warehouse development. However, continued agricultural operations may use agricultural chemicals such as pesticides, herbicides, and fertilizers, that have potential to contaminate the soils and adjacent North Littlejohns Creek if not properly applied. Agricultural activities also could generate dust emissions to which nearby land uses may be exposed, including residences that are considered "sensitive receptors."

Thus, while this alternative would avoid most of the environmental impacts of the proposed project, it could have more adverse impacts on specific environmental issues, plus it would not meet project objectives. It should be noted that potential environmental impacts of the proposed project would be reduced to levels that are less than significant with the implementation of mitigation measures, while still realizing the project objectives.

19.4.2 Alternative Industrial Development

This alternative proposes development of the project site other than the high-cube warehouses proposed by the project. For this alternative, it is assumed that the City would annex the project site and pre-zone the property as Limited Industrial (IL), the same as for the proposed project. The IL zone would be consistent with the existing Stockton General Plan designation for the site (Industrial).

The IL 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. Examples of such uses that are permitted by right include electronics, equipment, and appliance manufacturing; fabric product manufacturing; food and beverage product manufacturing; furniture and fixtures manufacturing; metal products fabrication and machine/welding shops; printing and publishing; research and development; and wholesaling and distribution. Activities allowed in the IL zone with additional approvals include electricity generating plants, recycling facilities and transfer stations, and cannabis distribution and manufacturing. Other non-industrial uses are allowed in the IL zone, but it is assumed for this analysis that the project site would be developed with light industrial uses.

Alternative industrial development would require extension of public services and utilities from the City to the project site. Road improvements, including curb, gutter, and sidewalk improvements, would need to be made. Because of this, development under this alternative would have similar impacts to the proposed project, particularly related to traffic and noise. Impacts related to soil erosion, surface water quality, and drainage would be similar. It is assumed that the bridge connecting the project site to Newcastle Road would be constructed, so the impacts of this alternative on Waters of the U.S. and riparian vegetation would be the same as those under the proposed project.

However, this alternative would not meet the objectives of the proposed project related to warehouse development. Depending on the type of industrial activity located on the project site, this alternative may have new or more severe impacts than the proposed project. For

instance, manufacturing activities may use or store a greater quantity of hazardous materials or generate substantial quantities of hazardous waste, the release of which could have severe adverse impacts. Uses involving exposed process machinery and extensive outdoor storage or raw materials or products may involve more adverse visual impacts, as well as soil and water contamination concerns. Air pollutant and GHG emission impacts may be greater, depending on the industrial activity and processes involved. Some industrial processes may emit TACs that could have serious health impacts. Manufacturing uses may or may not be consistent with the existing or proposed development in the area, which consists mainly of logistical uses.

In summary, this alternative would have similar environmental impacts to the proposed project on some issues, but it would potentially have new or more severe impacts on others. The potential environmental impacts of the alternative would, like the proposed project, be reduced to levels that are less than significant with the implementation of mitigation measures while still realizing the project objectives.

19.4.3 Reduced Project Site Development

Under this alternative, the project site would be annexed to the City of Stockton and pre-zoned as under the proposed project. Also, proposed development of the project site would be like the proposed project. However, the proposed warehouse development on the project site would be reduced in floor area. For the purposes of this analysis, it is assumed that only Building 6 (see Figure 3-2), totaling approximately 1,181,040 square feet in floor area, would be constructed.

This alternative would be consistent with the objectives of the proposed project. As with the proposed project, it would contribute to increased City revenue potential, though at a lower level. Employment opportunities also would be created, again at a lower level than under the proposed project. As with the proposed project, utilities provided by the City would need to be extended to the project site, but this extension would not have significant environmental impacts since utilities are available in the vicinity.

The environmental impacts of the proposed project would be lessened by this alternative. Air pollutant and GHG emissions from both mobile and area emissions would be reduced, although a CalEEMod run indicates that ROG emissions would remain above their SJVAPCD significance threshold. The alternative would also reduce the amount of traffic that would be generated, along with attendant air quality and noise impacts. With the reduced development, a lower quantity of hazardous materials would be used. Effects on biological resources, cultural resources, soils, hydrology, and construction noise would be the same as the proposed project, and mitigation would likely be required to reduce some of these impacts.

As noted, this alternative would lead to reduced employment opportunities and revenues for the City from those available under the proposed project. Since less floor area would be developed, potentially more land would be left available for existing uses such as agriculture. Agricultural activities, as discussed under the No Project Alternative, could involve the use of agricultural chemicals that could contaminate the project site and nearby North Littlejohns Creek if not properly used. Agricultural activities could generate dust

emissions to which nearby sensitive receptors could be exposed, and potential conflicts could occur between farm equipment and vehicle traffic. In addition, the economic feasibility of agricultural operations on any available land left after project development is questionable.

In summary, this alternative would reduce most of the environmental impacts of the proposed project, and it would generally meet project objectives. However, it could have more adverse impacts on specific environmental issues, mainly related to potential agricultural use, plus it would not meet project objectives to the extent the proposed project would.

19.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

As the No Project Alternative would eliminate or avoid all potential environmental effects associated with the proposed project, it would be considered the environmentally superior alternative. However, this alternative would meet none of the project objectives, while it could generate adverse environmental impacts of its own.

CEQA Guidelines Section 15126.6(e)(2) requires that, if a No Project Alternative is identified as the environmentally superior alternative, then an EIR shall identify an environmentally superior alternative from the other alternatives. Most of the other alternatives analyzed in this EIR would involve environmental effects similar to the proposed project. The Reduced Project Site Development Alternative would involve some reduced impacts in certain issue areas, while also meeting the objectives of the proposed project. Therefore, the Reduced Project Site Development Alternative would be considered the environmentally superior alternative after the No Project Alternative.

20.0 OTHER CEQA ISSUES

20.1 SIGNIFICANT AND UNAVOIDABLE ENVIRONMENTAL IMPACTS

CEQA Guidelines Section 15126.2(b) states that an EIR shall discuss significant environmental effects that cannot be avoided if a proposed project is implemented. This includes significant impacts that can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, the implications of these impacts, and the reasons why the project is being proposed notwithstanding their effects, should be described.

Table 2-1 of this EIR identifies all the potentially significant environmental effects of the project and the mitigation measures to address these effects. In most cases, the potentially significant impacts of the project can be reduced to levels that are less than significant with identified mitigation measures. However, there were two impacts identified that were considered significant and unavoidable, even when mitigation measures were implemented:

- The project would convert approximately 36 acres of Prime Farmland and approximately 78 acres of Farmland of Statewide Importance. Although the project would participate in the City's Agricultural Lands Mitigation Program and the SJMSCP, conversion of this farmland cannot be avoided.
- Project development would lead to an increase of VMT in the vicinity, inconsistent with the objectives of CEQA Guidelines Section 15064.3(b). Although mitigation measures were identified that could reduce VMT, it cannot be stated that the reduction would be consistent with the recommended City standard.

20.2 IRREVERSIBLE ENVIRONMENTAL COMMITMENTS

CEQA Guidelines Section 15126.2(c) states that an EIR shall discuss significant irreversible environmental changes which would be involved if a proposed project is implemented. CEQA Guidelines Section 15126.2(c) states, in part:

"Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The project would involve the irreversible commitment of materials to the construction of buildings, parking spaces, and supporting infrastructure. Construction materials would involve sand and gravel, concrete, asphalt, plastics, and metals, as well as renewable resources such as wood. These materials would not be used in highly significant or unusual quantities when compared to similar projects and would be obtained from existing commercial sources. Some of these materials could be recycled if some or all the project facilities were demolished in the future. Under Section 8.28.060 of the Stockton Municipal Code, permit applicants are required to meet the waste diversion requirement of at least 50 percent of waste materials generated as discards by a construction, demolition, or renovation project, regardless of whether the permit applicant performs the work or hires contractors, subcontractors, or others to perform the work.

Project site development would involve an irreversible loss of agricultural land to urban development. As documented in Chapter 5.0, Agricultural Resources, potential agricultural land losses associated with urban development have been recognized in prior City General Plans, most recently in the Stockton General Plan 2040 adopted by the City in December 2018 and its certified GPEIR.

Project site development would also involve an essentially irreversible loss of open space and the potential aesthetic and biological resource values associated with it. As discussed in Chapter 7.0, Biological Resources, the project may fill in a portion of a ditch. However, mitigation measures, including participation in the SJMSCP, would minimize potential impacts.

An essentially irreversible reduction in groundwater recharge area and increase in runoff during rainfall events would occur because of project site development. However, as documented in Chapter 12.0, Hydrology and Water Quality, groundwater recharge losses are not considered significant. Potential increases in runoff would be minimized by the proposed stormwater collection system, thereby mitigating impacts of runoff increases to a level that would be less than significant.

There are no other changes associated with the project, or with resources impacted by the project, that are irreversible, other than the use of energy during project construction and operations. Energy use is discussed in Chapter 17.0, Utilities and Energy, where it was determined that the project would not consume energy in a wasteful, inefficient, or unnecessary manner.

20.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires an EIR to discuss the potential growth-inducing impacts of a project or program. "Growth-inducing impacts" are ways in which a proposed project could foster economic or population growth or the construction of additional housing in the surrounding environment, either directly or indirectly. CEQA Guidelines Section 15126.2(d) further notes that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth can be induced in a variety of ways. New development can create demands for other types of development. For example, new industrial development which provides substantial numbers of jobs may attract new residents to an area, creating a demand for more housing. The same project in an area with an abundant labor supply may have no growth-inducing effect at all. In a more general sense, new urban development in rural areas may induce growth by providing both a catalyst for a change in land use and economic incentives for conversion of nearby agricultural lands.

Growth also may be induced through the removal of development obstacles. For example, the provision of new utilities or other infrastructure in an undeveloped area may induce growth in that area. Construction of new or larger domestic water systems in areas with no water infrastructure may facilitate development of such areas. Expansion of electrical systems can have similar effects. In some cases, new infrastructure may not have a distinguishable growth-inducing effect, such as new facilities in areas that are already developed.

Chapter 13.0, Land Use, analyzed the potential effects of the project on population and housing, and the conclusion reached was that project impacts would be less than significant. The project is unlikely to induce population growth because employees would be drawn mainly from the existing population in the Stockton area and San Joaquin County.

As described in Chapter 17.0, Utilities and Energy, infrastructure designed to accommodate the project either already exists in proximity to the project site or would be extended there as part of project approval. No major utility lines would need to be extended to the project site, and utility improvements associated with the project would extend urban utility services only to the project site. Much of the area near the project site is developed or approved for industrial and warehouse development, and proposed development would be consistent with the land use designations under the Stockton General Plan. The extent of this existing and approved development is illustrated on Figure 1-6. In view of the relevant factors discussed above, the project would not have a significant growth-inducing impact.

20.4 ENVIRONMENTAL JUSTICE

Environmental justice is not an issue that CEQA explicitly requires to be addressed, as it is more of a socioeconomic issue than one concerning the physical environment. However, the State of California has recently emphasized the incorporation of environmental justice concerns in land use and environmental planning. State law defines "environmental justice" as "the fair treatment of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies." Low-income residents, communities of color, tribal nations, and immigrant communities have historically experienced disproportionate environmental burdens and related health problems. This inequity has resulted from many factors, including inappropriate zoning and incomplete land use planning that have led to development patterns that concentrate environmental hazards in communities without the political power to protect themselves. These environmental hazards include air pollutant emissions, water contamination, hazardous wastes, and pesticide exposure, among others.

The State of California has made reducing disproportionate environmental burdens on these communities a priority.

In 2012, the Legislature passed SB 535, directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund go to projects that provide a benefit to disadvantaged communities. To help identify a disadvantaged community for the purposes of SB 535, the California Office of Environmental Health Hazard Assessment has developed the California Communities Environmental Health Screening Tool (CalEnviroScreen), which measures pollution and population characteristics using 20 indicators and applies a formula based on these indicators to each U.S. Census tract in California to generate a score that rates the level of cumulative environmental impacts on each area. A Census tract that scores in the top 25% under the CalEnviroScreen formula is considered a disadvantaged community.

The project site is located within Census Tract 6077003700, which has an overall CalEnviroScreen score of 94, placing it in the top 25 percentile. Therefore, the project site is within a Census tract that is considered a disadvantaged community. This Census tract has been identified as experiencing environmental burdens related to drinking water, $PM_{2.5}$, pesticides, hazardous waste, and solid waste.

During the processing and environmental review of the adjacent Mariposa Industrial Park project, the City received comments from the California Department of Justice related to air quality and GHG impacts on nearby sensitive populations, including those in nearby disadvantaged communities. The Department of Justice recommended several measures, described as best practices and potential mitigation for siting and designing warehouse facilities, to minimize both construction and operational air quality and GHG emission impacts both on the general environment and on disadvantaged communities to address environmental justice concerns. These measures were incorporated into the Mariposa Industrial Park project as Additional Air Quality Improvement Measures. The City anticipates that the same level of scrutiny would be applied to the proposed project; therefore, environmental impacts specific to the disadvantaged community are discussed in this EIR.

As noted in Chapter 13.0, Land Use, the project site is also within an identified DUC – the Mariposa Road Community (see Figure 13-3). The DUC is defined by different legislation (SB 244) and addresses potential annexations rather than environmental concerns. Although both designations could be applied to a given area, the DUC designation is unrelated to the disadvantaged community designation under SB 535 and is not further discussed here.

Potential Environmental Impacts

In analyzing the potential environmental impacts of the project on nearby disadvantaged communities, the City is mindful of the purpose of CEQA, which is to disclose impacts of a project on the environment. As defined in CEQA Guidelines Section 15360, the environment means "the physical conditions which exist within the area which will be affected by a proposed project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance." Therefore, the focus of this

discussion is on physical environmental impacts that may affect the nearby disadvantaged community. Project impacts related to environmental burdens on the nearby disadvantaged community, as indicated by CalEnviroScreen, are described below.

- Air pollutant and diesel particulate matter emissions generated by the project could adversely affect nearby residents. However, as described in Chapter 6.0, Air Quality, an HRA conducted for the project concluded that potential carcinogenic risks for nearby sensitive receptors, mainly residences, would not exceed the SJVAPCD significance threshold for such risk. Project features and compliance with SJVAPCD rules and regulations would reduce air pollutant emissions to levels below SJVAPCD significance thresholds, thereby reducing health risks from such emissions. In addition, the project would incorporate mitigation measures identified in Chapter 6.0, Air Quality. These mitigation measures were developed as part of the Additional Air Quality Improvement Measures incorporated within the Mariposa Industrial Park project, in response to Department of Justice comments on that project.

- Pesticide exposure was identified as a significant environmental burden on the community. The project would eliminate one potential source of pesticide use, as existing agricultural land on the project site would be converted to urban use. In turn, this would likely reduce pesticide impacts on groundwater in the area. Other hazardous material issues besides pesticides were analyzed in Chapter 11.0, Hazards and Hazardous Materials. The analysis concluded that potential hazardous material impacts would be less than significant with compliance with applicable federal, state, and local regulations.

- The project proposes to collect stormwater runoff that would be sent to a detention basin, from which runoff would eventually be discharged into North Littlejohns Creek (see Chapter 12.0, Hydrology and Water Quality). This would reduce potential contamination of aquifers in the area and minimize impacts on drinking water. The EIR analyzed potential hydrology and water quality impacts of the project and found they would be less than significant with implementation of mitigation measures.

- Increased noise from project construction could adversely affect well-being in the community. As discussed in Chapter 14.0, Noise, implementation of mitigation measures would reduce project construction noise impacts to a level that would be less than significant. Other potential noise impacts were analyzed and were found to be less than significant.

- Solid waste would be collected by the franchise haulers for the area of southeast Stockton (see Chapter 17.0, Utilities and Energy). Because of this, the project would not contribute to solid waste issues in the disadvantaged community. Moreover, with project development, there would be fewer open spaces for potential illegal dumping. Solid waste impacts were analyzed in the EIR and were found to be less than significant.

In summary, project impacts specifically related to environmental burdens experienced by the disadvantaged community identified in Census Tract 6077003700 were analyzed. The project was found to have impacts on these issues that were less than significant, with the exceptions of air quality, water quality, and noise. All potentially significant impacts related to these three issues can be mitigated to levels that are less than significant, thereby minimizing impacts on the environmental burdens experienced by the disadvantaged community.

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21.2 PERSONS CONSULTED

Coleman, Jason, M.A., R.P.A., Solano Archaeological Services.

Edwards, Richard. Chief. Stockton Fire Department

Lawrence, Stanley. Chief Deputy, San Joaquin County Auditor-Controller Office.

Moore, Diane. Principal, Moore Biological Consultants.

Moore, Nicole, LEED-AP. Senior Planner, City of Stockton Community Development Department.

Okubo, Ann. Stockton Department of Public Works.

Shijo, Wayne. KD Anderson and Associates.

Simon, Phil. Stockton Fire Department.

Vidad, Dodgie. Traffic Engineer, City of Stockton Public Works Department.

21.3 EIR PREPARERS

This document was prepared by BaseCamp Environmental, Inc. of Lodi, with assistance from, and under the direction of, the City of Stockton, notably Planning Manager, Contractor Nicole Moore. BaseCamp Environmental staff participating in document preparation included the following:

Charles Simpson, Principal

Terry Farmer, AICP, Senior Environmental Planner

Krista Simpson, Research and Graphics

Rayanna Beck, Research and Document Production

APPENDIX A
NOTICE OF PREPARATION AND COMMENTS

CITY OF STOCKTON
NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: March 21, 2023

TO: Responsible and Trustee Agencies, Organizations, and Interested Parties

FROM: City of Stockton, Community Development Department (Lead Agency)

SUBJECT: **PREPARATION OF ENVIRONMENTAL IMPACT REPORT, MARIPOSA INDUSTRIAL PARK #2**

PROJECT TITLE: Mariposa Industrial Park #2

CITY PROJECT FILE #: P22-0303

The City of Stockton will prepare an Environmental Impact Report (EIR) for the Mariposa Industrial Park #2 Project (hereafter, the "Project") pursuant to Section 15021 of the California Environmental Quality Act (CEQA) Guidelines. Section 15082 of the CEQA Guidelines requires the City to prepare this Notice of Preparation (NOP) to provide to the Office of Planning and Research, responsible and trustee agencies, and other interested parties with sufficient information describing the Project and its potential environmental effects to enable the agencies and other parties to make a meaningful response. The project description, location and an initial description of the probable environmental effects of the Project are contained in the attached materials.

As specified by the CEQA Guidelines, the NOP will be circulated for a 30-day review period. The comment period runs from Tuesday March 21, 2023 to Wednesday April 19, 2023. The City welcomes your input during the review period. In the event the City has not received either a response or a well-justified request for additional time by a responsible agency by the end of the review period, the City may presume that the responsible agency has no response (CEQA Guidelines Section 15082[b][2]).

By virtue of size, the Project is considered a project of "statewide, regional, or areawide significance" (CEQA Guidelines Section 15206) and therefore requires a scoping meeting (CEQA Guidelines Section 15082

A virtual scoping meeting for this project will be held from 6:00 p.m. to 7:30 p.m. on April 4, 2023. You may attend the meeting by going to www.webex.com. The meeting number is 2460 164 5496; the meeting password is JrQrKZEU333.

If you have any questions regarding this matter or would like to submit comments on behalf of your agency/organization or as an individual, please submit your comments to the City's Project Manager at:

City of Stockton
Community Development Department
Attention: Nicole Moore
345 N. El Dorado Street
Stockton, CA 95202
Work phone: 323-955-5501
Mobile phone: 510-604-1730
Email: nicole.moore.ctr@stocktonca.gov.

ATTACHMENT A

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MARIPOSA INDUSTRIAL PARK #2 PROJECT

A.1 PROJECT LOCATION

The project site consists of a total of 114.01 acres of mostly undeveloped land. Of this total, approximately 113.54 acres are proposed to be annexed to the City of Stockton. The proposed project site includes an additional 0.47 acres proposed to construct an emergency vehicle access from the site to Newcastle Road to the south. The project site is in the unincorporated area of San Joaquin County southeast of the City of Stockton, south of Mariposa Road and north of the terminus of Newcastle Road. The site is approximately 1.6 miles southeast of SR 99 along Mariposa Road (Figures 1 through 6).

The proposed annexation area consists of four parcels shown on the attached figures and listed in Table 1 below. The additional 0.47 acres consists of portions of two other adjacent parcels, Assessor's Parcel Numbers 179-220-41 and 43 (Figure 5); these parcels are a part of the adjacent Norcal project and are already within the City of Stockton. Greenlaw Partners, LLC is the project applicant.

TABLE 1
PROPOSED ANNEXATION PARCELS

Parcels	Acres	Owner
179-220-07	107.48	Estate of Iris Galgiani et al. 4339 Misty Cove Pl. Stockton, CA 95219
179-220-14	2.48	John C. Lott Trust 5276 East Mariposa Road Stockton, CA 95215
179-220-15	2.48	Maria Tolentino 5262 East Mariposa Road Stockton, CA 95215
179-220-26	1.10	20-foot roadway strip
Total Acres	**113.54**	

The project site is bordered on the north by Mariposa Road, a County road and on the south and east by lands located within the Stockton city limits and undergoing development with industrial uses, chiefly warehouse and distribution centers. Lands immediately west of the site include the approved approximately 200-acre Mariposa Industrial Park #1 project.

The San Joaquin County General Plan designates the site A/UR: Agriculture Urban Reserve. The existing County zoning of the site is AG-40: Agriculture, 40-acre-minimum parcel size. The project site is shown on the Stockton East 7.5-minute quadrangle map within Section 69 of the Campo de los Franceses land grant subdivision in Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The approximate latitude of the project site is 37° 55′ 10″ North, and the approximate longitude is 121° 12′ 12″ West.

A.2 EXISTING CONDITIONS

The project site is presently within the land use planning jurisdiction of San Joaquin County. North Littlejohns Creek is located along the southern boundary of the project site, and Mariposa Road borders the site on the north. The project site is vacant except for two rural residences located in separate parcels adjacent to the western boundary of the proposed annexation area. Historically, the project site has been used for agricultural purposes. The proposed project is in an area that has been substantially developed or approved for development of industrial uses including the adjacent Mariposa Industrial Park #1 project west of the site. Land to the north and east of the site is vacant and in agricultural use; these lands are, however, designated for urban industrial development in the Stockton General Plan 2040. Land to the south of the site contains existing industrial/warehouse development.

The project site is in an industrialized portion of southeastern Stockton, which is an area that has been envisioned for and has been undergoing industrial development since at least 1990. The project site is immediately north of a 495-acre area known initially as the Arch Road Industrial Park, which was subject to environmental review in a 1988 EIR. The property south of the project site comprises the Norcal Logistics Center project, which was the subject of an updated EIR certified by the City in 2015. The project site is physically separated from the Norcal project by North Littlejohns Creek.

More recently, in December 2022, the City approved the Mariposa Industrial Park #1 project and certified its EIR. The Mariposa Industrial Park #1 project is adjacent to and west of the proposed project site and involves approved development of approximately 203 acres for warehousing and distribution land uses; LAFCo approval of the annexation of the site into the City is pending. The project applicant for the Mariposa Industrial Park #1 and #2 projects are one and the same.

A.3 PROJECT DESCRIPTION

The proposed project would annex unincorporated portions of the site into the City of Stockton. In conjunction with annexation, the site would be pre-zoned to allow development of industrial uses. Under the proposed IL zoning designation (Title 16 of the Stockton Municipal Code) industrial development of up to 60 percent of the site area, with building heights reaching a maximum of 60 feet, would be permitted. It is anticipated that the project applicant will seek either a Development Agreement or a Planned Development Permit that would allow building heights of up to 100 feet on the project site.

The conceptual site plan for the project proposes the construction of four buildings totaling approximately 1. million square feet in floor area, along with parking areas, vehicular access and circulation and City utility services. The development is expected to accommodate high-cube warehouses. A "high-cube warehouse" is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses.

The project would obtain its principal access from Mariposa Road. Secondary emergency vehicle access would be provided from Newcastle Road to the south; the secondary access would require a bridge crossing of North Littlejohns Creek. The project would include widening and improvements along the Mariposa Road frontage, development of an internal access road and an emergency vehicle accessway along the perimeter of the site. Industrial buildings would be connected to an existing City water line in Mariposa Road, and to water and wastewater lines that will be extended to the site vicinity in conjunction with the adjacent approved Mariposa Industrial Park #1 development. An onsite storm drainage collection system would be installed in conjunction with industrial development of the site; the storm drainage system would connect to a regional storm water detention pond, pump station and discharge outfall to North Littlejohns Creek which is being developed as part of the adjacent approved Mariposa Industrial Park #1 development.

Proposed industrial uses will require a range of further discretionary approvals, including the following approvals from the City of Stockton:

- Annexation: The proposed annexation includes all four parcels listed in Table 2-1 totaling approximately 112.44 acres (Figures 5 and 6). All the parcels are within the Stockton Sphere of Influence and have been designated Industrial in the City's recently adopted 2040 General Plan. Annexation of the site will also require the approval of the San Joaquin LAFCo.

- Pre-zoning: The proposed pre-zone would apply City IL-Industrial, Limited zoning to all the annexation parcels, consistent with the proposed industrial use (Figure 6). The proposed IL zoning is an implementing zone of the existing general plan

"Industrial" designation. Pre-zoning would become effective upon annexation of the site. The existing San Joaquin County zoning would be eliminated upon removal of the site from County jurisdiction. Under the proposed City IL zoning, industrial development of up to 60 percent of the site area, with building heights reaching 60 feet, would be permitted.

- Development Agreement: The project applicant may seek either a Development Agreement that would, among other provisions, allow building heights of up to 100 feet on the project site.

- Tentative Subdivision Map: The project may include one or more subdivision maps, which will be submitted to the City for review and approval as the type, size and configuration of future tenant development is defined.

- Site Plan Review/Design Review: The project proposes to develop the parcels with light industrial land uses. Planned industrial development is illustrated in Figure 7, a Conceptual Site Plan. Potential industrial development including nominal amounts of commercial development, estimated at 3% of the total building floor area, would total approximately 1.8 million square feet of floor area. The specifics of actual industrial development will be defined more precisely in one or more Site Plans to be submitted for formal City site plan and design review approvals.

A.4 ISSUES TO BE ANALYZED IN THE EIR

The City of Stockton has determined that an Environmental Impact Report (EIR) will be prepared for the project. The EIR, which is in preparation, will consider the potential environmental effects of the proposed development, along with mitigation measures for any significant environmental effects identified in the EIR and alternatives to the project that may avoid or reduce environmental effects. Concerns to be addressed in the EIR are summarized as follows:

Aesthetics and Visual Resources

The EIR will consider the size, height, massing and architectural character of potential industrial structures and associated site improvements, their relationship to surrounding lands and development and consistency with City of Stockton design standards. The EIR will consider potential lighting impacts on surrounding land uses and the night sky.

Agricultural Resources

Proposed development will involve conversion of agricultural land to urban uses. The EIR will consider direct agricultural land conversion that would result from the project, as well as any indirect effects the project may have on conversion of offsite agricultural lands. The analysis will occur in the context of the City's analysis of larger agricultural conversion issues in the certified 2018 Stockton General Plan 2040 EIR. The analysis will also address LAFCo standards regarding impacts on prime agricultural lands.

Air Quality

The EIR will quantify construction and operational air pollutant emissions associated with the project, their relationship to state and federal standards, exceedance of San Joaquin Valley Air Pollution Control District significance thresholds, carbon monoxide concentrations that may occur at congested intersections impacted by the project, emissions of toxic air contaminants, and odors. The EIR will report the results of a Health Risk Assessment, or a Facility Prioritization Assessment, of the project addressing potential air toxic emissions and potential health effects on residents of nearby communities and surrounding lands. The air quality analysis will consider the project's contributions to the cumulative impacts of planned urban development as discussed in the certified 2018 Stockton General Plan EIR.

Potential air quality impacts of industrial development on a nearby disadvantaged rural community were the subject of substantial discussion in the consideration of the Mariposa Industrial Park #1 project. Prior to certification of the EIR and project approval, a range of additional air quality mitigation measures were agreed to by the City, applicant, California Department of Justice and the Sierra Club and formally incorporated into the project. The Mariposa Industrial Park #2 applicant has agreed to incorporate all the mitigation measures applicable to Mariposa Industrial Park #1 into the Mariposa Industrial Park #2 project. The effectiveness of these mitigation measures in avoiding or reducing the potential air quality impacts of the project will be addressed in the EIR.

Biological Resources

The EIR will incorporate the results of a Biological Assessment (BA) of the project, which will identify the existing biological resources of the project site and describe the potential impacts of proposed industrial development on those resources. The BA will describe effects on habitat for special-status and migratory species, wetlands, riparian areas, stream channels, and other sensitive habitats, as well as potential mitigation measures available to reduce or avoid these effects. The analysis will consider existing and proposed conservation easement protections along North Littlejohns Creek, as well as the mitigating effects of required project participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

Cultural Resources

The EIR will incorporate the results of a cultural resources record search, survey of the project site, and cultural resources assessment of the project, including consideration of the potential impacts of proposed industrial development on any known or as yet-undiscovered historical and/or archaeological resources. The EIR will also consider the project’s potential effects on Tribal Cultural Resources, as discussed below.

Energy

The EIR will consider and discuss predicted energy consumption associated with construction and operation of the project, along with conservation measures associated with the siting and operation of the project generally and energy conservation measures that would be incorporated into proposed buildings and site improvements. The energy conserving effects of air quality mitigation measures incorporated into the project and the foregoing Mariposa Industrial Park #1 project will be described in the EIR. The EIR will identify the project's potential, if any, for wasteful or inefficient use of energy.

Geology, Soils, and Mineral Resources

The EIR will describe the general geology of the project area, geotechnical and seismic hazards, soil quality and erosion potential, suitability of soil for development, potential project impact on accessibility of mineral resources, if any, and potential effects of the project on any unique geological or paleontological resources.

Greenhouse Gas (GHG) Emissions

The EIR will quantify and identify the significance of construction and operational GHG emissions associated with the project and the project's consistency with applicable GHG emission reduction and mitigation plans, including the California Greenhouse Gas Scoping Plan, California Air Pollution Control Officers Association (CAPCOA) and San Joaquin Valley Air Pollution Control District (SJVAPCD) mitigation strategies and the Stockton Climate Action Plan. The EIR will address the mitigating effect of the air quality mitigation measures developed for the Mariposa Industrial Park #1 on greenhouse gas emissions.

Hazards and Hazardous Materials

The EIR will document the presence or absence of documented environmental contamination on and near the project site, including past uses of hazardous materials and hazardous wastes as well as potential surface soil contamination from agricultural pesticide use. The EIR will consider potential use, storage, and transportation of hazardous materials associated with future industrial uses of the site, existing hazards registration and monitoring programs, and potential for environmental contamination that may be associated with the project. The EIR also will identify potential safety hazards associated with the operations at the nearby Stockton Metropolitan Airport.

Hydrology and Water Quality

The EIR will describe the surface and groundwater hydrologic resources of the project site and vicinity, as well as exposure to 100-year and 200-year flooding hazards. Potential for project encroachment on the floodplain and floodway of North Littlejohns Creek and other direct effects to surface and groundwater resources will be described. Project generation of storm water and storm water quality will be evaluated in the context of adopted City of Stockton storm water quality protection and treatment standards.

Land Use, Population, and Housing

The EIR will analyze project consistency with the Stockton General Plan, zoning, and other applicable land use plans and ordinances, along with the potential direct and indirect effects of the project on population growth and housing needs. The EIR will discuss the project's relationship to the City's adopted Municipal Services Review (MSR), including proposed modification of the MSR associated with the Mariposa Industrial Park #1 project, any further modifications to the MSR that may be needed, and any potential environmental effects that could result therefrom. The EIR will discuss potential effects of the project on unincorporated residential areas in the general vicinity of the project along with potential environmental justice concerns, as discussed below. The EIR will also discuss the role of LAFCo and the LAFCo requirements applicable to the project.

Noise

The EIR will describe the existing noise environment, including primary noise sources, and the potential noise effects of project construction and operation, including new light vehicle and heavy truck traffic generation, on sensitive land uses near the project site and along principal access routes to and from the site. Data for this analysis will be provided in a technical study prepared by a qualified acoustical consultant.

Public Services and Recreation

The EIR will describe the providers of existing public services to the project site and vicinity and providers that would be responsible for public services upon annexation of the project site to the City of Stockton. The EIR will consider the need for new or expanded facilities required for agencies responsible for fire protection, police protection, schools, and parks and recreation, and the potential impacts of any new or expanded public facilities on these services. As was addressed in the foregoing Mariposa Industrial Park EIR, the EIR for the proposed project will describe past and ongoing discussions and planning related to large industrial development in southeast Stockton and ongoing efforts of the Stockton Fire Department and industrial developers to establish, and provide construction and operations funding for, a new south Stockton fire station that will improve fire service response times and meet growing fire protection needs in the project vicinity.

Transportation

The EIR will describe the location, nature, and operation of existing transportation systems serving the project site and vicinity. The EIR will quantify and consider the potential effects of the project on Vehicle Miles Traveled (VMT). The traffic study prepared for the project will include the estimated generation of traffic from new industrial uses for use in analyzing the project's air quality and noise impacts. Although not required by CEQA, the study will document the effects of the project on traffic flow on streets and intersections in the project vicinity and identify transportation improvements that may be needed to address their effects. The EIR will also evaluate

consistency of the project and associated road improvements with applicable transportation plans as well as impacts on or related to alternative travel modes. Transportation studies incorporated in the EIR will be prepared in coordination with and subject to the review and approval of Stockton Public Works Traffic.

Tribal Cultural Resources

The EIR will document City compliance with the AB 52 tribal cultural resource requirements, including the AB 52 notification process, tribal requests for consultation, impacts on resources of potential importance to local tribes, and the results of the consultation process.

Utilities

The EIR will describe existing and planned utility systems serving the project site and surrounding development, including the extension of existing City wastewater and potable water in conjunction with the Mariposa Industrial Park #1 project. The EIR will identify any necessary extension of water, wastewater, storm drainage, solid waste, and other utilities, their consistency with City utility master plans and the potential environmental impacts of those extensions.

Wildfire

The EIR will document existing or potential future contributions to wildfire hazards associated with the project.

Cumulative Impacts

The EIR will consider the potential cumulative impacts of the project in all the above-listed resource areas, based on both the analysis of citywide environmental effects in the recently adopted Envision Stockton General Plan 2040 EIR and on the presence of constructed or approved development projects in the vicinity.

Alternatives to the Proposed Project

The EIR will evaluate the comparative environmental effects of a reasonable range of alternatives to the proposed project, including the required No Project Alternative. The range of alternatives is to be determined.

Growth-Inducing Impacts

The EIR will summarize the environmental impacts considered significant and unavoidable, as well as the irreversible environmental commitments associated with project development. The EIR will consider the potential growth-inducing impacts of the project, including growth that may be induced through the removal of development obstacles.

Environmental Justice

The State has taken a more active role on environmental justice issues in land use and environmental planning. The EIR will discuss environmental justice as it applies to this project. It will identify any communities that may be subject to disproportionate adverse environmental impacts resulting from the project, including Disadvantaged Unincorporated Communities, and discuss any measures that may be needed to reduce these impacts.

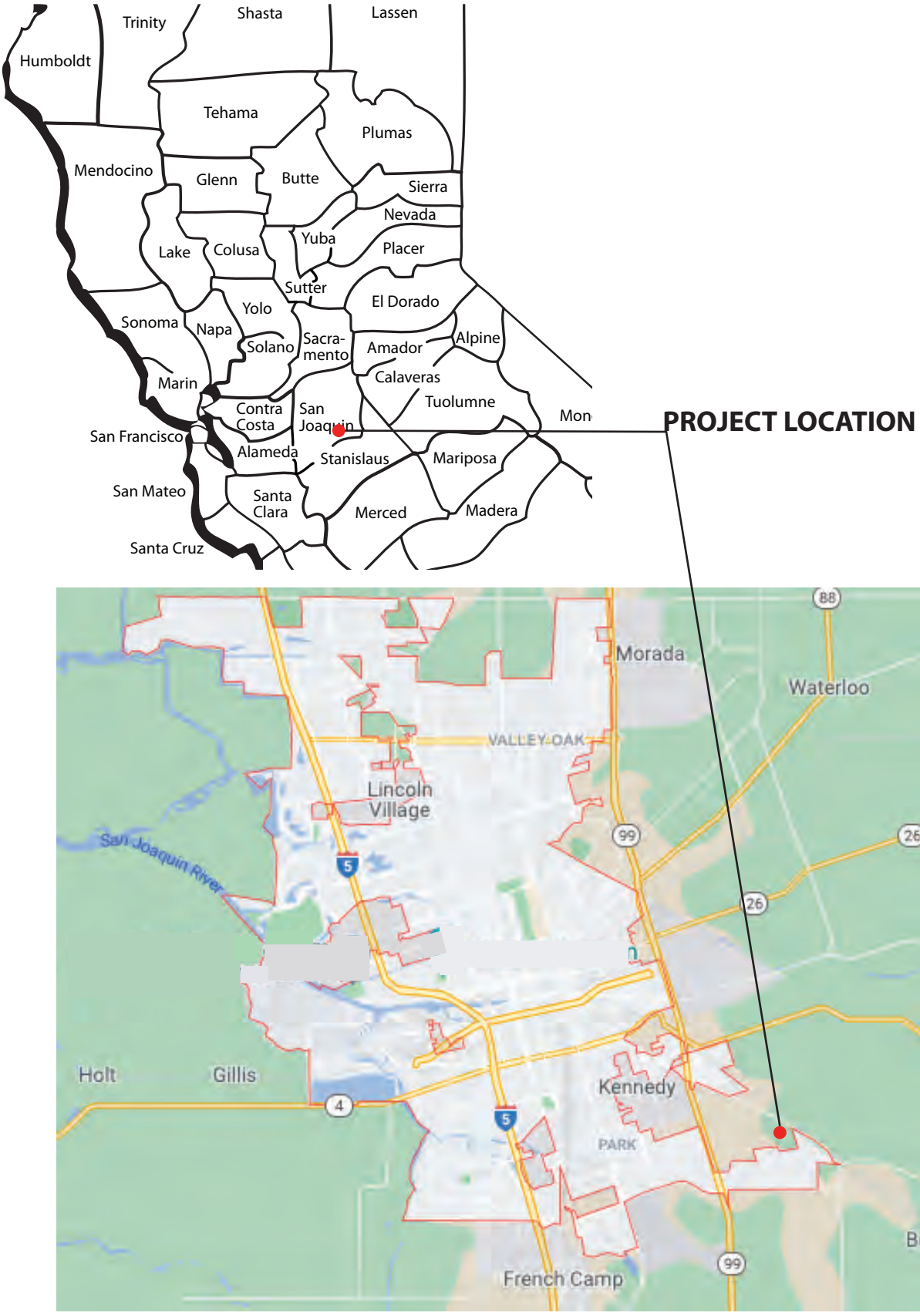
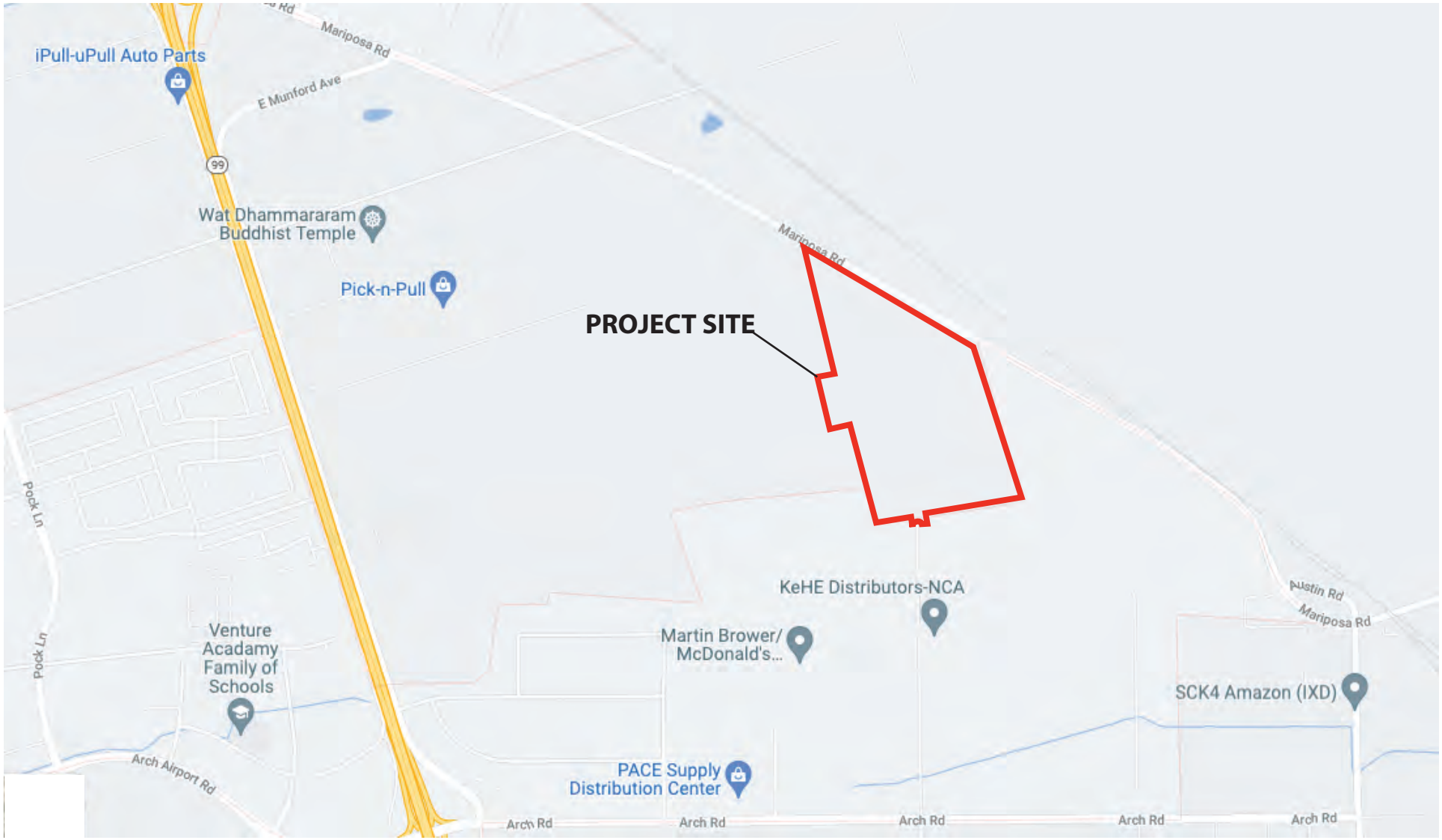


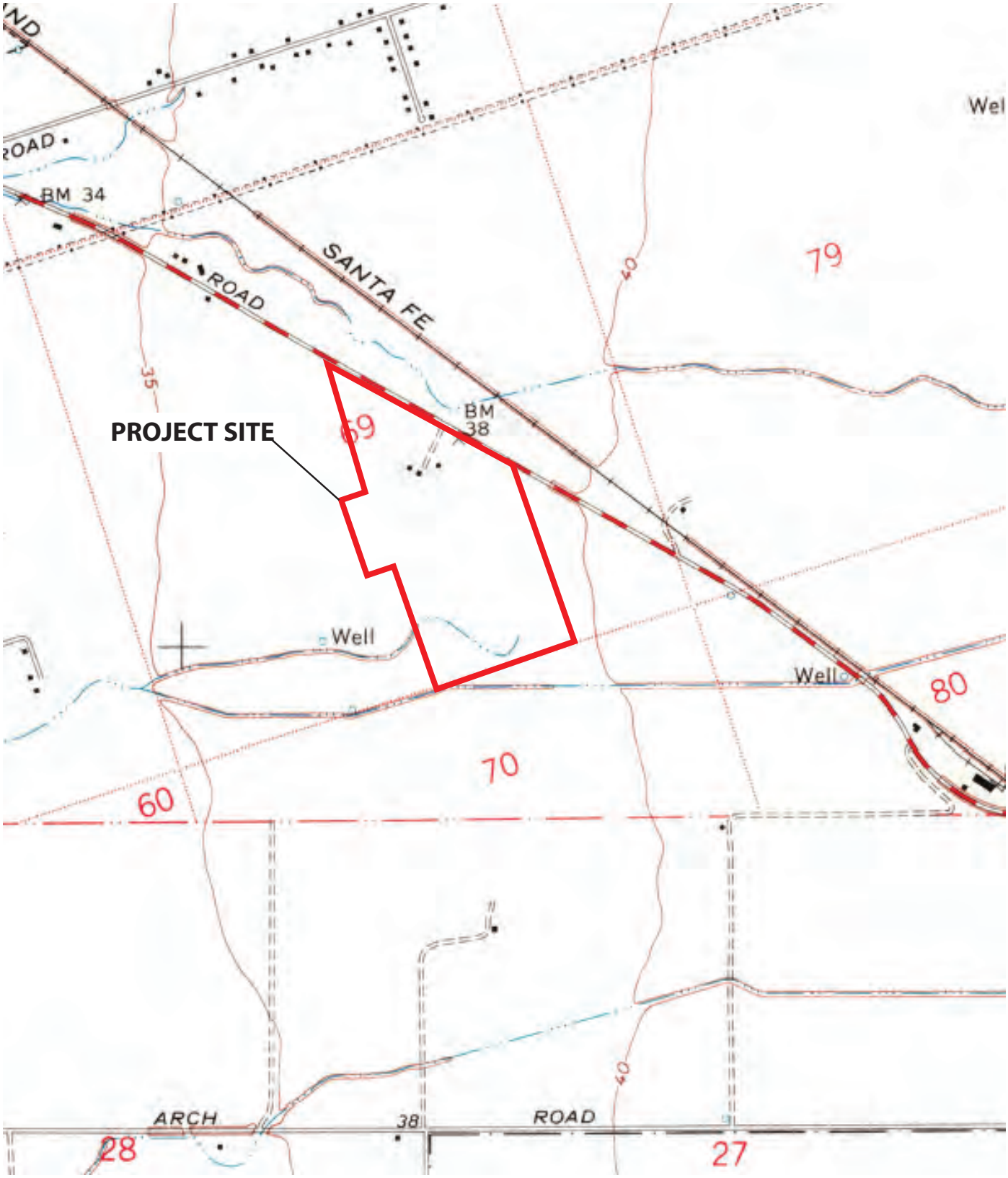
Figure 1
REGIONAL LOCATION MAP



BaseCamp Environmental

SOURCE: Google Maps

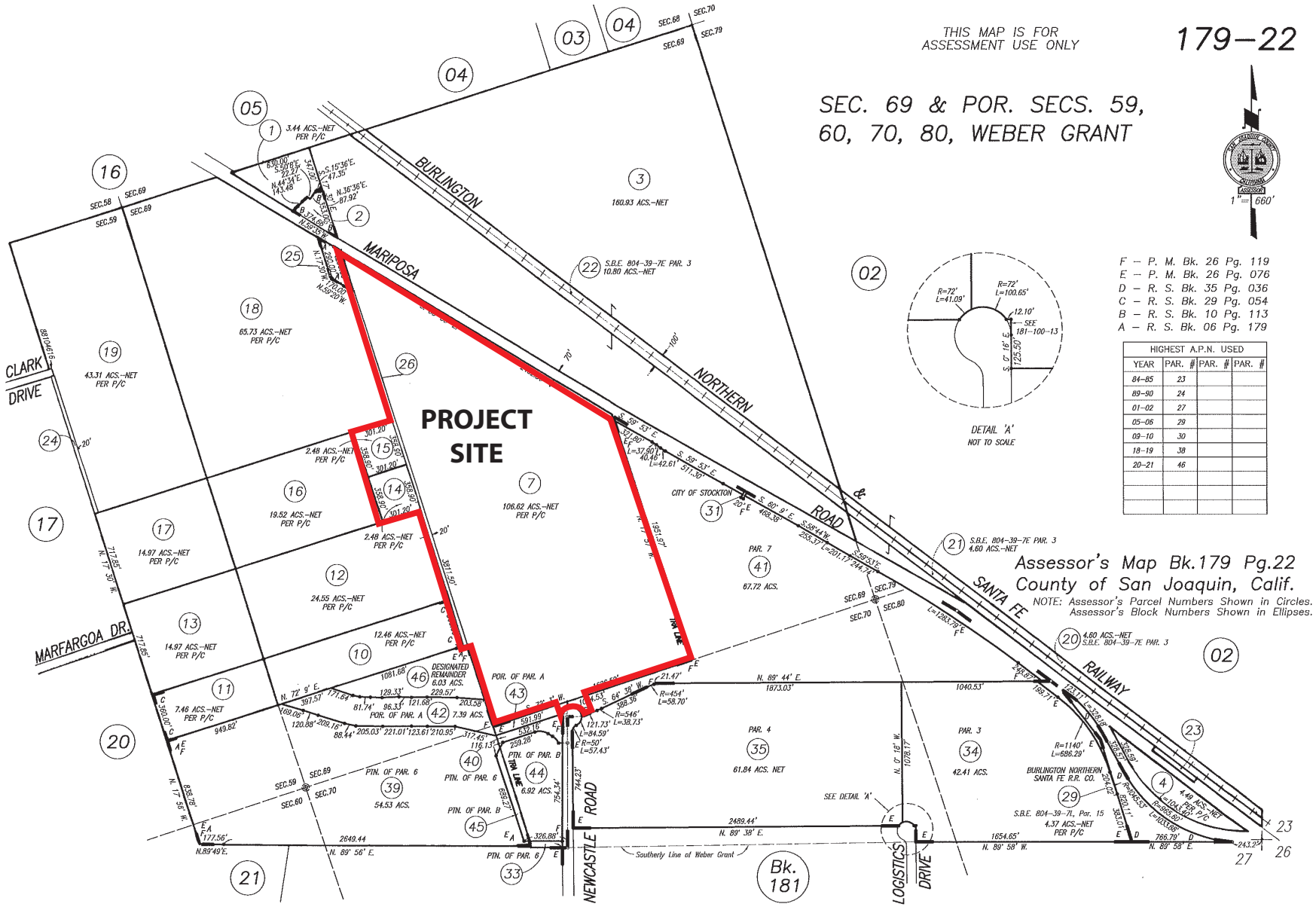
Figure 2
STREET MAP



SOURCE: USGS Quadrangle Map, Stockton East, 1968.
T 1N, R 7E, S 69



SOURCE: Google Earth



BaseCamp Environmental

Figure 5
ASSESSOR PARCEL MAP

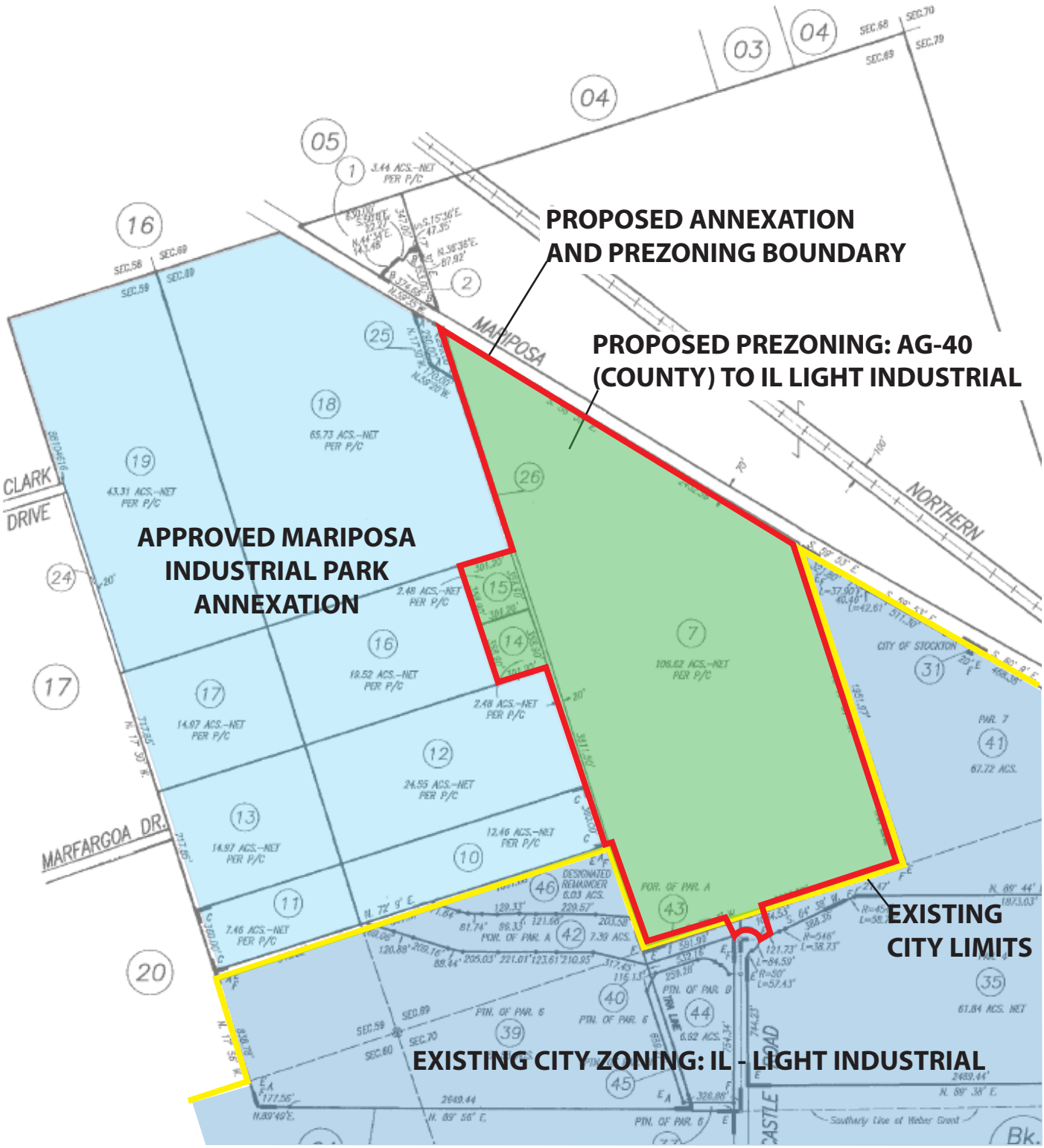


Figure 6
PROPOSED ANNEXATION AND PREZONING

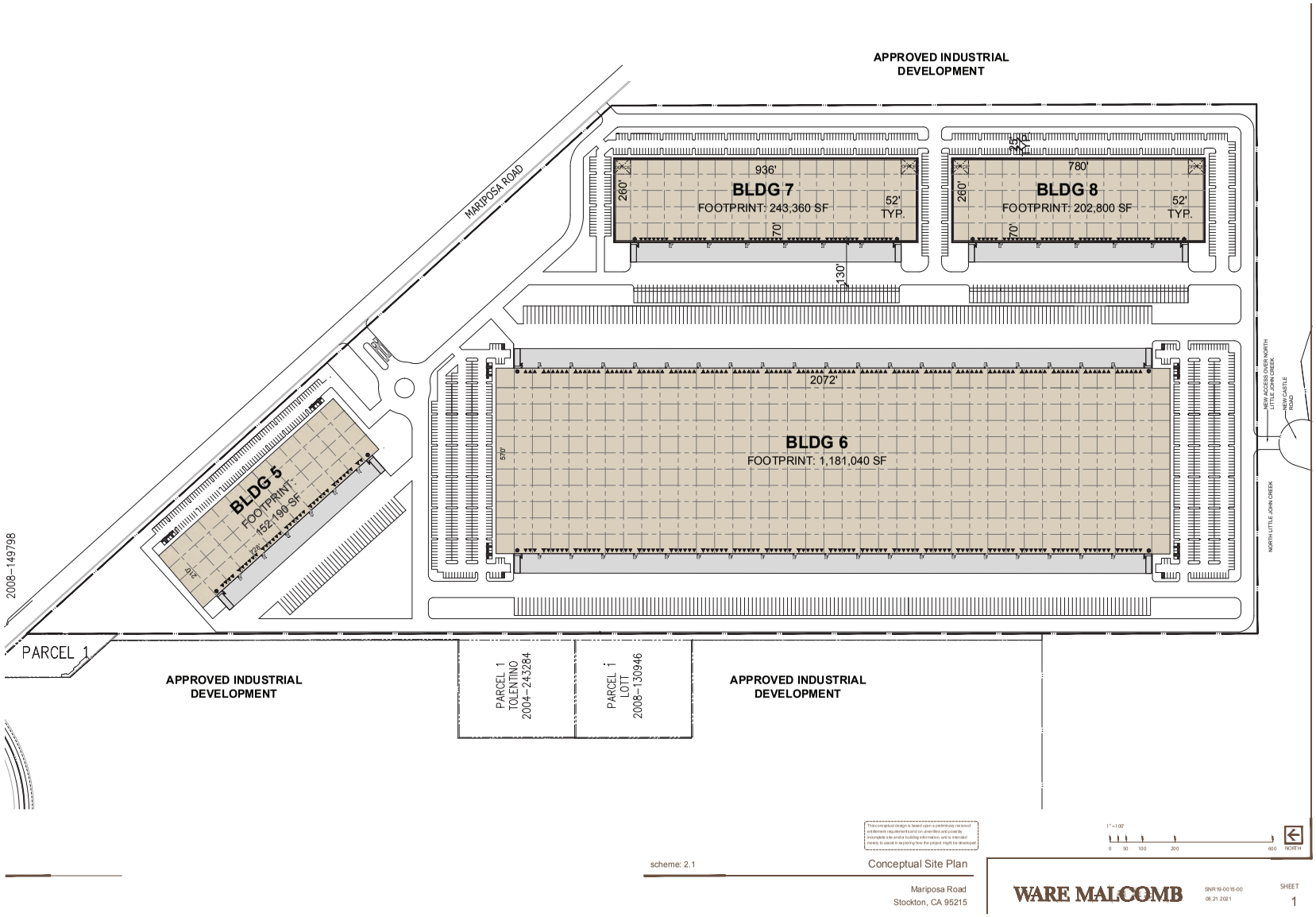


Figure 7
MARIPOSA INDUSTRIAL PARK #2
CONCEPTUAL SITE PLAN

STATE OF CALIFORNIA Gavin Newsom, *Governor*

NATIVE AMERICAN HERITAGE COMMISSION

Received
MAR 31 2023
Community Development
Permit Center/Building Division

March 29, 2023

Nicole Moore
City of Stockton
345 N El Dorado St.
Stockton, CA 95202

Re: 2023030679, Mariposa Industrial Park #2, San Joaquin County

Dear Ms. Moore:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki, Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

COMMISSIONER
[Vacant]

COMMISSIONER
[Vacant]

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

a. A brief description of the project.

b. The lead agency contact information.

c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).

d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.

b. Recommended mitigation measures.

c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

a. Type of environmental review necessary.

b. Significance of the tribal cultural resources.

c. Significance of the project's impacts on tribal cultural resources.

d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Pricilla.Torres-Fuentes@nahc.ca.gov.

Sincerely,

Pricilla Torres-Fuentes

Pricilla Torres-Fuentes
Cultural Resources Analyst

cc: State Clearinghouse

S J C O G, Inc.

555 East Weber Avenue ● Stockton, CA 95202 ● (209) 235-0574 ● Email: boyd@sjcog.org

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

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

To: Nicole Moore, City of Stockton, Community Development Department

From: Laurel Boyd, SJCOG, Inc. Phone: (209) 235-0574 Email: boyd@sjcog.org

Date: April 4, 2023

-Local Jurisdiction Project Title: Notice of Preparation of a Draft EIR for the Mariposa Industrial Park 2 Project

Assessor Parcel Number(s): 179-220-07, -14, -15, -26

Local Jurisdiction Project Number: P22-0303

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Agricultural and Natural Habitat Land

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

Dear Ms. Moore:

SJCOG, Inc. has reviewed the project referral for the Notice of Preparation of a Draft EIR for the Mariposa Industrial Park 2 Project. This project will be pre-zoned to allow development of industrial uses. The conceptual site plan for the project proposes the construction of four buildings totaling approximately one-million square feet in floor area, along with parking areas, vehicular access and circulation and City utility services.

Proposed industrial uses will require a range of further discretionary approvals, including the following approvals from the City of Stockton:

- Annexation: The proposed annexation includes all four parcels listed in Table 2-1 totaling approximately 112.44 acres (Figures 5 and 6). All the parcels are within the Stockton Sphere of Influence and have been designated Industrial in the City's recently adopted 2040 General Plan. Annexation of the site will also require the approval of the San Joaquin LAFCo.

- Pre-zoning: The proposed pre-zone would apply City IL-Industrial, Limited zoning to all the annexation parcels, consistent with the proposed industrial use (Figure 6). The proposed IL zoning is an implementing zone of the existing general plan "Industrial" designation. Pre-zoning would become effective upon annexation of the site. The existing San Joaquin County zoning would be eliminated upon removal of the site from County jurisdiction. Under the proposed City IL zoning, industrial development of up to 60 percent of the site area, with building heights reaching 60 feet, would be permitted.

- Development Agreement: The project applicant may seek a Development Agreement that would, among other provisions, allow building heights of up to 100 feet on the project site.

- Tentative Subdivision Map: The project may include one or more subdivision maps, which will be submitted to the City for review and approval as the type, size and configuration of future tenant development is defined.

- Site Plan Review/Design Review: The project proposes to develop parcels with light industrial land uses. Planned industrial development is illustrated in Figure 7, a Conceptual Site Plan. Potential industrial development including nominal amounts of commercial development, estimated at 3% of the total building floor area, would total approximately 1.8 million square feet of floor area. The specifics of actual industrial development will be defined more precisely in one or more Site Plans to be submitted for formal City site plan and design review approvals.

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

project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This Project is subject to the SJMSCP. This can be up to a 90 day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package. http://www.sjcog.org

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

- Schedule a SJMSCP Biologist to perform a pre-construction survey ***prior to any ground disturbance***
- SJMSCP Incidental take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
    a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
    b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
    c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
    a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
    b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
    c. Purchase approved mitigation bank credits.

Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

- Receive your Certificate of Payment and release the required permit

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

If you have any questions, please call (209) 235-0574.

S J C O G, Inc.

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

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

SJMSCP HOLD

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

FROM: Laurel Boyd, SJCOG, Inc.

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

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

1) SJMSCP Incidental Take Minimization Measures and mitigation requirement:

1. Incidental Take Minimization Measures (ITMMs) will be issued to the project and must be signed by the project applicant prior to any ground disturbance but no later than six (6) months from receipt of the ITMMs. If ITMMs are not signed within six months, the applicant must reapply for SJMSCP Coverage. Upon receipt of signed ITMMs from project applicant, SJCOG, Inc. staff will sign the ITMMs. This is the effective date of the ITMMs.
2. Under no circumstance shall ground disturbance occur without compliance and satisfaction of the ITMMs.
3. Upon issuance of fully executed ITMMs and prior to any ground disturbance, the project applicant must:
   a. Post a bond for payment of the applicable SJMSCP fee covering the entirety of the project acreage being covered (the bond should be valid for no longer than a 6 month period); or
   b. Pay the appropriate SJMSCP fee for the entirety of the project acreage being covered; or
   c. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   d. Purchase approved mitigation bank credits.
4. Within 6 months from the effective date of the ITMMs or issuance of a building permit, whichever occurs first, the project applicant must:
   a. Pay the appropriate SJMSCP for the entirety of the project acreage being covered; or
   b. Dedicate land in-lieu of fees, either as conservation easements or fee title; or
   c. Purchase approved mitigation bank credits.

   Failure to satisfy the obligations of the mitigation fee shall subject the bond to be called.

Project Title: NOP of a Draft EIR for the Mariposa Industrial Park #2 Project

Assessor Parcel #s: 179-220-07, -14, -15, -26

T _____, R_____, Section(s): _____

Local Jurisdiction Contact: Nicole Moore

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

APRIL 14, 2023

VIA EMAIL: NICOLE.MOORE.CTR@STOCKTONCA.GOV
City of Stockton
Community Development Department
Attention: Nicole Moore
1810 East Hazelton Avenue
Stockton, CA 92505

Dear Ms. Moore:

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE MARIPOSA INDUSTRIAL PARK #2 PROJECT, SCH# 2023030679

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of an Environmental Impact Report for the Mariposa Industrial Park #2 Project (Project). The Division monitors farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's potential impacts on agricultural land and resources.

Project Description

The proposed project would annex unincorporated portions of the site into the City of Stockton. In conjunction with annexation, the site would be pre-zoned to allow development of industrial uses. Under the proposed IL zoning designation (Title 16 of the Stockton Municipal Code) industrial development of up to 60 percent of the site area, with building heights reaching a maximum of 60 feet, would be permitted. The conceptual site plan for the project proposes the construction of four buildings totaling approximately one million square feet in floor area, along with parking areas, vehicular access and circulation and City utility services. The development is expected to accommodate high-cube warehouses.

Department Comments

The conversion of agricultural land represents a permanent reduction and significant impact to California's agricultural land resources. CEQA requires that all feasible and reasonable mitigation be reviewed and applied to projects. Under CEQA, a lead agency should not approve a project if there are feasible alternatives or feasible mitigation measures available that would lessen the significant effects of the project.

All mitigation measures that are potentially feasible should be included in the project's environmental review. A measure brought to the attention of the lead agency should not be left out unless it is infeasible based on its elements.

Consistent with CEQA Guidelines, the Department recommends the consideration of agricultural conservation easements, among other measures, as potential mitigation. (See Cal. Code Regs., tit. 14, § 15370 [mitigation includes "compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."])

Mitigation through agricultural easements can take at least two forms: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands should not be limited strictly to lands within the project's surrounding area.

A helpful source for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

California Council of Land Trusts

Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered. Indeed, the recent judicial opinion in King and Gardiner Farms, LLC v. County of Kern (2020) 45 Cal.App.5th 814 ("KG Farms") holds that agricultural conservation easements on a 1 to 1 ratio are not alone sufficient to adequately mitigate a project's conversion of agricultural land. KG Farms does not stand for the proposition that agricultural conservation easements are irrelevant as mitigation. Rather, the holding suggests that to the extent they are considered, they may need to be applied at a greater than 1 to 1 ratio, or combined with other forms of mitigation (such as restoration of some land not currently used as farmland).

Conclusion

The Department recommends further discussion of the following issues:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.
- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.

- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Proposed mitigation measures for all impacted agricultural lands within the proposed project area.

Thank you for giving us the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Mariposa Industrial Park #2 Project. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

April 24, 2023

Nicole Moore
City of Stockton
Community Development Department
425 N. El Dorado Street
Stockton, CA, 95202

Project: Notice of Preparation of a Draft Environmental Impact Report for the Mariposa Industrial Park #2

District CEQA Reference No: 20230320

Dear Ms. Moore:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) from the City of Stockton (City) for the Mariposa Industrial Park #2. Per the NOP, the Mariposa Industrial Park #2 consists of the development of four (4) warehouse buildings totaling 1,779,390 square feet (Project). The Project also includes an annexation, pre-zoning, development agreement, tentative subdivision map and site plan review/design review. The Project is located on approximately 114 acres of land south of Mariposa Road and north of Newcastle Road, in Stockton, CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed any of the following significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

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The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: https://ww2.valleyair.org/media/ob0pweru/clean-air-measures.pdf

1c) Project Trip Length for HHD Truck Travel

The City's DEIR should adequately characterize and justify an appropriate trip length distance for off-site HHD truck travel to and from the Project site. Based on the following factors: 1) the Project consists of a warehouse/distribution center that is expected to generate a high volume of HHD truck trips, and 2) HHD trucks generally travel further distances for distribution. The District recommends the environmental review include a discussion characterizing an appropriate trip length distance for HHD truck travel, and reflect such appropriate distance supported by project-specific factors.

1d) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww2.arb.ca.gov/our-work/programs/resource-center/strategy-development/land-use-resources.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

4) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the DEIR also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5) Industrial/Warehouse Emission Reduction Strategies

The District recommends the City consider the feasibility of incorporating emission reduction strategies that can reduce potential harmful health impacts, such as those listed below:

- Ensure solid screen buffering trees, solid decorative walls, and/or other natural ground landscaping techniques are implemented along the property line of adjacent sensitive receptors
- Ensure all landscaping be drought tolerant
- Orient loading docks away from sensitive receptors unless physically impossible

- Locate loading docks a minimum of 300 feet away from the property line of sensitive receptor unless dock is exclusively used for electric trucks
- Incorporate signage and “pavement markings” to clearly identify on-site circulation patterns to minimize unnecessary on-site vehicle travel
- Locate truck entries on streets of a higher commercial classification
- Ensure all building roofs are solar-ready
- Ensure all portions of roof tops that are not covered with solar panels are constructed to have light colored roofing material with a solar reflective index of greater than 78
- Ensure rooftop solar panels are installed and operated to supply 100% of the power needed to operate all non-refrigerated portions of the development project
- Ensure power sources at loading docks for all refrigerated trucks have “plugin” capacity, which will eliminate prolonged idling while loading and unloading goods
- Incorporate bicycle racks and electric bike plug-ins
- Require the use of low volatile organic compounds (VOC) architectural and industrial maintenance coatings
- Designate an area during construction to charge electric powered construction vehicles and equipment, if temporary power is available
- Prohibit the use of non-emergency diesel-powered generators during construction
- Inform the project proponent of the incentive programs (e.g., Carl Moyer Program and Voucher Incentive Program) offered to reduce air emissions from the Project

6) Truck Routing

Truck routing involves the assessment of which roads Heavy Heavy-Duty (HHD) trucks take to and from their destination, and the emissions impact that the HHD trucks may have on residential communities and sensitive receptors.

Since the Project will include HHD trucks traveling to-and-from the facility. The District recommends the City evaluate HHD truck routing patterns for the Project, with the aim of limiting exposure of residential communities and sensitive receptors to emissions. This evaluation would consider the current truck routes, the quantity and type of each truck (e.g., Medium Heavy-Duty, HHD, etc.), the destination and origin of each trip, traffic volume correlation with the time of day or the day of the week, overall Vehicle Miles Traveled (VMT), and associated exhaust emissions. The truck routing evaluation would also identify alternative truck routes and their impacts on VMT and air quality.

7) Cleanest Available Heavy-Duty Trucks

The San Joaquin Valley will not be able to attain stringent health-based federal air quality standards without significant reductions in emissions from HHD trucks, the single largest source of NOx emissions in the San Joaquin Valley. The District's CARB-approved 2018 PM2.5 Plan includes significant new reductions from HHD trucks, including emissions reductions by 2023 through the implementation of CARB's Statewide Truck and Bus Regulation, which requires truck fleets operating in California to meet the 2010 standard of 0.2 g-NOx/bhp-hr by 2023. Additionally, to meet federal air quality attainment standards, the District's Plan relies on a significant and immediate transition of HHD fleets to zero or near-zero emissions technologies, including the near-zero truck standard of 0.02 g/bhp-hr NOx established by CARB.

For development projects which typically generate a high volume of HHD truck traffic (e.g., "high-cube" warehouses or distribution centers), there are HHD trucks traveling to-and-from the project location at longer distribution trip length distances. Since the Project may exceed the District significance thresholds, the District recommends that the following measures be considered by the City to reduce Project-related operational emissions:

- *Recommended Measure*: Fleets associated with operational activities utilize the cleanest available HHD trucks, including zero and near-zero (0.02 g/bhp-hr NOx) technologies.

- *Recommended Measure*: All on-site service equipment (cargo handling, yard hostlers, forklifts, pallet jacks, etc.) utilize zero-emissions technologies.

8) Reduce Idling of Heavy-Duty Trucks

The goal of this strategy is to limit the potential for localized PM2.5 and toxic air contaminant impacts associated with the idling of Heavy-Duty trucks. The diesel exhaust from idling has the potential to impose significant adverse health and environmental impacts.

Since the Project is expected to result in HHD truck trips, the District recommends the DEIR include measures to ensure compliance of the state anti-idling regulation (13 CCR § 2485 and 13 CCR § 2480) and discuss the importance of limiting the amount of idling, especially near sensitive receptors. In addition, the District recommends the City consider the feasibility of implementing a more stringent 3-minute idling restriction and requiring appropriate signage and enforcement of idling restrictions.

9) Electric On-Site Off-Road and On-Road Equipment

Since the development project may include Heavy Industrial and Light Industrial uses, the Project may have the potential to result in increased use of off-road equipment (e.g., forklifts) and on-road equipment (e.g., mobile yard trucks with the ability to move materials). The District recommends that the City include requirements for project proponents to utilize electric or zero emission off-road and on-road equipment.

10) Vegetative Barriers and Urban Greening

There are residential units located east of the Project. The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

11) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

12) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City

and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

13) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (209) 557-6446.

13a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (209) 557-6446.

13b) District Rule 9510 - Indirect Source Review (ISR)

The Project is subject to District Rule 9510 because it will receives a project-level discretionary approval from a public agency and will equal or exceed 25,000 square feet of light industrial space.

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The ISR Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

Per Section 5.0 of the ISR Rule, an Air Impact Assessment (AIA) application is required to be submitted no later than applying for project-level approval from a public agency. As of the date of this letter, the District has not received an AIA application for this Project. Please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510 so that proper mitigation and clean air design under ISR can be incorporated into the Project's design. One AIA application should be submitted for the entire Project.

Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at: http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance, and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

13c) District Rule 9410 (Employer Based Trip Reduction)

The Project may be subject to District Rule 9410 (Employer Based Trip Reduction) if the project would result in employment of 100 or more "eligible" employees. District Rule 9410 requires employers with 100 or more "eligible" employees at a worksite to establish an Employer Trip Reduction Implementation Plan (eTRIP) that encourages employees to reduce single-occupancy vehicle trips, thus reducing pollutant emissions associated with work commutes. Under an eTRIP plan, employers have the flexibility to select the options that work best for their worksites and their employees.

Information about District Rule 9410 can be found online at: www.valleyair.org/tripreduction.htm.

For additional information, you can contact the District by phone at 559-230-6000 or by e-mail at etrip@valleyair.org

13d) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

13e) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/currntrules/r4601.pdf

13f) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For

additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

13g) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

14) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Eric McLaughlin by e-mail at Eric.McLaughlin@valleyair.org or by phone at (559) 230-5808.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

25 April 2023

Nicole Moore
City of Stockton
345 North El Dorado Street
Stockton, CA 95202
Nicole.Moore@stocktonca.gov

COMMENTS TO REQUEST FOR REVIEW FOR THE NOTICE OF PREPARATION FOR THE DRAFT ENVIRONMENTAL IMPACT REPORT, MARIPOSA INDUSTRIAL PARK #2 PROJECT, SCH#2023030679, SAN JOAQUIN COUNTY

Pursuant to the State Clearinghouse's 27 March 2023 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Notice of Preparation for the Draft Environmental Impact Report* for the Mariposa Industrial Park #2 Project, located in San Joaquin County.

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

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of

Administrative Law (OAL) and in some cases, the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues. For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Implementation Policy is available on page 74 at:
https://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/sacsjr_201805.pdf

In part it states:

Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.

This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Construction General Permit Order No. 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ. For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at: http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACE). If a Section 404 permit is required by the USACE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements. If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification

If an USACE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications. For more information on the Water Quality Certification, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/water_issues/water_quality_certification/

Waste Discharge Requirements – Discharges to Waters of the State

If USACE determines that only non-jurisdictional waters of the State (i.e., “non-federal” waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation. For more information on the Waste Discharges to Surface Water NPDES Program and WDR processes, visit the Central Valley Water Board website at:https://www.waterboards.ca.gov/centralvalley/water_issues/waste_to_surface_water/

Projects involving excavation or fill activities impacting less than 0.2 acre or 400 linear feet of non-jurisdictional waters of the state and projects involving dredging activities impacting less than 50 cubic yards of non-jurisdictional waters of the state

may be eligible for coverage under the State Water Resources Control Board Water Quality Order No. 2004-0004-DWQ (General Order 2004-0004). For more information on the General Order 2004-0004, visit the State Water Resources Control Board website at:
https://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2004/wqo/wqo2004-0004.pdf

Dewatering Permit

If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Threat General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Threat Waiver) R5-2018-0085. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Threat Waiver and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2018-0085.pdf

Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Limited Threat Discharges to Surface Water* (Limited Threat General Order). A complete Notice of Intent must be submitted to the Central Valley Water Board to obtain coverage under the Limited Threat General Order. For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
https://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2016-0076-01.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit. For more information

regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at: https://www.waterboards.ca.gov/centralvalley/help/permit/

If you have questions regarding these comments, please contact me at (916) 464-4684 or Peter.Minkel2@waterboards.ca.gov.

Peter Minkel

Peter Minkel
Engineering Geologist

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

April 28, 2023

Nicole Moore
Project Manager
Community Development Department
City of Stockton
345 North El Dorado Street
Stockton, California 95202
nicole.moore.ctr@stocktonca.gov

Dear Nicole Moore:

Thank you for providing the California Air Resources Board (CARB) with the opportunity to comment on the Notice of Preparation (NOP) for the Mariposa Industrial Park #2 Project (Project) Draft Environmental Impact Report (DEIR), State Clearinghouse No. 2023030679. The Project would allow for the development of 1.8 million square feet of light industrial land uses on approximately 112 acres of land. The Project site is located within the City of Stockton (City), California, which is the lead agency for California Environmental Quality Act (CEQA) purposes.

Industrial development, such as the proposed Project, can result in high daily volumes of heavy-duty diesel truck traffic and operation of on-site equipment (e.g., forklifts and yard tractors) that emit toxic diesel emissions, and contribute to regional air pollution and global climate change.[1] The Project will expose nearby communities to elevated levels of air pollution. Residences are located north and west of the Project with the closest residence located approximately 50 feet from the Project's northern boundary. These communities are surrounded by existing toxic diesel PM emission sources, which include heavy-duty truck traffic serving existing industrial buildings, vehicular traffic along State Route 99 (SR-99) and Mariposa Road, and rail traffic along existing rail lines. According to the California Communities Environmental Health Screening Tool Version 4.0 (CalEnviroScreen),[2] these communities are located in census tracts that score within the top 6 percent of State's most impacted from air pollution from an environmental hazard and socioeconomic standpoint. Based on this CalEnviroScreen score, the area surrounding the Project is home to some of the most vulnerable neighborhoods in the State. Due to the Project's proximity to residences already burdened by multiple sources of air pollution, CARB is concerned with the potential cumulative health impacts associated with the construction and operation of the Project.

[1] With regard to greenhouse gas emissions from this project, CARB has been clear that local governments and project proponents have a responsibility to properly mitigate these impacts. CARB's guidance, set out in detail in the Scoping Plan issued in 2017, makes clear that in CARB's expert view, local mitigation is critical to achieving climate goals and reducing greenhouse gases below levels of significance.
[2] "CalEnviroScreen 4.0." Oehha.ca.gov, California Office of Environmental Health Hazard Assessment, October 2021, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

The DEIR Should Quantify and Discuss the Potential Cancer Risks from Project Operation

Since the Project is near a community that is already burdened by multiple air pollution sources, CARB urges the City and applicant to prepare a health risk assessment (HRA) for the Project. The HRA should account for all potential operational health risks from Project-related diesel particulate matter (diesel PM) emission sources, including, but not limited to, back-up generators, on-site diesel-powered equipment, locomotives, and heavy-duty trucks. The HRA should also determine if the operation of the Project in conjunction with past, present, and reasonably foreseeable future projects or activities would result in a cumulative cancer risk impact on nearby residences. To reduce diesel PM exposure and associated cancer risks, CARB urges the City and applicant to include all the air pollution reduction measures listed in Attachment A.

Since the Project description provided in the NOP does not explicitly state that the proposed industrial land uses would not be used for cold storage, there is a possibility that trucks and trailers visiting the Project-site would be equipped with TRUs.[3] TRUs on trucks and trailers can emit large quantities of diesel exhaust while operating within the Project-site. Residences and other sensitive receptors (e.g., daycare facilities, senior care facilities, and schools) located near where these TRUs could be operating, would be exposed to diesel exhaust emissions that would result in a significant cancer risk impact to the nearby community. If the Project would be used for cold storage, CARB urges the City to model air pollutant emissions from on-site TRUs in the DEIR, as well as include potential cancer risks from on-site TRUs in the Project's HRA. If the Project will not be used for cold storage, CARB urges the City to include one of the following design measures in the DEIR:

- A Project design measure requiring contractual language in tenant lease agreements that prohibits tenants from operating TRUs within the Project-site; or
- A condition requiring a restrictive covenant over the parcel that prohibits the applicant's use of TRUs on the property unless the applicant seeks and receives an amendment to its conditional use permit allowing such use.

The HRA prepared in support of the Project should be based on the latest Office of Environmental Health Hazard Assessment's (OEHHA) guidance (2015 Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments),[4] and CARB's Hot Spots Analysis and Reporting Program (HARP2 model). The Project's mobile PM emissions used to estimate the Project's cancer risk impacts should be based on CARB's latest 2021

[3] TRUs are refrigeration systems powered by integral diesel engines that protect perishable goods during transport in an insulated truck and trailer vans, rail cars, and domestic shipping containers.
[4] Office of Environmental Health Hazard Assessment (OEHHA). Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. February 2015. Accessed at: *https://oehha.ca.gov/media/downloads/crnr/2015guidancemanual.pdf*.

Emission Factors model (EMFAC2021). Mobile emission factors can be easily obtained by running the EMFAC2021 Web Database: *https://arb.ca.gov/emfac/.*

The HRA should evaluate and present the existing baseline (current conditions), future baseline (full build-out year, without the Project), and future year with the Project. The health risks modeled under both the existing and the future baselines should reflect all applicable federal, state, and local rules and regulations. By evaluating health risks using both baselines, the public and planners will have a complete understanding of the potential health impacts that would result from the Project.

The DEIR Should Quantify and Discuss the Potential Cancer Risks from Project Construction

In addition to the health risks associated with operational diesel PM emissions, health risks associated with construction diesel PM emissions should also be included in the air quality section of the DEIR and the Project's HRA. Construction of the Project would result in short-term diesel PM emissions from the use of both on-road and off-road diesel equipment. The OEHHA guidance recommends assessing cancer risks for construction projects lasting longer than two months. Since construction would very likely occur over a period lasting longer than two months, the HRA prepared for the Project should include health risks for existing residences near the Project-site during construction.

The HRA should account for all diesel PM emission sources related to Project construction, including, but not limited to, off-road mobile equipment, diesel generators, and on-road heavy-duty trucks. As previously stated in Section I of this letter, the cancer risks evaluated in the construction HRA should be based on the latest OEHHA guidance, and CARB's HARP2 model. The cancer risks reported in the HRA should be calculated using the latest emission factors obtained from CARB's latest EMFAC (currently EMFAC 2021) and off-road models.

Conclusion

To reduce the exposure of toxic diesel PM emissions in disadvantaged communities already impacted by air pollution, the final design of the Project should include all existing and emerging zero-emission technologies to minimize diesel PM and NO_x emissions, as well as the greenhouse gases that contribute to climate change. CARB encourages the City and applicant to implement the applicable measures listed in Attachment A of this letter.

Given the breadth and scope of projects subject to CEQA review throughout California that have air quality and greenhouse gas impacts, coupled with CARB's limited staff resources to substantively respond to all issues associated with a project, CARB must prioritize its substantive comments here based on staff time, resources, and its assessment of impacts. CARB's deliberate decision to substantively comment on some issues does not constitute an admission or concession that it substantively agrees with the lead agency's findings and conclusions on any issues on which CARB does not substantively submit comments.

CARB appreciates the opportunity to comment on the NOP for the Project and can provide assistance on zero-emission technologies and emission reduction strategies, as needed. Please include CARB on your State Clearinghouse list of selected State agencies that will receive the DEIR as part of the comment period. If you have questions, please contact Stanley Armstrong, Air Pollution Specialist via email at *stanley.armstrong@arb.ca.gov*.

Sincerely,



Robert Krieger, Branch Chief, Risk Reduction Branch

Attachment

cc: State Clearinghouse
state.clearinghouse@opr.ca.gov

Dillon Delvo, Executive Director, Little Manila Rising
dillon@littlemanila.org

Patia Siong, Supervising Air Quality Specialist, San Joaquin Valley Air Pollution Control District
patia.siong@valleyair.org

Harout Sagherian, Air Quality Specialist, San Joaquin Valley Air Pollution Control District
harout.sagherian@valleyair.org

Jonathan Pruitt, Environmental Justice Program Coordinator, Catholic Charities of the Diocese of Stockton
jpruitt@ccstockton.org

Mariah Looney, Campaign Coordinator, Restore the Delta
mariah@restorethedelta.org

Morgan Capilla, NEPA Reviewer, U.S. Environmental Protection Agency, Air Division, Region 9
capilla.morgan@epa.gov

Stanley Armstrong, Air Pollution Specialist, Risk Reduction Branch

Attachment A
Recommended Air Pollution Emission Reduction Measures for Warehouses and Distribution Centers

The California Air Resources Board (CARB) recommends developers and government planners use all existing and emerging zero to near-zero emission technologies during project construction and operation to minimize public exposure to air pollution. Below are some measures, currently recommended by CARB, specific to warehouse and distribution center projects. These recommendations are subject to change as new zero-emission technologies become available.

Recommended Construction Measures

1. Ensure the cleanest possible construction practices and equipment are used. This includes eliminating the idling of diesel-powered equipment and providing the necessary infrastructure (e.g., electrical hookups) to support zero and near-zero equipment and tools.
2. Implement, and plan accordingly for, the necessary infrastructure to support the zero and near-zero emission technology vehicles and equipment that will be operating on site. Necessary infrastructure may include the physical (e.g., needed footprint), energy, and fueling infrastructure for construction equipment, on-site vehicles and equipment, and medium-heavy and heavy-heavy duty trucks.
3. In construction contracts, include language that requires all off-road diesel-powered equipment used during construction to be equipped with Tier 4 or cleaner engines, except for specialized construction equipment in which Tier 4 engines are not available. In place of Tier 4 engines, off-road equipment can incorporate retrofits, such that, emission reductions achieved are equal to or exceed that of a Tier 4 engine.
4. In construction contracts, include language that requires all off-road equipment with a power rating below 19 kilowatts (e.g., plate compactors, pressure washers) used during project construction be battery powered.
5. In construction contracts, include language that requires all heavy-duty trucks entering the construction site during the grading and building construction phases be model year 2014 or later. All heavy-duty haul trucks should also meet CARB's lowest optional low-oxides of nitrogen (NO_x) standard starting in the year 2022.[5]

[5] In 2013, CARB adopted optional low-NOx emission standards for on-road heavy-duty engines. CARB encourages engine manufacturers to introduce new technologies to reduce NOx emissions below the current mandatory on-road heavy-duty diesel engine emission standards for model-year 2010 and later. The low-NOx emission standard is available at: *https://ww2.arb.ca.gov/our-work/programs/optional-reduced-nox-standards*

6. In construction contracts, include language that requires all construction equipment and fleets to be in compliance with all current air quality regulations. CARB is available to assist in implementing this recommendation.

Recommended Operation Measures

1. Include contractual language in tenant lease agreements that requires tenants to use the cleanest technologies available, and to provide the necessary infrastructure to support zero-emission vehicles and equipment that will be operating on site.
2. Include contractual language in tenant lease agreements that requires all loading/unloading docks and trailer spaces be equipped with electrical hookups for trucks with transport refrigeration units (TRUs) or auxiliary power units. This requirement will substantially decrease the amount of time that a TRU powered by a fossil-fueled internal combustion engine can operate at the project site. Use of zero-emission all-electric plug-in TRUs, hydrogen fuel cell transport refrigeration, and cryogenic transport refrigeration are encouraged and can also be included in lease agreements.[6]
3. Include contractual language in tenant lease agreements that requires all TRUs entering the project-site be plug-in capable.
4. Include contractual language in tenant lease agreements that requires future tenants to exclusively use zero-emission light and medium-duty delivery trucks and vans.
5. Include contractual language in tenant lease agreements that requires all service equipment (e.g., yard hostlers, yard equipment, forklifts, and pallet jacks) used within the project site to be zero-emission. This equipment is widely available and can be purchased using incentive funding from CARB's Clean Off-Road Equipment Voucher Incentive Project (CORE).[7]
6. Include contractual language in tenant lease agreements that requires all heavy-duty trucks entering or on the project site to be zero-emission vehicles, and be fully zero-emission. A list of commercially available zero-emission trucks can be obtained from the Hybrid and Zero-emission Truck and Bus Voucher Incentive Project (HVIP).[8] Additional incentive funds can be obtained from the Carl Moyer Program and Voucher Incentive Program.[9]
7. Include contractual language in tenant lease agreements that requires the tenant to be in, and monitor compliance with, all current air quality regulations for on-road trucks

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[6] CARB's technology assessment for transport refrigerators provides information on the current and projected development of TRUs, including current and anticipated costs. The assessment is available at: *https://www.arb.ca.gov/msprog/tech/techreport/tru_07292015.pdf*

[7] Clean Off-Road Equipment Voucher Incentive Project. Accessible at: *https://californiacore.org/how-to-participate/*

[8] Zero-Emission Truck and Bus Voucher Incentive Project. Accessible at: *https://californiahvip.org/*

[9] Carl Moyer Program and Voucher Incentive Program. *https://ww2.arb.ca.gov/carl-moyer-program-apply*

including CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation,[10] Advanced Clean Trucks Regulation,[11] Periodic Smoke Inspection Program (PSIP),[12] and the Statewide Truck and Bus Regulation.[13]

8. Include contractual language in tenant lease agreements restricting trucks and support equipment from idling longer than two minutes while on site.
9. Include rooftop solar panels for each proposed warehouse to the extent feasible, with a capacity that matches the maximum allowed for distributed solar connections to the grid.
10. Include contractual language in tenant lease agreements, requiring the installing of vegetative walls[14] or other effective barriers that separate loading docks and people living or working nearby.
11. Include contractual language in tenant lease agreements, requiring all emergency generators to be powered by a non-diesel fuel.
12. The project should be constructed to meet CalGreen Tier 2 green building standards, including all provisions related to designated parking for clean air vehicles, electric vehicle charging, and bicycle parking, and achieve a certification of compliance with LEED green building standards.

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[10] In December 2008, CARB adopted a regulation to reduce greenhouse gas emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. The regulation applies primarily to owners of 53-foot or longer box-type trailers, including both dry-van and refrigerated-van trailers, and owners of the heavy-duty tractors that pull them on California highways. CARB's Heavy-Duty (Tractor-Trailer) Greenhouse Gas Regulation is available at: *https://ww2.arb.ca.gov/our-work/programs/ttghg*

[11] On June 25, 2020, CARB approved the Advanced Clean Trucks Regulation. The regulation requires manufacturers to start the transition from diesel trucks and vans to zero-emission trucks beginning in 2024. The rule is expected to result in about 100,000 electric trucks in California by the end of 2030 and about 300,000 by 2035. CARB is expected to consider a fleet regulation in 2021 that would be compatible with the Advanced Clean Trucks regulation, requiring fleets to purchase a certain percentage of zero-emission trucks and vans for their fleet operations. *https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks*

[12] The PSIP program requires that diesel and bus fleet owners conduct annual smoke opacity inspections of their vehicles and repair those with excessive smoke emissions to ensure compliance. CARB's PSIP program is available at: *https://www.arb.ca.gov/enf/hdvip/hdvip.htm*

[13] The regulation requires that newer heavier trucks and buses must meet particulate matter filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model-year engines or equivalent. CARB's Statewide Truck and Bus Regulation is available at: *https://www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm*

[14] Effectiveness of Sound Wall-Vegetation Combination Barriers as Near-Roadway Pollutant Mitigation Strategies (2017) is available at: *https://ww2.arb.ca.gov/sites/default/files/classic//research/apr/past/13-306.pdf*

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
North Central Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670-4599
916-358-2900
www.wildlife.ca.gov

GAVIN NEWSOM, Governor
CHARLTON H. BONHAM, Director

Nicole Moore
Contract Planner
City of Stockton
345 N El Dorado Street
Stockton, CA 95202
Nicole.Moore.Ctr@stocktonca.gov

Subject: Mariposa Industrial Park #2- DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR)
SCH# 2023030679

Dear Ms. Moore:

The California Department of Fish and Wildlife (CDFW) received and reviewed the Notice of Preparation of an Environmental Impact Report (EIR) from City of Stockton for the Mariposa Industrial Park #2 (Project) in San Joaquin County pursuant the California Environmental Quality Act (CEQA) statute and guidelines.[1]

Thank you for the opportunity to provide comments and recommendations regarding those activities involved in the Project that may affect California fish, wildlife, plants and their habitats. Likewise, we appreciate the opportunity to provide comments regarding those aspects of the Project that CDFW, by law, may need to exercise its own regulatory authority under the Fish and Game Code (Fish & G. Code).

CDFW ROLE

CDFW is California's Trustee Agency for fish and wildlife resources and holds those resources in trust by statute for all the people of the State (Fish & G. Code, §§ 711.7, subd. (a) & 1802; Pub. Resources Code, § 21070; CEQA Guidelines § 15386, subd. (a).). CDFW, in its trustee capacity, has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species (*Id.*, § 1802.). Similarly, for purposes of CEQA, CDFW provides, as available, biological expertise during public agency environmental review efforts, focusing specifically on projects and related activities that have the potential to adversely affect fish and wildlife resources.

1 CEQA is codified in the California Public Resources Code in section 21000 et seq. The "CEQA Guidelines" are found in Title 14 of the California Code of Regulations, commencing with section 15000.

CDFW may also act as a Responsible Agency under CEQA. (Pub. Resources Code, § 21069; CEQA Guidelines, § 15381.) CDFW expects that it may need to exercise regulatory authority as provided by the Fish and Game Code. As proposed, for example, the Project may be subject to CDFW's lake and streambed alteration regulatory authority. (Fish & G. Code, § 1600 et seq.) Likewise, to the extent implementation of the Project as proposed may result in "take" as defined by State law of any species protected under the California Endangered Species Act (CESA) (Fish & G. Code, § 2050 et seq.), the project proponent may seek related take authorization as provided by the Fish and Game Code.

PROJECT DESCRIPTION SUMMARY

The Project site is located in San Joaquin County, at approximately Longitude: 37.921722, and Longitude: -121.206095.

The Project consists of the development for light industrial land uses, including warehouses. The conceptual site plan for the project proposes the construction of four buildings totaling approximately 1 million square feet in floor area, along with parking areas, vehicular access and circulation and City utility services. The development is expected to accommodate high-cube warehouses. A "high-cube warehouse" is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses. All the existing County parcels are currently zoned as General Agriculture with a 40-acre minimum parcel size. The project includes a request that the City Council pre-zone the entire project site Industrial, Limited. The proposed pre-zoning would be consistent with the current Industrial designation of the properties under the Stockton General Plan and with the proposed project.

COMMENTS AND RECOMMENDATIONS

CDFW offers the comments and recommendations presented below to assist the City of Stockton in adequately identifying and/or mitigating the Project's significant, or potentially significant, impacts on biological resources. The comments and recommendations are also offered to enable CDFW to adequately review and comment on the proposed Project with respect to impacts on biological resources. CDFW recommends that the forthcoming EIR address the following:

Project Description

The Project description should include the whole action as defined in the CEQA Guidelines § 15378 and should include appropriate detailed exhibits disclosing the Project area including temporary impacted areas such as equipment stage area, spoils areas, adjacent infrastructure development, staging areas and access and haul roads if applicable.

As required by § 15126.6 of the CEQA Guidelines, the EIR should include an appropriate range of reasonable and feasible alternatives that would attain most of the basic Project objectives and avoid or minimize significant impacts to resources under CDFW's jurisdiction.

Assessment of Biological Resources

Section 15125(c) of the CEQA Guidelines states that knowledge of the regional setting of a project is critical to the assessment of environmental impacts and that special emphasis should be placed on environmental resources that are rare or unique to the region. To enable CDFW staff to adequately review and comment on the Project, the EIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint, with emphasis on identifying rare, threatened, endangered, and other sensitive species and their associated habitats. CDFW recommends the EIR specifically include:

1. An assessment of all habitat types located within the Project footprint, and a map that identifies the location of each habitat type. CDFW recommends that floristic, alliance- and/or association-based mapping and assessment be completed following, *The Manual of California Vegetation*, second edition (Sawyer 2009). Adjoining habitat areas should also be included in this assessment where site activities could lead to direct or indirect impacts offsite. Habitat mapping at the alliance level will help establish baseline vegetation conditions.

2. A general biological inventory of the fish, amphibian, reptile, bird, and mammal species that are present or have the potential to be present within each habitat type onsite and within adjacent areas that could be affected by the Project. CDFW recommends that the California Natural Diversity Database (CNDDB), as well as previous studies performed in the area, be consulted to assess the potential presence of sensitive species and habitats. A nine United States Geologic Survey 7.5-minute quadrangle search is recommended to determine what may occur in the region, larger if the Project area extends past one quad (see *Data Use Guidelines* on the Department webpage www.wildlife.ca.gov/Data/CNDDB/Maps-and-Data). Please review the webpage for information on how to access the database to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code, in the vicinity of the Project. CDFW recommends that CNDDB Field Survey Forms be completed and submitted to CNDDB to document survey results. Online forms can be obtained and submitted at: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data.

   Please note that CDFW's CNDDB is not exhaustive in terms of the data it houses, nor is it an absence database. CDFW recommends that it be used as a starting point in gathering information about the *potential presence* of species

within the general area of the Project site. Other sources for identification of species and habitats near or adjacent to the Project area should include, but may not be limited to, State and federal resource agency lists, California Wildlife Habitat Relationship System, California Native Plant Society Inventory, agency contacts, environmental documents for other projects in the vicinity, academics, and professional or scientific organizations.

3. A complete and recent inventory of rare, threatened, endangered, and other sensitive species located within the Project footprint and within offsite areas with the potential to be affected, including California Species of Special Concern and California Fully Protected Species (Fish & G. Code § § 3511, 4700, 5050, and 5515). Species to be addressed should include all those which meet the CEQA definition (CEQA Guidelines § 15380). The inventory should address seasonal variations in use of the Project area and should not be limited to resident species. The EIR should include the results of focused species-specific surveys, completed by a qualified biologist and conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable. Species-specific surveys should be conducted in order to ascertain the presence of species with the potential to be directly, indirectly, on or within a reasonable distance of the Project activities. CDFW recommends the City of Stockton rely on survey and monitoring protocols and guidelines available at: www.wildlife.ca.gov/Conservation/Survey-Protocols. Alternative survey protocols may be warranted; justification should be provided to substantiate why an alternative protocol is necessary. Acceptable species-specific survey procedures should be developed in consultation with CDFW and the U.S. Fish and Wildlife Service, where necessary. Some aspects of the Project may warrant periodic updated surveys for certain sensitive taxa, particularly if the Project is proposed to occur over a protracted time frame, or in phases, or if surveys are completed during periods of drought or deluge.

4. A complete analysis of water resources including mapping of groundwater dependent ecosystems (GDEs) and interconnected surface water (ISW) within San Joaquin County. Analysis should assess potential localized reduction in groundwater levels and associated reduction in groundwater availability for GDEs and ISW.

5. A thorough, recent (within the last two years), floristic-based assessment of special-status plants and natural communities, following CDFW's *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities* (see www.wildlife.ca.gov/Conservation/Plants).

6. Information on the regional setting that is critical to an assessment of environmental impacts, with special emphasis on resources that are rare or unique to the region (CEQA Guidelines § 15125[c]).

Analysis of Direct, Indirect, and Cumulative Impacts to Biological Resources

The EIR should provide a thorough discussion of the Project's potential direct, indirect, and cumulative impacts on biological resources. To ensure that Project impacts on biological resources are fully analyzed, the following information should be included in the EIR:

1. The EIR should define the threshold of significance for each impact and describe the criteria used to determine whether the impacts are significant (CEQA Guidelines, § 15064, subd. (f)). The EIR must demonstrate that the significant environmental impacts of the Project were adequately investigated and discussed and it must permit the significant effects of the Project to be considered in the full environmental context.

2. A discussion of potential impacts from lighting, noise, human activity, and wildlife-human interactions created by Project activities especially those adjacent to natural areas, exotic and/or invasive species occurrences, and drainages. The EIR should address Project-related changes to drainage patterns and water quality within, upstream, and downstream of the Project site, including: volume, velocity, and frequency of existing and post-Project surface flows; polluted runoff; soil erosion and/or sedimentation in streams and water bodies; and post-Project fate of runoff from the Project site.

3. A discussion of potential indirect Project impacts on biological resources, including resources in areas adjacent to the Project footprint, such as nearby public lands (e.g., National Forests, State Parks, etc.), open space, adjacent natural habitats, riparian ecosystems, wildlife corridors, and any designated and/or proposed reserve or mitigation lands (e.g., preserved lands associated with a Conservation or Recovery Plan, or other conserved lands).

4. A cumulative effects analysis developed as described under CEQA Guidelines section 15130. The EIR should discuss the Project's cumulative impacts to natural resources and determine if that contribution would result in a significant impact. The EIR should include a list of present, past, and probable future projects producing related impacts to biological resources or shall include a summary of the projections contained in an adopted local, regional, or statewide plan, that consider conditions contributing to a cumulative effect. The cumulative analysis shall include impact analysis of vegetation and habitat reductions within the area and their potential cumulative effects. Please include all potential direct and indirect Project-related impacts to riparian areas, wetlands, wildlife corridors or wildlife movement areas, aquatic habitats, sensitive species and/or special-status species, open space, and adjacent natural habitats in the cumulative effects analysis.

Mitigation Measures for Project Impacts to Biological Resources

The EIR should include appropriate and adequate avoidance, minimization, and/or mitigation measures for all direct, indirect, and cumulative impacts that are expected to occur as a result of the construction and long-term operation and maintenance of the Project. CDFW also recommends the environmental documentation provide scientifically supported discussion regarding adequate avoidance, minimization, and/or mitigation measures to address the Project's significant impacts upon fish and wildlife and their habitat. For individual projects, mitigation must be roughly proportional to the level of impacts, including cumulative impacts, in accordance with the provisions of CEQA (Guidelines § § 15126.4(a)(4)(B), 15064, 15065, and 16355). In order for mitigation measures to be effective, they must be specific, enforceable, and feasible actions that will improve environmental conditions. When proposing measures to avoid, minimize, or mitigate impacts, CDFW recommends consideration of the following:

1. *Fully Protected Species*: Several Fully Protected Species (Fish & G. Code § 3511) have the potential to occur within or adjacent to the Project area, including, but not limited to: White-Tailed Kite (*Elanus leucurus*)]. Fully protected species may not be taken or possessed at any time. Project activities described in the EIR should be designed to completely avoid any fully protected species that have the potential to be present within or adjacent to the Project area. CDFW also recommends the EIR fully analyze potential adverse impacts to fully protected species due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends that the City of Stockton include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce indirect impacts to fully protected species.

2. *Species of* Special Concern: Several Species of Special Concern (SSC) have the potential to occur within or adjacent to the Project area, including, but not limited to: western spadefoot (*Spea hammondii*), Burrowing Owl (*Athene cunicularia*). Project activities described in the EIR should be designed to avoid any SSC that have the potential to be present within or adjacent to the Project area. CDFW also recommends that the EIR fully analyze potential adverse impacts to SSC due to habitat modification, loss of foraging habitat, and/or interruption of migratory and breeding behaviors. CDFW recommends the City of Stockton include in the analysis how appropriate avoidance, minimization and mitigation measures will reduce impacts to SSC.
3. *Sensitive Plant Communities*: CDFW considers sensitive plant communities to be imperiled habitats having both local and regional significance. Plant communities, alliances, and associations with a statewide ranking of S-1, S-2, S-3, and S-4 should be considered sensitive and declining at the local and regional level. These ranks can be obtained by querying the CNDDB and are included in *The Manual of California Vegetation* (Sawyer 2009). The EIR should include measures to fully avoid and otherwise protect sensitive plant communities from Project-related direct and indirect impacts.

4. *Native Wildlife Nursey Sites:* CDFW recommends the EIR fully analyze potential adverse impacts to native wildlife nursey sites, including but not limited to bat maternity roosts. Based on review of Project materials, aerial photography, and observation of the site from public roadways, the Project site contains potential nursery site habitat for structure and tree roosting bats and is near potential foraging habitat. Bats are considered non-game mammals and are afforded protection by state law from take and/or harassment, (Fish & G. Code, § 4150; Cal. Code of Regs, § 251.1). CDFW recommends that the EIR fully identify the Project's potential impacts to native wildlife nursery sites, and include appropriate avoidance, minimization and mitigation measures to reduce impacts or mitigate any potential significant impacts to bat nursery sites.

5. *Mitigation*: CDFW considers adverse Project-related impacts to sensitive species and habitats to be significant to both local and regional ecosystems, and the EIR should include mitigation measures for adverse Project-related impacts to these resources. Mitigation measures should emphasize avoidance and reduction of Project impacts. For unavoidable impacts, onsite habitat restoration, enhancement, or permanent protection should be evaluated and discussed in detail. If onsite mitigation is not feasible or would not be biologically viable and therefore not adequately mitigate the loss of biological functions and values, offsite mitigation through habitat creation and/or acquisition and preservation in perpetuity should be addressed.

   The EIR should include measures to perpetually protect the targeted habitat values within mitigation areas from direct and indirect adverse impacts in order to meet mitigation objectives to offset Project-induced qualitative and quantitative losses of biological values. Specific issues that should be addressed include restrictions on access, proposed land dedications, long-term monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc.

6. *Habitat Revegetation/Restoration Plans*: Plans for restoration and revegetation should be prepared by persons with expertise in the regional ecosystems and native plant restoration techniques. Plans should identify the assumptions used to develop the proposed restoration strategy. Each plan should include, at a minimum: (a) the location of restoration sites and assessment of appropriate reference sites; (b) the plant species to be used, sources of local propagules, container sizes, and seeding rates; (c) a schematic depicting the mitigation area; (d) a local seed and cuttings and planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity. Monitoring of restoration areas should extend across

a sufficient time frame to ensure that the new habitat is established, self-sustaining, and capable of surviving drought.

CDFW recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. Onsite seed collection should be appropriately timed to ensure the viability of the seeds when planted. Onsite vegetation mapping at the alliance and/or association level should be used to develop appropriate restoration goals and local plant palettes. Reference areas should be identified to help guide restoration efforts. Specific restoration plans should be developed for various Project components as appropriate. Restoration objectives should include protecting special habitat elements or re-creating them in areas affected by the Project. Examples may include retention of woody material, logs, snags, rocks, and brush piles. Fish and Game Code sections 1002, 1002.5 and 1003 authorize CDFW to issue permits for the take or possession of plants and wildlife for scientific, educational, and propagation purposes. Please see our website for more information on Scientific Collecting Permits at www.wildlife.ca.gov/Licensing/Scientific-Collecting#53949678-regulations-.

7. *Nesting Birds:* Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the federal Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). CDFW implemented the MBTA by adopting the Fish and Game Code section 3513. Fish and Game Code sections 3503, 3503.5 and 3800 provide additional protection to nongame birds, birds of prey, their nests and eggs. Sections 3503, 3503.5, and 3513 of the Fish and Game Code afford protective measures as follows: section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by the Fish and Game Code or any regulation made pursuant thereto; section 3503.5 states that is it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the Fish and Game Code or any regulation adopted pursuant thereto; and section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

   Potential habitat for nesting birds and birds of prey is present within the Project area. The Project should disclose all potential activities that may incur a direct or indirect take to nongame nesting birds within the Project footprint and its vicinity. Appropriate avoidance, minimization, and/or mitigation measures to avoid take must be included in the EIR.

CDFW recommends the EIR include specific avoidance and minimization measures to ensure that impacts to nesting birds or their nests do not occur. Project-specific avoidance and minimization measures may include, but not be limited to: Project phasing and timing, monitoring of Project-related noise (where applicable), sound walls, and buffers, where appropriate. The EIR should also include specific avoidance and minimization measures that will be implemented should a nest be located within the Project site. In addition to larger, protocol level survey efforts (e.g., Swainson's hawk surveys) and scientific assessments, CDFW recommends a final preconstruction survey be required no more than three (3) days prior to vegetation clearing or ground disturbance activities, as instances of nesting could be missed if surveys are conducted earlier.

8. *Moving out of Harm's Way:* The Project is anticipated to result in the clearing of natural habitats that support native species. To avoid direct mortality, the City of Stockton should state in the EIR a requirement for a qualified biologist with the proper handling permits, will be retained to be onsite prior to and during all ground- and habitat-disturbing activities. Furthermore, the EIR should describe that the qualified biologist with the proper permits may move out of harm's way special-status species or other wildlife of low or limited mobility that would otherwise be injured or killed from Project-related activities, as needed. The EIR should also describe qualified biologist qualifications and authorities to stop work to prevent direct mortality of special-status species. CDFW recommends fish and wildlife species be allowed to move out of harm's way on their own volition, if possible, and to assist their relocation as a last resort. It should be noted that the temporary relocation of onsite wildlife does not constitute effective mitigation for habitat loss.

9. *Translocation of Species*: CDFW generally does not support the use of relocation, salvage, and/or transplantation as the sole mitigation for impacts to rare, threatened, or endangered species as these efforts are generally experimental in nature and largely unsuccessful. Therefore, the EIR should describe additional mitigation measures utilizing habitat restoration, conservation, and/or preservation, in addition to avoidance and minimization measures, if it is determined that there may be impacts to rare, threatened, or endangered species.

The EIR should incorporate mitigation performance standards that would ensure that impacts are reduced to a less-than-significant level. Mitigation measures proposed in the EIR should be made a condition of approval of the Project. Please note that obtaining a permit from CDFW by itself with no other mitigation proposal may constitute mitigation deferral. CEQA Guidelines section 15126.4, subdivision (a)(1)(B) states that formulation of mitigation measures should not be deferred until some future time. To avoid deferring mitigation in this way, the EIR should describe avoidance, minimization and mitigation measures that would be implemented should the impact occur.

California Endangered Species Act

CDFW is responsible for ensuring appropriate conservation of fish and wildlife resources including threatened, endangered, and/or candidate plant and animal species, pursuant to CESA. CDFW recommends that a CESA Incidental Take Permit (ITP) be obtained if the Project has the potential to result in "take" (Fish & G. Code § 86 defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill") of State-listed CESA species, either through construction or over the life of the Project.

State-listed species with the potential to occur in the area include, but are not limited to: Tricolored Blackbird (*Agelaius tricolor*), Swainson's Hawk (*Buteo swainsoni*), palmate-bracted bird's-beak (*Chloropyron palmatum*), Least Bell's Vireo (*Vireo bellii pusillus*), and giant garter snake (*Thamnophis gigas*).

The EIR should disclose the potential of the Project to take State-listed species and how the impacts will be avoided, minimized, and mitigated. Please note that mitigation measures that are adequate to reduce impacts to a less-than significant level to meet CEQA requirements may not be enough for the issuance of an ITP. To facilitate the issuance of an ITP, if applicable, CDFW recommends the EIR include measures to minimize and fully mitigate the impacts to any State-listed species the Project has potential to take. CDFW encourages early consultation with staff to determine appropriate measures to facilitate future permitting processes and to engage with the U.S. Fish and Wildlife Service and/or National Marine Fisheries Service to coordinate specific measures if both State and federally listed species may be present within the Project vicinity.

Native Plant Protection Act

The Native Plant Protection Act (Fish & G. Code §1900 *et seq*.) prohibits the take or possession of State-listed rare and endangered plants, including any part or product thereof, unless authorized by CDFW or in certain limited circumstances. Take of State-listed rare and/or endangered plants due to Project activities may only be permitted through an ITP or other authorization issued by CDFW pursuant to California Code of Regulations, Title 14, section 786.9 subdivision (b).

Lake and Streambed Alteration Program

The EIR should identify all perennial, intermittent, and ephemeral rivers, streams, lakes, other hydrologically connected aquatic features, and any associated biological resources/habitats present within the entire Project footprint (including utilities, access and staging areas). The environmental document should analyze all potential temporary, permanent, direct, indirect and/or cumulative impacts to the above-mentioned features and associated biological resources/habitats that may occur because of the Project. If it is determined the Project will result in significant impacts to these resources the EIR shall propose appropriate avoidance, minimization and/or mitigation measures to reduce impacts to a less-than-significant level.

Section 1602 of the Fish and Game Code requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following:

1. Substantially divert or obstruct the natural flow of any river, stream or lake;

2. Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or

3. Deposit debris, waste or other materials where it may pass into any river, stream or lake.

Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year-round). This includes ephemeral streams and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

If upon review of an entity's notification, CDFW determines that the Project activities may substantially adversely affect an existing fish or wildlife resource, a Lake and Streambed Alteration (LSA) Agreement will be issued which will include reasonable measures necessary to protect the resource. CDFW's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if one is necessary, the EIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with CDFW is recommended, since modification of the Project may avoid or reduce impacts to fish and wildlife resources. Notifications for projects involving (1) sand, gravel or rock extraction, (2) timber harvesting operations, or (3) routine maintenance operations must be submitted using paper notification forms. All other LSA Notification types must be submitted online through CDFW's Environmental Permit Information Management System (EPIMS). For more information about EPIMS, please visit https://wildlife.ca.gov/Conservation/Environmental-Review/EPIMS. More information about LSA Notifications, paper forms and fees may be found at https://www.wildlife.ca.gov/Conservation/Environmental-Review/LSA.

Please note that other agencies may use specific methods and definitions to determine impacts to areas subject to their authorities. These methods and definitions often do not include all needed information for CDFW to determine the extent of fish and wildlife resources affected by activities subject to Notification under Fish and Game Code section 1602. Therefore, CDFW does not recommend relying solely on methods developed specifically for delineating areas subject to other agencies' jurisdiction (such as United States Army Corps of Engineers) when mapping lakes, streams, wetlands, floodplains, riparian areas, etc. in preparation for submitting a Notification of an LSA.

CDFW relies on the lead agency environmental document analysis when acting as a responsible agency issuing an LSA Agreement. CDFW recommends lead agencies

coordinate with us as early as possible, since potential modification of the proposed Project may avoid or reduce impacts to fish and wildlife resources and expedite the Project approval process.

The following information will be required for the processing of an LSA Notification and CDFW recommends incorporating this information into any forthcoming CEQA document(s) to avoid subsequent documentation and Project delays:

1. Mapping and quantification of lakes, streams, and associated fish and wildlife habitat (e.g., riparian habitat, freshwater wetlands, etc.) that will be temporarily and/or permanently impacted by the Project, including impacts from access and staging areas. Please include an estimate of impact to each habitat type.

2. Discussion of specific avoidance, minimization, and mitigation measures to reduce Project impacts to fish and wildlife resources to a less-than-significant level. Please refer to section 15370 of the CEQA Guidelines.

Based on review of Project materials, aerial photography and observation of the site from public roadways, the Project site supports North Littlejohns Creek and associated tributaries and riparian habitat. CDFW recommends the EIR fully identify the Project's potential impacts to the stream and/or its associated vegetation and wetlands.

ENVIRONMENTAL DATA

CEQA requires that information developed in environmental impact reports and negative declarations be incorporated into a database, which may be used to make subsequent or supplemental environmental determinations (Pub. Resources Code, § 21003, subd. (e)). Accordingly, please report any special-status species and natural communities detected during Project surveys to CNDDB. The CNNDB field survey form can be found at the following link: https://www.wildlife.ca.gov/Data/CNDDB/Submitting-Data. The completed form can be submitted online or mailed electronically to CNDDB at the following email address: CNDDB@wildlife.ca.gov.

FILING FEES

The Project, as proposed, would have an effect on fish and wildlife, and assessment of filing fees is necessary. Fees are payable upon filing of the Notice of Determination by the Lead Agency and serve to help defray the cost of environmental review by CDFW. Payment of the fee is required in order for the underlying project approval to be operative, vested, and final. (Cal. Code Regs, tit. 14, § 753.5; Fish & G. Code § 711.4; Pub. Resources Code, § 21089.)

CONCLUSION

Pursuant to Public Resources Code sections 21092 and 21092.2, CDFW requests written notification of proposed actions and pending decisions regarding the Project.

Written notifications shall be directed to: California Department of Fish and Wildlife North Central Region, 1701 Nimbus Road, Rancho Cordova, CA 95670.

CDFW appreciates the opportunity to comment on the Notice of Preparation of the EIR for the Mariposa Industrial Park #2 and recommends that the City of Stockton address CDFW's comments and concerns in the forthcoming EIR. CDFW personnel are available for consultation regarding biological resources and strategies to minimize impacts.

If you have any questions regarding the comments provided in this letter, or wish to schedule a meeting and/or site visit, please contact Zach Kearns, Environmental Scientist at (916) 358-1134 or zachary.kearns@wildlife.ca.gov.

Sincerely,

DocuSigned by:
Tanya Sheya
1ABC45303752499...

Tanya Sheya
Environmental Program Manager

ec: Billie Wilson, Senior Environmental Scientist (Supervisory)
Zach Kearns, Environmental Scientist

Department of Fish and Wildlife

Office of Planning and Research, State Clearinghouse, Sacramento

Literature Cited

Sawyer, J. O., T. Keeler-Wolf, and J. M. Evens. 2009. A Manual of California Vegetation, 2nd ed. California Native Plant Society Press, Sacramento, California. http://vegetation.cnps.org/

APPENDIX B
AIR QUALITY MODELING RESULTS

Mariposa 2 Cold Storage Detailed Report

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1.1. Basic Project Information

Data Field	Value
Project Name	Mariposa 2 Cold Storage
Construction Start Date	4/1/2024
Operational Year	2027
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	3.40
Precipitation (days)	31.2
Location	37.91930782306294, -121.20147319902988
County	San Joaquin
City	Unincorporated
Air District	San Joaquin Valley APCD
Air Basin	San Joaquin Valley
TAZ	2004
EDFZ	4
Electric Utility	Pacific Gas & Electric Company
Gas Utility	Pacific Gas & Electric
App Version	2022.1.1.19

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Refrigerated Warehouse-No Rail	1,779	1000sqft	40.8	1,779,390	217,800	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-5	Use Advanced Engine Tiers
Transportation	T-6	Implement Commute Trip Reduction Program (Mandatory Implementation and Monitoring)
Transportation	T-53*	Electrify Loading Docks
Energy	E-10-B	Establish Onsite Renewable Energy Systems: Solar Power
Water	W-7	Adopt a Water Conservation Strategy
Waste	S-1/S-2	Implement Waste Reduction Plan
Area Sources	LL-1	Replace Gas Powered Landscape Equipment with Zero-Emission Landscape Equipment

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.70	111	39.8	59.4	0.08	1.81	19.8	21.6	1.66	10.1	11.8	—	17,860	17,860	0.60	1.56	51.1	18,391
Mit.	4.62	111	15.9	61.1	0.08	0.19	19.8	19.9	0.19	10.1	10.2	—	17,860	17,860	0.60	1.56	51.1	18,391
% Reduced	19%	< 0.5%	60%	-3%	—	89%	—	8%	89%	—	13%	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	9.10	6.06	175	63.2	1.36	3.50	36.9	40.4	3.37	11.1	14.5	—	111,238	111,238	2.50	16.3	6.43	116,173
Mit.	5.31	4.06	142	67.1	1.36	2.03	36.9	39.0	2.03	11.1	13.2	—	111,238	111,238	2.50	16.3	6.43	116,173
% Reduced	42%	33%	19%	-6%	—	42%	—	4%	40%	—	9%	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	3.91	5.91	18.0	36.7	0.07	0.44	5.97	6.41	0.41	1.63	1.99	—	12,419	12,419	0.44	1.12	15.8	12,779
Mit.	3.13	5.63	12.0	37.9	0.07	0.14	5.97	6.11	0.14	1.63	1.75	—	12,419	12,419	0.44	1.12	15.8	12,779
% Reduced	20%	5%	33%	-3%	—	69%	—	5%	67%	—	12%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.71	1.08	3.29	6.70	0.01	0.08	1.09	1.17	0.08	0.30	0.36	—	2,056	2,056	0.07	0.19	2.61	2,116
Mit.	0.57	1.03	2.20	6.92	0.01	0.03	1.09	1.12	0.02	0.30	0.32	—	2,056	2,056	0.07	0.19	2.61	2,116
% Reduced	20%	5%	33%	-3%	—	69%	—	5%	67%	—	12%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	4.79	4.04	39.8	36.6	0.05	1.81	19.8	21.6	1.66	10.1	11.8	—	5,465	5,465	0.22	0.05	0.73	5,486
2024	5.70	5.04	24.3	59.4	0.08	0.61	8.50	9.12	0.57	2.09	2.66	—	17,860	17,860	0.60	1.56	51.1	18,391
2025	5.18	111	22.8	55.5	0.08	0.55	8.50	9.05	0.51	2.09	2.60	—	17,568	17,568	0.58	1.50	48.4	18,079

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	9.10	6.06	175	63.2	1.36	3.50	36.9	40.4	3.37	11.1	14.5	—	111,238	111,238	2.50	16.3	6.43	116,173
2024	5.23	4.54	25.7	50.5	0.08	0.61	8.50	9.12	0.57	2.09	2.66	—	17,183	17,183	0.65	1.56	1.32	17,666
2025	4.92	4.24	24.2	47.5	0.08	0.55	8.50	9.05	0.51	2.09	2.60	—	16,909	16,909	0.43	1.50	1.26	17,369
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.42	1.15	13.6	11.6	0.07	0.38	4.25	4.63	0.36	1.63	1.99	—	6,884	6,884	0.19	0.83	6.81	7,144
2024	3.91	3.28	18.0	36.7	0.06	0.44	5.97	6.41	0.41	1.47	1.88	—	12,419	12,419	0.44	1.12	15.8	12,779
2025	1.49	5.91	7.20	14.6	0.02	0.18	2.38	2.56	0.17	0.58	0.75	—	4,934	4,934	0.12	0.42	5.91	5,068
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.26	0.21	2.48	2.12	0.01	0.07	0.78	0.85	0.07	0.30	0.36	—	1,140	1,140	0.03	0.14	1.13	1,183
2024	0.71	0.60	3.29	6.70	0.01	0.08	1.09	1.17	0.08	0.27	0.34	—	2,056	2,056	0.07	0.19	2.61	2,116
2025	0.27	1.08	1.31	2.66	< 0.005	0.03	0.43	0.47	0.03	0.11	0.14	—	817	817	0.02	0.07	0.98	839

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.59	0.59	2.65	29.4	0.05	0.10	19.8	19.9	0.10	10.1	10.2	—	5,465	5,465	0.22	0.05	0.73	5,486
2024	4.62	4.16	15.9	61.1	0.08	0.19	8.50	8.70	0.19	2.09	2.28	—	17,860	17,860	0.60	1.56	51.1	18,391
2025	4.18	111	15.2	57.3	0.08	0.19	8.50	8.70	0.19	2.09	2.28	—	17,568	17,568	0.58	1.50	48.4	18,079
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	5.31	4.06	142	67.1	1.36	2.03	36.9	39.0	2.03	11.1	13.2	—	111,238	111,238	2.50	16.3	6.43	116,173
2024	4.15	3.67	17.3	52.2	0.08	0.19	8.50	8.70	0.19	2.09	2.28	—	17,183	17,183	0.65	1.56	1.32	17,666

2025	3.92	3.44	16.6	49.3	0.08	0.19	8.50	8.70	0.19	2.09	2.28	—	16,909	16,909	0.43	1.50	1.26	17,369
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.74	0.60	7.75	11.3	0.07	0.11	4.25	4.36	0.11	1.63	1.75	—	6,884	6,884	0.19	0.83	6.81	7,144
2024	3.13	2.66	12.0	37.9	0.06	0.14	5.97	6.11	0.14	1.47	1.60	—	12,419	12,419	0.44	1.12	15.8	12,779
2025	1.14	5.63	4.62	15.1	0.02	0.06	2.38	2.43	0.06	0.58	0.64	—	4,934	4,934	0.12	0.42	5.91	5,068
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.14	0.11	1.42	2.06	0.01	0.02	0.78	0.80	0.02	0.30	0.32	—	1,140	1,140	0.03	0.14	1.13	1,183
2024	0.57	0.48	2.20	6.92	0.01	0.03	1.09	1.12	0.02	0.27	0.29	—	2,056	2,056	0.07	0.19	2.61	2,116
2025	0.21	1.03	0.84	2.76	< 0.005	0.01	0.43	0.44	0.01	0.11	0.12	—	817	817	0.02	0.07	0.98	839

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	16.9	53.9	17.6	148	0.37	0.47	30.8	31.3	0.45	7.84	8.29	1,690	64,626	66,316	177	3.99	47,538	119,456
Mit.	13.8	51.1	14.8	121	0.31	0.41	25.1	25.5	0.40	6.39	6.79	856	57,687	58,543	92.5	3.31	47,516	109,360
% Reduced	18%	5%	16%	18%	18%	11%	18%	18%	11%	18%	18%	49%	11%	12%	48%	17%	< 0.5%	8%
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.8	52.8	19.9	126	0.35	0.47	30.8	31.3	0.45	7.84	8.29	1,690	61,961	63,651	177	4.12	47,424	116,718
Mit.	12.9	50.2	16.7	103	0.29	0.41	25.1	25.5	0.40	6.39	6.79	856	55,515	56,371	92.6	3.42	47,424	107,128
% Reduced	18%	5%	16%	18%	18%	11%	18%	18%	11%	18%	18%	49%	10%	11%	48%	17%	< 0.5%	8%

Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	15.8	52.8	18.9	127	0.35	0.47	30.2	30.7	0.45	7.69	8.14	1,690	62,586	64,276	177	4.06	47,471	117,372
Mit.	12.9	50.2	15.9	104	0.29	0.41	24.6	25.0	0.40	6.27	6.67	856	56,025	56,881	92.6	3.37	47,462	107,661
% Reduced	18%	5%	16%	18%	18%	11%	18%	18%	11%	18%	18%	49%	10%	12%	48%	17%	< 0.5%	8%
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.88	9.64	3.46	23.2	0.06	0.08	5.51	5.60	0.08	1.40	1.48	280	10,362	10,642	29.2	0.67	7,859	19,432
Mit.	2.36	9.16	2.90	18.9	0.05	0.08	4.50	4.57	0.07	1.14	1.22	142	9,276	9,417	15.3	0.56	7,858	17,825
% Reduced	18%	5%	16%	18%	18%	11%	18%	18%	11%	18%	18%	49%	10%	12%	48%	17%	< 0.5%	8%

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	16.6	15.2	15.2	146	0.36	0.29	30.8	31.1	0.27	7.84	8.11	—	36,713	36,713	1.27	1.57	116	37,330
Area	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	27,160	27,160	4.19	0.48	—	27,409
Water	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Waste	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	16.9	53.9	17.6	148	0.37	0.47	30.8	31.3	0.45	7.84	8.29	1,690	64,626	66,316	177	3.99	47,538	119,456
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Mobile	15.5	14.1	17.6	124	0.33	0.29	30.8	31.1	0.27	7.84	8.11	—	34,048	34,048	1.41	1.70	3.02	34,593
Area	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	27,160	27,160	4.19	0.48	—	27,409
Water	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Waste	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	15.8	52.8	19.9	126	0.35	0.47	30.8	31.3	0.45	7.84	8.29	1,690	61,961	63,651	177	4.12	47,424	116,718
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	15.5	14.1	16.6	125	0.34	0.29	30.2	30.5	0.27	7.69	7.96	—	34,674	34,674	1.34	1.64	50.3	35,246
Area	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	27,160	27,160	4.19	0.48	—	27,409
Water	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Waste	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	15.8	52.8	18.9	127	0.35	0.47	30.2	30.7	0.45	7.69	8.14	1,690	62,586	64,276	177	4.06	47,471	117,372
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.83	2.58	3.02	22.8	0.06	0.05	5.51	5.57	0.05	1.40	1.45	—	5,741	5,741	0.22	0.27	8.32	5,835
Area	—	7.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.05	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	4,497	4,497	0.69	0.08	—	4,538
Water	—	—	—	—	—	—	—	—	—	—	—	131	125	255	13.4	0.32	—	686
Waste	—	—	—	—	—	—	—	—	—	—	—	149	0.00	149	14.9	0.00	—	522
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,851	7,851
Total	2.88	9.64	3.46	23.2	0.06	0.08	5.51	5.60	0.08	1.40	1.48	280	10,362	10,642	29.2	0.67	7,859	19,432

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	13.5	12.4	12.4	119	0.29	0.23	25.1	25.4	0.22	6.39	6.61	—	29,925	29,925	1.03	1.28	94.9	30,428
Area	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	27,160	27,160	4.19	0.48	—	27,409
Water	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Waste	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	13.8	51.1	14.8	121	0.31	0.41	25.1	25.5	0.40	6.39	6.79	856	57,687	58,543	92.5	3.31	47,516	109,360
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.7	11.5	14.3	101	0.27	0.23	25.1	25.4	0.22	6.39	6.61	—	27,752	27,752	1.15	1.38	2.46	28,196
Area	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	27,160	27,160	4.19	0.48	—	27,409
Water	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Waste	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	12.9	50.2	16.7	103	0.29	0.41	25.1	25.5	0.40	6.39	6.79	856	55,515	56,371	92.6	3.42	47,424	107,128
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	12.7	11.5	13.5	102	0.28	0.23	24.6	24.9	0.22	6.27	6.49	—	28,262	28,262	1.09	1.34	41.0	28,729
Area	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	27,160	27,160	4.19	0.48	—	27,409
Water	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Waste	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421

Total	12.9	50.2	15.9	104	0.29	0.41	24.6	25.0	0.40	6.27	6.67	856	56,025	56,881	92.6	3.37	47,462	107,661
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	2.31	2.10	2.47	18.6	0.05	0.04	4.50	4.54	0.04	1.14	1.18	—	4,679	4,679	0.18	0.22	6.78	4,756
Area	—	7.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.05	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	4,497	4,497	0.69	0.08	—	4,538
Water	—	—	—	—	—	—	—	—	—	—	—	104	99.7	204	10.7	0.26	—	549
Waste	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	131
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,851	7,851
Total	2.36	9.16	2.90	18.9	0.05	0.08	4.50	4.57	0.07	1.14	1.22	142	9,276	9,417	15.3	0.56	7,858	17,825

3. Construction Emissions Details

3.1. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.70	3.95	39.7	35.5	0.05	1.81	—	1.81	1.66	—	1.66	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	4.70	3.95	39.7	35.5	0.05	1.81	—	1.81	1.66	—	1.66	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.45	0.38	3.81	3.40	< 0.005	0.17	—	0.17	0.16	—	0.16	—	508	508	0.02	< 0.005	—	510
Dust From Material Movement	—	—	—	—	—	—	1.88	1.88	—	0.97	0.97	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.70	0.62	< 0.005	0.03	—	0.03	0.03	—	0.03	—	84.1	84.1	< 0.005	< 0.005	—	84.4
Dust From Material Movement	—	—	—	—	—	—	0.34	0.34	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.06	1.09	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	169	169	0.01	0.01	0.73	172
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	0.86	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	153	153	0.01	0.01	0.02	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	15.0	15.0	< 0.005	< 0.005	0.03	15.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	< 0.005	2.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.2. Site Preparation (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.50	0.50	2.59	28.3	0.05	0.10	—	0.10	0.10	—	0.10	—	5,295	5,295	0.21	0.04	—	5,314
Dust From Material Movement	—	—	—	—	—	—	19.7	19.7	—	10.1	10.1	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.05	0.25	2.71	< 0.005	0.01	—	0.01	0.01	—	0.01	—	508	508	0.02	< 0.005	—	510
Dust From Material Movement	—	—	—	—	—	—	1.88	1.88	—	0.97	0.97	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.50	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	84.1	84.1	< 0.005	< 0.005	—	84.4
Dust From Material Movement	—	—	—	—	—	—	0.34	0.34	—	0.18	0.18	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.09	0.06	1.09	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	169	169	0.01	0.01	0.73	172

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.08	0.08	0.86	0.00	0.00	0.15	0.15	0.00	0.03	0.03	—	153	153	0.01	0.01	0.02	155
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	15.0	15.0	< 0.005	< 0.005	0.03	15.2
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.49	2.49	< 0.005	< 0.005	< 0.005	2.52
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.3. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	4.43	3.72	37.3	31.4	0.06	1.59	—	1.59	1.47	—	1.47	—	6,598	6,598	0.27	0.05	—	6,621

Dust From Material Movement	—	—	—	—	—	—	10.1	10.1	—	3.79	3.79	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.18	0.15	1.53	1.29	< 0.005	0.07	—	0.07	0.06	—	0.06	—	271	271	0.01	< 0.005	—	272
Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.16	0.16	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.28	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	44.9	44.9	< 0.005	< 0.005	—	45.0
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	0.98	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.02	177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	4.57	2.25	137	30.8	1.30	1.90	26.7	28.6	1.90	7.30	9.21	—	104,465	104,465	2.22	16.3	6.41	109,375

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.36	7.36	< 0.005	< 0.005	0.01	7.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.19	0.10	5.53	1.25	0.05	0.08	1.08	1.16	0.08	0.30	0.37	—	4,292	4,292	0.09	0.67	4.40	4,498
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.22	1.22	< 0.005	< 0.005	< 0.005	1.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	0.02	1.01	0.23	0.01	0.01	0.20	0.21	0.01	0.05	0.07	—	711	711	0.02	0.11	0.73	745

3.4. Grading (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.64	0.64	4.43	35.3	0.06	0.12	—	0.12	0.12	—	0.12	—	6,598	6,598	0.27	0.05	—	6,621
Dust From Material Movement	—	—	—	—	—	—	10.1	10.1	—	3.79	3.79	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.18	1.45	< 0.005	0.01	—	0.01	0.01	—	0.01	—	271	271	0.01	< 0.005	—	272

Dust From Material Movement	—	—	—	—	—	—	0.42	0.42	—	0.16	0.16	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.27	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	44.9	44.9	< 0.005	< 0.005	—	45.0
Dust From Material Movement	—	—	—	—	—	—	0.08	0.08	—	0.03	0.03	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.10	0.09	0.09	0.98	0.00	0.00	0.17	0.17	0.00	0.04	0.04	—	175	175	0.01	0.01	0.02	177
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	4.57	2.25	137	30.8	1.30	1.90	26.7	28.6	1.90	7.30	9.21	—	104,465	104,465	2.22	16.3	6.41	109,375
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	7.36	7.36	< 0.005	< 0.005	0.01	7.47
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.19	0.10	5.53	1.25	0.05	0.08	1.08	1.16	0.08	0.30	0.37	—	4,292	4,292	0.09	0.67	4.40	4,498
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.22	1.22	< 0.005	< 0.005	< 0.005	1.24
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Hauling	0.03	0.02	1.01	0.23	0.01	0.01	0.20	0.21	0.01	0.05	0.07	—	711	711	0.02	0.11	0.73	745

3.5. Building Construction (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.50	1.26	11.8	13.2	0.02	0.55	—	0.55	0.51	—	0.51	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	1.20	1.34	< 0.005	0.06	—	0.06	0.05	—	0.05	—	244	244	0.01	< 0.005	—	245
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.02	0.22	0.24	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.4	40.4	< 0.005	< 0.005	—	40.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.73	3.42	3.50	36.8	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,525	6,525	0.41	0.26	0.80	6,614
Vendor	0.48	0.31	11.9	4.04	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,518	8,518	0.16	1.28	0.59	8,904
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.35	0.31	3.83	0.00	0.00	0.63	0.63	0.00	0.15	0.15	—	681	681	0.04	0.03	1.36	691
Vendor	0.05	0.03	1.19	0.40	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	866	866	0.02	0.13	1.00	907
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.70	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	113	113	0.01	< 0.005	0.23	114
Vendor	0.01	0.01	0.22	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	143	143	< 0.005	0.02	0.17	150
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.6. Building Construction (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.84	14.8	0.02	0.08	—	0.08	0.07	—	0.07	—	2,397	2,397	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.03	0.29	1.51	< 0.005	0.01	—	0.01	0.01	—	0.01	—	244	244	0.01	< 0.005	—	245
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.05	0.28	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	40.4	40.4	< 0.005	< 0.005	—	40.5
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.73	3.42	3.50	36.8	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,525	6,525	0.41	0.26	0.80	6,614
Vendor	0.48	0.31	11.9	4.04	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,518	8,518	0.16	1.28	0.59	8,904
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.38	0.35	0.31	3.83	0.00	0.00	0.63	0.63	0.00	0.15	0.15	—	681	681	0.04	0.03	1.36	691
Vendor	0.05	0.03	1.19	0.40	0.01	0.01	0.22	0.23	0.01	0.06	0.07	—	866	866	0.02	0.13	1.00	907
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.06	0.70	0.00	0.00	0.11	0.11	0.00	0.03	0.03	—	113	113	0.01	< 0.005	0.23	114
Vendor	0.01	0.01	0.22	0.07	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01	—	143	143	< 0.005	0.02	0.17	150
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.44	1.20	11.2	13.1	0.02	0.50	—	0.50	0.46	—	0.46	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.03	0.86	8.04	9.39	0.02	0.36	—	0.36	0.33	—	0.33	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	0.16	1.47	1.71	< 0.005	0.07	—	0.07	0.06	—	0.06	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.77	3.50	2.34	42.6	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	7,065	7,065	0.34	0.26	28.3	7,180
Vendor	0.50	0.33	10.7	3.70	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,397	8,397	0.16	1.28	22.8	8,805
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.32	3.03	3.06	33.6	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,381	6,381	0.39	0.26	0.73	6,470
Vendor	0.47	0.31	11.4	3.77	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,404	8,404	0.16	1.28	0.59	8,790
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.53	2.19	2.00	24.7	0.00	0.00	4.41	4.41	0.00	1.03	1.03	—	4,686	4,686	0.26	0.19	8.75	4,757
Vendor	0.35	0.23	8.00	2.65	0.04	0.08	1.57	1.65	0.08	0.43	0.52	—	6,016	6,016	0.11	0.92	7.01	6,299
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.40	0.37	4.50	0.00	0.00	0.80	0.80	0.00	0.19	0.19	—	776	776	0.04	0.03	1.45	788
Vendor	0.06	0.04	1.46	0.48	0.01	0.02	0.29	0.30	0.02	0.08	0.09	—	996	996	0.02	0.15	1.16	1,043
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.8. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.35	0.33	2.83	14.8	0.02	0.08	—	0.08	0.07	—	0.07	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.83	14.8	0.02	0.08	—	0.08	0.07	—	0.07	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.25	0.24	2.03	10.6	0.02	0.05	—	0.05	0.05	—	0.05	—	1,717	1,717	0.07	0.01	—	1,723
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.04	0.37	1.94	< 0.005	0.01	—	0.01	0.01	—	0.01	—	284	284	0.01	< 0.005	—	285
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.77	3.50	2.34	42.6	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	7,065	7,065	0.34	0.26	28.3	7,180
Vendor	0.50	0.33	10.7	3.70	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,397	8,397	0.16	1.28	22.8	8,805
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.32	3.03	3.06	33.6	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,381	6,381	0.39	0.26	0.73	6,470

Vendor	0.47	0.31	11.4	3.77	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,404	8,404	0.16	1.28	0.59	8,790
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	2.53	2.19	2.00	24.7	0.00	0.00	4.41	4.41	0.00	1.03	1.03	—	4,686	4,686	0.26	0.19	8.75	4,757
Vendor	0.35	0.23	8.00	2.65	0.04	0.08	1.57	1.65	0.08	0.43	0.52	—	6,016	6,016	0.11	0.92	7.01	6,299
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.46	0.40	0.37	4.50	0.00	0.00	0.80	0.80	0.00	0.19	0.19	—	776	776	0.04	0.03	1.45	788
Vendor	0.06	0.04	1.46	0.48	0.01	0.02	0.29	0.30	0.02	0.08	0.09	—	996	996	0.02	0.15	1.16	1,043
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.35	1.13	10.4	13.0	0.02	0.43	—	0.43	0.40	—	0.40	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.37	0.31	2.90	3.62	0.01	0.12	—	0.12	0.11	—	0.11	—	666	666	0.03	0.01	—	669
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.07	0.06	0.53	0.66	< 0.005	0.02	—	0.02	0.02	—	0.02	—	110	110	< 0.005	< 0.005	—	111
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.39	3.13	2.11	39.0	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,914	6,914	0.33	0.26	25.7	7,026
Vendor	0.44	0.27	10.3	3.50	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,257	8,257	0.16	1.22	22.7	8,648
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.16	2.86	2.81	30.9	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,247	6,247	0.18	0.26	0.67	6,330
Vendor	0.41	0.25	10.9	3.56	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,264	8,264	0.16	1.22	0.59	8,632
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.88	0.80	0.65	8.80	0.00	0.00	1.71	1.71	0.00	0.40	0.40	—	1,779	1,779	0.05	0.07	3.08	1,805
Vendor	0.12	0.07	2.97	0.99	0.02	0.03	0.61	0.64	0.03	0.17	0.20	—	2,295	2,295	0.04	0.34	2.72	2,400
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.12	1.61	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	295	295	0.01	0.01	0.51	299

Vendor	0.02	0.01	0.54	0.18	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	380	380	0.01	0.06	0.45	397
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.10. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.08	—	0.08	0.07	—	0.07	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.35	0.33	2.82	14.8	0.02	0.08	—	0.08	0.07	—	0.07	—	2,398	2,398	0.10	0.02	—	2,406
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.10	0.09	0.79	4.12	0.01	0.02	—	0.02	0.02	—	0.02	—	666	666	0.03	0.01	—	669
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.14	0.75	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	110	110	< 0.005	< 0.005	—	111
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.39	3.13	2.11	39.0	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,914	6,914	0.33	0.26	25.7	7,026
Vendor	0.44	0.27	10.3	3.50	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,257	8,257	0.16	1.22	22.7	8,648
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	3.16	2.86	2.81	30.9	0.00	0.00	6.28	6.28	0.00	1.47	1.47	—	6,247	6,247	0.18	0.26	0.67	6,330
Vendor	0.41	0.25	10.9	3.56	0.06	0.12	2.23	2.34	0.12	0.62	0.73	—	8,264	8,264	0.16	1.22	0.59	8,632
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.88	0.80	0.65	8.80	0.00	0.00	1.71	1.71	0.00	0.40	0.40	—	1,779	1,779	0.05	0.07	3.08	1,805
Vendor	0.12	0.07	2.97	0.99	0.02	0.03	0.61	0.64	0.03	0.17	0.20	—	2,295	2,295	0.04	0.34	2.72	2,400
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.16	0.15	0.12	1.61	0.00	0.00	0.31	0.31	0.00	0.07	0.07	—	295	295	0.01	0.01	0.51	299
Vendor	0.02	0.01	0.54	0.18	< 0.005	0.01	0.11	0.12	0.01	0.03	0.04	—	380	380	0.01	0.06	0.45	397
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.95	0.80	7.45	9.98	0.01	0.35	—	0.35	0.32	—	0.32	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.08	0.07	0.61	0.82	< 0.005	0.03	—	0.03	0.03	—	0.03	—	124	124	0.01	< 0.005	—	125
Paving	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.11	0.15	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	20.6	20.6	< 0.005	< 0.005	—	20.6
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	139	139	0.01	0.01	0.52	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.01	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.75	1.75	< 0.005	< 0.005	< 0.005	1.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.12. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	0.16	1.93	10.6	0.01	0.03	—	0.03	0.03	—	0.03	—	1,511	1,511	0.06	0.01	—	1,517
Paving	—	1.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.16	0.87	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	124	124	0.01	< 0.005	—	125
Paving	—	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.16	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.6	20.6	< 0.005	< 0.005	—	20.6
Paving	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.04	0.78	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	139	139	0.01	0.01	0.52	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	10.6	10.6	< 0.005	< 0.005	0.02	10.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.75	1.75	< 0.005	< 0.005	< 0.005	1.77
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.04	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.49	5.49	< 0.005	< 0.005	—	5.51
Architectural Coatings	—	4.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.91
Architectural Coatings	—	0.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68	0.63	0.42	7.79	0.00	0.00	1.26	1.26	0.00	0.29	0.29	—	1,383	1,383	0.07	0.05	5.14	1,405

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.6	52.6	< 0.005	< 0.005	0.09	53.4
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.71	8.71	< 0.005	< 0.005	0.02	8.84
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.14. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.65	0.96	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	110	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.04	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	5.49	5.49	< 0.005	< 0.005	—	5.51
Architectural Coatings	—	4.52	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.91	0.91	< 0.005	< 0.005	—	0.91
Architectural Coatings	—	0.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.68	0.63	0.42	7.79	0.00	0.00	1.26	1.26	0.00	0.29	0.29	—	1,383	1,383	0.07	0.05	5.14	1,405
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.26	0.00	0.00	0.05	0.05	0.00	0.01	0.01	—	52.6	52.6	< 0.005	< 0.005	0.09	53.4

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.05	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	8.71	8.71	< 0.005	< 0.005	0.02	8.84
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	16.6	15.2	15.2	146	0.36	0.29	30.8	31.1	0.27	7.84	8.11	—	36,713	36,713	1.27	1.57	116	37,330
Total	16.6	15.2	15.2	146	0.36	0.29	30.8	31.1	0.27	7.84	8.11	—	36,713	36,713	1.27	1.57	116	37,330
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	15.5	14.1	17.6	124	0.33	0.29	30.8	31.1	0.27	7.84	8.11	—	34,048	34,048	1.41	1.70	3.02	34,593

Total	15.5	14.1	17.6	124	0.33	0.29	30.8	31.1	0.27	7.84	8.11	—	34,048	34,048	1.41	1.70	3.02	34,593
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	2.83	2.58	3.02	22.8	0.06	0.05	5.51	5.57	0.05	1.40	1.45	—	5,741	5,741	0.22	0.27	8.32	5,835
Total	2.83	2.58	3.02	22.8	0.06	0.05	5.51	5.57	0.05	1.40	1.45	—	5,741	5,741	0.22	0.27	8.32	5,835

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	13.5	12.4	12.4	119	0.29	0.23	25.1	25.4	0.22	6.39	6.61	—	29,925	29,925	1.03	1.28	94.9	30,428
Total	13.5	12.4	12.4	119	0.29	0.23	25.1	25.4	0.22	6.39	6.61	—	29,925	29,925	1.03	1.28	94.9	30,428
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	12.7	11.5	14.3	101	0.27	0.23	25.1	25.4	0.22	6.39	6.61	—	27,752	27,752	1.15	1.38	2.46	28,196
Total	12.7	11.5	14.3	101	0.27	0.23	25.1	25.4	0.22	6.39	6.61	—	27,752	27,752	1.15	1.38	2.46	28,196
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehou Rail	2.31	2.10	2.47	18.6	0.05	0.04	4.50	4.54	0.04	1.14	1.18	—	4,679	4,679	0.18	0.22	6.78	4,756
Total	2.31	2.10	2.47	18.6	0.05	0.04	4.50	4.54	0.04	1.14	1.18	—	4,679	4,679	0.18	0.22	6.78	4,756

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	4,028	4,028	0.65	0.08	—	4,068
Total	—	—	—	—	—	—	—	—	—	—	—	—	4,028	4,028	0.65	0.08	—	4,068

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Total	—	—	—	—	—	—	—	—	—	—	—	—	24,331	24,331	3.94	0.48	—	24,571
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	4,028	4,028	0.65	0.08	—	4,068

Total	—	—	—	—	—	—	—	—	—	—	—	—	4,028	4,028	0.65	0.08	—	4,068

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Total	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Total	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.05	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	468	468	0.04	< 0.005	—	470
Total	0.05	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	468	468	0.04	< 0.005	—	470

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Total	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Total	0.26	0.13	2.37	1.99	0.01	0.18	—	0.18	0.18	—	0.18	—	2,829	2,829	0.25	0.01	—	2,837
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	0.05	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	468	468	0.04	< 0.005	—	470
Total	0.05	0.02	0.43	0.36	< 0.005	0.03	—	0.03	0.03	—	0.03	—	468	468	0.04	< 0.005	—	470

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	38.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	38.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	6.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	7.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	38.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	38.1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	38.5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	6.95	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.08	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	7.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Total	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Total	—	—	—	—	—	—	—	—	—	—	—	789	753	1,541	81.0	1.94	—	4,142
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	131	125	255	13.4	0.32	—	686
Total	—	—	—	—	—	—	—	—	—	—	—	131	125	255	13.4	0.32	—	686

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigera Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Total	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigera ted Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Total	—	—	—	—	—	—	—	—	—	—	—	631	602	1,233	64.8	1.55	—	3,314
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigera ted Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	104	99.7	204	10.7	0.26	—	549
Total	—	—	—	—	—	—	—	—	—	—	—	104	99.7	204	10.7	0.26	—	549

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigera ted Warehou se-No Rail	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154

Total	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154
Total	—	—	—	—	—	—	—	—	—	—	—	901	0.00	901	90.1	0.00	—	3,154
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	149	0.00	149	14.9	0.00	—	522
Total	—	—	—	—	—	—	—	—	—	—	—	149	0.00	149	14.9	0.00	—	522

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Total	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigera Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Total	—	—	—	—	—	—	—	—	—	—	—	225	0.00	225	22.5	0.00	—	788
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	131
Total	—	—	—	—	—	—	—	—	—	—	—	37.3	0.00	37.3	3.73	0.00	—	131

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,851	7,851
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,851	7,851

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Refrigerated Warehouse-No Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	47,421	47,421
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Refrigerated Warehou Rail	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,851	7,851
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	7,851	7,851

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Sequest	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Site Preparation	Site Preparation	9/1/2023	10/19/2023	5.00	35.0	—
Grading	Grading	10/20/2023	11/9/2023	5.00	15.0	—
Building Construction	Building Construction	11/10/2023	5/22/2025	5.00	400	—
Paving	Paving	5/23/2025	7/3/2025	5.00	30.0	—
Architectural Coating	Architectural Coating	7/4/2025	7/24/2025	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Average	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Average	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Average	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Average	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	3.00	7.00	84.0	0.37

Building Construction	Welders	Diesel	Average	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Average	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Site Preparation	Rubber Tired Dozers	Diesel	Tier 4 Final	3.00	8.00	367	0.40
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	4.00	8.00	84.0	0.37
Grading	Excavators	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Grading	Graders	Diesel	Tier 4 Final	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Tier 4 Final	1.00	8.00	367	0.40
Grading	Scrapers	Diesel	Tier 4 Final	2.00	8.00	423	0.48
Grading	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	2.00	8.00	84.0	0.37
Building Construction	Cranes	Diesel	Tier 4 Final	1.00	7.00	367	0.29
Building Construction	Forklifts	Diesel	Tier 4 Final	3.00	8.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Tier 4 Final	3.00	7.00	84.0	0.37
Building Construction	Welders	Diesel	Tier 4 Final	1.00	8.00	46.0	0.45
Paving	Pavers	Diesel	Tier 4 Final	2.00	8.00	81.0	0.42
Paving	Paving Equipment	Diesel	Tier 4 Final	2.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Tier 4 Final	2.00	8.00	36.0	0.38
Architectural Coating	Air Compressors	Diesel	Tier 4 Final	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	1,439	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	747	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	292	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	149	11.9	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	9.10	HHDT,MHDT

Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Site Preparation	—	—	—	—
Site Preparation	Worker	17.5	11.9	LDA,LDT1,LDT2
Site Preparation	Vendor	—	9.10	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	20.0	11.9	LDA,LDT1,LDT2
Grading	Vendor	—	9.10	HHDT,MHDT
Grading	Hauling	1,439	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	747	11.9	LDA,LDT1,LDT2
Building Construction	Vendor	292	9.10	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	15.0	11.9	LDA,LDT1,LDT2
Paving	Vendor	—	9.10	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	149	11.9	LDA,LDT1,LDT2

Architectural Coating	Vendor	—	9.10	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	0.00	0.00	2,669,085	889,695	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (cy)	Material Exported (cy)	Acres Graded (acres)	Material Demolished (sq. ft.)	Acres Paved (acres)
Site Preparation	—	—	52.5	0.00	—
Grading	172,627	—	45.0	0.00	—
Paving	0.00	0.00	0.00	0.00	15.0

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Refrigerated Warehouse-No Rail	15.0	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	204	0.03	< 0.005
2025	0.00	204	0.03	< 0.005
2023	0.00	204	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	3,772	3,772	3,772	1,376,892	43,288	43,288	43,288	15,800,066

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Refrigerated Warehouse-No Rail	3,075	3,075	3,075	1,122,300	35,284	35,284	35,284	12,878,586

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	2,669,085	889,695	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	43,536,840	204	0.0330	0.0040	8,827,852

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Refrigerated Warehouse-No Rail	43,536,840	204	0.0330	0.0040	8,827,852

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	411,483,938	3,057,053

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Refrigerated Warehouse-No Rail	329,187,150	2,445,642

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	1,673	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Refrigerated Warehouse-No Rail	418	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Refrigerated Warehouse-No Rail	Cold storage	R-404A	3,922	7.50	7.50	7.50	25.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	17.0	annual days of extreme heat
Extreme Precipitation	3.45	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	6.81	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	0	0	0	N/A
Drought	0	0	0	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	N/A
Flooding	1	1	1	2
Drought	1	1	1	2
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	50.5

AQ-PM	53.4
AQ-DPM	41.1
Drinking Water	96.0
Lead Risk Housing	66.7
Pesticides	88.4
Toxic Releases	38.0
Traffic	28.5
Effect Indicators	—
CleanUp Sites	44.3
Groundwater	30.9
Haz Waste Facilities/Generators	91.1
Impaired Water Bodies	43.8
Solid Waste	80.0
Sensitive Population	—
Asthma	64.1
Cardio-vascular	92.0
Low Birth Weights	49.9
Socioeconomic Factor Indicators	—
Education	94.6
Housing	65.6
Linguistic	92.8
Poverty	81.8
Unemployment	93.3

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract

Economic	—
Above Poverty	11.77980239
Employed	2.502245605
Median HI	7.981521879
Education	—
Bachelor's or higher	3.079686898
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	16.15552419
Active commuting	29.19286539
Social	—
2-parent households	85.79494418
Voting	23.71358912
Neighborhood	—
Alcohol availability	71.53856025
Park access	2.194276915
Retail density	9.739509817
Supermarket access	12.70370846
Tree canopy	80.31566791
Housing	—
Homeownership	40.94700372
Housing habitability	48.55639677
Low-inc homeowner severe housing cost burden	90.97908379
Low-inc renter severe housing cost burden	66.09778006
Uncrowded housing	18.27280893
Health Outcomes	—

Insured adults	40.74169126
Arthritis	41.4
Asthma ER Admissions	39.4
High Blood Pressure	21.8
Cancer (excluding skin)	74.5
Asthma	23.6
Coronary Heart Disease	15.5
Chronic Obstructive Pulmonary Disease	12.3
Diagnosed Diabetes	28.6
Life Expectancy at Birth	7.9
Cognitively Disabled	29.3
Physically Disabled	17.3
Heart Attack ER Admissions	23.7
Mental Health Not Good	11.5
Chronic Kidney Disease	27.1
Obesity	2.1
Pedestrian Injuries	65.6
Physical Health Not Good	10.5
Stroke	19.7
Health Risk Behaviors	—
Binge Drinking	52.5
Current Smoker	6.5
No Leisure Time for Physical Activity	5.4
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	5.0

Elderly	51.6
English Speaking	8.7
Foreign-born	53.9
Outdoor Workers	23.0
Climate Change Adaptive Capacity	—
Impervious Surface Cover	86.3
Traffic Density	40.0
Traffic Access	0.0
Other Indices	—
Hardship	94.9
Other Decision Support	—
2016 Voting	12.8

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	94.0
Healthy Places Index Score for Project Location (b)	6.00
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Characteristics: Project Details	No changes.
Construction: Construction Phases	Anticipated construction schedule.
Construction: Architectural Coatings	Per project mitigation measure.
Operations: Fleet Mix	Per project traffic study.
Operations: Architectural Coatings	Per project mitigation measure.
Operations: Vehicle Data	Per project traffic study.
Construction: Paving	Estimated paved parking area per number of spaces.

ENVIRONMENTAL PERMITTING SPECIALISTS
Air Quality • Permitting • OHSA • RMP/PSM

TECHNICAL MEMORANDUM

To: Charlie Simpson
BaseCamp Environment, Inc.

Date: June 20, 2023

From: Ray Kapahi RK
Tel: 916-687-8352
E-Mail: ray.kapahi@gmail.com

Subject: Mariposa 2 Industrial Park Screening Level Health Risk Analysis

I have completed a screening level health risk analysis (HRA) for the proposed Mariposa 2 Industrial Park to be located on Mariposa Road in Stockton. The analysis is based on estimates of emissions during the construction and operational phases. The emission estimates are based on the May 12, 2023 CalEEMod emissions reported completed by BaseCamp Environmental. A copy of the emissions report is attached.

The main toxic air pollutant associated with the construction and operational phases is diesel particulate matter (DPM). DPM is released from the construction equipment and from heavy duty trucks. Annual emission rate of fine particulate (PM-10) is used as a surrogate for DPM.

The following emission rates were used in the HRA.

	Max Emissions	Source
Construction Phase	0.03 tons/yr 50 lbs/yr	Page 13 CalEEMod Report
Operational Phase	24.03 lbs/yr	Traffic data Page 71 and attached emission calculations from truck idling and truck movement

The results of the HRA are presented in terms of a cancer risk score at various distances from the project site. A score above 10 indicated a potential for significant health risks and therefore a more refined

health risks assessment is required. Since there are no short-term (acute) health risks associated with exposure to DPM, acute hazard indices are not calculated.

The results of the screening HRA indicate that for the construction phase, the cancer risk score is below 10 at all located beyond 100 meters (327 feet). As you know, there are no homes within 100 meters of the site so the health risks are insignificant. The cancer risk score would be lower for the operational phase as the annual emissions are 24.0 lbs/yr that is lower than emissions during the construction phase.

Overall, these results indicate there is no need to complete an detailed, refined health risk assessment.

Name	**Air Toxics "Hot Spots" Information and Assessment Act of 1987 Facility Prioritization Scores Prioritization 2.0 SJVAPCD**								
Applicability	Use this spreadsheet to generate a Prioritization when emission rates of HAPs are known. Entries required in yellow areas, output in grey areas.								
Author or updater	R Kapahi	*Last Update*	May 30, 2023						
Facility:	Mariposa 2 Risk Screen Construction Phase								
ID#:	Max Annual DMP = 0.03 tons/yr (60 lbs/yr)								
Project #:	From CalEEMod Run Detailed Report Page 13.								
Data Entered by:									
Location									
Inputs	Operating Hours hr/yr	Height (m)							
	8760	3							
	Receptor Proximity & Proximity Factors (Meters)	**Emissions Potency Method**			**Dispersion Adjustment Method**				
		Carc Scores	Non-Carc Scores	Facility Ranking	Carc Scores	Non-Carc Scores	Facility Ranking		
	0< R<100 1.000	30.60	0.21	High Priority	30.24000	0.20548	High Priority		Medium Priority
	100≤R<250 0.250	7.65	0.05	Medium Priority	7.56000	0.05137	Medium Priority		Medium Priority
	250≤R<500 0.040	1.22	0.01	Medium Priority	1.20960	0.00822	Medium Priority		Medium Priority
				Low			Low		Low
72559	Dichlorodiphenyldichloroethylene {DDE}			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
73354	Dichloroethylene			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
62737	Dichlorovos {DDVP}			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
9901	Diesel engine exhaust, particulate matter (Diesel PM)	6.00E+01		6.85E-03	5.04E-01	3.06E+01	2.05E-01	0.00E+00	2.05E-01
111422	Diethanolamine			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
79447	Dimethyl carbamoyl chloride			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
68122	Dimethyl formamide			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00
124403	Dimethylamine			0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00	0.00E+00

APPENDIX C
BIOLOGICAL RESOURCES REPORT

MOORE BIOLOGICAL CONSULTANTS

June 15, 2023

Mr. Rob Mitchell
Greenlaw Development LLC
18301 Von Karman Avenue
Irvine, CA 92612

Subject: "MARIPOSA INDUSTRIAL PARK 2", SAN JOAQUIN COUNTY, CALIFORNIA: BIOLOGICAL ASSESSMENT

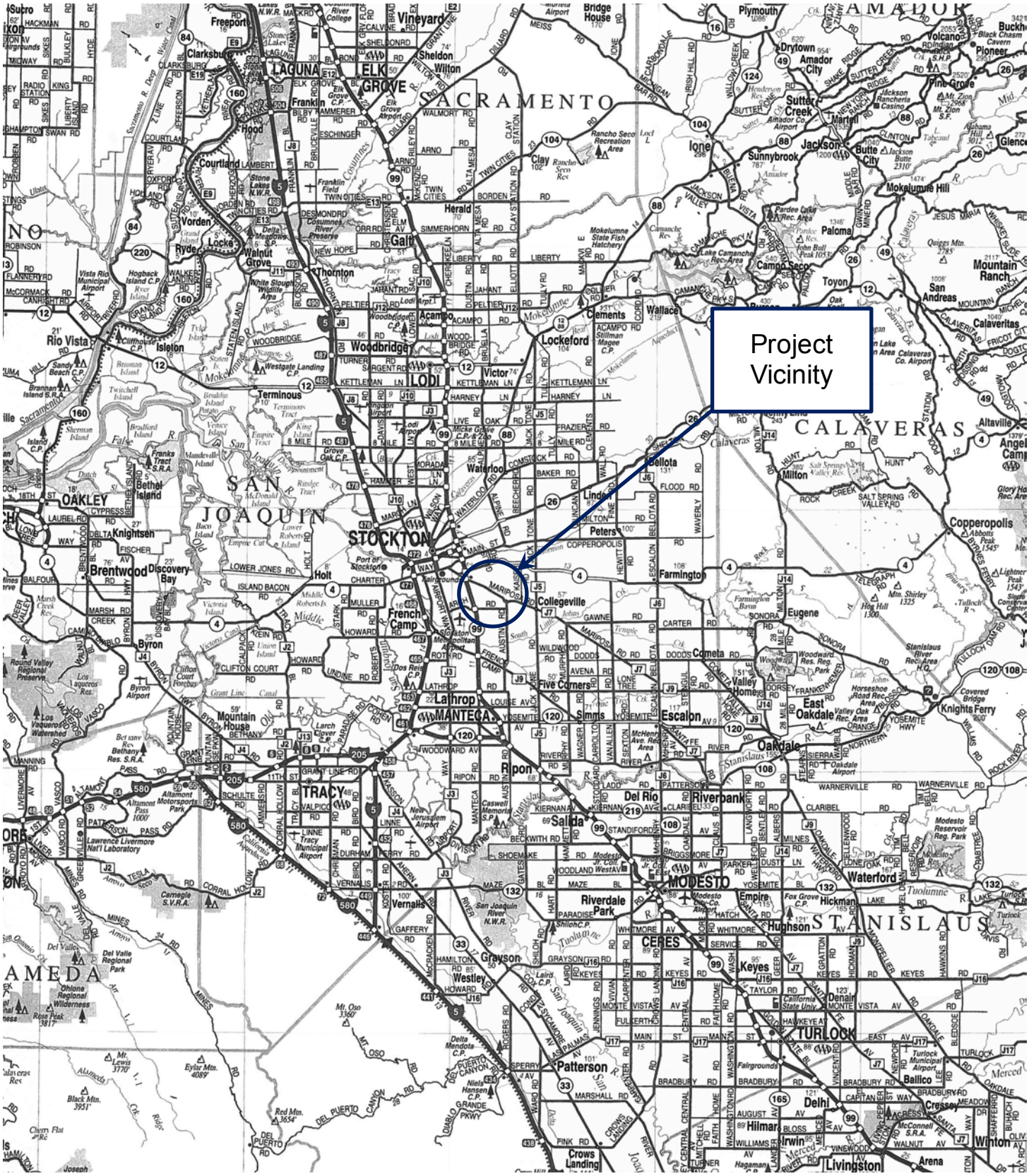
Dear Rob:

Thank you for asking Moore Biological Consultants to prepare a Biological Assessment (BA) for this project southeast of Stockton, in San Joaquin County, California (Figures 1 and 2). The purposes of the BA are to describe existing biological resources in the project site, identify potentially significant impacts to biological resources from the project, and provide recommendations for how to reduce those impacts to a less-than-significant level. The work involved reviewing databases, aerial photographs, and documents, and conducting field surveys to document vegetation communities, potentially jurisdictional Waters of the U.S. and/or wetlands, and potentially suitable habitat for or presence of special-status species.

Project Overview

The project site is envisioned for industrial development concurrent with industrial growth in this portion of San Joaquin County. The proposed development is industrial "high-cube" warehouses with associated trailer, truck and vehicle parking (see Conceptual Site Plan in Attachment A).

10330 Twin Cities Road, Suite 30 • P.O. Box 822 • Galt, CA 95632
(209) 745–1159 • Fax (209) 745-7513
e-mail: moorebio@softcom.net



Source: California State Automobile Association

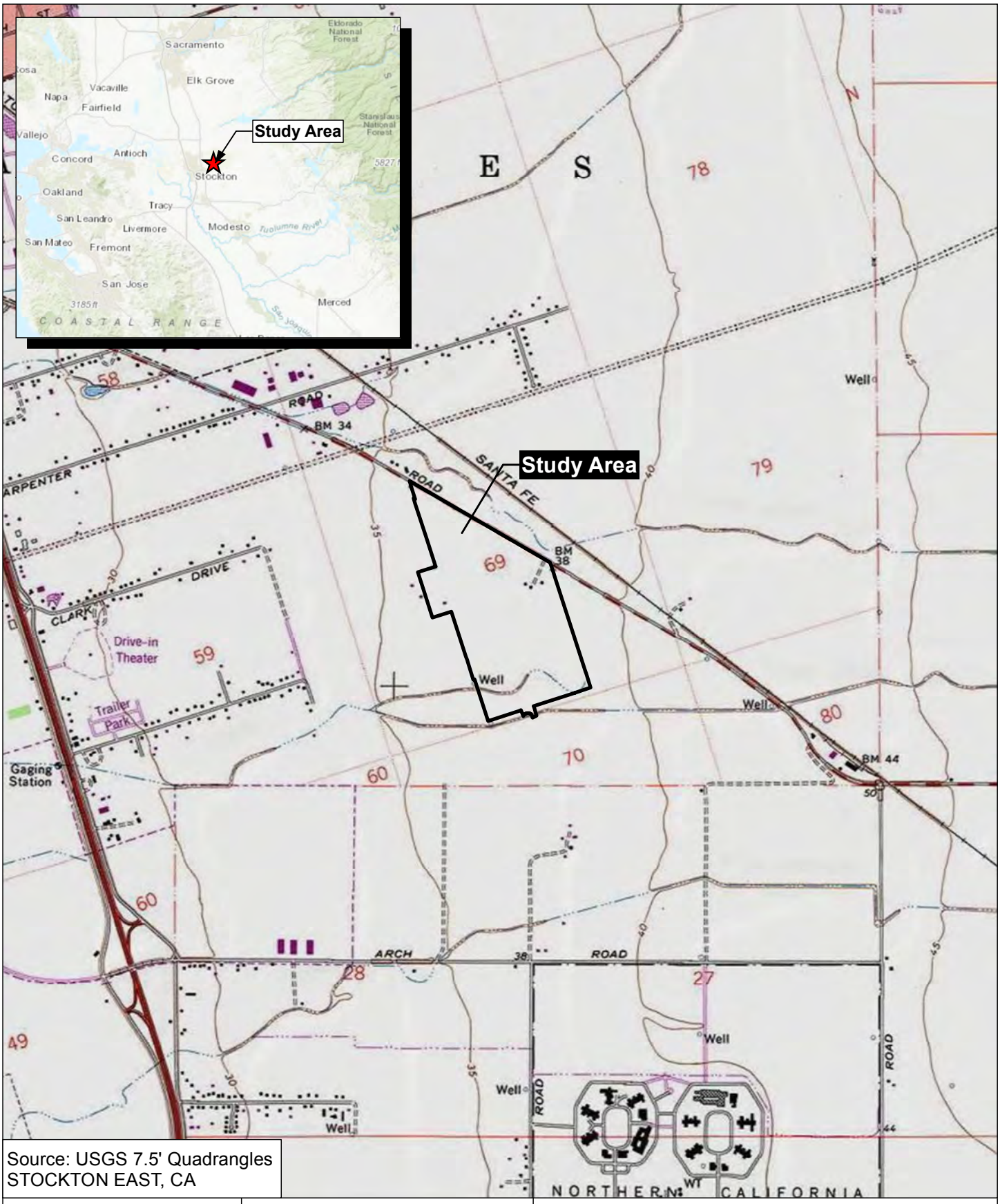
Moore Biological Consultants

N
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0 9 18 Miles

FIGURE 1

PROJECT VICINITY



Source: USGS 7.5' Quadrangles
STOCKTON EAST, CA

Figure 2

Moore Biological Consultants

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N W E S

Map Date: 03/28/2023

USGS

Mariposa Industrial Park 2

San Joaquin County, CA

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Construction would involve grading and excavation as required to accommodate the proposed new buildings and site improvements. Site development would involve the construction of required frontage improvements along Mariposa Road, including concrete curb, gutter, and sidewalk, as well as potential signalization improvements.

On-site wastewater and water lines would be installed and connected to offsite mains. Storm water will be treated on-site and then released in to North Littlejohn's Creek via a new storm drain outfall that will be constructed on the parcel to the west of the site.

The project also includes a potential Emergency Vehicle Access Road across North Littlejohns Creek between the south edge of the site and the north end of Newcastle Road.

Methods

Prior to the field surveys, we conducted a search of California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB, 2021); an updated database search was conducted in 2023 (CNDB, 2023). The CNDDB search included the USGS 7.5-minute Stockton West, Stockton East, Lathrop, and Manteca topographic quadrangles, encompassing approximately 240+/- square miles surrounding the site (Attachment B). The United States Fish and Wildlife Service (USFWS*)* IPaC Trust Resource Report of Federally Threatened and Endangered species that may occur in or be affected by projects in the project vicinity was also reviewed (Attachment B). This information was used to identify special-status wildlife and plant species that have been previously documented in the vicinity or have the potential to occur based on suitable habitat and geographical distribution. Additionally, the CNDDB depicts the locations of sensitive habitats. The USFWS on-line-maps of designated critical habitat in the area were also downloaded.

Field surveys were conducted on October 21 and 29, 2021, April 25 and 26, 2022, and March 16 and 23, 2023. The surveys consisted of walking throughout the site making observations of habitat conditions and noting surrounding land uses, habitat types, and plant and wildlife species.

A preliminary delineation of potentially jurisdictional Waters of the U.S. and wetlands was undertaken on March 16 and 23, 2023 by Diane S. Moore, M.S. and Colleen A. Laskowski, M.S. Potentially jurisdictional areas were delineated in accordance with the U.S. Army Corps of Engineers (ACOE) Wetland Delineation Manual (ACOE, 1987) and Arid West Region Regional Supplement (ACOE, 2008). The boundaries of the aquatic resources were mapped using a Trimble GeoXT Global Positioning System (GPS) unit. The GPS data was corrected using the nearest available base station and combined with a 2022 Google Earth aerial photograph in ArcGIS to create an aquatic resources delineation map.

Field surveys also included a search for special-status species and potentially suitable habitat for special-status species (e.g., areas with unusual soils, blue elderberry shrubs). Additionally, trees in and near the site were assessed for the potential use by nesting raptors, especially Swainson's hawk (*Buteo swainsoni*). The grassland areas in the site were searched for burrowing owls (*Athene cunicularia*) or ground squirrel burrows with evidence of past occupancy. Creeks in the site were also assessed for potential to support giant garter snake (*Thamnophis gigas*) and western pond turtle (*Emys marmorata*).

Results

GENERAL SETTING: The project site is just southeast of Stockton, in San Joaquin County, California. The site is within Section 69, in Township 1 North, Range 7 East of the USGS 7.5-minute Stockton East topographic quadrangle (Figure 2). The site is essentially level and is at an elevation of approximately 40 feet above mean sea level.

The body of the site is a large leveled field that has been intensively farmed for decades; there are also two relatively small residential parcels just west of the large field. The body of the site was being farmed in corn during 2021 and in a tomato crop during 2022 (Figure 3 and photographs in Attachment B). The body of the site was fallow during the 2023 surveys.

North Littlejohns Creek, which is just off-site to the south, flows northeast to southwest along the west part of the south edge of the site. There is a constructed agricultural ditch along the west edge of the site, a portion of which is a realigned tributary to North Littlejohns Creek.

There are a few trees in the site, most of which are located along the edges of the large field. There are also several trees surrounding the home sites in the residential parcels and a cluster of oaks in the northeast part of the site remaining from a historic home site.

Land uses in this portion of San Joaquin County are a mixture of agricultural, residential, and industrial. Mariposa Road borders the general northeast edge of the site and there is cropland further north, across Mariposa Road. Lands generally south of the site have been converted into heavy industrial use within the last several years and there is industrial development just south of the site and to the east of the site. A home site, orchard, and open grassland fields border the west edge of the site.

VEGETATION: The body of the site is a large field that is intensively cultivated and primarily consists of planted crops and bare dirt. Annual grassland vegetation in the site is restricted to the edges of the farmed field, along the road shoulders, in the residential parcels, and in the vicinity of the cluster of trees in the farmed field. Oats (*Avena* sp.), soft chess brome (*Bromus hordeaceus*), ripgut brome (*B. diandrus*), foxtail barley (*Hordeum murinum*), and perennial ryegrass (*Lolium perenne*) are the dominant grasses in the site. Other grassland species such as



Figure 3

Moore Biological Consultants

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N W E S

Map Date: 03/28/2023
Aerial Source: Google Earth (04/26/2022)

AERIAL

Mariposa Industrial Park 2

San Joaquin County, CA

C:\EC_INC\Projects\Moore Biological\Mariposa_Industrial_Park_2\MXD\mariposa_industrial_park_2_aerial_figure_3.mxd

yellow star-thistle (*Centaurea solstitialis*), bull thistle (*Cirsium vulgare*), morning glory (*Convolvulus arvensis*), prickly lettuce (*Lactuca serriola*), Canadian horseweed (*Erigeron canadensis*), and filaree (*Erodium* spp.) are intermixed with the grasses. Table 1 is a list of plant species observed in the site.

The majority of the trees in the site are valley oaks (*Quercus lobata*), most of which are relatively large. There are lesser amounts of Fremont's cottonwood (*Populus fremontii*) and Gooding's black willow (*Salix gooddingii*), primarily associated with the constructed ditch along the west of the site and at the potential EVA crossing of North Littlejohns Creek (Figure 3 and photographs in Attachment B). Trees in the residential parcels are primarily blue gum (*Eucalyptus sp.*) and ornamental landscape species.

No blue elderberry shrubs (*Sambucus nigra ssp. caerulea*) were observed in or adjacent to the project site.

The potential EVA crossing of North Littlejohns Creek and the constructed ditch along the west edge of the site support a mixture of upland species as well as some hydrophytic species common to creek habitats. Curly dock (*Rumex crispus*), pale smartweed (*Persicaria lapathifolia*), seaside barley (*Hordeum marinum*), and umbrella sedge (*Cyperus eragrostis*) are dominant hydrophytes in the beds and along the banks of North Littlejohns Creek and the constructed ditch. There are some also some patches of cattails (*Typha sp.*), but no expansive areas that would be described as marsh habitat.

WILDLIFE: A variety of common bird species were observed in the site during the field surveys. Red-tailed hawk (*Buteo jamaicensis*), white-tailed kite (*Elanus leucurus*), American crow (*Corvus brachyrhynchos*), northern mockingbird (*Mimus polyglottos*), western kingbird (*Tyrannus verticalis*), California scrubjay (*Aphelocoma californica*), black phoebe (*Sayornis nigricans*), mourning dove (*Zenaida macroura*), Brewer's blackbird (*Euphagus cyanocephalus*), and house

TABLE 1

PLANT SPECIES OBSERVED IN THE SITE

Abutilon theophrasti	velvetleaf
Asclepias fascicularis	narrow-leaf milkweed
Avena sp.	oat
Brassica nigra	black mustard
Bromus diandrus	ripgut brome
Bromus hordeaceus	soft chess brome
Capsella bursa-pastoris	shepherd's purse
Carduus pycnocephalus	Italian thistle
Centaurea solstitialis	yellow star-thistle
Cerastium glomeratum	mouse-eared chickweed
Cirsium vulgare	bull thistle
Conium maculatum	poison hemlock
Convolvulus arvensis	morning glory
Cynodon dactylon	Bermuda grass
Cyperus eragrostis	umbrella sedge
Daucus carota	Queen Anne's lace
Dittrichia graveolens	stinkwort
Epilobium brachycarpum	willowherb
Erigeron bonariensis	flax-leaved horseweed
Erigeron canadensis	Canadian horseweed
Erodium botrys	filaree
Eucalyptus sp.	blue gum tree
Foeniculum vulgare	fennel
Galium aparine	common bedstraw
Geranium molle	soft geranium
Geranium dissectum	cut-leaf geranium
Helminthotheca echioides	bristly ox-tongue
Hordeum marinum	seaside barley
Hordeum murinum	foxtail barley
Lactuca serriola	prickly lettuce
Leontodon saxatilis	long-beaked hawkbit
Leymus triticoides	creeping wild rye
Lolium perenne	perennial ryegrass

TABLE 1 (Continued)
PLANT SPECIES OBSERVED IN THE SITE

Malva neglecta	common mallow
Paspalum dilatatum	golden crown grass
Persicaria lapathifolia	pale smartweed
Plantago lanceolata	English plantain
Polygonum aviculare	prostrate knotweed
Populus fremontii	Fremont cottonwood
Quercus lobata	valley oak
Raphanus sativus	wild radish
Rosa californica	California wild rose
Rumex crispus	curly dock
Salix gooddingii	Goodding's black willow
Salsola tragus	Russian thistle
Sonchus asper	prickly sow thistle
Sorghum halepense	Johnsongrass
Trifolium hirtum	rose clover
Typha sp.	cattail
Vicia villosa	common vetch
Xanthium strumarium	cocklebur

finch (*Carpodacus mexicanus*) are representative bird species observed in and near the site (Table 2).

There are several trees in and near the site that are suitable for nesting raptors, including Swainson's hawks. A pair of Swainson's hawks was observed repeatedly flying over and perching in a large cottonwood along the west edge of the site during the April and May 2022 surveys. Swainson's hawks were also observed documented nesting approximately 0.6 miles south of the site and approximately 0.3 miles west of the site in Spring 2023.

TABLE 2

WILDLIFE SPECIES OBSERVED IN THE SITE

Birds	
Turkey vulture	*Cathartes aura*
White-tailed kite	*Elanus leucurus*
Northern harrier	*Circus cyaneus*
Sharp-shinned hawk	*Accipiter striatus*
Red-tailed hawk	*Buteo jamaicensis*
Swainson's hawk	*Buteo swainsoni*
American kestrel	*Falco sparverius*
Killdeer	*Charadrius vociferus*
Mourning dove	*Zenaida macroura*
Acorn woodpecker	*Melanerpes formicivorus*
Northern flicker	*Colaptes auratus*
Black phoebe	*Sayornis nigricans*
Western kingbird	*Tyrannus verticalis*
California scrubjay	*Aphelocoma californica*
Northern mockingbird	*Mimus polyglottos*
American crow	*Corvus brachyrhynchos*
European starling	*Sturnus vulgaris*
Western bluebird	*Sialia mexicana*
White-crowned sparrow	*Zonotrichia leucophrys*
Western meadowlark	*Sturnella neglecta*
Ruby-crowned kinglet	*Regulus calendula*
Brewer's blackbird	*Euphagus cyanocephalus*
House finch	*Carpodacus mexicanus*
Mammals	
California ground squirrel	*Otospermophilus beecheyi*
Coyote	*Canis latrans*
Raccoon	*Procyon lotor*
Black-tailed hare	*Lepus californicus*
Reptiles	
Western fence lizard	*Sceloporus occidentalis*

There are several potential nest trees in the site and in close proximity to the site that are suitable for nesting raptors and other protected migratory birds, including Swainson's hawk. It is likely one or more pairs of raptors nest in trees in or adjacent to the site during most years. The trees in and adjacent to the site provide suitable nesting habitat for smaller birds, such as songbirds. Other species such as red-winged blackbird (*Agelaius phoeniceus*) and killdeer (*Charadrius vociferous*) may nest in the grasslands or on the ground in the site.

While a variety of mammals are likely to occur in the project site, California ground squirrel (*Otopermophilus beecheyi*) was the only mammal observed during the field surveys. A coyote (*Canis latrans*) carcass was observed along Mariposa Road, tracks of raccoon (*Procyon lotor*) were observed in North Littlejohns Creek, and scat from a black-tailed hare (*Lepus californicus*) was also observed. Other mammals such as striped skunk (*Mephitis mephitis*) and Virginia opossum (*Didelphis virginiana*) are expected to occur in the site on occasion. A number of species of small rodents including mice (*Mus musculus, Reithrodontomys megalotis,* and *Peromyscus maniculatus*) and voles (*Microtus californicus*) also likely occur.

Due to lack of suitable habitat, few amphibians and reptiles are expected to use habitats in the site and western fence lizard (*Sceloporus occidentalis*) was the only amphibian or reptile observed within the site. Other common species including Pacific chorus frog (*Pseudacris regilla*), gopher snake (*Pituophis melanoleucus*), common king snake (*Lampropeltis getulus*), and common garter snake (*Thamnophis sirtalis*) are expected to occur at the site.

North Littlejohns Creek and the constructed ditch are intermittent and dry much of the year. Due their hydrologic regimes, North Littlejohns Creek and the constructed ditch do not provide suitable aquatic habitat to support fish.

AQUATIC RESOURCES: Waters of the U.S., including wetlands, are defined under 33 Code of Federal Regulations (CFR) 328 to include navigable waterways, their tributaries, and adjacent wetlands. State and federal agencies regulate these habitats and Section 404 of the Clean Water Act requires that a permit be secured prior to the discharge of dredged or fill materials into any Waters of the U.S. The California Regional Water Quality Control Board (RWQCB) implements Section 401 of the Clean Water Act by issuing 401 Certification in support of 404 permits. Many jurisdictional Waters of the U.S. in California also fall under the jurisdiction of CDFW.

"Waters of the U.S.", as defined in 33 CFR 328.4, encompasses Territorial Seas, Tidal Waters, and Non-Tidal Waters; Non-Tidal Waters includes interstate and intrastate rivers and streams, their tributaries, and their adjacent wetlands. The limit of federal jurisdiction of Non-Tidal Waters of the U.S. extends to the "ordinary high water mark" (OHWM). The OHWM is established by physical characteristics such as a natural water line impressed on the bank, presence of shelves, destruction of terrestrial vegetation, or the presence of litter and debris.

Wetlands are vegetated areas that meet specific vegetation, soil, and hydrologic criteria defined by the ACOE *Wetlands Delineation Manual* and Regional Supplement (ACOE, 1987; 2008). Wetlands that are adjacent to and hydrologically very closely associated with jurisdictional lakes, rivers, streams, and tributaries can also fall under ACOE jurisdiction as "adjacent wetlands". Pursuant to a May 2023 Supreme Court decision, adjacent wetlands must have a continuous surface connection with a jurisdictional Water of the U.S. such that the wetland is indistinguishable from the adjacent water. Geographically and hydrologically isolated wetlands are outside federal jurisdiction, but are regulated by RWQCB as a "Water of the State".

Jurisdictional Waters of the U.S. and wetlands include, but are not limited to, most perennial and intermittent creeks and lakes, as well as adjacent wetlands

such as riparian wetlands along the edges of rivers. Waters of the U.S., wetlands, and other aquatic habitats provide critical habitat components, such as nest sites and a reliable source of water, for a wide variety of wildlife species.

A total of 0.408+/- acres of potential Waters of the U.S. was delineated in the project site (Figure 4 and photographs in Attachment C). This total includes North Littlejohns Creek and a ditch along the west edge of the site that is tributary to North Littlejohns Creek. There are no wetlands in the site. The remainder of the site is vegetated in ruderal upland vegetation, with soils that appear well draining. No other areas meeting the technical and regulatory criteria of jurisdictional Waters of the U.S. or wetlands were observed in the site.

The project site contains a short section of North Littlejohns Creek encompassing a total of 0.069+/- acres at the potential EVA road crossing of the creek (Figure 4 and photographs in Attachment C). The potential jurisdictional limit of this section of North Little Johns Creek is defined by an OHWM. North Littlejohns Creek is intermittent, primarily conveying runoff water during the winter and agricultural tail water on occasion. The channel is essentially trapezoidal with an average width of approximately 15 feet, as defined by the OHWM along the banks. North Littlejohns Creek is channelized and incised approximately 5 feet below the adjacent fields. Substrates in the active channel are dirt and a little bit of gravel. There is very little wetland vegetation in or along the on-site section of North Littlejohns Creek; there is also trash in the channel and substantial quantities of woody debris. A discontinuous and narrow band of trees line the creek corridor, comprised primarily of valley oaks, Fremont's cottonwoods, and willows.

The constructed ditch along the west edge of the site encompasses a total of 0.339+/- acres. This ditch flows in to North Littlejohn's Creek in the southwest corner of the site. The potential jurisdictional limit of this creek is also defined by an OHWM. The characteristics of the south part of this ditch are similar to the North Littlejohns Creek channel, with valley oaks along the edges of the channel.

-121.209284, 37.925023

▲- 1UP

D-1

IC-2

▲- 2UP

-121.198975, 37.915955

IC-1
(North Littlejohns Creek)

AQUATIC RESOURCES

Feature	Label	Area (sf)	Area (acre)
Ditch	D-1	8,727	0.200
Intermittent Creek	IC-1	3,013	0.069
	IC-2	6,065	0.139
	subtotal	*9,078*	*0.208*
	Total	**17,805**	**0.408**

Data Disclaimer:
The delineation has been done in accordance with the 1987 Wetlands Delineation Manual, US Army Corps of Engineers and the 2008 Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region. The boundaries and jurisdictional status of all waters shown on this map are preliminary and subject to verification by the U.S. Army Corps of Engineers.

Aerial Image: Google Earth (04/26/2022)

Project Area (±115 ac.)

Culvert

▲- 1 3-Parameter Data Point

N

0 250 500

Moore Biological Consultants

Figure 4 - Aquatic Resources

Mariposa Industrial Park 2

San Joaquin County, CA

The channel is much smaller than that of North Littlejohns Creek, with an average width of approximately 4 feet, as defined by the OHWM along the banks of the ditch.

The southern approximately 1,200 feet of the ditch is a realigned intermittent creek that historically meandered through the site; this area encompasses 0.139+/- acres and is mapped as a “Intermittent Creek” on the aquatic resources delineation map (Figure 4). The remainder of the ditch further to the north appears to be constructed in uplands for the purpose of drainage.

During high flows in North Littlejohn’s Creek, it appears water may back up the ditch approximately 600 feet to a culvert along the parcel boundary. Water then flows off site to the west and back in to North Littlejohn’s Creek further west.

The ditch along the west edge of the site is a tributary to North Littlejohns Creek, which is a tributary to French Camp Slough, which is in turn tributary to the San Joaquin River. The San Joaquin is a navigable jurisdictional water of the U. S. and the tributary relationship of North Littlejohns Creek to the San Joaquin River forms the basis for North Littlejohns Creek and the ditch along the west edge of the site being potentially jurisdictional Waters of the U.S. and under the jurisdiction of agencies including ACOE, CDFW, and the RWQCB. North Littlejohns Creek also falls under the jurisdiction of the Central Valley Flood Protection Board (CVFPB). The ditch along the west edge of the site is outside CVFPB jurisdiction.

SPECIAL-STATUS SPECIES: Special-status species are plants and animals that are legally protected under the state and/or federal Endangered Species Act or other regulations. The Federal Endangered Species Act (FESA) of 1973 declares that all federal departments and agencies shall utilize their authority to conserve endangered and threatened plant and animal species. The California

Endangered Species Act (CESA) of 1984 parallels the policies of FESA and pertains to native California species.

Special-status plants are those, which are designated rare, threatened, or endangered and candidate species for listing by the USFWS. Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2023). Finally, special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on CNPS List 3.

Special-status plants are those, which are designated rare, threatened, or endangered and candidate species for listing by the USFWS. Special-status plants also include species considered rare or endangered under the conditions of Section 15380 of the California Environmental Quality Act Guidelines, such as those plant species identified on Lists 1A, 1B and 2 in the Inventory of Rare and Endangered Vascular Plants of California (CNPS, 2022). Finally, special-status plants may include other species that are considered sensitive or of special concern due to limited distribution or lack of adequate information to permit listing or rejection for state or federal status, such as those included on CNPS List 3.

The likelihood of occurrence of listed, candidate, and other special-status species in the site is generally low. Table 3 provides a summary of the listing status and habitat requirements of special-status species that have been documented in the greater project vicinity or for which there is potentially suitable habitat in the greater project vicinity. This table also includes an assessment of the likelihood of occurrence of each of these species in the site. The evaluation of the potential for occurrence of each species is based on the distribution of regional occurrences (if any), habitat suitability, and field observations.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
PLANTS						
Alkali milk-vetch	*Astragalus tener var. tener*	None	None	1B	Alkali vernal pools.	Unlikely: the project site does not provide suitable habitat for this species; there are no vernal pools in the site. The nearest occurrence of alkali milk-vetch in the CNDDB (2023) search area is approximately 6.5 miles northwest of the site.
Heartscale	*Atriplex cordulata var cordulata*	None	None	1B	Valley and foothill grassland, chenopod scrub.	Unlikely: the ruderal grassland in the site does not provide suitable habitat for heartscale. The nearest occurrence of this species in the CNDDB (2023) search area is a historical record (1896) mapped nonspecifically in Stockton, approximately 5 miles northwest of the site.
Big tarplant	*Blepharizonia plumosa*	None	None	1B	Valley and foothill grassland.	Unlikely: the ruderal grassland in the site is highly disturbed and does not provide suitable habitat for big tarplant. The nearest occurrence of this species in the CNDDB (2023) search area is a historical record (1874) mapped non-specifically in downtown Stockton, approximately 5 miles northwest of the site.
Watershield	*Brasenia schreberi*	None	None	2	Marshes and swamps.	Unlikely: there are no marshes or swamps in the site to support this species. The only occurrence of water shield in the CNDDB (2023) search area is a historical population mapped non-specifically in downtown Stockton, approximately 5 miles northwest of the site.
Palmate-bracted salty bird's-beak	*Chloropyron palmatum*	E	E	1B	Chenopod scrub, valley and foothill grassland.	Unlikely: the site does not provide suitable habitat for this species. The nearest occurrence of palmate-bracted salty bird's-beak in the CNDDB (2023) search area is a historical record mapped non-specifically in Stockton, approximately 5 miles northwest of the site. The site is not in critical habitat for this species (USFWS, 2007).
Slough thistle	*Cirsium crassicaule*	None	None	1B	Chenopod scrub, marshes and swamps, and riparian scrub.	Unlikely: the site does not provide suitable habitat for slough thistle. The nearest occurrence of slough thistle in the CNDDB (2023) search area is approximately 10 miles southwest of the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
Recurved larkspur	*Delphinium recurvatum*	None	None	1B	Chenopod scrub in alkaline soils.	Unlikely: there is no chenopod scrub in the site. There is only one historical (1937) record of recurved larkspur in the CNDDB (2023) search area, mapped nonspecifically approximately 1.5 miles southeast of the site.
Delta button celery	*Eryngium racemosum*	None	E	1B	Riparian scrub in seasonally inundated floodplain with clay substrates.	Unlikely: there is no riparian scrub habitat in the site to support this species. The nearest occurrence of delta button celery in the CNDDB (2023) search area is approximately 10.5 miles southwest of the site.
San Joaquin spearscale	*Extriplex joaquinana*	None	None	1B	Chenopod scrub, alkali meadow, valley and foothill grassland.	Unlikely: the site does not provide suitable habitat for this species. The nearest occurrence of San Joaquin spearscale in the CNDDB (2023) search area is a historical population mapped non-specifically in downtown Stockton, approximately 5 miles northwest of the site.
Woolly rose mallow	*Hibiscus lasiocarpos var. occidentalis*	None	None	2	Freshwater marshes and swamps.	Unlikely: the site does not provide suitable habitat for woolly rose mallow. The nearest occurrence of this species in the CNDDB (2023) search area is in the Calaveras River, approximately 8.5 miles northwest of the site.
Delta tule pea	*Lathyrus jepsonii var. jepsonii*	None	None	1B	Marshes and swamps.	Unlikely: there are no marshes or swamps in the site. The nearest occurrence of delta tule pea in the CNDDB (2023) search area is a historical population on Rough and Ready Island, approximately 7.5 miles northwest of the project site.
Sanford's arrowhead	*Sagittaria sanfordii*	None	None	1B	Standing or slow-moving freshwater ponds, marshes, and ditches.	Unlikely: the site does not provide suitable habitat for this species. The nearest occurrence of Sanford's arrowhead in the CNDDB (2023) search area is a historical population mapped non-specifically in downtown Stockton, approximately 5 miles northwest of the site.
Suisun marsh aster	*Symphotrichum lentum*	None	None	1B	Marshes and swamps.	Unlikely: there are no marshes or swamps in the site. The nearest occurrence of Suisun marsh aster in the CNDDB (2023) search area is in the Calaveras River, approximately 6.5 miles northwest of the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
Wright's trichocoronis	*Trichocoronis wrightii var. wrightii*	None	None	2	Marshes and swamps, riparian forest, meadows and seeps and vernal pools.	Unlikely: the site does not provide suitable habitat for Wright's trichocoronis. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 10.5 miles southwest of the site.
Saline clover	*Trifolium hydrophilum*	None	None	1B	Marshes and swamps, mesic (wet) areas in valley and foothill grassland, vernal pools.	Unlikely: the site does not provide suitable habitat for this species. The nearest occurrence of saline clover in the CNDDB (2023) search area is a historical population mapped non-specifically in downtown Stockton, approximately 5 miles northwest of the site.
Caper-fruited tropidocarpum	*Tropidocarpum capparideum*	None	None	1B	Valley and foothill grassland, alkaline soils.	Unlikely: the grasslands in the site are highly disturbed and do not provide suitable habitat for this species; there are no alkaline soils in the site. The nearest occurrence of caper-fruited tropidocarpum in the CNDDB (2023) search area is approximately 7.5 miles southwest of the site.
WILDLIFE						
Birds						
Least Bell's vireo	*Vireo bellii pusillus*	E	E	N/A	Nests in willow thickets and other shrubs, primarily in southern California riparian forests.	Unlikely: there is no suitable habitat for least Bell's vireo in or near the site; this species is also not known from the area. The nearest occurrence of least Bell's vireo in the CNDDB (2023) search area is a historical population from 1878 mapped non-specifically in downtown Stockton, approximately 5 miles northwest of the site.
Swainson's hawk	*Buteo swainsoni*	None	T	N/A	Breeds in stands of tall trees in open areas. Requires adjacent suitable foraging habitats such as grasslands or alfalfa fields supporting rodents.	High: the site provides suitable foraging and nesting habitat for Swainson's hawks. The cropland in the site provides foraging habitat and large trees in and adjacent to the site are suitable for nesting Swainson's hawks. This species has been seen foraging on the site and could potentially nest in one of the trees in the site. The nearest record of nesting Swainson's hawks in the CNDDB (2023) search area is a record of a nesting pair just east of the site. There are several records of Swainson's hawks in the CNDDB (2023) search area within a mile of the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
Tricolored blackbird	*Agelaius tricolor*	None	T	N/A	Requires open water and protected nesting substrate, usually cattails and riparian scrub with surrounding foraging habitat.	Low: the grasslands in the site provide marginally suitable foraging habitat for tricolored blackbird. Some sections of North Littlejohns Creek provide marginally suitable nesting habitat for this species. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 6.5 miles northwest of the site, mapped nonspecifically around the City of Stockton.
White-tailed kite	*Elanus leucurus*	None	FP	N/A	Herbaceous lowlands with variable tree growth and dense population of voles.	Moderate: the site provides suitable habitat for white-tailed kite, which has been seen foraging and perching in trees in the site during field surveys. Cropland in the site and grasslands in the project vicinity provide foraging habitat for this species; some of the large trees in and adjacent to the site are suitable for nesting. The nearest occurrence of white-tailed kite in the CNDDB (2023) search area is approximately 3 miles northwest of the site.
Burrowing owl	*Athene cunicularia*	None	SC	N/A	Open, dry annual or perennial grasslands, deserts and scrublands characterized by low-growing vegetation.	Unlikely: the cultivated field and ruderal grassland in the site provides low-quality, but potentially suitable habitat for burrowing owl. A few ground squirrel burrows were observed during the surveys, but none of the burrows showed signs of past or current burrowing owl occupancy; no burrowing owls were observed in the site. There are a few records of burrowing owls within a mile of the site, with the nearest located approximately 0.5 miles northeast of the site (CNDDB, 2023).
Loggerhead shrike	*Lanius ludovicianus*	None	SC	N/A	Annual grasslands and agricultural areas; nests in trees and shrubs.	Low: cropland and grassland areas in the site provide suitable foraging habitat for loggerhead shrike and trees and shrubs in and adjacent to the site are suitable for nesting. However, this species is not common in the project vicinity; the nearest occurrence of loggerhead shrike in the CNDDB (2023) search area is approximately 10 miles southwest of the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
Song sparrow ("Modesto" population)	*Melospiza melodia*	None	SC	N/A	Resident of brackish water marshes surrounding Suisun Bay. Inhabits cattails, tules, and tangles bordering sloughs.	Unlikely: the site does not provide suitable aquatic habitat for this species. The portion of North Littlejohns Creek adjacent to the site contains minimal emergent wetland vegetation for nesting Modesto song sparrows. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 8.5 miles southwest of the site.
Yellow-headed blackbird	*Xanthocephalus xanthocephalus*	None	SC	N/A	Brackish and fresh water marshes; nests in expansive patches of cattails or tules, often along borders of lakes and ponds.	Unlikely: the site does not provide suitable aquatic habitat for this species. The nearest occurrence of yellow-headed blackbird in the CNDDB (2023) search area is a historical record (1894) mapped non-specifically approximately 8 miles southwest of the site.
Mammals						
Riparian brush rabbit	*Sylvilagus bachmani riparius*	E	E	N/A	Riparian thickets in Stanislaus and southern San Joaquin Counties.	None: the site and adjacent areas do not provide suitable habitat for riparian brush rabbit. The riparian corridors along North Littlejohns Creek near the site does not contain well-developed riparian forest vegetation; there is no expansive scrub-shrub vegetation in or adjacent to the site to support this species. The nearest occurrence of riparian brush rabbit in the CNDDB (2023) search area is approximately 8 miles southwest of the site.
Reptiles & Amphibians						
California tiger salamander – central California DPS	*Ambystoma californiense pop. 1*	T	T	N/A	Seasonal water bodies without fish (i.e., vernal pools and stock ponds) and grassland/ woodland habitats with summer refugia (i.e., burrows).	Unlikely: there is no suitable habitat in or near the site for California tiger salamander, which is not known from the area. The nearest occurrence of California tiger salamander in the CNDDB (2023) search area is a historical record (1923) in downtown Stockton, approximately 6.5 miles northwest of the site. The site is not in designated critical habitat for this species (USFWS, 2005a).
Giant garter snake	*Thamnophis gigas*	T	T	N/A	Freshwater marsh and low gradient streams; uses drainage canals and irrigation ditches, primarily for dispersal or migration.	Unlikely: North Littlejohns Creek is intermittent and does not contain suitable aquatic habitat for giant garter snake. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 4.5 miles northwest of the site.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
Western pond turtle	*Emys marmorata*	None	SC	N/A	Permanent or semi-permanent water bodies; needs basking sites such as logs	Unlikely: North Littlejohns Creek is intermittent and does not contain suitable aquatic habitat for western pond turtle. There are no occurrences of western pond turtle in the CNDDB (2023) search area.
Western spadefoot	*Spea hammondii*	None	SC	N/A	Breeds and lays eggs in seasonal water bodies such as deep vernal pools or stock ponds.	Unlikely: there is no suitable aquatic habitat for western spadefoot in the site. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 4.5 miles northwest of the site.
Fish						
Delta smelt	*Hypomesus transpacificus*	T	E	N/A	Shallow lower delta waterways with submersed aquatic plants and other suitable refugia.	None: there is no suitable aquatic habitat in the site for delta smelt, which occurs in delta waterways. The nearest occurrence of delta smelt in the CNDDB (2023) search area is approximately 9 miles northwest of the site. The site is in designated critical habitat for delta smelt (USFWS, 1994).
Steelhead – Central Valley DPS	*Oncorhynchus mykiss irideus pop. 11*	T	None	N/A	Riffle and pool complexes with adequate spawning substrates within Central Valley drainages.	None: there is no suitable aquatic habitat in the site to support this species. The nearest occurrence of Central Valley steelhead in the CNDDB (2023) search area is approximately 2 miles northwest of the site in the San Joaquin River. The site is not in designated critical habitat for Central Valley steelhead (NOAA, 2005).
Green sturgeon – southern DPS	*Acipenser medirostris pop.1*	T	None	N/A	Non-spawning adults use marine/estuarine waters; primarily spawn in the Sacramento River; Delta important for rearing juveniles.	None: there is no suitable aquatic habitat in the site to support this species. The nearest occurrence of green sturgeon in the CNDDB (2023) search area is approximately 6.5 miles west of the site in the San Joaquin River.
Longfin smelt	*Spirinchus thaleichthys*	C	T	N/A	Brackish estuarine habitats.	None: there is no suitable aquatic habitat in the site to support this species. The nearest occurrence of longfin smelt in the CNDDB (2023) search area is approximately 8 miles northwest of the site in the San Joaquin River.

TABLE 3

SPECIAL-STATUS PLANT AND WILDLIFE SPECIES DOCUMENTED OR POTENTIALLY-OCCURRING IN THE PROJECT VICINITY

Common Name	Scientific Name	Federal Status[1]	State Status[2]	CNPS List[3]	Habitat	Potential for Occurrence in the Project Site
Invertebrates						
Valley elderberry longhorn beetle	*Desmocerus californicus dimorphus*	T	None	N/A	Elderberry shrubs, usually in Central Valley riparian habitats.	Unlikely: there are no blue elderberry shrubs in or adjacent to the site. The nearest occurrence of valley elderberry longhorn beetle in the CNDDB (2023) search area is approximately 10 miles southwest of the site.
Vernal pool fairy shrimp	*Branchinecta lynchi*	T	None	N/A	Vernal pools.	Unlikely: there are no vernal pools in the site. There are no occurrences of vernal pool fairy shrimp recorded in the CNDDB (2023) in the search area. The site is not within designated critical habitat for vernal pool fairy shrimp (USFWS, 2005b).
Vernal pool tadpole shrimp	*Lepidurus packardi*	E	None	N/A	Vernal pools.	Unlikely: there are no vernal pools in the site. There are no occurrences of this species recorded in the CNDDB (2023) search area. The site is not in designated critical habitat for vernal pool tadpole shrimp (USFWS, 2005b).
Western bumble bee	*Bombus occidentalis*	None	CE	N/A	Meadows and grasslands with abundant floral resources, usually high elevations.	Unlikely: there is no suitable habitat in the site to support western bumble bee. This species may fly over the site on occasion. The nearest occurrence of this species in the CNDDB (2023) search area is approximately 10 miles southeast of the site.
Monarch butterfly	*Danaus plexippus*	C	None	N/A	Variety of habitats in California; migrates over the central valley; mainly associated with coastal habitats.	Unlikely: this species may fly over the site during its migration, but is not expected to occur in the site in a meaningful capacity; no milkweed plants, upon which the larvae rely, was observed in the site. There are no records of this species in the CNDDB (2023) search area.

1 T= Threatened; E = Endangered; C = Candidate.

2 T = Threatened; E = Endangered; C = Candidate; CE = Candidate for Endangered Status; SC=State of California Species of Special Concern; FP = Fully Protected Species.

3 CNPS List 1B includes species that are rare, threatened, or endangered in California and elsewhere; List 2 includes plants that are rare, threatened or endangered in California but are more common elsewhere.

SPECIAL-STATUS PLANTS: Special-status plants identified in the CNDDB (2023) search include alkali milk-vetch (*Astragalus tener var. tener*), heartscale (*Atriplex cordulata var. cordulata*), big tarplant (*Blepharizonia plumosa*), watershield (*Brasenia schreberi*), palmate-bracted salty bird's-beak (*Chloropyron plamatum*), slough thistle (*Cirsium crassicaule*), recurved larkspur (*Delphinium recurvatum*), delta button celery (*Eryngium racemosum*), San Joaquin spearscale (*Extriplex joaquinana*), woolly rose mallow (*Hibiscus lasiocarpos var. occidentalis*), delta tule pea (*Lathyrus jepsonii var. jepsonii*), Sanford's arrowhead (*Sagittaria sanfordii*), Suisun marsh aster (*Symphotrichum lentum*), Wright's trichocornis (*Trichocoronis wrightii var. wrightii*), saline clover (*Trifolium hydrophilum*), and caper-fruited tropidocarpum (*Tropidocarpum capparideum*) (Table 3 and Attachment B).

Special-status plants generally occur in relatively undisturbed areas in vegetation communities such as vernal pools, marshes and swamps, seasonal wetlands, riparian scrub, and areas with unusual soils. The grasslands in the site are highly disturbed and do not provide suitable habitat for any of the plants in Table 3 or other special-status plants. Due to their intermittent flow regimes, North Littlejohns Creek and the ditch along the west edge of the site do not contain well-developed marsh or swamp habitat required by several of the special-status plant species in Table 3; most of the marsh and swamp plant species in Table 3 are associated with tidal marshes several miles to the west. Due to lack of suitable habitat, no special-status plants are expected to occur in the site.

SPECIAL-STATUS WILDLIFE: The potential for intensive use of habitats within the project site by special-status wildlife species is generally low. Special-status wildlife species that have been recorded in greater project vicinity in the CNDDB (2023) include burrowing owl, Swainson's hawk, tricolored blackbird (*Agelaius tricolor*), white-tailed kite (*Elanus leucurus*), loggerhead shrike (*Lanius ludovicianus*), song sparrow ("Modesto population") (*Melospiza melodia*), least Bell's vireo (*Vireo bellii pusillus*), yellow-headed blackbird (*Xanthocephalus*

xanthocephalus), riparian brush rabbit (*Sylvilagus bachmani riparius*), California tiger salamander (*Ambystoma californiense*), western spadefoot (*Spea hammondii*), giant garter snake, delta smelt (*Hypomesus transpacificus*), longfin smelt (*Spirinchus thaleichthys*), Central Valley steelhead (*Oncorhynchus mykiss*), green sturgeon (*Acipenser medirostris*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), and western bumble bee (*Bombus occidentalis*). Although not included in the CNDDB within the search area, vernal pool fairy shrimp (*Branchinecta lynchi*), vernal pool tadpole shrimp (*Lepidurus packardi*), and monarch butterfly (*Danaus plexippus*) are listed in the USFWS IPaC Trust Resource Report (Attachment B). Western pond turtle was added to Table 3 because it is known to occur in creeks and rivers in the greater project vicinity and assumed to be present for projects that participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (HCP) (SJCOG, 2000).

While the project site may have provided habitat for special-status wildlife species at some time in the past, farming and development have substantially modified natural habitats in the greater project vicinity. Of the wildlife species identified in the CNDDB, Swainson's hawk, white-tailed kite, and burrowing owl are the only species with potential to occur in the site on more than a transitory or occasional basis. Swainson's hawk, burrowing owl and white-tailed kite could be adversely affected by conversion of habitat to development and/or disturbed by construction if construction occurs in close proximity to active nests. Although not expected to occur in the site, giant garter snake and western pond turtle are also addressed below for completeness.

SWAINSON'S HAWK: The Swainson's hawk is a migratory hawk listed by the State of California as a Threatened species. The Migratory Bird Treaty Act (MBTA) and Fish and Game Code of California (FGCC) protect Swainson's hawks year-round, as well as their nests during the nesting season (March 1 through

September 15). Swainson's hawk are found in the Central Valley primarily during their breeding season, a population is known to winter in the San Joaquin Valley.

Swainson's hawks prefer nesting sites that provide sweeping views of nearby foraging grounds consisting of grasslands, irrigated pasture, hay, and wheat crops. Most Swainson's hawks are migratory, wintering in Mexico and breeding in California and elsewhere in the western United States. This raptor generally arrives in the Central Valley in mid-March, and begins courtship and nest construction immediately upon arrival at the breeding sites. The young fledge in early July, and most Swainson's hawks leave their breeding territories by late August.

The site is within the nesting range of Swainson's hawks and the CNDDB (2023) contains several records of nesting Swainson's hawks near the greater project vicinity, including a few records within a mile of the site (Attachment B). Large trees in and near the site could be used by nesting Swainson's hawks and the cropland and grassland in and adjacent to the site provides suitable foraging habitat for this species.

A pair of Swainson's hawks was observed repeatedly flying over and perching in a large cottonwood along the west edge of the site during the April and May 2022 surveys. Swainson's hawks were also observed during the March 2023 surveys, foraging in the parcel to the west of the site and soaring over lands to the south of the site, near Arch Road. In April 2023, the pair seen near Arch Road was confirmed to be actively nesting along Weber Slough just west of Newcastle Road, approximately 0.6 miles south of the site. A second pair was confirmed to be actively nesting along North Littlejohn's Creek, approximately 0.3 miles west of the site in early June 2023.

The project will participate in the HCP (SJCOG, 2000). The HCP involves payment of fees and compliance with standard Incidental Take Minimization

Measures (ITMMs) that will be issued for the project. Pursuant to the HCP, if construction is scheduled to commence during the nesting season (i.e., between February 15 through August 31), and Swainson's hawks are nesting in or near the site, a construction setback of twice the diameter of the drip-line of the nest tree (as measured from under the nest) would be required until nesting is complete.

BURROWING OWL: The MBTA and FGCC protect burrowing owls year-round, as well as their nests during the nesting season (February 1 through August 31). Burrowing owls are a year-long resident in a variety of grasslands as well as scrub lands that have a low density of trees and shrubs with low growing vegetation; burrowing owls that nest in the Central Valley may winter elsewhere.

The primary habitat requirement of the burrowing owl is small mammal burrows for nesting. The owl usually nests in abandoned ground squirrel burrows, although they have been known to dig their own burrows in softer soils. In urban areas, burrowing owls often utilize artificial burrows including pipes, culverts, and piles of concrete pieces. This semi-colonial owl breeds from March through August, and is most active while hunting during dawn and dusk.

A few ground squirrels and their burrows were observed within the site during field surveys, primarily located along the edges of the site within ruderal grassland. No sign of burrowing owl, past or present, was observed within any of the burrows within the site. However, burrowing owls are known to occur in this part of Stockton and may nest in the site in the future. The nearest occurrence of nesting burrowing owls in the CNDDB (2023) search area is a few records within 1 mile of the site.

Preconstruction surveys for burrowing owls and implementation of take avoidance measures may be required, as determined by SJCOG at the time ITMMs are issued. Pursuant to the HCP, if construction is scheduled to

commence outside the nesting season (i.e., if construction starts between September 1 and January 31) and burrowing owls are present on-site, they can be passively relocated. In the event that construction commences during the nesting season and burrowing owls are present on-site, a 250-foot construction setback from the natal burrow would be required until nesting is complete.

WHITE-TAILED KITE: White-tailed kite is a State of California Species of Concern, but is not a listed species at the state or federal level. The MBTA and FGCC protect white-tailed kite year-round, as well as their nests during nesting season; nesting for this species peaks from May to August. White-tailed kites can be found in a variety of habitats across California including grasslands, open woodlands, riparian areas, marshes and cultivated fields. Populations of white-tailed kites are concentrated in the Central Valley, but their range spans west of the Sierra Nevada's to the California coastline.

White-tailed kite may nest in trees in or near the site and may forage in grasslands in and adjacent to the site. Nesting usually commences in the early-spring, concurrent with other resident Central Valley raptors, and most young fledge by early-July. The nearest occurrence of white-tailed kite in the CNDDB (2023) search area is approximately 3 miles northwest of the site. White-tailed kites have been observed flying over the site and perching in on-site trees during several of the surveys.

Preconstruction surveys for white-tailed kites and implementation of take avoidance measures may be required, as determined by SJCOG at the time ITMMs are issued. Pursuant to the HCP, if construction is scheduled to commence during the nesting season (i.e., between February 15 through September 15), and white-tailed kites are nesting in or near the site, a construction setback of a 100-foot construction setback from the nest would be required until nesting is complete.

GIANT GARTER SNAKE: The giant garter snake is listed as threatened both under FESA and CESA. Critical habitat has not been designated for this species; a draft recovery plan for giant garter snake was prepared (USFWS, 1999), but has not been finalized. Giant garter snake is endemic to the Sacramento and San Joaquin valleys where it is found in lowland areas (USFWS, 1999; 2017). Historically, this species was found throughout the Central Valley from Butte County in the north to Kern County in the south. Currently, giant garter snake is only known to occur in 9 discrete populations in the Sacramento and San Joaquin valleys in Butte, Colusa, Contra Costa, Fresno, Glenn, Merced, Sacramento, San Joaquin, Solano, Stanislaus, Sutter, and Yolo counties (USFWS, 2017).

The giant garter snake is one of the most aquatic of garter snakes and is usually found in streams, marshes, and sloughs with mud bottoms. This species prefers slow moving waters with emergent herbaceous wetland vegetation for cover and foraging, and grassy banks and openings for basking (Hansen, 1988). Giant garter snakes feed primarily on small fishes, tadpoles, and frogs. Since they are aquatic hunters, they must have access to permanent, though not necessarily extensive, water.

Giant garter snake is apparently absent from large rivers, other water bodies that support introduced populations of large predatory fish, and from wetlands with sand, gravel or rock substrates (Rossman and Stewart, 1987; Brode 1988; G. Hansen, 1988). Historically, oxbows, overflow areas, and backwater sloughs or channels could have provided suitable habitat. Riparian woodlands do not typically provide suitable habitat because of excessive shade, lack of basking sites, and the absence of prey populations.

Essential habitat components of giant garter snake consist of: (1) adequate water during the snake's active season (early-spring through mid-fall) to provide food and cover; (2) emergent, herbaceous wetland vegetation, such as cattails and bulrushes, for escape cover and foraging habitat during the active season; (3)

grassy banks and openings in waterside vegetation for basking; and (4) higher elevation uplands for cover and refuge from flood waters during the snake's dormant season in the winter; giant garter snakes inhabit small mammal burrows and other soil crevices for aestivation.

The project site does not provide the aquatic habitat required by giant garter snake due to its intermittent nature. Additionally, the grasslands and croplands in the site are highly disturbed. Neither of these upland habitat types provide high quality aestivation habitat for giant garter snake. The nearest occurrence of giant garter snake in the CNDDB (2023) search area is approximately 4.5 miles northwest of the project site.

Pursuant to the HCP, North Littlejohns Creek is considered "potential habitat" for giant garter snake, triggering an automatic "no construction" buffer extending 200 feet from the centerline of the creek, unless a buffer reduction is granted by SJCOG. In May 2023, the HCP Technical Advisory Committee (HTAC) and SJCOG Board approved a buffer reduction along North Littlejohns Creek from 200 feet to 25 feet along the south edge of the site and to allow work within North Littlejohns Creek for the potential EVA access road (See Staff Report in Attachment D). The buffer reduction was approved by in May 2023. Standard ITMMs related to preconstruction surveys for giant garter snake and implementation of take avoidance measures may still be required, as determined by SJCOG at the time ITMMs are issued.

WESTERN POND TURTLE: The western pond turtle is a state species of concern, but is not a listed species at the state or federal level. Western pond turtles are associated with permanent or nearly permanent bodies of water with adequate basking sites such as logs, rocks or open mud banks. Pond turtles construct nests in sandy banks along slow-moving streams and ponds in the spring and the young usually hatch in 2 to 3 months. There are no records of western pond turtle in the CNDDB (2023) search area.

North Littlejohns Creek and the constructed ditch do not have suitable aquatic features that western pond turtle requires; North Littlejohns Creek and the ditch are intermittent and are dry much of the year. North Littlejohns Creek and the ditch are also surrounded by highly disturbed grasslands that does not provide suitable nesting habitat for this species.

Pursuant to the HCP, North Littlejohns Creek is considered “potential habitat” for western pond turtle, triggering an automatic “no construction” buffer extending 300 feet from the centerline of the creek, unless a buffer reduction is granted by SJCOG. As described above, the HTAC and SJCOG Board approved a buffer reduction along North Littlejohns Creek from 300 feet to 25 feet. Standard ITMMs related to preconstruction surveys for western pond turtle and implementation of take avoidance measures may still be required, as determined by SJCOG at the time ITMMs are issued.

OTHER SPECIAL-STATUS SPECIES: The site does not provide highly suitable habitat for other special-status wildlife species. Other special-status birds, such as loggerhead shrike, may fly over the area on occasion, but few, if any, would be expected to use on-site habitats on more than an occasional basis, primarily due to lack of habitat. The riparian corridor along North Littlejohns Creek does not contain expansive stands of emergent wetland vegetation that would provide suitable nesting habitat for species such as tricolored blackbird, least-bell’s vireo or yellow-headed blackbird. The constructed ditch along the edge of the site is similarly lacking in suitable nesting habitat for these same birds.

There is no well-developed riparian forest vegetation required for riparian brush rabbit; there is no expansive scrub-shrub vegetation to support this species. The site does not provide suitable aquatic habitat for any species of fish, western spadefoot, California tiger salamander, or western pond turtle. There are no vernal pools or seasonal wetland habitat in the site to support vernal pool fairy shrimp or vernal pool tadpole shrimp. There are no blue elderberry shrubs in the

site, precluding the potential occurrence of valley elderberry longhorn beetle. Monarch butterfly could fly over the site during its migration, but would not be expected to occur in the site in a meaningful capacity due to a lack of suitable habitat.

WILDLIFE MOVEMENT CORRIDORS: The only wildlife movement corridor in or near the site is the riparian corridor along North Littlejohns Creek. Well-developed riparian corridors, such as those along North Littlejohns Creek, are often utilized for movement by wildlife species such as deer (*Odocoileus hemionus columbianus*), coyote, and red fox (*Vulpes vulpes*), as well as a variety of amphibians, reptiles, and fish. Habitat disturbance would be limited to a small amount of vegetation clearing related to potential construction of the EVA road across the creek. The crossing would be narrow and is not expected to impede wildlife movement along the creek corridor.

GROUNDWATER DEPENDENT ECOSYSTEMS: No potential Groundwater Dependent Ecosystems ("GDEs") are identified in or near the project site in the Eastern San Joaquin Basin Groundwater Sustainability Plan (ESGJA, 2022). The majority of the GDEs mapped in the subbasin are further west along the San Joaquin River, Stanislaus River, and other rivers west of Highway 99. The site has a history of pumping groundwater to support agricultural production. The proposed project will rely on surface water rather than ground water, will have drought tolerant landscaping, and will be much less water intensive than under current conditions. The project is expected to result in in-lieu groundwater recharge and will have either no effect or a beneficial effect on groundwater levels and associated GDEs in the greater project vicinity.

CRITICAL HABITAT: The site is not within designated critical habitat for California red-legged frog (USFWS, 2006), California tiger salamander (USFWS, 2005a), federally listed vernal pool shrimp or plants (USFWS, 2005b), delta smelt

(USFWS, 1994), valley elderberry longhorn beetle (USFWS, 1980), Central Valley steelhead (NOAA, 2005), or other federally listed species (Attachment F).

Conclusions and Recommendations:

- The site consists of an open leveled field farmed in annual crops, two residences, a section of North Littlejohns Creek, and a constructed ditch. The majority of the site is biologically unremarkable.

- A total of 0.408+/- acres of potential Waters of the U.S. was delineated in the project site. This total includes North Littlejohns Creek and a ditch along the west edge of the site that is tributary to North Littlejohns Creek. There are no wetlands in the site.

- The constructed ditch along the west edge of the site will be filled, which will involve 0.3+/- acres of permanent impact to potential jurisdictional Waters of the U.S. A short section of North Littlejohns Creek may also need to be filled to construct the EVA road across the creek. Conversion of the open channel to pipe would involve an additional 0.07+/- acres of permanent impact to potential jurisdictional Waters of the U.S.

- Permits from ACOE, CDFW, RWQCB, and/or the CVFPB would be needed prior to the placement of any fill material (e.g., culverts, fill dirt, rock) in North Littlejohns Creek. Permits from ACOE, CDFW, and RWQCB would be needed prior to the placement of any fill material in the constructed ditch that is tributary to North Littlejohns Creek.

- The project would need to comply with all conditions of the permits, including the provision of compensatory mitigation for impacts to jurisdictional Waters of the U.S. The compensatory mitigation is expected to be at a ratio of 1:1 and would be best accomplished through the purchase of credits from an

agency approved mitigation bank if available. Alternately, mitigation could be accomplished via the ACOE-approved National Fish and Wildlife Foundation (NFWF) in-lieu fee program.

- Development of the annual grassland and cropland portions of the project site will result in a loss of Swainson's hawk foraging habitat, and will contribute to a cumulative loss of Open Space and associated biological resource values. The project will participate in the HCP and mitigation for the loss of Open Space will be accomplished through the payment of fees and implementation of ITMMs.

- With the exception of Swainson's hawk, burrowing owl, white-tailed kite, no special-status wildlife species are expected to occur in the body of the site on more than a very occasional or transitory basis. Swainson's hawk and white-tailed kite could potentially nest in trees in or near the site and may use the grasslands in the site for foraging. Burrowing owls could nest in the site if burrow habitat is available.

- Standard Take Avoidance measures outlined in the HCP for nesting Swainson's hawks and burrowing owl will be required. These will include pre-construction surveys for nesting Swainson's hawks within 0.5 miles of the site for construction activities between March 1 and September 15 and pre-construction surveys for nesting burrowing owls within 250 feet of the site for construction activities between February 1 through August 31. If active nests are found, temporal restrictions on construction may be required.

- Standard Take Avoidance measures outlined in the HCP for nesting white-tailed kite may be required. These would include pre-construction surveys for nesting white-tailed kites within 100 feet of the site for construction activities during the nesting season. If active nests are found, temporal restrictions on construction may be required.

- Due to a lack of suitable habitat, giant garter snake and western pond turtle are not expected to occur in the site. Standard ITMMs related to preconstruction surveys for western pond turtle and/or giant garter snake, and implementation of take avoidance measures may still be required, as determined by SJCOG at the time ITMMs are issued.

- Trees and grasslands in the site could be used by birds protected by the MBTA or FGCC. If vegetation removal or construction commences during the general avian nesting season (March 1 through July 31), a pre-construction survey for all species of nesting birds is recommended. If active nests are found, work in the vicinity of the nests should be delayed until the young fledge.

- The project is not expected to impede wildlife movement along North Littlejohns Creek corridor.

- The project is expected to result in in-lieu groundwater recharge and will have either no effect or a beneficial effect on groundwater levels and associated GDEs in the greater project vicinity.

- The site is not within designated critical habitat for any federally listed species.

We hope this information is useful. Please call me at (209) 745-1159 with any questions.

Sincerely,

Diane S. Moore, M.S.
Principal Biologist

References and Literature Consulted

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Attachment A

Conceptual Site Plan

PROJECT DATA:

SITE AREA:		
GROSS:		107.48 AC
		4,681,626 SF
NET:		107.48 AC
		4,681,626 SF
BUILDING FOOTPRINT:		
BUILDING 5		**152,190 SF**
BUILDING 6		**1,181,040 SF**
BUILDING 7		**243,360 SF**
BUILDING 7		**202,800 SF**
TOTAL FOOTPRINT:		1,779,390 SF
BUILDING USE:		
WAREHOUSE		1,726,008 SF
OFFICE	@ 3%	53,382 SF
COVERAGE:		
GROSS:		38%
NET:		38%
PARKING REQUIRED:		
WAREHOUSE	1/1000 SF	1,726 STALLS
OFFICE	1/200 SF	267 STALLS
TOTAL		1,993 STALLS
PARKING PROVIDED:		
AUTO:		1,463 STALLS
		@0.82/1000 SF
REQ. ACCESSIBLE		*29 STALLS*
TRAILER:		445 STALLS

APPROVED INDUSTRIAL DEVELOPMENT

MARIPOSA ROAD

BLDG 7
936'
260'
OFFICE
OFFICE
FOOTPRINT: 243,360 SF
52' TYP.
70'
130'

BLDG 8
780'
260'
OFFICE
OFFICE
FOOTPRINT: 202,800 SF
52' TYP.
70'
25' TYP.

BLDG 5
FOOTPRINT: 152,190 SF
728'
210'

BLDG 6
2072'
570'
FOOTPRINT: 1,181,040 SF

NEW ACCESS OVER NORTH LITTLE JOHN CREEK

NEW CASTLE ROAD

NORTH LITTLE JOHN CREEK

2008–149798

PARCEL 1

APPROVED INDUSTRIAL DEVELOPMENT

PARCEL 1
TOLENTINO
2004–243284

PARCEL 1
LOTT
2008–130946

APPROVED INDUSTRIAL DEVELOPMENT

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

1" = 100'
0 50 100 200 600
NORTH

scheme: 2.1

Conceptual Site Plan

Mariposa Road
Stockton, CA 95215

WARE MALCOMB

SNR19-0015-00
08.21.2021

SHEET
1

I:\Resources\SitePlanning\04-Pleasanton\SNR19-0015-00_Conor_Route 99 Industrial Park_Stockton\0015_Phase 2.1.dwg, 2/1/2023 2:59:06 PM, DWG To PDF.pc3

Attachment B

CNDDB Summary Report and Exhibits

& USFWS IPaC Trust Report

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Stockton East (3712182) OR Stockton West (3712183) OR Lathrop (3712173) OR Manteca (3712172))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Acipenser medirostris pop. 1 green sturgeon - southern DPS	AFCAA01031	Threatened	None	G2T1	S1	
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S2	SSC
Ambystoma californiense pop. 1 California tiger salamander - central California DPS	AAAAA01181	Threatened	Threatened	G2G3T3	S3	WL
Astragalus tener var. tener alkali milk-vetch	PDFAB0F8R1	None	None	G2T1	S1	1B.2
Athene cunicularia burrowing owl	ABNSB10010	None	None	G4	S3	SSC
Atriplex cordulata var. cordulata heartscale	PDCHE040B0	None	None	G3T2	S2	1B.2
Blepharizonia plumosa big tarplant	PDAST1C011	None	None	G1G2	S1S2	1B.1
Bombus occidentalis western bumble bee	IIHYM24252	None	Candidate Endangered	G3	S1	
Bombus pensylvanicus American bumble bee	IIHYM24260	None	None	G3G4	S2	
Brasenia schreberi watershield	PDCAB01010	None	None	G5	S3	2B.3
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S4	
Chloropyron palmatum palmate-bracted bird's-beak	PDSCR0J0J0	Endangered	Endangered	G1	S1	1B.1
Cirsium crassicaule slough thistle	PDAST2E0U0	None	None	G1	S1	1B.1
Delphinium recurvatum recurved larkspur	PDRAN0B1J0	None	None	G2?	S2?	1B.2
Desmocerus californicus dimorphus valley elderberry longhorn beetle	IICOL48011	Threatened	None	G3T2T3	S3	
Elanus leucurus white-tailed kite	ABNKC06010	None	None	G5	S3S4	FP
Eryngium racemosum Delta button-celery	PDAPI0Z0S0	None	Endangered	G1	S1	1B.1
Extriplex joaquinana San Joaquin spearscale	PDCHE041F3	None	None	G2	S2	1B.2
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S2	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Hibiscus lasiocarpos var. occidentalis woolly rose-mallow	PDMAL0H0R3	None	None	G5T3	S3	1B.2
Hypomesus transpacificus Delta smelt	AFCHB01040	Threatened	Endangered	G1	S1	
Lanius ludovicianus loggerhead shrike	ABPBR01030	None	None	G4	S4	SSC
Lathyrus jepsonii var. jepsonii Delta tule pea	PDFAB250D2	None	None	G5T2	S2	1B.2
Lytta moesta moestan blister beetle	IICOL4C020	None	None	G2	S2	
Melospiza melodia pop. 1 song sparrow ("Modesto" population)	ABPBXA3013	None	None	G5T3?Q	S3?	SSC
Oncorhynchus mykiss irideus pop. 11 steelhead - Central Valley DPS	AFCHA0209K	Threatened	None	G5T2Q	S2	
Sagittaria sanfordii Sanford's arrowhead	PMALI040Q0	None	None	G3	S3	1B.2
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3S4	SSC
Spirinchus thaleichthys longfin smelt	AFCHB03010	Candidate	Threatened	G5	S1	
Sylvilagus bachmani riparius riparian brush rabbit	AMAEB01021	Endangered	Endangered	G5T1	S1	
Symphyotrichum lentum Suisun Marsh aster	PDASTE8470	None	None	G2	S2	1B.2
Thamnophis gigas giant gartersnake	ARADB36150	Threatened	Threatened	G2	S2	
Trichocoronis wrightii var. wrightii Wright's trichocoronis	PDAST9F031	None	None	G4T3	S1	2B.1
Trifolium hydrophilum saline clover	PDFAB400R5	None	None	G2	S2	1B.2
Tropidocarpum capparideum caper-fruited tropidocarpum	PDBRA2R010	None	None	G1	S1	1B.1
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S3	
Xanthocephalus xanthocephalus yellow-headed blackbird	ABPBXB3010	None	None	G5	S3	SSC

Record Count: 37

Suisun Marsh aster
Mason's lilaeopsis
Mason's lilaeopsis
Mason's lilaeopsis
Mason's lilaeopsis
Suisun Marsh aster
woolly rose-mallow
alkali milk-vetch
Sanford's arrowhead
big tarplant
palmate-bracted bird's-beak heartscale San Joaquin spearscale
watershield
saline clover
Delta tule pea
Delta button-celery
recurved larkspur
caper-fruited tropidocarpum
slough thistle
Delta button-celery
Wright's trichocoronis
slough thistle
Great Valley Cottonwood Riparian Forest
Great Valley Mixed Riparian F
Great Valley Valley Oak
Project Site
LODI SOUTH
STOCKTON
WATERLOO
LINDEN
HOLT
STOCKTON WEST
STOCKTON EAST
PETERS
UNION ISLAND
LATHROP
MANTECA
AVENA
RIPON
SALIDA
TRACY
VERNALIS

CNDDB PLANT

Mariposa Industrial Park 2

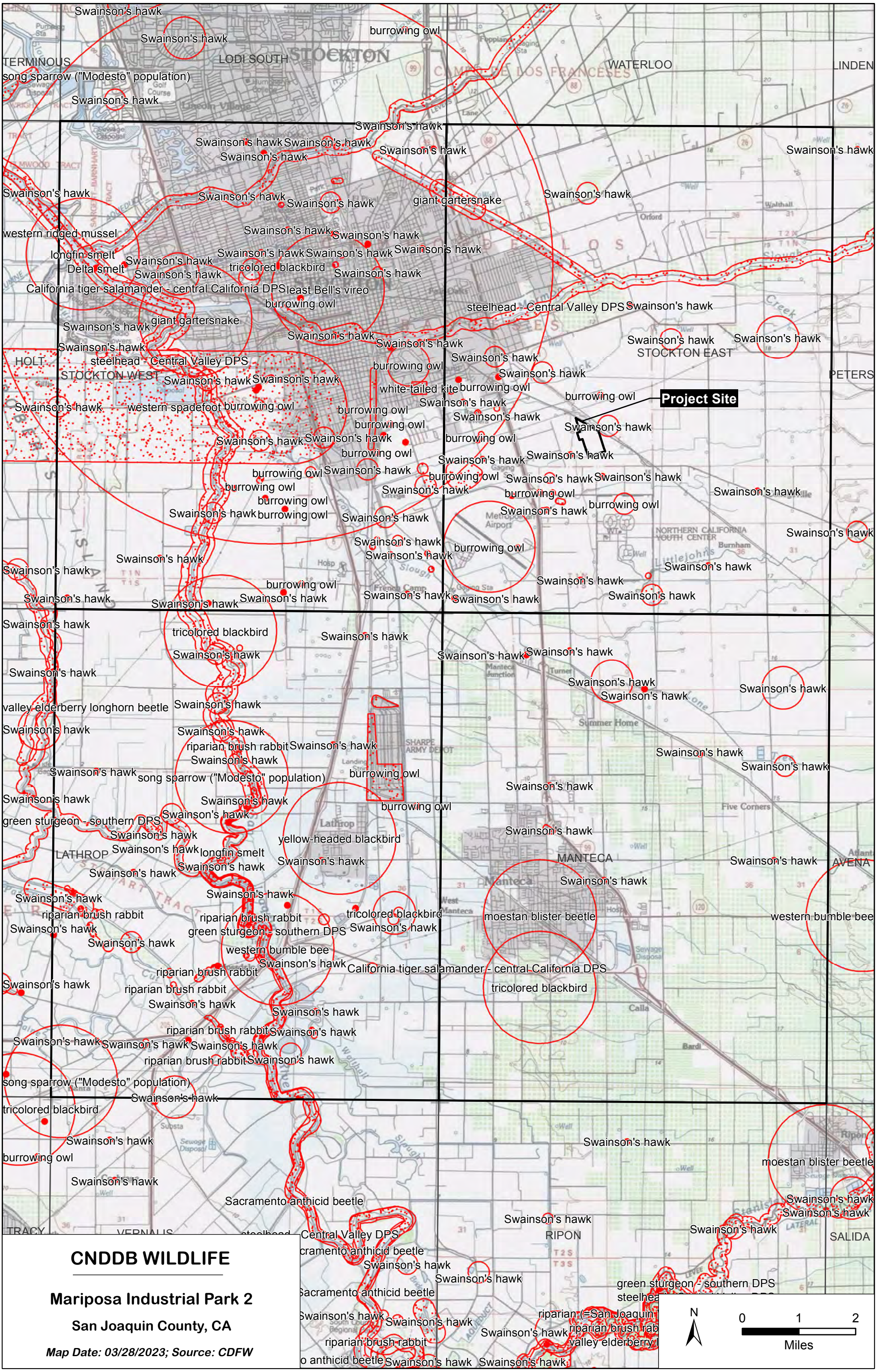
San Joaquin County, CA

Map Date: 03/28/2023; Source: CDFW

N

0 1 2

Miles


Swainson's hawk
burrowing owl
TERMINOUS
LODI SOUTH
STOCKTON
WATERLOO
LINDEN
song sparrow ("Modesto" population)
giant gartersnake
western ridged mussel
longfin smelt
Delta smelt
tricolored blackbird
California tiger salamander - central California DPS
least Bell's vireo
steelhead - Central Valley DPS
HOLT
STOCKTON WEST
STOCKTON EAST
PETERS
white-tailed kite
western spadefoot
Project Site
valley elderberry longhorn beetle
riparian brush rabbit
green sturgeon - southern DPS
yellow-headed blackbird
LATHROP
MANTECA
moestan blister beetle
western bumble bee
Sacramento anthicid beetle
RIPON
SALIDA
CNDDB WILDLIFE
Mariposa Industrial Park 2
San Joaquin County, CA
Map Date: 03/28/2023; Source: CDFW
N
0
1
2
Miles

IPaC **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

San Joaquin County, California



Local office

Sacramento Fish And Wildlife Office

(916) 414-6600
(916) 414-6713

Federal Building

Federal Building
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

NOT FOR CONSULTATION

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

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1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information. IPaC only shows species that are regulated by USFWS (see FAQ).

NOT FOR CONSULTATION

2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Mammals

NAME	STATUS
Riparian Brush Rabbit Sylvilagus bachmani riparius Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6189	Endangered

Reptiles

NAME	STATUS
Giant Garter Snake Thamnophis gigas Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4482	Threatened

Amphibians

NAME	STATUS
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species. Your location does not overlap the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened

Insects

NAME	STATUS
Monarch Butterfly Danaus plexippus Wherever found No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/9743	Candidate

NOT FOR CONSULTATION

Valley Elderberry Longhorn Beetle Desmocerus californicus dimorphus	Threatened

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/7850

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi	Threatened

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/498

Vernal Pool Tadpole Shrimp Lepidurus packardi	Endangered

Wherever found

There is **final** critical habitat for this species. Your location does not overlap the critical habitat.
https://ecos.fws.gov/ecp/species/2246

NOT FOR CONSULTATION

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

There are no critical habitats at this location.

You are still required to determine if your project(s) may have effects on all above listed species.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern https://www.fws.gov/program/migratory-birds/species
- Measures for avoiding and minimizing impacts to birds https://www.fws.gov/library/collections/avoiding-and-minimizing-incidental-take-migratory-birds
- Nationwide conservation measures for birds https://www.fws.gov/sites/default/files/documents/nationwide-standard-conservation-measures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Belding's Savannah Sparrow *Passerculus sandwichensis beldingi* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/8	Breeds Apr 1 to Aug 15
Bullock's Oriole *Icterus bullockii* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Mar 21 to Jul 25

NOT FOR CONSULTATION

California Gull Larus californicus — Breeds Mar 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/2084

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie Pica nuttalli — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9726

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Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

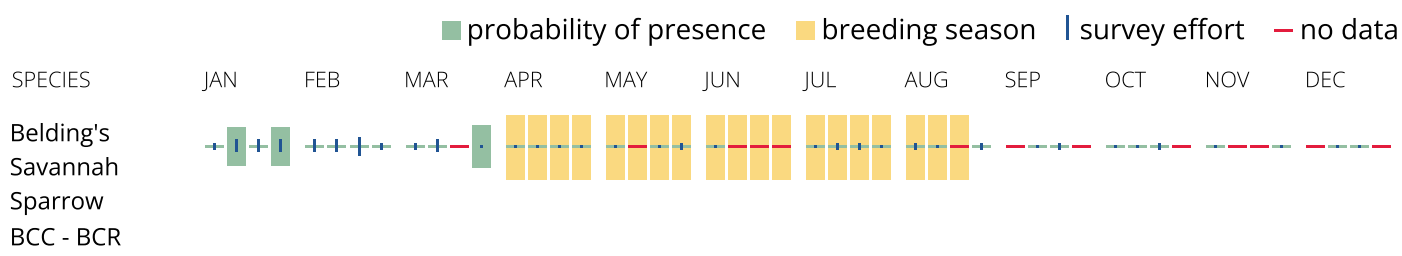
Breeding Season (▬)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

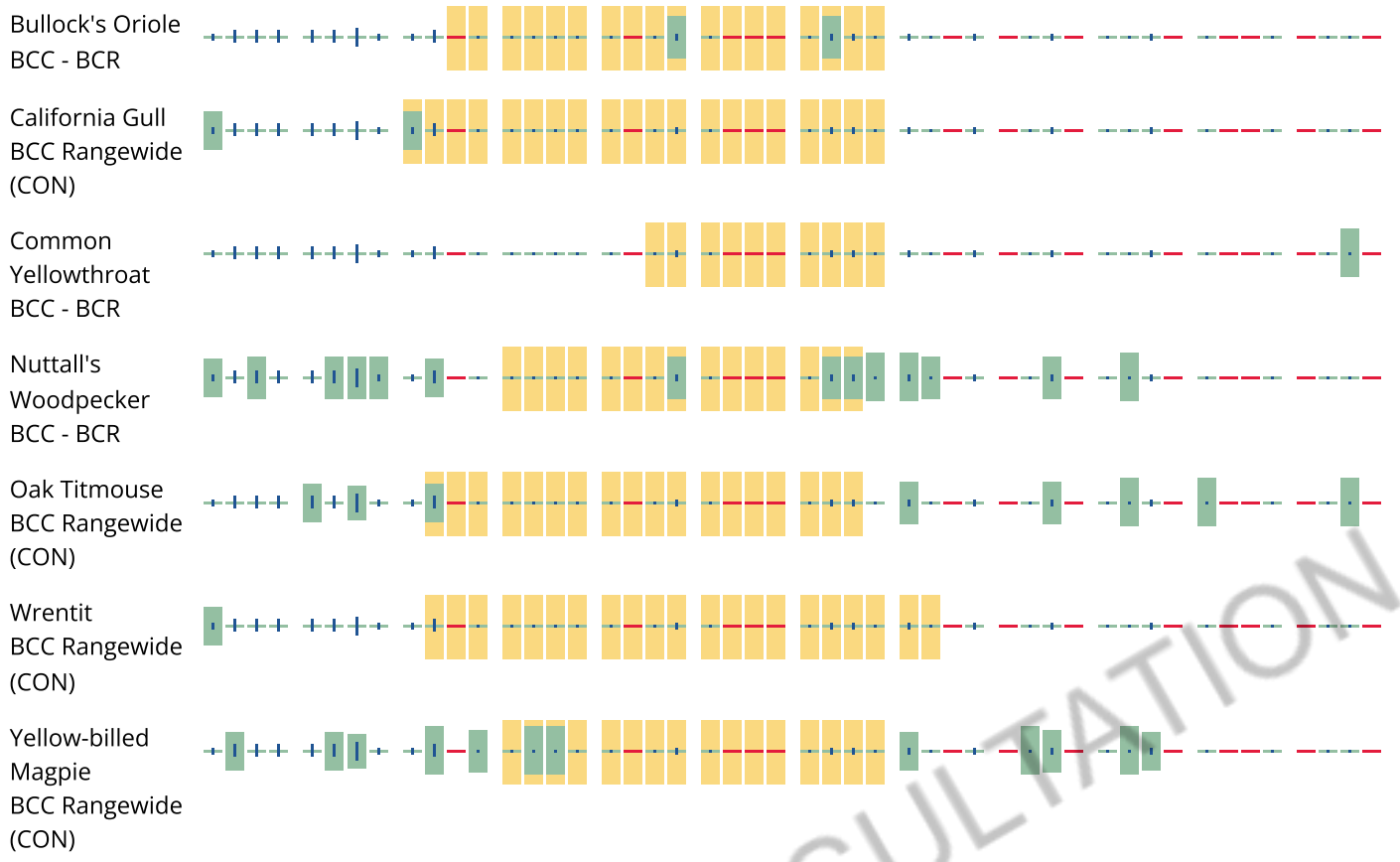
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



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Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the list of migratory birds that potentially occur in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the Rapid Avian Information Locator (RAIL) Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering or migrating in my area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may query your location using the RAIL Tool and look at the range maps provided for birds in your area at the bottom of the profiles provided for each bird in your results. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact

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Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

There are no refuge lands at this location.

Fish hatcheries

There are no fish hatcheries at this location.

Wetlands in the National Wetlands Inventory (NWI)

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Wetland information is not available at this time

This can happen when the National Wetlands Inventory (NWI) map service is unavailable, or for very large projects that intersect many wetland areas. Try again, or visit the NWI map to view wetlands at this location.

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Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies.

Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate Federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

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Attachment C

Photographs



Body of the site, looking north from the south edge of the site; 03/16/23. The body of the site has supported several different row crops over the last several decades.



Home site along the west edge of the site, looking northwest; 03/16/23.



Cluster of four large oak trees in the northeast part of the site, looking southwest; 04/26/22.



Potential Emergency Vehicle Acess (EVA) road across North Littlejohns Creek, looking northwest at the site from the north end of Newcastle Road; 03/16/23.



Potential Emergency Vehicle Access (EVA) road across North Littlejohns Creek, looking southeast towards Newcastle Road from the south edge of the site; 03/16/23.



Constructed ditch along the west edge of the site, looking northwest from the southwest corner of the site; 03/16/23. Water in this ditch drains in to North Littlejohns Creek to the south of the site.



South edge of the site, looking northeast from the southwest corner of the site; 03/16/23. North Littlejohns Creek is adjacent to a portion of the south edge of the site.



South edge of the site, looking southwest from the southeast corner of the site; 10/29/21.



East edge of the site, looking northwest from the southeast corner of the site; 10/29/21.



Mariposa Road along the northeast edge of the site, looking southeaast; 04/26/22.



Constructed agricultural ditch along the west edge of the site, looking northwest from just east of the home sites in the site; 03/16/23. There are a few trees along this ditch.

Attachment D

HCP Buffer Reduction Staff Report

May 2023
HTAC

STAFF REPORT

SUBJECT: Mariposa Industrial Park 2 Project, Plan Participation and Buffer Reduction

RECOMMENDED ACTION: Motion to Approve Recommendation to SJCOG, Inc. to 1) Allow the Mariposa Industrial Park 2 Project to Participate in the SJMSCP and 2) Allow a Revision to the Incidental Take Minimization Measures for Giant Garter Snake (GGS) and Western Pond Turtle (WPT)

DISCUSSION:

SUMMARY:



The project applicant, Greenlaw Development LLC, is requesting coverage under the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) through the City of Stockton. Although the project is in a mapped area of the Plan, the project needs to be allowed to participate due to outside permitting needs. The project site is located on the south side of Mariposa Road and just north of the north end of Newcastle Road, Stockton in the Central Zone (attachments 1 &2).

RECOMMENDATION:

SJCOG, Inc. staff recommends the HTAC make the recommendation to the SJCOG, Inc. Board to:

1) Allow the project to participate under the SJMSCP to provide biological coverage for the project impacts to the habitat types under the federal and state permits; and
2) Allow a revision of the Incidental Take Minimization Measures (ITMM) for Giant Garter Snake (GGS) and Western Pond Turtle (WPT) for this project.

FISCAL IMPACT:

If the project is approved, SJCOG, Inc. will be provided mitigation for the project impacts as required under the SJMSCP for approximately 114.28 acres. The impacts for this project would consist of 114.28 acres of Agricultural (C34) habitat impacts.

BACKGROUND:



This project consists of two phases on 114.28 acres. Phase 1 consists of the construction of a complex of industrial warehouses with a total building footprint of 1,779,390 square feet and access via Mariposa Road. Storm water will be treated on-site prior to discharge to North Littlejohns Creek. Phase 2 consists of the construction of an off-site connection to Newcastle Road (attachment 3).

The project is currently seeking outside permitting for portions of the project with the following agencies:

- Section 404 permit from the United States Army Corps of Engineers (USACE),
- Consultation with United States Fish and Wildlife Service

To work in close proximity to North Littlejohns, the project will potentially impact Giant Garter Snake (GGS) habitat within the suggested 200-foot buffer and Western Pond Turtle (WPT) within the 300-foot buffer. As identified in Section 5.59 of the Plan, HTAC, on a case-by-case review, can establish a setback and buffer zone to be used by the project in place of the 200 and 300 feet suggested.



Because the construction of portions of the project will be within the suggested 200-foot and 300-foot buffer areas, the project proponent has requested a reduction in the buffer to a 0-foot setback for the impacts within North LittleJohn's Creek. The reduction of these buffers is necessary for the construction of this project, but the buffer reduction will only be permitted during the active period for GGS. All other ITMMs for GGS (e.g., construction window between May 1 and October 1 and required survey work) and WPT will remain standard.

If allowed to participate in the SJMSCP, the total disturbed area will consist of 114.28 acres of Agricultural (C34) impacts. The project applicant will be responsible for mitigating the habitat impacts that is consumed by this project by either paying the appropriate fees at the time of ground disturbance or dedicating land in lieu of a fee at the appropriate SJMSCP ratio.

Adjacent Vegetation and Land Use

Location	SJMSCP Vegetation Map Classification	Habitat Type Category	Actual Use Of Property
Site	Agriculture (C34)	Agriculture (C34)	Agriculture (C34)
North	Agriculture (C34)	Agriculture (C34)	Agriculture (C34)
South	Agriculture (C34), Natural (D)	Agriculture (C34), Natural (D)	Agriculture (C34), Natural (D)
East	Agriculture (C34)	Agriculture (C34)	Agriculture (C34)
West	Agriculture (C34)	Agriculture (C34)	Agriculture (C34)

COMMITTEE ACTIONS:

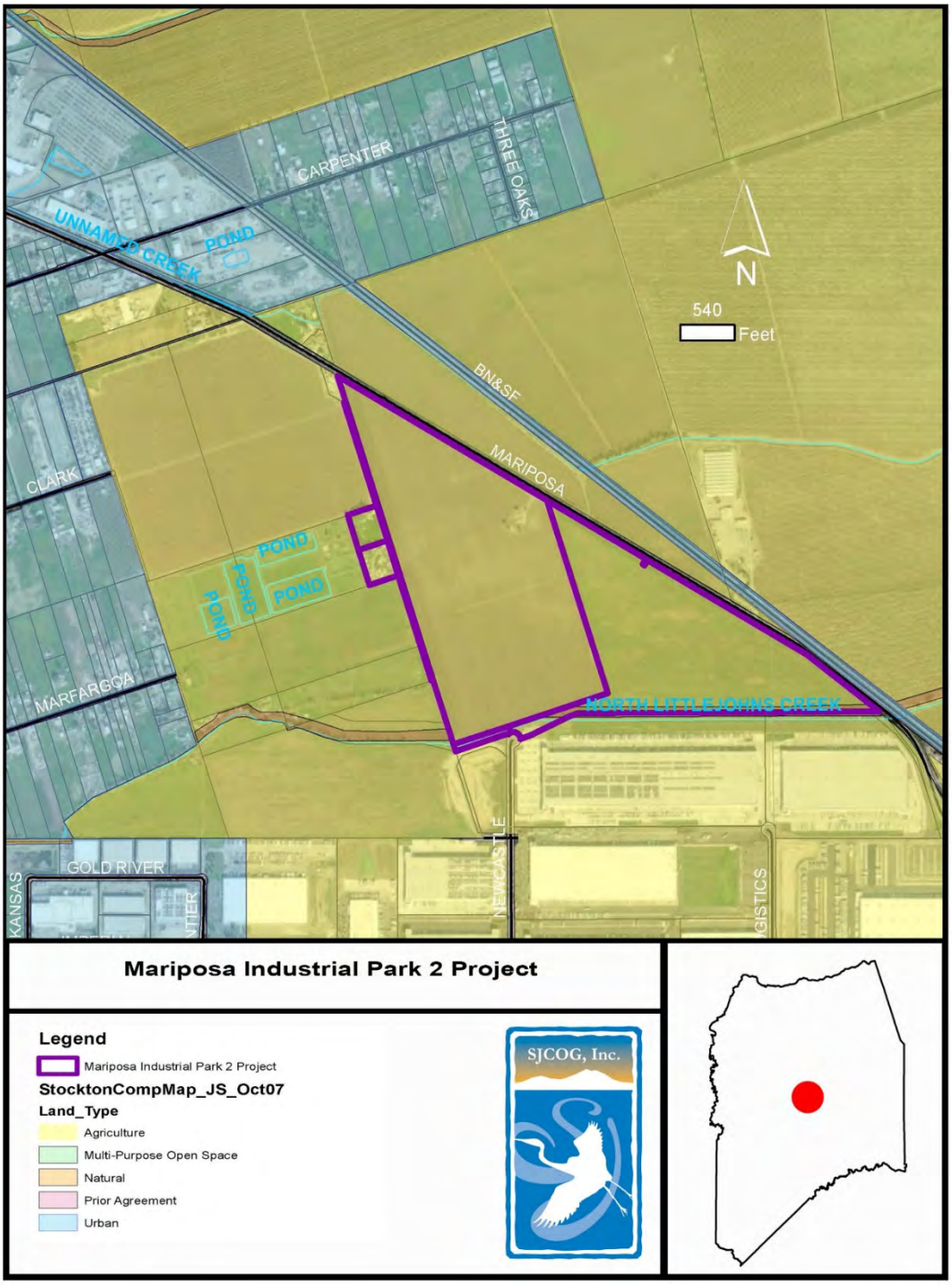
- Habitat Technical Advisory Committee: Action Required
- SJCOG, Inc. Board: May 25th if Recommended

ATTACHMENTS:

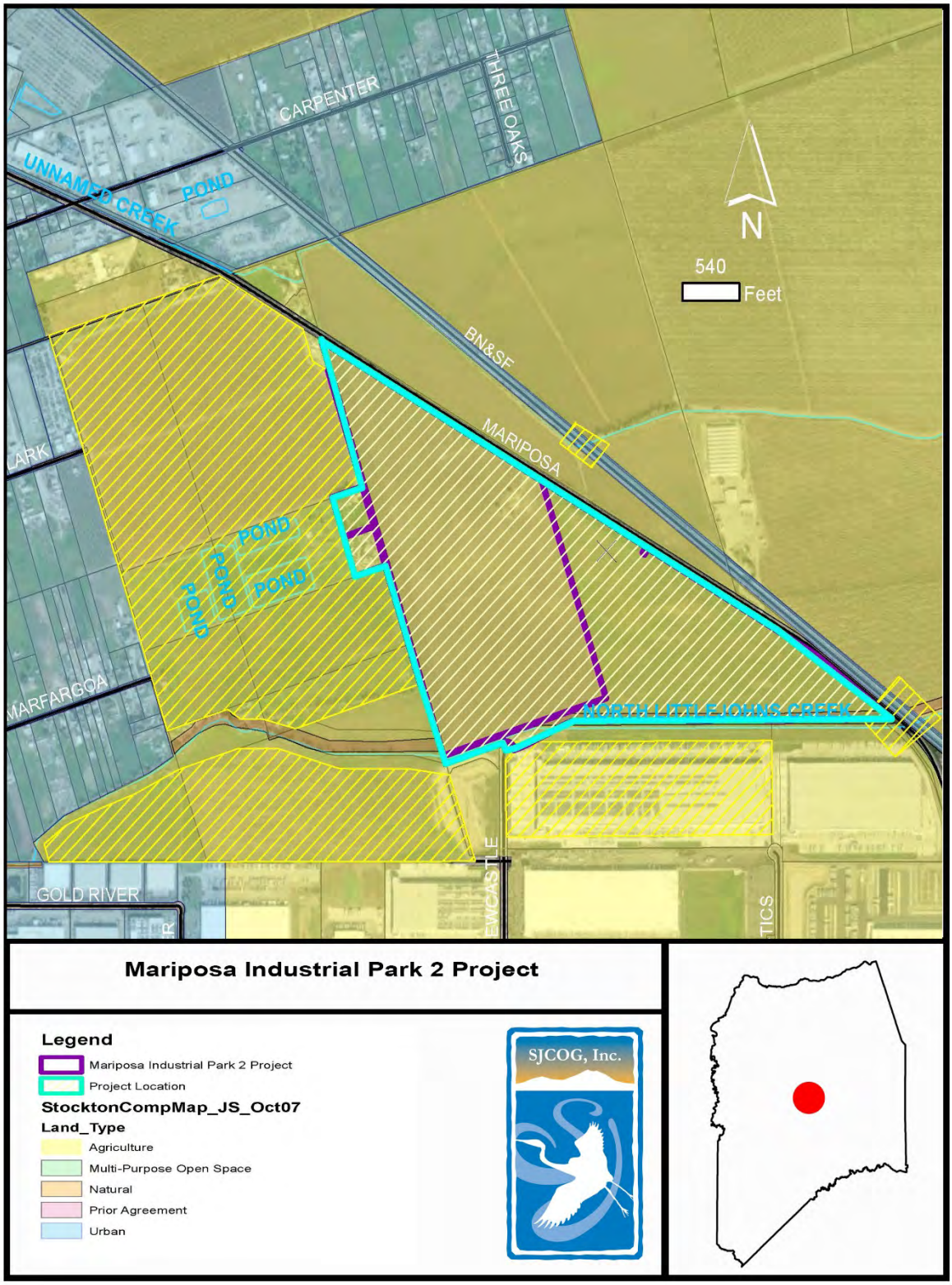
1. General Location Map
2. Project Location Map
3. Project Site Map

Prepared by: Laurel Boyd, Associate Habitat Planner

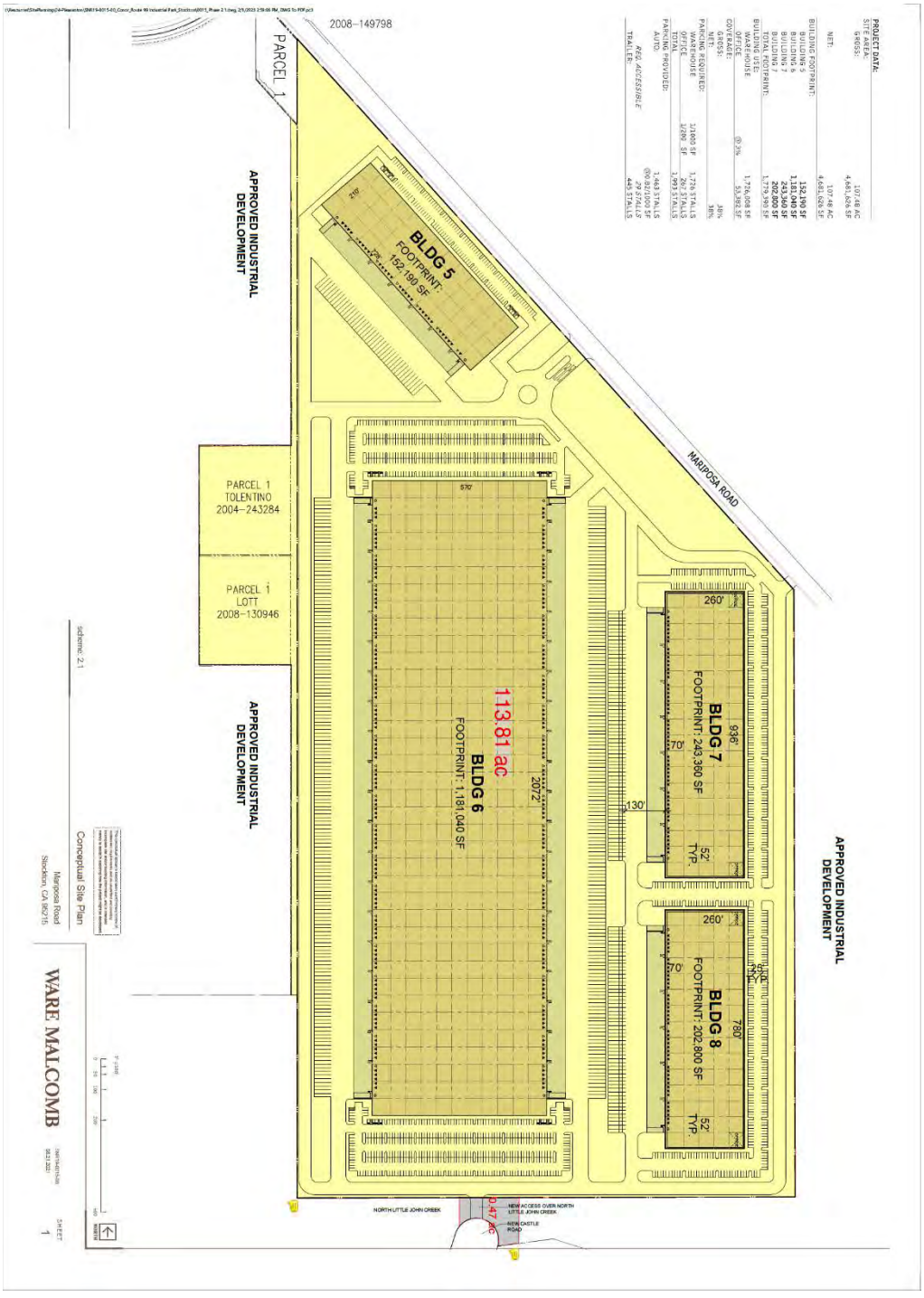
ATTACHMENT 1



ATTACHMENT 2

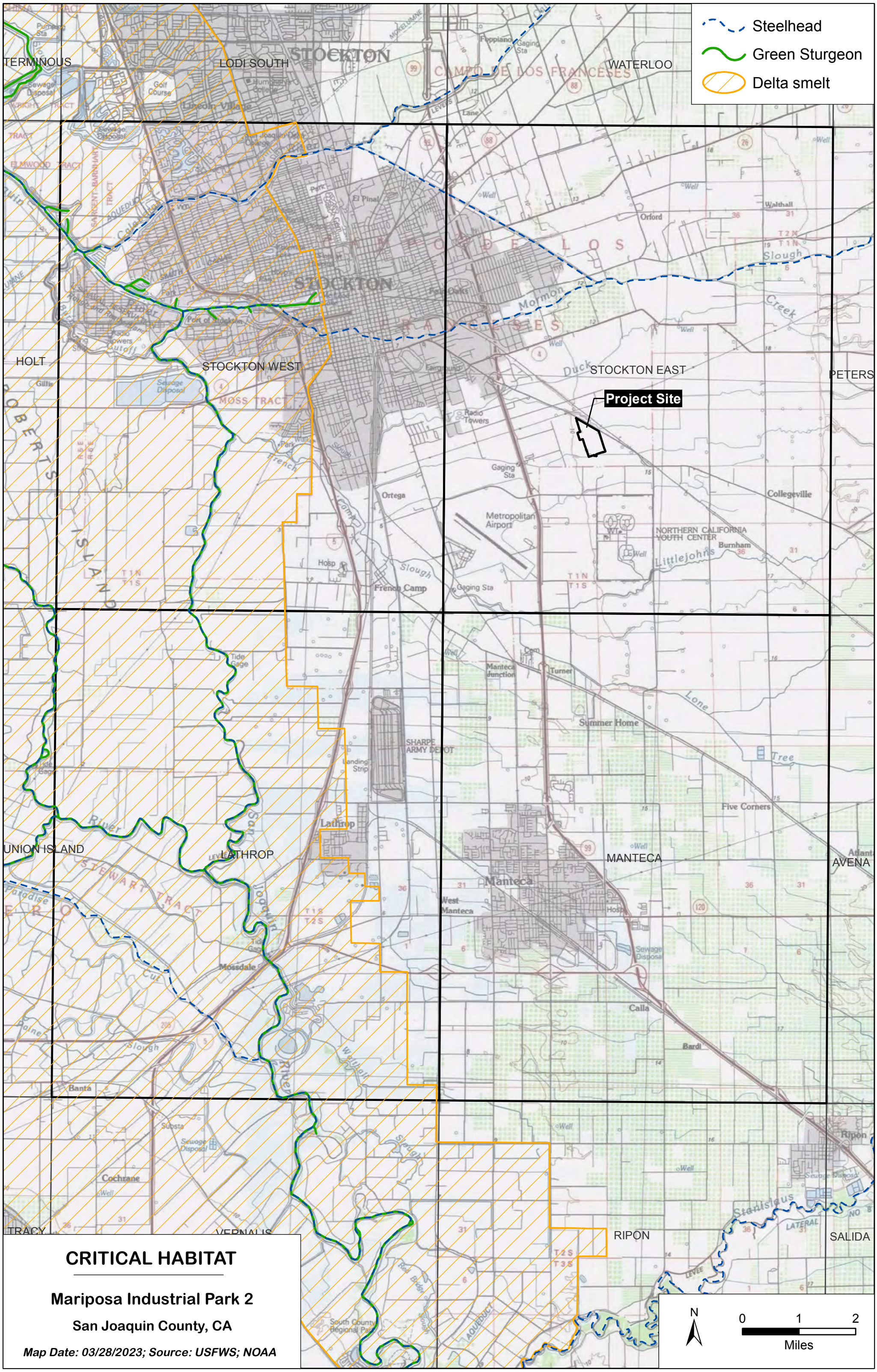


ATTACHMENT 3



Attachment E

Designated Critical Habitat


Steelhead
Green Sturgeon
Delta smelt
Project Site
TERMINOUS
LODI SOUTH
STOCKTON
WATERLOO
HOLT
STOCKTON WEST
STOCKTON EAST
PETERS
UNION ISLAND
LATHROP
MANTECA
AVENA
RIPON
SALIDA
TRACY
VERNALIS
Metropolitan Airport
NORTHERN CALIFORNIA YOUTH CENTER
Collegeville
Ortega
French Camp
Manteca
Lathrop
Summer Home
Five Corners
Calla
Bardi
Mossdale
Cochrane
Banta
SHARPE ARMY DEPOT
Manteca Junction
Turner
Orford
Walthall
Burnham
Littlejohns
Slough
Mormon
Creek
Lone
Tree
Stanislaus
LATERAL
LEVEE
AQUEDUCT
CAMPO DE LOS FRANCESES
RANCHO EL PINAL
MOSS TRACT
STEWART TRACT
ELMWOOD TRACT
WRIGHT TRACT
SARGENT-BARNHART TRACT
CRIPA TRACT
Golf Course
Sewage Disposal
Radio Towers
Gaging Sta
Hosp
Well
Park
Tide Gage
Landing Strip
Substa
CRITICAL HABITAT
Mariposa Industrial Park 2
San Joaquin County, CA
Map Date: 03/28/2023; Source: USFWS; NOAA
N
0
1
2
Miles

APPENDIX D
CULTURAL RESOURCES REPORTS

Project cultural resources reports are confidential but are available to qualified reviewers at the Stockton Department of Community Development, 345 N El Dorado Street, Stockton, CA

APPENDIX E
PHASE I ENVIRONMENTAL SITE ASSESSMENT



MARIPOSA 2
STOCKTON, CALIFORNIA

PHASE I ENVIRONMENTAL SITE ASSESSMENT

SUBMITTED TO
Mr. Rob Mitchell
Greenlaw Development, LLC
18301 Von Karman Avenue, Suite 250
Irvine, CA 92612

PREPARED BY
ENGEO Incorporated

November 23, 2021

PROJECT NO.
19551.000.001

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ENGEO
Expect Excellence

Project No.
19551.000.001

November 23, 2021

Mr. Rob Mitchell
Greenlaw Development, LLC
18301 Von Karman Avenue, Suite 250
Irvine, CA 92612

Subject: Mariposa 2
5700 and 5859 East Mariposa Road
Stockton, California

PHASE I ENVIRONMENTAL SITE ASSESSMENT

Dear Mr. Mitchell:

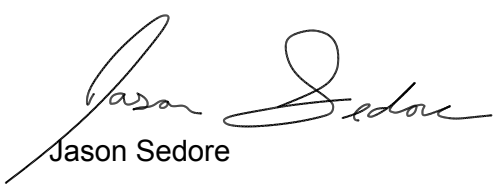
ENGEO is pleased to present our phase I environmental site assessment of the subject property (Property), located in Stockton, California. The attached report includes a description of the site assessment activities, along with ENGEO's findings, opinions, and conclusions regarding the Property.

ENGEO has the specific qualifications based on education, training, and experience to assess the nature, history, and setting of the Property, and has developed and performed all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312 and the American Standard Testing Method (ASTM) Practice E1527-13. We declare that, to the best of our professional knowledge and belief, the responsible charge for this study meets the definition of Environmental Professional as defined in Section 312.10 of 40 CFR Part 312 and ASTM E1527-13.

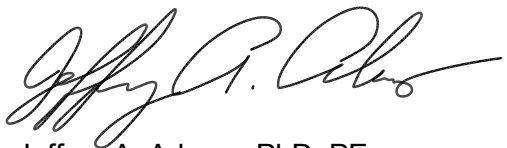
We are pleased to be of service to you on this project. If you have any questions concerning the contents of our report, please contact us.

Sincerely,

ENGEO Incorporated



Jason Sedore



Jeffrey A. Adams, PhD, PE

js/jaa/ar

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EXECUTIVE SUMMARY

ENGEO conducted a phase I environmental site assessment for the property located at 5700 and 5859 East Mariposa Road in Stockton, California (Property). The Property is approximately 267 acres in area and is identified by Assessor's Parcel Numbers (APNs) 179-022-003 and 179-022-007.

The Property consists of active agricultural land. Review of historical records indicates that the Property has remained undeveloped land since sometime after 1975. Previously, residential structures were located on the Property. The Property has been historically utilized for the agricultural purposes, including dry farming and more recently to cultivate row crops. Burlington Northern Santa Fe Railroad tracks are oriented in an approximate southwest to northwest direction though the Property along an easement. Mariposa Road is adjacent to the boundary between APNs 179-022-003 and 179-022-007.

This assessment included a review of local, state, tribal, and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources. A reconnaissance of the Property was conducted to review site use and current conditions to check for the storage, use, production or disposal of hazardous or potentially hazardous materials and interviews with persons knowledgeable about current and past site use.

The site reconnaissance and records review did not find documentation or physical evidence of soil or groundwater impairments associated with the use or past use of the Property. A review of regulatory databases maintained by county, state, tribal, and federal agencies found no documentation of hazardous materials violations or discharge on the Property and did not identify contaminated facilities within the appropriate American Society for Testing and Materials (ASTM) search distances that would reasonably be expected to impact the Property.

Based on the findings of this assessment, no Recognized Environmental Conditions (RECs), no historical RECs, and no controlled RECs were identified for the Property.

Based on the review of regulatory databases and site reconnaissance, we present information on features of potential environmental concern that were either contained in the databases or observed on the Property. These features were not considered to be RECs. We briefly discuss each feature below.

- The Property has historically been utilized for agricultural purposes dating back to at least 1937. Though the primary focus appears to be hay farming, residual concentrations of recalcitrant agrichemicals may remain in surface soil at the Property.

- Burlington Northern Santa Fe Railroad has traversed the Property since 1915 and Mariposa Road is adjacent to the Property boundary. Both are visible in aerial photographs dating to 1937 and topographic maps dating to 1915.

ENGEO has performed a phase I environmental site assessment in general conformance with the scope and limitations of ASTM E1527-13 and the standards and practices of the All Appropriate Inquiry – Final Rule (40 Code of Federal Regulations Part 312).

It is our opinion that the findings of this study are based on a sufficient level of information obtained during our contracted scope of services to render a conclusion as to whether additional appropriate investigation is required to identify the presence or likely presence of a REC. We identified the following data gap.

- We did not receive a completed Key Site Manager-based questionnaire prior to publication of this report.

The data gap identified during this process does not affect the conclusions as to the presence or lack of presence of RECs at the Property.

This assessment has revealed no evidence of RECs in connection with the Property, commercial development. ENGEO recommends the following.

- Due to the railroad traversing the Property, it is recommended that an agrichemical and lead assessment be performed adjacent to the rail line.

- Given the presence of Mariposa Road, it is recommended that an aerially deposited lead assessment be performed adjacent to the roadway.

- If records regarding demolition of residential homes are not located, a lead, asbestos, and PCB survey should be considered near the former residential home. We also recommend the preparation of a Site Management Plan (SMP), which would outline protocols and procedures for handling of soil and groundwater as well for unforeseen environmental issues encountered during redevelopment activities.

- An agrichemical assessment should be considered to determine soil disposal and/or reuse alternatives if soil is to be exported from the Property.

- Proper removal of wells located on the Property should be performed in accordance with local and State guidelines.

1.0 INTRODUCTION

1.1 PURPOSE OF PHASE I ENVIRONMENTAL SITE ASSESSMENT

This assessment was performed at the request of Greenlaw Development, LLC. for the purpose of environmental due diligence during property acquisition. The objective of this phase I environmental site assessment is to identify Recognized Environmental Conditions (RECs) associated with the Property. As defined in the ASTM Standard Practice E1527-13, an REC is "the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment."

1.2 DETAILED SCOPE OF SERVICES

The scope of services performed included the following.

- A review of publicly available and practicably reviewable standard local, state, tribal, and federal environmental record sources.
- A review of publicly available and practicably reviewable standard historical sources, aerial photographs, fire insurance maps, and physical setting sources.
- A reconnaissance of the Property to review site use and current conditions. The reconnaissance was conducted to check for the storage, use, production or disposal of hazardous or potentially hazardous materials.
- Interviews with owners/occupants and public sector officials.
- Preparation of this report with our findings, opinions, and conclusions.

1.3 SITE LOCATION AND DESCRIPTION

The Property is located at 5700 and 5859 East Mariposa Road in Stockton, California (Figures 1 and 2). The approximately 267.5-acre Property is identified as APNs 179-022-003 and 179-022-007 (Figure 3) and is currently unoccupied. The Property is currently utilized for agricultural purposes.

1.4 CURRENT USE OF PROPERTY AND ADJOINING PROPERTIES

The Property is utilized for agricultural purposes and is currently unoccupied. Mariposa Road and Burlington Northern Santa Fe Railroad tracks cross the Property in a generally southeast to northwest orientation. Overhead power lines are located along the southern shoulder of Mariposa Road. Adjacent parcels are utilized for agricultural purposes in all directions in addition to several rural residential homes to the north and west and a commercial property to the south.

1.5 SITE AND VICINITY CHARACTERISTICS

According to published topographic maps, the Property is relatively level, with little change in elevation. Elevation ranges from approximately 42 feet above mean sea level (msl) in the

southeast to approximately 41 feet above msl to the northwest. Review of the Wagner et al. (1991) Geologic Map found that the Property is underlain by Pleistocene-aged Modesto Formation and consists of unconsolidated sand, silt, and clay.

Geocheck – Physical Setting Source Summary of the Environmental Data Resources, Inc. (EDR) report (Appendix A) indicated two Federal United States Geological Survey (USGS) and six State wells located within 1 mile of the Property. No depths to groundwater were reported in the listed wells.

We reviewed the Department of Water Resources (DWR) On-line Water Data Library for depth to water in the vicinity of the Property. The website identified seven wells within 1 mile of the Property. Recorded depths to groundwater varied from 47.7 to 122.5 feet below existing ground surfaces.

The site-specific depth to groundwater and direction of groundwater flow was not determined as part of this assessment. Fluctuations in groundwater levels may occur seasonally and over a period of years due to variations in precipitation, temperature, irrigation, and other factors.

We reviewed the Department of Conservation, Geologic Energy Management (CalGEM), formerly the Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), website and map database to determine if any historic oil and/or gas wells were located within the Property. No wells were mapped within 1 mile of the Property.

2.0 RECORDS REVIEW

2.1 PROPERTY RECORDS

2.1.1 Title Report/Ownership

The Title Report lists recorded land title detail, ownership fees, leases, land contracts, easements, liens, deficiencies, and other encumbrances attached to or recorded against a subject property. Laws and regulations pertaining to land trusts vary from state to state and the detail of information presented in a Title Report can vary greatly by jurisdiction. As a result, ENGEO utilizes a Title Report, when provided to us, as a supplement to other historical record sources.

A Preliminary Title Report for the Property, prepared by First American Title Insurance Company and dated September 30, 2021, was provided for our review. The Property title is vested in Julie Ann Sarale, as Administrator of the Estates of Emma Galfiani, Ester Galgiani, Franco Galgiani, Iris Galgiani, Antonio Galgiani, Fedelina Cavalli. No references to environmental liens, deed restrictions or other potential environmental issues were noted. This report is included in Appendix B.

2.2 HISTORICAL RECORD SOURCES

The purpose of the historical record review is to develop a history of the previous uses or occupancies of the Property and surrounding area in order to identify those uses or occupancies that are likely to have led to RECs on the Property.

2.2.1 Historical Topographic Maps/Aerial Photographs/Sanborn Maps

Historical USGS topographic maps and aerial photographs were reviewed to determine if discernible changes pertaining to the Property had been recorded. EDR provided the following maps and photographs, presented in Appendices C and D. EDR did not identify Sanborn fire insurance maps for the Property. A copy of the EDR Sanborn search report is presented in Appendix E.

TABLE 2.2.1-1: Historical Review Summary

HISTORIC MAP/PHOTOGRAPH	YEARS
Topographic Maps	1914 – Burnham 1952, 1968, 1976, 1987, 2012 – Stockton East
Aerial Photographs	1937, 1957, 1963, 1968, 1975, 1982, 1993, 1998, 2006, 2009, 2012, 2016
Sanborn Maps	N/A

Available topographic maps dating back to 1915 and aerial photographs dating back to 1937 were reviewed. In 1915, the Property contains residential homes adjacent to Mariposa Road. These structures are visible in aerial photographs between 1937 and 1975. By 1982, the structures appear to have been removed. Mariposa Road and Burlington Northern Santa Fe Railroad (formerly Atchison, Topeka and Santa Fe Railroad) are shown traversing through the Property in an approximately southeast to northwest orientation. Historically the Property has been utilized for agricultural purposes to cultivate hay, and more recently, row crops. Two drainage canals or ephemeral streams are visible in 1937 but appear to have been filled in sometime after 1968. Adjacent parcels consist of agricultural land or rural residences until sometime after 1998. The residence in the parcel adjacent to the southeast area constructed an agricultural warehouse sometime after 1998 and the parcels to the south were converted into industrial warehouses sometime after 2006. Duck Creek is shown to the north.

2.2.2 City Directory

City Directories, published since the 18th century for major towns and cities, list the name of the resident or business associated with each address. A city directory search conducted by EDR is located in Appendix F. There are no current residents for the listing obtained.

TABLE 2.2.2-1: City Directory

YEAR	LISTINGS
2009	5889 E. Mariposa Road – Iris Gagliani 5700 E. Mariposa Road – Iris Gagliani
2004	5889 E. Mariposa Road – Iris Gagliani 5700 E. Mariposa Road – Iris Gagliani

2.3 ENVIRONMENTAL RECORD SOURCES

EDR performed a search of federal, tribal, state, and local databases regarding the Property and nearby properties. Details regarding the databases searched by EDR are provided in Appendix A. A list of the facilities documented by EDR within the approximate minimum search distance of the Property is provided below.

2.3.1 Environmental Records

2.3.1.1 Subject Property

The Property is not listed on Environmental Record source databases.

2.3.1.2 Other Properties

The following databases include facilities listed within the appropriate ASTM search distances of the Property on Environmental Records sources.

TABLE 2.3.1.2-1: Environmental Database Listings for Nearby Properties

FACILITY	STREET	DATABASES
Norcal Logistics Building 7	Arch Road	NPDES,CERS,CIWQS
Amazon.Com Services, LLC SCK1	4532 Newcastle Road	RCRA-SQG, CERS HAZ WASTE
Esformes Ranch Properties, Ltd	7119 E Mariposa Road	RCRA NONGEN / NLR
5 Star Farm Management, Inc.	7119 E Mariposa Road	RCRA NONGEN / NLR, CERS HAZ WASTE, CERS
Ripon Pacific, Inc.	5050 E Carpenter Road	SEMS-ARCHIVE
Reeve Trucking Co.	5050 E Carpenter Road	CERS HAZ WASTE,CERS TANKS,CERS, AST, UST, RCRA NONGEN/NLR
Ripon Pacific Pickle Plant	5050 Carpenter Road	ENVIROSTOR,CPS-SLIC,SWEEPS UST,HIST UST,CA FID UST,CERS
Simplot Soilbuilders	5040 Carpenter Road	RCRA-SQG,FINDS,ECHO
Delta Charter	4900 Mariposa Road	LUST,CORTESE,HIST CORTESE,CERS
Amador Chemical Corporation	4801 East Carpenter Road	ENVIROSTOR,CERS,NON-CASE INFO

The Norcal Logistics Building 7 is related to construction dewatering during site development.

The Delta Charter facility is related to a leaking underground storage tank (LUST) containing diesel that was discovered on May 29, 1992. The case was closed on August 6, 1998. No additional site history is available.

The Amazon.Com Services, LLC SCK1 facility actively stores and ships goods containing certified hazardous wastes.

The Simplot Soilbuilders facility is related to the nitrogenous fertilizer manufacturing that occurs on site.

The 5 Star Farm Management, Inc. facility was out of compliance for record keeping according to the California Environmental Reporting System (CERS). This facility returned to compliance on April 6, 2018.

The Reeve Trucking Company was out of compliance for record keeping according to the CERS. This facility returned to compliance on July 1, 2020.

The Ripon Pacific Inc. and Ripon Pacific Pickle Plant facilities are related to brine discharges to surface waters causing pollution and odor nuisance. In 1978, this facility was prohibited from further discharges into waters of the State of California. Eventual lawsuits and court orders led to a partial cleanup of the site and provisions for alternative water supplies for residents living downgradient from the site. Review of the Department of Water Resources (DWR) Sustainable Groundwater Management (SMGA) Data Viewer suggests that groundwater generally flows in a westerly direction from this facility. Groundwater impairments are not expected to pose an environmental risk the Property.

Listings for Amador Chemical Corporation are related to on-site bulk liquid storage, including gasoline and diesel fuel in above-ground storage tanks, and a series of ponds utilized for evaporating stormwater runoff and liquid chemical wastes. The Central Valley Regional Water Quality Control Board (CVRWQCB) inquired about the integrity of these ponds in 1981. In 1982, surface samples were taken from these ponds, and laboratory results indicated that heptanes, alkanes, hexanes, benzene, and xylene(s) were present. In 1985, CVRWQCB was notified by Amador Chemical Corporation that the wastewater ponds were abandoned and that they had begun storing wastewater in a 5,000-gallon above-ground storage tank. This wastewater was to be recycled through drum and vat washout processes. In 1986, Amador Chemical Company planned to dispose of wastewater at the Stockton Municipal Sewer Facility and to recycle wastewater contaminated with solvents. Soil sampling was performed and results reported to CVRWQCB in 1986, which indicated that chlorinated solvents or semi-volatile compounds were reported as “no detection.” The wastewater ponds were to be excavated and filled with appropriate material, though inspection in 1990 found one pond utilized for stormwater storage was present. In March of 1988, Department of Health Services prepared a Preliminary Assessment that recommended no further action at the federal level, but that a “medium priority site inspection” should occur at the State level.

Based on the distances to the identified database sites, regional topographic gradient, and the EDR findings, it is unlikely that the above-stated database sites pose an environmental risk to the Property. Properties that are on the “Orphan Summary” list appear to be located beyond the ASTM recommended radius search criteria.

2.4 REGULATORY AGENCY FILES AND RECORDS

The following agencies were contacted pertaining to possible past development and/or activity at the Property.

TABLE 2.4-1: Regulatory Agency Records

NAME OF AGENCY	RECORDS REVIEWED
City of Stockton Clerk	We contacted the City of Stockton Clerk to arrange a review of files pertaining to the Property. No records were found regarding the Property.
Stockton Fire Department	We contacted the City of Stockton Fire Department to arrange a review of files pertaining to the Property. No records were found regarding the Property.
San Joaquin County Community Development Department	We contacted the San Joaquin County Community Development Department to arrange a review of files pertaining to the Property. We were referred to the San Joaquin County Department of Environmental Health.

NAME OF AGENCY	RECORDS REVIEWED
San Joaquin County Department of Environmental Health	We reviewed the San Joaquin County Environmental Health Department's online public records portal for the addresses associated with the Property. Several records were found. Records include a boring permit, waste abatement, and a 55-gallon drum of oil. The oil drum was removed and surface spill abated per San Joaquin County recommendations.
San Joaquin County Assessor's Office	We reviewed the San Joaquin County Assessor's Office online public records portal and confirmed the APNs associated with the Property.
California State Water Resources Control Board	The California State Water Resources Control Board GeoTracker website was reviewed. No records were identified for the Property. Multiple sites were located within a mile of the Property but would not be expected to have impacted the Property. A description of relevant properties can be found in Section 2.3.1.2.
Department of Toxic Substances Control	The Department of Toxic Substances Control EnviroStor website was reviewed. No records were identified for the Property. Multiple sites were located within a mile of the Property but would not be expected to have impacted the Property. A description of relevant properties can be found in Section 2.3.1.2.

2.5 INDOOR AIR QUALITY

An evaluation of indoor air quality, mold, or radon was not included as part of the contracted scope of services. The California Department of Public Health has conducted studies of radon risks throughout the state, sorted by zip code. Results of the studies indicate that two tests were conducted within the Property zip code, with one test exceeding the current EPA action level of 4 picocuries per liter (pCi/L)[1].

In accordance with ASTM E2600-15 (Tier 1) (*Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions*); there are no potential petroleum hydrocarbon sources for vapor intrusion within 1/10 mile of the Property or volatile organic compound (VOC) sources within 1/3 mile of the Property.

3.0 SITE RECONNAISSANCE

3.1 METHODOLOGY

ENGEO conducted a reconnaissance of the Property on November 3, 2021. The reconnaissance was performed by Jason Sedore, a Staff Geologist of ENGEO. The Property was viewed for hazardous materials storage, superficial staining or discoloration, debris, stressed vegetation, or other conditions that may be indicative of potential sources of soil or groundwater contamination. The Property was also checked for evidence of fill/ventilation pipes, ground subsidence, or other evidence of existing or preexisting underground storage tanks. Photographs taken during the site reconnaissance are presented in Figure 4.

[1] California Department of Public Health – Radon Program– (https://www.cdph.ca.gov/Programs/CEH/DRSEM/CDPH%20Document%20Library/EMB/Radon/Radon%20Test%20Results.pdf).

3.2 EXTERIOR OBSERVATIONS

The following table summarizes our observations during the reconnaissance:

TABLE 3.2-1: Exterior Site Observations

FEATURE TYPE	OBSERVATIONS
Structures	The Burlington Northern Santa Fe railroad was observed during our reconnaissance and is located on an easement through the Property. Buried concrete potentially related to a foundation was observed in the vicinity of the former residential structure.
Hazardous Substances and Petroleum Products in Connection with Identified Uses	No hazardous substances were observed within the Property during the site reconnaissance. Petroleum products were observed on the Property and are likely associated with maintenance of the irrigation well pumps.
Storage Tanks (underground and above-ground)	Several above-ground storage tanks were observed during the site reconnaissance. These tanks were of unknown use. No evidence of staining or releases were observed at these tanks.
Odors	No odors indicative of hazardous materials or petroleum material impacts were noted at the time of the reconnaissance.
Pools of Potentially Hazardous Liquid	No pools of potentially hazardous liquid were observed within the Property at the time of our reconnaissance.
Drums	No drums were observed on the Property at the time of the reconnaissance.
Polychlorinated Biphenyls (PCBs) Containing Equipment	Several pole-mounted transformers were observed within the Property during our site reconnaissance. The transformers showed no signs of leakage.
Hazardous Substances and Petroleum Product Containers	No hazardous substances were observed on the Property at the time of our reconnaissance. Several petroleum product containers were observed but do not appear to be an environmental concern.
Pits, Ponds, and Lagoons	No pits, ponds, or lagoons were observed within the Property at the time of our reconnaissance.
Stained Soil/Pavement	Minor stained soil was observed within the Property adjacent to the irrigation wells at the time of our reconnaissance.
Stressed Vegetation	No signs of stressed vegetation were observed on the Property at the time of our reconnaissance.
Solid Waste/Debris	Several minor, intermittent piles of solid waste were observed at the subject Property. The piles consisted of household and consumer debris or concrete.
Stockpiles/Fill Material	No stockpiles or fill material was observed on the Property during the reconnaissance, but historic aerial photographs and topographic maps depict former ephemeral channels or irrigation canals that were filled. Fill is also expected in the vicinity of the former residential home.
Wastewater	No wastewater conveyance systems were observed at the Property during the reconnaissance.
Wells	Two wells were found within the Property during our site reconnaissance.
Septic Systems	No septic systems were found within the Property during our site reconnaissance. It is feasible that a septic system remains at the former residential home.

3.3 ASBESTOS, LEAD, AND PCB-CONTAINING MATERIALS

No structures are currently located on the Property.

4.0 INTERVIEWS

Mr. Rob Mitchell of Greeenlaw Development LLC. completed a Client-based environmental site assessment questionnaire pertaining to applicable past and present uses and physical characteristics of the Property and surrounding properties. In the questionnaire, Mr. Mitchell did not identify and environmentally related issues with the Property. Mr. Mitchell indicated that the Property did not reflect fair market value; we subsequently determined that Mr. Mitchell believes the Property is listed above fair market value. The questionnaire is presented in its entirety in Appendix F.

We did not receive a completed Key Site Manager-based questionnaire prior to publication of this report.

5.0 FINDINGS AND CONCLUSIONS

This assessment included a review of local, state, tribal, and federal environmental record sources, standard historical sources, aerial photographs, fire insurance maps and physical setting sources. A reconnaissance of the Property was completed to review site use and current conditions to check for the storage, use, production, or disposal of hazardous or potentially hazardous materials and to conduct written/oral interviews with persons knowledgeable about current and past site use.

The site reconnaissance and records review did not find documentation or physical evidence of soil or groundwater impairments associated with the use or past use of the Property. A review of regulatory databases maintained by county, state, tribal, and federal agencies found no documentation of hazardous materials violations or discharge on the Property and did not identify contaminated facilities within the ASTM search distances that would reasonably be expected to impact the Property.

Based on the findings of this assessment, no RECs, no historical RECs, and no controlled RECs were identified for the Property.

Based on the review of regulatory databases and site reconnaissance, we present information on features of potential environmental concern that were either contained in the databases or observed on the Property. These features were not considered to be RECs. We briefly discuss each feature below.

- The Property has historically been utilized for agricultural purposes dating back to at least 1937. Though the primary focus appears to be hay farming, residual concentrations of recalcitrant agrichemicals may remain in surface soil at the Property.

- Burlington Northern Santa Fe Railroad tracks have traversed the Property since at least 1915, and Mariposa Road is adjacent to the Property boundary. Both are visible in aerial photographs dating to 1937 and topographic maps dating to 1915.

ENGEO has performed a phase I environmental site assessment in general conformance with the scope and limitations of ASTM E1527-13 and the standards and practices of the All Appropriate Inquiry – Final Rule (40 Code of Federal Regulations Part 312).

It is our opinion that the findings of this study are based on a sufficient level of information obtained during our contracted scope of services to render a conclusion as to whether additional appropriate investigation is required to identify the presence or likely presence of a REC.

This assessment has revealed no evidence of RECs in connection with the Property, commercial development. ENGEO recommends the following.

- Due to the railroad traversing the Property, it is recommended that an agrichemical and lead assessment be performed adjacent to the rail line.
- Given the presence of Mariposa Road, it is recommended that an aerially deposited lead assessment be performed adjacent to the roadway.
- If records regarding demolition of residential homes are not located, a lead, asbestos, and PCB survey should be considered near the former residential home. We also recommend the preparation of an SMP, which would outline protocols and procedures for handling of soil and groundwater as well for unforeseen environmental issues encountered during redevelopment activities.
- An agrichemical assessment should be considered to determine soil disposal and/or reuse alternatives if soil is to be exported from the Property.
- Proper removal of wells located on the Property should be performed in accordance with local and State guidelines.

6.0 LIMITATIONS

6.1 SIGNIFICANT ASSUMPTIONS OR DEVIATIONS FROM ASTM STANDARD PRACTICE

No significant assumptions or deviations from ASTM standard practice were made.

6.2 OPINIONS AND DATA GAPS

It is our opinion that the findings of this study are based on a sufficient level of information obtained during our contracted scope of services to render a conclusion as to whether additional appropriate investigation is required to identify the presence or likely presence of a REC. We identified the following data gap.

- We did not receive a completed Key Site Manager-based questionnaire prior to publication of this report.

The data gap identified during this process does not affect the conclusions as to the presence or lack of presence of RECs at the Property.

6.3 LIMITATIONS AND EXCEPTIONS OF ASSESSMENT

The professional staff at ENGEO strives to perform its services in a proper and professional manner with reasonable care and competence but is not infallible. The recommendations and conclusions presented in this report were based on the findings of our study, which were developed solely from the contracted services. The findings of the report are based in part on contracted database research, out-of-house reports, and personal communications. The opinions formed by ENGEO are based on the assumed accuracy of the relied upon data in conjunction with our relevant professional experience related to such data interpretation. ENGEO assumes no liability for the validity of the materials relied upon in the preparation of this report.

This document must not be subject to unauthorized reuse; that is, reuse without written authorization of ENGEO. Such authorization is essential because it requires ENGEO to evaluate the document's applicability given new circumstances, not the least of which is passage of time. The findings from a phase I environmental site assessment are valid for one year after completion of the report. Updates of portions of the assessment may be necessary after a period of 180 days after completion.

This phase I environmental site assessment is not intended to represent a complete soil, soil gas, or groundwater characterization, nor define the depth or extent of soil, soil gas, or groundwater contamination. It is intended to provide an evaluation of potential environmental concerns associated with the use of the Property. A more extensive assessment that would include a subsurface exploration with laboratory testing of soil, soil gas, and groundwater samples could provide more definitive information concerning site-specific conditions. If additional assessment activities are considered for the Property and if other entities are retained to provide such services, ENGEO cannot be held responsible for any and all claims arising from or resulting from the performance of such services by other persons or entities. ENGEO can also not be held responsible from any and all claims arising or resulting from clarifications, adjustments, modifications, discrepancies or other changes necessary to reflect changed field or other conditions.

6.4 SPECIAL TERMS AND CONDITIONS

ENGEO has prepared this report for the exclusive use of our client, Greenlaw Development, LLC. It is recognized and agreed that ENGEO has assumed responsibility only for undertaking the study for the Client. The responsibility for disclosures or reports to a third party and for remedial or mitigative action shall be solely that of the Client.

Laboratory testing of soil, soil gas, or groundwater samples was not within the scope of the contracted services. The assessment did not include an asbestos survey, an evaluation of lead-based paint, an inspection of light ballasts for polychlorinated biphenyls (PCBs), or a mold survey. A radon evaluation was not performed.

This report is based upon field and other conditions discovered at the time of preparation of ENGEO's assessment. Visual observations referenced in this report are intended only to represent conditions at the time of the reconnaissance. ENGEO would not be aware of site contamination, such as dumping and/or accidental spillage, that occurred subsequent to the reconnaissance conducted by ENGEO personnel.

SELECTED REFERENCES

Wagner, D.L., Bortugno, E.J., and McJunkin, R.D., 1991, Geologic map of the San Francisco-San Jose quadrangle, California Division of Mines and Geology, Regional Geologic Map 5A, scale 1:250,000.

Google Maps (http://maps.google.com)

California Department of Water Resources (http://www.water.ca.gov/waterdatalibrary/)

California Department of Public Health – Radon Program– (https://www.cdph.ca.gov/Programs/CEH/DRSEM/CDPH%20Document%20Library/EMB/Radon/Radon%20Test%20Results.pdf).

California Geologic Energy Management Division (CalGEM) (https://www.conservation.ca.gov/calgem)

CalGEM Well Finder (https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.94276/37.12009/6)



FIGURES

FIGURE 1: Vicinity Map
FIGURE 2: Site Plan
FIGURE 3: Assessor's Parcel Map
FIGURE 4: Site Photographs



N

0 1,000 2,000

FEET

BASEMAP SOURCE: GOOGLE EARTH MAPPING SERVICE 9/27/2020

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VICINITY MAP

MARIPOSA 2

STOCKTON, CALIFORNIA

PROJECT NO. :	19551.000.001
SCALE:	AS SHOWN
DRAWN BY: JV	CHECKED BY: JAA

FIGURE NO. 1

PATH: G:\DRAFTING\PROJECTS_18000 TO 19999\19551\19551000001\ENVIRO\ESA\19551000001_ESA.APRX
LAYOUT: VICINITY USER: JVERGARA

ORIGINAL FIGURE PRINTED IN COLOR



N

0 400 800

FEET

BASEMAP SOURCE: GOOGLE EARTH MAPPING SERVICE 9/27/2020

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SITE PLAN

MARIPOSA 2

STOCKTON, CALIFORNIA

PROJECT NO. : 19551.000.001		FIGURE NO. 2
SCALE: AS SHOWN		
DRAWN BY: JV	CHECKED BY: JAA	

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PATH: G:\DRAFTING\PROJECTS_18000 TO 19999\19551\19551000001\ENVIRO\ESA\19551000001_ESA.APRX
LAYOUT: SITE PLAN USER: JVERGARA

ORIGINAL FIGURE PRINTED IN COLOR



BASEMAP SOURCE: ESRI MAPPING SERVICE 5/4/2020 AND SAN JOAQUIN ASSESSOR'S OFFICE 2021

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ASSESSOR'S PARCEL MAP

MARIPOSA 2

STOCKTON, CALIFORNIA

PROJECT NO. :	19551.000.001
SCALE:	AS SHOWN
DRAWN BY: JV	CHECKED BY: JAA

FIGURE NO. 3

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PATH: G:\DRAFTING\PROJECTS_18000 TO 19999\19551\19551000001\ENVIRO\ESA\19551000001_ESA.APRX
LAYOUT: PARCEL USER: JVERGARA

ORIGINAL FIGURE PRINTED IN COLOR



TYPICAL TRANSFORMER



IRRIGATION WELL



SHALLOW BASIN WITH IRRIGATION VALVE



SURFICIAL OIL STAINING ADJACENT TO WELL PUMP



TANKS OF UNKNOWN USE



NORTHEAST AREA FACING SOUTHWEST

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SITE PHOTOGRAPHS

MARIPOSA 2

STOCKTON, CALIFORNIA

PROJECT NUMBER: **19551.000.001**	FIGURE NO. 4A
SCALE: **NO SCALE**	
DRAWN BY: **JV**	CHECKED BY: **JAA**

ORIGINAL FIGURE PRINTED IN COLOR



NORTHERN AREA, ADJACENT TO RAILROAD FACING SOUTHEAST



RAILROAD TIES



CONCRETE DEBRIS AND TRAILER-MOUNTED TANK



TYPICAL HOUSEHOLD WASTE



NORTHWESTERN AREA FACING SOUTH

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SITE PHOTOGRAPHS

MARIPOSA 2

STOCKTON, CALIFORNIA

PROJECT NUMBER: **19551.000.001**	FIGURE NO. 4B
SCALE: **NO SCALE**	
DRAWN BY: **JV**	CHECKED BY: **JAA**

ORIGINAL FIGURE PRINTED IN COLOR



BURIED CONCRETE



IRRIGATION WELL AND UNKNOWN TANK



SOUTHWESTERN AREA FACING NORTH

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SITE PHOTOGRAPHS

MARIPOSA 2

STOCKTON, CALIFORNIA

PROJECT NUMBER: **19551.000.001**		FIGURE NO. 4C
SCALE: **NO SCALE**		
DRAWN BY: **JV**	CHECKED BY: **JAA**	

ORIGINAL FIGURE PRINTED IN COLOR



APPENDIX A

ENVIRONMENTAL DATA RESOURCES, INC.

Radius Map Report

Mariposa 2
5700 and 5859 East Mariposa Road
Stockton, CA 95215

Inquiry Number: 06725993.2r
October 28, 2021

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

5700 AND 5859 EAST MARIPOSA ROAD
STOCKTON, CA 95215

COORDINATES

Latitude (North):	37.9244250 - 37° 55' 27.93''
Longitude (West):	121.2019060 - 121° 12' 6.86''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	658040.1
UTM Y (Meters):	4198749.0
Elevation:	42 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5640422 STOCKTON EAST, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140628
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
5700 AND 5859 EAST MARIPOSA ROAD
STOCKTON, CA 95215

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
A1	NORCAL LOGISTICS BUI	ARCH ROAD STOCKTON C	NPDES, CERS	Lower	1 ft.
A2	NORCAL LOGISTICS BUI	ARCH ROAD STOCKTON C	CIWQS	Lower	1 ft.
B3	AMAZON.COM SERVICES	4532 NEWCASTLE RD	RCRA-SQG	Lower	136, 0.026, South
B4	AMAZON.COM SERVICES	4532 NEWCASTLE RD	CERS HAZ WASTE	Lower	136, 0.026, South
C5	ESFORMES RANCH PROPE	7119 E MARIPOSA RD	RCRA NonGen / NLR	Higher	184, 0.035, SE
C6	5 STAR FARM MANAGEME	7119 E MARIPOSA RD	RCRA NonGen / NLR	Higher	184, 0.035, SE
7	5 STAR FARM MANAGMEN	7119 MARIPOSA RD	CERS HAZ WASTE, CERS	Higher	1170, 0.222, SE
D8	REEVE TRUCKING CO	5050 E CARPENTER RD	AST	Lower	1249, 0.237, WNW
D9	RIPON PACIFIC INC	5050 E CARPENTER RD	SEMS-ARCHIVE	Lower	1249, 0.237, WNW
D10	REEVE TRUCKING CO	5050 E CARPENTER RD	CERS HAZ WASTE, CERS TANKS, CERS	Lower	1249, 0.237, WNW
D11	REEVE TRUCKING CO	5050 E CARPENTER RD	UST	Lower	1249, 0.237, WNW
D12	REEVE TRUCKING	5050 E CARPENTER RD	RCRA NonGen / NLR	Lower	1249, 0.237, WNW
D13	REEVE TRUCKING CO	5050 E CARPENTER	AST	Lower	1249, 0.237, WNW
D14	RIPON PACIFIC PICKLE	5050 CARPENTER RD	ENVIROSTOR, CPS-SLIC, SWEEPS UST, HIST UST, CA FID...	Lower	1279, 0.242, WNW
D15	SIMPLOT SOILBUILDERS	5040 CARPENTER RD	RCRA-SQG, FINDS, ECHO	Lower	1303, 0.247, WNW
E16	DELTA CHARTER	4900 MARIPOSA RD	LUST	Lower	1590, 0.301, WNW
E17	DELTA CHARTER	4900 MARIPOSA RD	LUST, Cortese, HIST CORTESE, CERS	Lower	1590, 0.301, WNW
F18	AMADOR CHEMICAL CORP	4801 E CARPENTER RD	SEMS-ARCHIVE	Lower	1803, 0.341, WNW
F19	AMADOR CHEMICAL CORP	4801 EAST CARPENTER	ENVIROSTOR, CERS, NON-CASE INFO	Lower	1931, 0.366, WNW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-VSQG ---------- RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List
US INST CONTROLS ---------- Institutional Controls Sites List

Federal ERNS list

ERNS ---------- Emergency Response Notification System

EXECUTIVE SUMMARY

State- and tribal - equivalent NPL

RESPONSE ---------- State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF ---------- Solid Waste Information System

State and tribal leaking storage tank lists

INDIAN LUST ---------- Leaking Underground Storage Tanks on Indian Land

State and tribal registered storage tank lists

FEMA UST ---------- Underground Storage Tank Listing
INDIAN UST ---------- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP ---------- Voluntary Cleanup Priority Listing
VCP ---------- Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS ---------- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS ---------- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT ---------- Waste Management Unit Database
SWRCY ---------- Recycler Database
HAULERS ---------- Registered Waste Tire Haulers Listing
INDIAN ODI ---------- Report on the Status of Open Dumps on Indian Lands
ODI ---------- Open Dump Inventory
DEBRIS REGION 9 ---------- Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS ---------- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL ---------- Delisted National Clandestine Laboratory Register
HIST Cal-Sites ---------- Historical Calsites Database
SCH ---------- School Property Evaluation Program
CDL ---------- Clandestine Drug Labs
Toxic Pits ---------- Toxic Pits Cleanup Act Sites
US CDL ---------- National Clandestine Laboratory Register
PFAS ---------- PFAS Contamination Site Location Listing

Local Land Records

LIENS ---------- Environmental Liens Listing

LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program
UMTRA	Uranium Mill Tailings Sites
LEAD SMELTERS	Lead Smelter Sites
US AIRS	Aerometric Information Retrieval System Facility Subsystem
US MINES	Mines Master Index File
ABANDONED MINES	Abandoned Mines
FINDS	Facility Index System/Facility Registry System
DOCKET HWC	Hazardous Waste Compliance Docket Listing
UXO	Unexploded Ordnance Sites
ECHO	Enforcement & Compliance History Information
FUELS PROGRAM	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN	Bond Expenditure Plan
CUPA Listings	CUPA Resources List
DRYCLEANERS	Cleaner Facilities
EMI	Emissions Inventory Data
ENF	Enforcement Action Listing

Financial Assurance ---- Financial Assurance Information Listing
HAZNET ---- Facility and Manifest Data
ICE ---- ICE
HWP ---- EnviroStor Permitted Facilities Listing
HWT ---- Registered Hazardous Waste Transporter Database
MINES ---- Mines Site Location Listing
MWMP ---- Medical Waste Management Program Listing
PEST LIC ---- Pesticide Regulation Licenses Listing
PROC ---- Certified Processors Database
Notify 65 ---- Proposition 65 Records
UIC ---- UIC Listing
UIC GEO ---- UIC GEO (GEOTRACKER)
WASTEWATER PITS ---- Oil Wastewater Pits Listing
WDS ---- Waste Discharge System
WIP ---- Well Investigation Program Case List
MILITARY PRIV SITES ---- MILITARY PRIV SITES (GEOTRACKER)
PROJECT ---- PROJECT (GEOTRACKER)
WDR ---- Waste Discharge Requirements Listing
NON-CASE INFO ---- NON-CASE INFO (GEOTRACKER)
OTHER OIL GAS ---- OTHER OIL & GAS (GEOTRACKER)
PROD WATER PONDS ---- PROD WATER PONDS (GEOTRACKER)
SAMPLING POINT ---- SAMPLING POINT (GEOTRACKER)
WELL STIM PROJ ---- Well Stimulation Project (GEOTRACKER)
HWTS ---- Hazardous Waste Tracking System
MINES MRDS ---- Mineral Resources Data System

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP ---- EDR Proprietary Manufactured Gas Plants
EDR Hist Auto ---- EDR Exclusive Historical Auto Stations
EDR Hist Cleaner ---- EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF ---- Recovered Government Archive Solid Waste Facilities List
RGA LUST ---- Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

EXECUTIVE SUMMARY

STANDARD ENVIRONMENTAL RECORDS

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

A review of the SEMS-ARCHIVE list, as provided by EDR, and dated 07/29/2021 has revealed that there are 2 SEMS-ARCHIVE sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RIPON PACIFIC INC Site ID: 0903247 EPA Id: CAD982359002	5050 E CARPENTER RD	WNW 1/8 - 1/4 (0.237 mi.)	D9	27
AMADOR CHEMICAL CORP Site ID: 0903331 EPA Id: CAD009158650	4801 E CARPENTER RD	WNW 1/4 - 1/2 (0.341 mi.)	F18	48

Federal RCRA generators list

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 09/13/2021 has revealed that there are 2 RCRA-SQG sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
AMAZON.COM SERVICES	4532 NEWCASTLE RD	S 0 - 1/8 (0.026 mi.)	B3	11
SIMPLOT SOILBUILDERS EPA ID:: CAD054586276	***5040 CARPENTER RD***	***WNW 1/8 - 1/4 (0.247 mi.)***	***D15***	***43***

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which

there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 07/22/2021 has revealed that there are 2 ENVIROSTOR sites within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RIPON PACIFIC PICKLE	***5050 CARPENTER RD***	***WNW 1/8 - 1/4 (0.242 mi.)***	***D14***	***39***
Facility Id: 39200003				
Status: Refer: RWQCB				
AMADOR CHEMICAL CORP	***4801 EAST CARPENTER***	***WNW 1/4 - 1/2 (0.366 mi.)***	***F19***	***50***
Facility Id: 39280006				
Status: Inactive - Needs Evaluation				

State and tribal leaking storage tank lists

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there are 2 LUST sites within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELTA CHARTER	4900 MARIPOSA RD	WNW 1/4 - 1/2 (0.301 mi.)	E16	46
Database: LUST, Date of Government Version: 06/03/2021				
Status: Completed - Case Closed				
Global Id: T0607700563				
DELTA CHARTER	***4900 MARIPOSA RD***	***WNW 1/4 - 1/2 (0.301 mi.)***	***E17***	***47***
Database: LUST REG 5, Date of Government Version: 07/01/2008				
Status: Case Closed				

CPS-SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the CPS-SLIC list, as provided by EDR, has revealed that there is 1 CPS-SLIC site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RIPON PACIFIC PICKLE	***5050 CARPENTER RD***	***WNW 1/8 - 1/4 (0.242 mi.)***	***D14***	***39***
Database: CPS-SLIC, Date of Government Version: 06/03/2021				

Facility Status: Completed - Case Closed
Global Id: T10000001540

State and tribal registered storage tank lists

UST: The Underground Storage Tank database contains registered USTs. USTs are regulated under Subtitle I of the Resource Conservation and Recovery Act (RCRA). The data come from the State Water Resources Control Board's Hazardous Substance Storage Container Database.

A review of the UST list, as provided by EDR, has revealed that there is 1 UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
REEVE TRUCKING CO	5050 E CARPENTER RD	WNW 1/8 - 1/4 (0.237 mi.)	D11	35
Database: UST SAN JOAQUIN, Date of Government Version: 06/22/2018 Facility Id: FA0003942 Tank Status: 02 - Inactive, non-billable				

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, has revealed that there are 2 AST sites within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
REEVE TRUCKING CO	5050 E CARPENTER RD	WNW 1/8 - 1/4 (0.237 mi.)	D8	26
Database: AST, Date of Government Version: 07/06/2016				
REEVE TRUCKING CO	5050 E CARPENTER	WNW 1/8 - 1/4 (0.237 mi.)	D13	38
Database: AST, Date of Government Version: 07/06/2016				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Hazardous waste / Contaminated Sites

CERS HAZ WASTE: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

A review of the CERS HAZ WASTE list, as provided by EDR, and dated 07/15/2021 has revealed that there are 3 CERS HAZ WASTE sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
5 STAR FARM MANAGMEN	***7119 MARIPOSA RD***	***SE 1/8 - 1/4 (0.222 mi.)***	***7***	***22***
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
AMAZON.COM SERVICES	4532 NEWCASTLE RD	S 0 - 1/8 (0.026 mi.)	B4	15
REEVE TRUCKING CO	***5050 E CARPENTER RD***	***WNW 1/8 - 1/4 (0.237 mi.)***	***D10***	***28***

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there is 1 SWEEPS UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RIPON PACIFIC PICKLE	***5050 CARPENTER RD***	***WNW 1/8 - 1/4 (0.242 mi.)***	***D14***	***39***
Status: A Tank Status: A Comp Number: 1859				

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RIPON PACIFIC PICKLE	***5050 CARPENTER RD***	***WNW 1/8 - 1/4 (0.242 mi.)***	***D14***	***39***
Facility Id: 00000063827				

CERS TANKS: List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

A review of the CERS TANKS list, as provided by EDR, and dated 07/15/2021 has revealed that there is 1 CERS TANKS site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
REEVE TRUCKING CO	***5050 E CARPENTER RD***	***WNW 1/8 - 1/4 (0.237 mi.)***	***D10***	***28***

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there is 1 CA FID UST site within approximately 0.25 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
RIPON PACIFIC PICKLE	***5050 CARPENTER RD***	***WNW 1/8 - 1/4 (0.242 mi.)***	***D14***	***39***
Facility Id: 39004233 Status: A				

Other Ascertainable Records

RCRA NonGen / NLR: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

A review of the RCRA NonGen / NLR list, as provided by EDR, and dated 09/13/2021 has revealed that there are 3 RCRA NonGen / NLR sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
ESFORMES RANCH PROPE EPA ID:: CAL000402508	7119 E MARIPOSA RD	SE 0 - 1/8 (0.035 mi.)	C5	17
5 STAR FARM MANAGEME	7119 E MARIPOSA RD	SE 0 - 1/8 (0.035 mi.)	C6	19
Lower Elevation	**Address**	**Direction / Distance**	**Map ID**	**Page**
REEVE TRUCKING EPA ID:: CAL000333052	5050 E CARPENTER RD	WNW 1/8 - 1/4 (0.237 mi.)	D12	35

Cortese: The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

A review of the Cortese list, as provided by EDR, and dated 06/17/2021 has revealed that there is 1 Cortese site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELTA CHARTER Cleanup Status: COMPLETED - CASE CLOSED	***4900 MARIPOSA RD***	***WNW 1/4 - 1/2 (0.301 mi.)***	***E17***	***47***

HIST CORTESE: The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

A review of the HIST CORTESE list, as provided by EDR, and dated 04/01/2001 has revealed that there is 1 HIST CORTESE site within approximately 0.5 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
DELTA CHARTER Reg Id: 390725	***4900 MARIPOSA RD***	***WNW 1/4 - 1/2 (0.301 mi.)***	***E17***	***47***

NPDES: A listing of NPDES permits, including stormwater.

A review of the NPDES list, as provided by EDR, and dated 05/10/2021 has revealed that there is 1 NPDES site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NORCAL LOGISTICS BUI	***ARCH ROAD STOCKTON C***	***0 - 1/8 (0.000 mi.)***	***A1***	***9***

EXECUTIVE SUMMARY

Facility Status: Terminated

CIWQS: The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

A review of the CIWQS list, as provided by EDR, and dated 05/19/2021 has revealed that there is 1 CIWQS site within approximately 0.001 miles of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NORCAL LOGISTICS BUI	ARCH ROAD STOCKTON C	0 - 1/8 (0.000 mi.)	A2	11

CERS: The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

A review of the CERS list, as provided by EDR, and dated 07/15/2021 has revealed that there is 1 CERS site within approximately 0.001 miles of the target property.

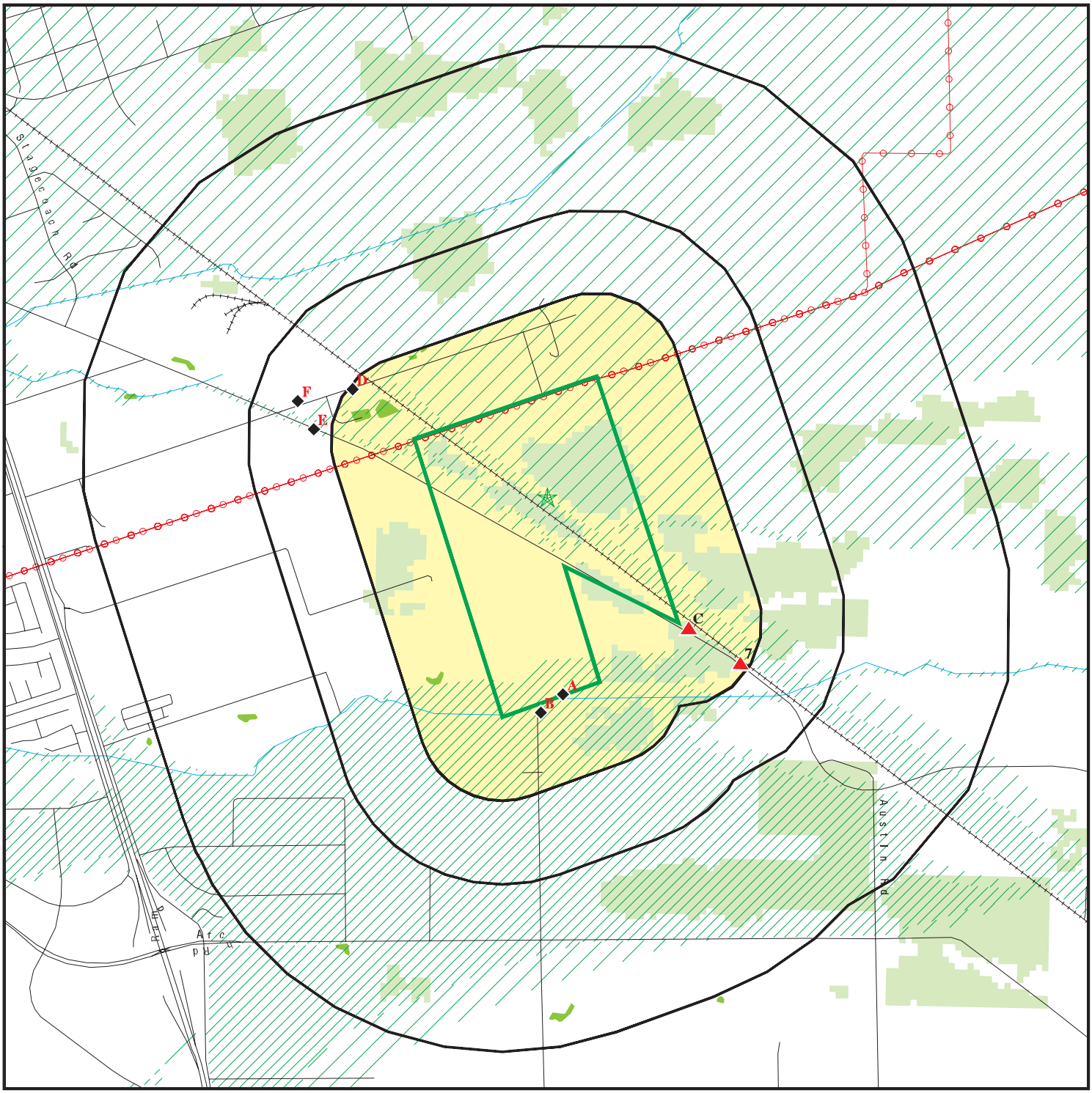
Lower Elevation	Address	Direction / Distance	Map ID	Page
NORCAL LOGISTICS BUI	***ARCH ROAD STOCKTON C***	***0 - 1/8 (0.000 mi.)***	***A1***	***9***

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 9 records.

Site Name	Database(s)
	CDL
	CDL
	CDL
	CDL
	CDL
	CDL
LINCOLN VILLAGE SHOPPING CENTER	CPS-SLIC
NAVAL COMMUNICATIONS STATION (NCS)	CPS-SLIC
STOCKTON SITE DISCOVERY PROJECT	CPS-SLIC

OVERVIEW MAP - 06725993.2R



0 1/4 1/2 1 Miles

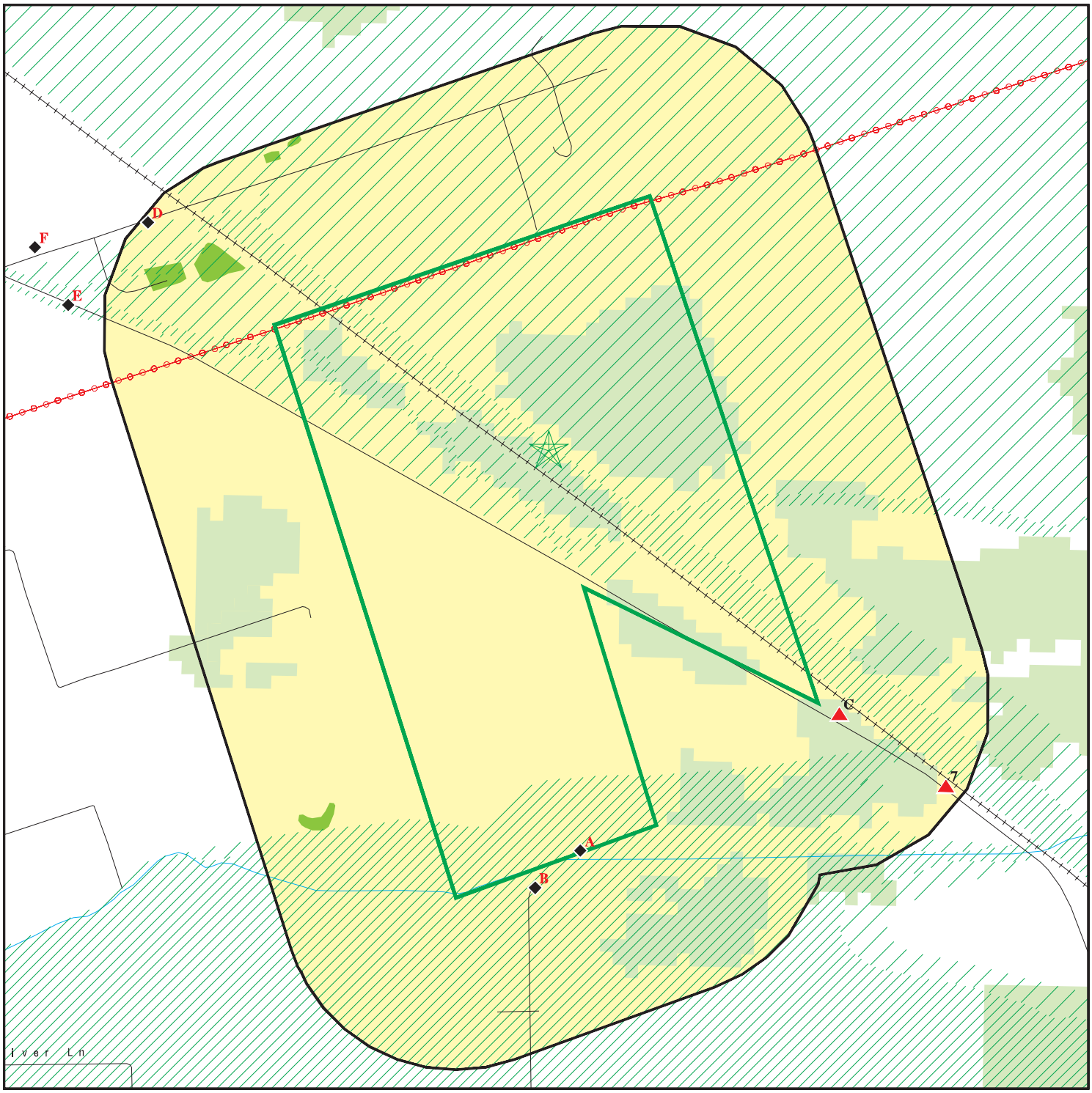
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- Special Flood Hazard Area (1%)
- 0.2% Annual Chance Flood Hazard
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Mariposa 2	CLIENT: Engeo Inc.
ADDRESS: 5700 and 5859 East Mariposa Road Stockton CA 95215	CONTACT: Eleni Korogianos
LAT/LONG: 37.924425 / 121.201906	INQUIRY #: 06725993.2r
	DATE: October 28, 2021 5:02 pm

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DETAIL MAP - 06725993.2R



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

Sensitive Receptors

National Priority List Sites

Dept. Defense Sites

0 1/8 1/4 1/2 Miles

Indian Reservations BIA

Power transmission lines

Special Flood Hazard Area (1%)

0.2% Annual Chance Flood Hazard

National Wetland Inventory

State Wetlands

Areas of Concern

N

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Mariposa 2	CLIENT:	Engeo Inc.
ADDRESS:	5700 and 5859 East Mariposa Road Stockton CA 95215	CONTACT:	Eleni Korogianos
LAT/LONG:	37.924425 / 121.201906	INQUIRY #:	06725993.2r
		DATE:	October 28, 2021 5:05 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	1.000		0	0	0	0	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	1	1	NR	NR	2
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		1	1	NR	NR	NR	2
RCRA-VSQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROLS	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	1	1	0	NR	2
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	0	2	NR	NR	2

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	1	0	NR	NR	1
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	1	NR	NR	NR	1
AST	0.250		0	2	NR	NR	NR	2
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		1	2	NR	NR	NR	3
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
PFAS	0.500		0	0	0	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		0	1	NR	NR	NR	1
HIST UST	0.250		0	1	NR	NR	NR	1
CERS TANKS	0.250		0	1	NR	NR	NR	1
CA FID UST	0.250		0	1	NR	NR	NR	1
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
LIENS 2	0.001		0	NR	NR	NR	NR	0
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		2	1	NR	NR	NR	3
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	1	NR	NR	1
CUPA Listings	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DRYCLEANERS	0.250		0	0	NR	NR	NR	0
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	1	NR	NR	1
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		1	NR	NR	NR	NR	1
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		1	NR	NR	NR	NR	1
CERS	0.001		1	NR	NR	NR	NR	1
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
HWTS	TP		NR	NR	NR	NR	NR	0
MINES MRDS	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	7	14	6	0	0	27

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

A1 **NORCAL LOGISTICS BUILDING 7** **NPDES S123143186**
ARCH ROAD STOCKTON CA 95212 **CERS N/A**
< 1/8 **STOCKTON, CA 95212**
1 ft.

Site 1 of 2 in cluster A

Relative: **Lower**
Actual: **37 ft.**

NPDES:

Name:	NORCAL LOGISTICS BUILDING 7
Address:	ARCH ROAD STOCKTON CA 95212
City,State,Zip:	STOCKTON, CA 95212
Facility Status:	Terminated
NPDES Number:	CAS000002
Region:	5S
Agency Number:	0
Regulatory Measure ID:	501697
Place ID:	Not reported
Order Number:	2009-0009-DWQ
WDID:	5S39C384686
Regulatory Measure Type:	Enrollee
Program Type:	Construction
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	09/25/2018
Termination Date Of Regulatory Measure:	06/25/2020
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	4343 Von Karman Ave
Discharge Name:	Norcal Landco LLC
Discharge City:	Newport Beach
Discharge State:	California
Discharge Zip:	92660
Status:	Not reported
Status Date:	Not reported
Operator Name:	Not reported
Operator Address:	Not reported
Operator City:	Not reported
Operator State:	Not reported
Operator Zip:	Not reported

Name:	NORCAL LOGISTICS BUILDING 7
Address:	ARCH ROAD STOCKTON CA 95212
City,State,Zip:	STOCKTON, CA 95212
Facility Status:	Not reported
NPDES Number:	Not reported
Region:	Not reported
Agency Number:	Not reported
Regulatory Measure ID:	Not reported
Place ID:	Not reported
Order Number:	Not reported
WDID:	5S39C384686
Regulatory Measure Type:	Construction
Program Type:	Not reported
Adoption Date Of Regulatory Measure:	Not reported
Effective Date Of Regulatory Measure:	Not reported
Termination Date Of Regulatory Measure:	Not reported
Expiration Date Of Regulatory Measure:	Not reported
Discharge Address:	Not reported
Discharge Name:	Not reported
Discharge City:	Not reported
Discharge State:	Not reported
Discharge Zip:	Not reported

NORCAL LOGISTICS BUILDING 7 (Continued) **S123143186**

Status:	Terminated
Status Date:	07/10/2020
Operator Name:	Norcal Landco LLC
Operator Address:	4343 Von Karman Ave
Operator City:	Newport Beach
Operator State:	California
Operator Zip:	92660

CERS:

Name:	NORCAL LOGISTICS BUILDING 7
Address:	ARCH ROAD STOCKTON CA 95212
City,State,Zip:	STOCKTON, CA 95212
Site ID:	537968
CERS ID:	867085
CERS Description:	Construction Storm Water

Violations:

Site ID:	537968
Site Name:	Norcal Logistics Building 7
Violation Date:	09-01-2019
Citation:	2009-0009-DWQ - Construction General Permit
Violation Description:	SW - Late Report
Violation Notes:	Late 2018-2019 Annual Report
Violation Division:	Water Boards
Violation Program:	CONSTW
Violation Source:	SMARTS

Enforcement Action:

Site ID:	537968
Site Name:	Norcal Logistics Building 7
Site Address:	ARCH ROAD STOCKTON CA 95212
Site City:	STOCKTON
Site Zip:	95212
Enf Action Date:	09-26-2019
Enf Action Type:	Industrial Storm Water Enforcement
Enf Action Description:	Industrial Storm Water Enforcement
Enf Action Notes:	Notice of Violation
Enf Action Division:	Water Boards
Enf Action Program:	CONSTW
Enf Action Source:	SMARTS

Affiliation:

Affiliation Type Desc:	Owner/Operator
Entity Name:	Norcal Landco LLC
Entity Title:	Operator
Affiliation Address:	4343 Von Karman AveSuite 200
Affiliation City:	Newport Beach
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	92660
Affiliation Phone:	Not reported

A2 **NORCAL LOGISTICS BUILDING 7** **CIWQS** **S123168629**
ARCH ROAD STOCKTON CA 95212 **N/A**
< 1/8 **STOCKTON, CA 95212**
1 ft.

Site 2 of 2 in cluster A

Relative: CIWQS:
Lower

Name:	NORCAL LOGISTICS BUILDING 7
Address:	ARCH ROAD STOCKTON CA 95212
City,State,Zip:	STOCKTON, CA 95212
Agency:	Norcal Landco LLC
Agency Address:	4343 Von Karman Ave Suite 200, Newport Beach, CA 92660
Place/Project Type:	Construction - Industrial
SIC/NAICS:	Not reported
Region:	5S
Program:	CONSTW
Regulatory Measure Status:	Terminated
Regulatory Measure Type:	Storm water construction
Order Number:	2009-0009-DWQ
WDID:	5S39C384686
NPDES Number:	CAS000002
Adoption Date:	Not reported
Effective Date:	09/25/2018
Termination Date:	06/25/2020
Expiration/Review Date:	Not reported
Design Flow:	Not reported
Major/Minor:	Not reported
Complexity:	Not reported
TTWQ:	Not reported
Enforcement Actions within 5 years:	1
Violations within 5 years:	1
Latitude:	37.91595
Longitude:	-121.20106

Actual:
37 ft.

B3 **AMAZON.COM SERVICES LLC SCK1** **RCRA-SQG** **1026171566**
South **4532 NEWCASTLE RD** **CAR000307868**
< 1/8 **STOCKTON, CA 95215**
0.026 mi.
136 ft.

Site 1 of 2 in cluster B

Relative: RCRA-SQG:
Lower

Date Form Received by Agency:	20200511
Handler Name:	AMAZON.COM SERVICES LLC SCK1
Handler Address:	4532 NEWCASTLE RD
Handler City,State,Zip:	STOCKTON, CA 95215
EPA ID:	CAR000307868
Contact Name:	NATALIE WAID
Contact Address:	PO BOX 80842
Contact City,State,Zip:	SEATTLE, WA 98108
Contact Telephone:	206-266-1036
Contact Fax:	Not reported
Contact Email:	WAIDNATA@AMAZON.COM
Contact Title:	ENVIRONMENTAL PROGRAM MANAGER
EPA Region:	09
Land Type:	Private
Federal Waste Generator Description:	Small Quantity Generator
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities

Actual:
37 ft.

AMAZON.COM SERVICES LLC SCK1 (Continued) **1026171566**

State District Owner:	Not reported
State District:	Not reported
Mailing Address:	PO BOX 80842
Mailing City,State,Zip:	SEATTLE, WA 98108
Owner Name:	EGMR NORCAL LOGISTICS CENTER LLC
Owner Type:	Private
Operator Name:	AMAZON.COM SERVICES LLC
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200512
Recognized Trader-Importer:	No

AMAZON.COM SERVICES LLC SCK1 (Continued) **1026171566**

Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Hazardous Waste Summary:

Waste Code:	D001
Waste Description:	IGNITABLE WASTE
Waste Code:	D002
Waste Description:	CORROSIVE WASTE
Waste Code:	D003
Waste Description:	REACTIVE WASTE
Waste Code:	D005
Waste Description:	BARIUM
Waste Code:	D006
Waste Description:	CADMIUM
Waste Code:	D007
Waste Description:	CHROMIUM
Waste Code:	D008
Waste Description:	LEAD
Waste Code:	D009
Waste Description:	MERCURY
Waste Code:	D010
Waste Description:	SELENIUM
Waste Code:	D011
Waste Description:	SILVER
Waste Code:	D016
Waste Description:	2,4-D (2,4-DICHLOROPHENOXYACETIC ACID)
Waste Code:	D018
Waste Description:	BENZENE
Waste Code:	D024
Waste Description:	M-CRESOL
Waste Code:	D027
Waste Description:	1,4-DICHLOROBENZENE
Waste Code:	D035
Waste Description:	METHYL ETHYL KETONE
Waste Code:	P075
Waste Description:	NICOTINE, & SALTS (OR) PYRIDINE, 3-(1-METHYL-2-PYRROLIDINYL)-,(S)-, & SALTS

AMAZON.COM SERVICES LLC SCK1 (Continued) **1026171566**

Waste Code: U002
Waste Description: 2-PROPANONE (I) (OR) ACETONE (I)

Waste Code: U129
Waste Description: CYCLOHEXANE, 1,2,3,4,5,6-HEXACHLORO-, (1ALPHA, 2ALPHA, 3BETA, 4ALPHA, 5ALPHA, 6BETA)- (OR) LINDANE

Waste Code: U154
Waste Description: METHANOL (I) (OR) METHYL ALCOHOL (I)

Waste Code: U159
Waste Description: 2-BUTANONE (I,T) (OR) METHYL ETHYL KETONE (MEK) (I,T)

Waste Code: U205
Waste Description: SELENIUM SULFIDE (OR) SELENIUM SULFIDE SES2 (R,T)

Handler - Owner Operator:
Owner/Operator Indicator: Owner
Owner/Operator Name: EGMR NORCAL LOGISTICS CENTER LLC
Legal Status: Private
Date Became Current: 20170901
Date Ended Current: Not reported
Owner/Operator Address: 7315 WISCONSIN AVENUE SUITE 350 WEST
Owner/Operator City,State,Zip: BETHESDA, MD 20814
Owner/Operator Telephone: 949-431-6403
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Owner/Operator Indicator: Operator
Owner/Operator Name: AMAZON.COM SERVICES LLC
Legal Status: Private
Date Became Current: 20180827
Date Ended Current: Not reported
Owner/Operator Address: PO BOX 80842
Owner/Operator City,State,Zip: SEATTLE, WA 98108
Owner/Operator Telephone: 206-266-1036
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: WAIDNATA@AMAZON.COM

Historic Generators:
Receive Date: 20200511
Handler Name: AMAZON.COM SERVICES LLC SCK1
Federal Waste Generator Description: Small Quantity Generator
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: No
Electronic Manifest Broker: No

AMAZON.COM SERVICES LLC SCK1 (Continued) **1026171566**

List of NAICS Codes and Descriptions:
NAICS Code: 493110
NAICS Description: GENERAL WAREHOUSING AND STORAGE

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

B4 **AMAZON.COM SERVICES LLC - SCK1** **CERS HAZ WASTE** **S126138052**
South **4532 NEWCASTLE RD** **N/A**
< 1/8 **STOCKTON, CA 95215**
0.026 mi.
136 ft. **Site 2 of 2 in cluster B**

Relative:
Lower

Actual:
37 ft.

CERS HAZ WASTE:
Name: AMAZON.COM SERVICES LLC - SCK1
Address: 4532 NEWCASTLE RD
City,State,Zip: STOCKTON, CA 95215
Site ID: 564171
CERS ID: 10837999
CERS Description: Hazardous Waste Generator

Affiliation:
Affiliation Type Desc: CUPA District
Entity Name: San Joaquin Cnty Env Health
Entity Title: Not reported
Affiliation Address: 1868 East Hazelton Avenue
Affiliation City: Stockton
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95205-6232
Affiliation Phone: (209) 468-3420

Affiliation Type Desc: Operator
Entity Name: Amazon.com Services LLC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: (206) 266-1036

Affiliation Type Desc: Parent Corporation
Entity Name: Amazon.com Services LLC
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact

AMAZON.COM SERVICES LLC - SCK1 (Continued) **S126138052**

Entity Name:	Paul Wilson
Entity Title:	Not reported
Affiliation Address:	PO Box 80842
Affiliation City:	Seattle
Affiliation State:	WA
Affiliation Country:	Not reported
Affiliation Zip:	98108
Affiliation Phone:	Not reported
Affiliation Type Desc:	Identification Signer
Entity Name:	Hunter Gowans
Entity Title:	Staff Scientist
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Document Preparer
Entity Name:	Hunter Gowans
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	PO Box 80842
Affiliation City:	Seattle
Affiliation State:	WA
Affiliation Country:	Not reported
Affiliation Zip:	98108
Affiliation Phone:	Not reported
Affiliation Type Desc:	Legal Owner
Entity Name:	Amazon.com Services LLC
Entity Title:	Not reported
Affiliation Address:	PO Box 80842
Affiliation City:	Seattle
Affiliation State:	WA
Affiliation Country:	United States
Affiliation Zip:	98108
Affiliation Phone:	(206) 413-4526

C5
SE
< 1/8
0.035 mi.
184 ft.

ESFORMES RANCH PROPERTIES LTD
7119 E MARIPOSA RD
STOCKTON, CA 95215

Site 1 of 2 in cluster C

RCRA NonGen / NLR | **1024847541** / **CAL000402508**

Relative:
Higher

Actual:
42 ft.

RCRA NonGen / NLR:

Date Form Received by Agency:	20141125
Handler Name:	ESFORMES RANCH PROPERTIES LTD
Handler Address:	7119 E MARIPOSA RD
Handler City,State,Zip:	STOCKTON, CA 95215
EPA ID:	CAL000402508
Contact Name:	MIKE CARR
Contact Address:	PO BOX 239
Contact City,State,Zip:	TRACY, CA 95378
Contact Telephone:	209-810-2429
Contact Fax:	209-836-1164
Contact Email:	MCARR@SUNRIPECERTIFIED.COM
Contact Title:	Not reported
EPA Region:	09
Land Type:	Not reported
Federal Waste Generator Description:	Not a generator, verified
Non-Notifier:	Not reported
Biennial Report Cycle:	Not reported
Accessibility:	Not reported
Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	PO BOX 239
Mailing City,State,Zip:	TRACY, CA 95378
Owner Name:	ESFORMES RANCH PROPERTIES LTD
Owner Type:	Other
Operator Name:	MIKE CARR
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported

ESFORMES RANCH PROPERTIES LTD (Continued) **1024847541**

Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20180906
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	ESFORMES RANCH PROPERTIES LTD
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 239
Owner/Operator City,State,Zip:	TRACY, CA 95378
Owner/Operator Telephone:	209-835-5123
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MIKE CARR
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 239
Owner/Operator City,State,Zip:	TRACY, CA 95378
Owner/Operator Telephone:	209-810-2429
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

ESFORMES RANCH PROPERTIES LTD (Continued) **1024847541**

Historic Generators:
Receive Date: 20141125
Handler Name: ESFORMES RANCH PROPERTIES LTD
Federal Waste Generator Description: Not a generator, verified
State District Owner: Not reported
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 111335
NAICS Description: TREE NUT FARMING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

C6 **5 STAR FARM MANAGEMENT INC** **RCRA NonGen / NLR** **1026723282**
SE **7119 E MARIPOSA RD** **CAL000460393**
< 1/8 **STOCKTON, CA 95215**
0.035 mi.
184 ft. **Site 2 of 2 in cluster C**

Relative: **Higher**
Actual: **42 ft.**

RCRA NonGen / NLR:
Date Form Received by Agency: 20210224
Handler Name: 5 STAR FARM MANAGEMENT INC
Handler Address: 7119 E MARIPOSA RD
Handler City,State,Zip: STOCKTON, CA 95215
EPA ID: CAL000460393
Contact Name: MICHAEL A CARR
Contact Address: 3359 N FINE RD
Contact City,State,Zip: LINDEN, CA 95236
Contact Telephone: 209-810-2429
Contact Fax: Not reported
Contact Email: FM5STAR@OUTLOOK.COM
Contact Title: Not reported
EPA Region: 09
Land Type: Not reported
Federal Waste Generator Description: Not a generator, verified
Non-Notifier: Not reported
Biennial Report Cycle: Not reported
Accessibility: Not reported
Active Site Indicator: Not reported
State District Owner: Not reported
State District: Not reported
Mailing Address: PO BOX 626
Mailing City,State,Zip: LINDEN, CA 95236
Owner Name: 5 STAR FARM MANAGEMENT INC

5 STAR FARM MANAGEMENT INC (Continued) **1026723282**

Owner Type:	Other
Operator Name:	MICHAEL A CARR
Operator Type:	Other
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	No
Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20210226
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No

5 STAR FARM MANAGEMENT INC (Continued) **1026723282**

Sub-Part P Indicator: No

Handler - Owner Operator:

Owner/Operator Indicator:	Owner
Owner/Operator Name:	5 STAR FARM MANAGEMENT INC
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3359 N FINE RD
Owner/Operator City,State,Zip:	LINDEN, CA 95236
Owner/Operator Telephone:	209-469-0991
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	MICHAEL A CARR
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	3359 N FINE RD
Owner/Operator City,State,Zip:	LINDEN, CA 95236
Owner/Operator Telephone:	209-810-2429
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Historic Generators:

Receive Date:	20210224
Handler Name:	5 STAR FARM MANAGEMENT INC
Federal Waste Generator Description:	Not a generator, verified
State District Owner:	Not reported
Large Quantity Handler of Universal Waste:	No
Recognized Trader Importer:	No
Recognized Trader Exporter:	No
Spent Lead Acid Battery Importer:	No
Spent Lead Acid Battery Exporter:	No
Current Record:	Yes
Non Storage Recycler Activity:	No
Electronic Manifest Broker:	No

List of NAICS Codes and Descriptions:

NAICS Code:	111335
NAICS Description:	TREE NUT FARMING

Facility Has Received Notices of Violations:

Violations: No Violations Found

Evaluation Action Summary:

Evaluations: No Evaluations Found

7
SE
1/8-1/4
0.222 mi.
1170 ft.

5 STAR FARM MANAGMENT INC.
7119 MARIPOSA RD
STOCKTON, CA 95215

CERS HAZ WASTE
CERS

S121787852
N/A

Relative:
Higher

Actual:
42 ft.

CERS HAZ WASTE:

Name:	5 STAR FARM MANAGMENT INC.
Address:	7119 MARIPOSA RD
City,State,Zip:	STOCKTON, CA 95215
Site ID:	54920
CERS ID:	10186927
CERS Description:	Hazardous Waste Generator

CERS:

Name:	5 STAR FARM MANAGMENT INC.
Address:	7119 MARIPOSA RD
City,State,Zip:	STOCKTON, CA 95215
Site ID:	54920
CERS ID:	10186927
CERS Description:	Chemical Storage Facilities

Violations:

Site ID:	54920
Site Name:	5 Star Farm Managment Inc.
Violation Date:	04-06-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit the Business Activities Page and/or Business Owner Operator Identification Page.
Violation Notes:	Returned to compliance on 04/06/2018. The Business Owner/Operator Identification form was not submitted or complete. There was a change in ownership in 2017 and the new business owner/operator information was not updated. This information must be current and submitted as part of the business plan. Immediately log into the California Environmental Reporting System (CERS) at http://cers.calepa.ca.gov/, enter the correct or updated information, and submit to the EHD for approval. This was corrected on site.
Violation Division:	San Joaquin County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS

Site ID:	54920
Site Name:	5 Star Farm Managment Inc.
Violation Date:	04-06-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit a site map with all required content.
Violation Notes:	Returned to compliance on 04/06/2018. A site map was not completed or submitted as part of the business plan. A site map shall contain a north orientation, loading areas, internal roads, adjacent streets, storm and sewer drains, access and exit points, emergency shutoffs, evacuation staging areas, hazardous material handling and storage areas, and emergency response equipment. Immediately log into the California Environmental Reporting System (CERS) at http://cers.calepa.ca.gov/, upload the correct or updated information, and submit to the EHD for approval. This was corrected on site.
Violation Division:	San Joaquin County Environmental Health

5 STAR FARM MANAGMENT INC. (Continued) **S121787852**

Violation Program: HMRRP
Violation Source: CERS

Site ID: 54920
Site Name: 5 Star Farm Managment Inc.
Violation Date: 04-06-2018
Citation: HSC 6.95 25507.1,25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25507.1,25508(a)(1)
Violation Description: Failure to electronically submit the training program in safety procedures when not meeting the agricultural handler exemption requirements.
Violation Notes: Returned to compliance on 04/06/2018. This farm business does not meet the requirements for exemption from filing a training plan in the California Environmental Reporting System (CERS). The annual submission of the Hazardous Material Inventory had not been submitted . To meet this exemption, a farming business shall: - annually submit the Hazardous Materials Inventory - mark each building that stores any pesticides, petroleum fuels and oil, or fertilizers with warning signs - provide training for all employees in safety procedures in the event of a release or threatened release of a hazardous material. Immediately take all steps to meet the requirements for exemption from filing a training plan, or log into the CERS at http://cers.calepa.ca.gov/, and upload a training plan for all employees that address annual training, including refresher courses, safety procedures for the event of a release or threatened release of a hazardous material, including, but not limited to, familiarity with the [Truncated]
Violation Division: San Joaquin County Environmental Health
Violation Program: HMRRP
Violation Source: CERS

Site ID: 54920
Site Name: 5 Star Farm Managment Inc.
Violation Date: 04-06-2018
Citation: HSC 6.95 25507.1,25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25507.1,25508(a)(1)
Violation Description: Failure to electronically submit the emergency response plan and procedures when not meeting the agricultural handler exemption requirements.
Violation Notes: Returned to compliance on 04/06/2018. This farm business does not meet the requirements for exemption from filing emergency response procedures in the California Environmental Reporting System (CERS). The annual submission of the Hazardous Material Inventory had not been submitted. To meet this exemption, a farming business shall: - annually submit the Hazardous Materials Inventory - mark each building that stores any pesticides, petroleum fuels and oil, or fertilizers with warning signs - provide training for all employees in safety procedures in the event of a release or threatened release of a hazardous material. Immediately take all steps to meet the requirements for exemption from filing emergency response procedures, or log into the CERS at http://cers.calepa.ca.gov/, and upload emergency response procedures for a release or threatened release of hazardous materials, including, but not limited to, the following: - immediate notification of local emergency personnel and the Health [Truncated]
Violation Division: San Joaquin County Environmental Health
Violation Program: HMRRP

5 STAR FARM MANAGMENT INC. (Continued) **S121787852**

Violation Source:	CERS
Site ID:	54920
Site Name:	5 Star Farm Managment Inc.
Violation Date:	04-06-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to annually review and electronically certify that the business plan is complete and accurate on or before the annual due date.
Violation Notes:	Returned to compliance on 04/06/2018. The business plan information has not been reviewed and resubmitted in the California Environmental Reporting System (CERS) annually. The hazardous materials inventory shall be submitted by January 15 of each calendar year and may be submitted beginning November 1 of the previous year. Immediately log into the CERS at http://cers.calepa.ca.gov/, enter the correct or updated information, and submit to the EHD for approval. This was corrected on site.
Violation Division:	San Joaquin County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	54920
Site Name:	5 Star Farm Managment Inc.
Violation Date:	04-06-2018
Citation:	Un-Specified
Violation Description:	Business Plan Program - Administration/Documentation - General Local Ordinance
Violation Notes:	Returned to compliance on 05/17/2018. Facility failed to pay annual operating fees for the year 2018. Fees shall be paid once a year at the time of submittal of an inventory form. Immediately pay the annual fee to the EHD Accounting Office located at 1868 E Hazelton Avenue, Stockton, CA 95205. Fee may also be paid online at www.sjcehd.com (Convenience fee may apply).
Violation Division:	San Joaquin County Environmental Health
Violation Program:	HMRRP
Violation Source:	CERS
Site ID:	54920
Site Name:	5 Star Farm Managment Inc.
Violation Date:	04-06-2018
Citation:	HSC 6.95 25508(a)(1) - California Health and Safety Code, Chapter 6.95, Section(s) 25508(a)(1)
Violation Description:	Failure to complete and electronically submit hazardous material inventory information for all reportable hazardous materials on site at or above reportable quantities.
Violation Notes:	Returned to compliance on 04/06/2018. approximately 500 gallons of diesel fuel, 100 gallons of gasoline, 50 gallons of used oil and 4500 gallons of fertilizer were stated to be on site during the year and have not been reported. Any material that meets or exceeds the reportable quantity shall be reported in the facility's business plan. Immediately log into the California Environmental Reporting System (CERS) at http://cers.calepa.ca.gov/, add the materials to the hazardous material inventory, and submit to the EHD for approval. This was corrected on site.
Violation Division:	San Joaquin County Environmental Health
Violation Program:	HMRRP

5 STAR FARM MANAGMENT INC. (Continued) **S121787852**

Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 04-06-2018
Violations Found: Yes
Eval Type: Routine done by local agency
Eval Notes: Complete and submit a copy of the Return to Compliance Certification form to the EHD with a statement documenting the corrective actions that have been or will be taken for each violation, and any supporting paperwork, 30 days from the receipt of this report. Please be aware as of January 1, 2013, all businesses are required to submit all hazardous materials information online to the California Environmental Reporting System (CERS) at http://cers.calepa.ca.gov. Be sure to include your hazardous material activity in the Businesses Activities section in CERS in addition to any other relevant activities and required fields.
Eval Division: San Joaquin County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Enforcement Action:
Site ID: 54920
Site Name: 5 Star Farm Managment Inc.
Site Address: 7119 MARIPOSA RD
Site City: STOCKTON
Site Zip: 95215
Enf Action Date: 04-06-2018
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: San Joaquin County Environmental Health
Enf Action Program: HMRRP
Enf Action Source: CERS

Affiliation:
Affiliation Type Desc: Environmental Contact
Entity Name: Michael A Carr
Entity Title: Not reported
Affiliation Address: PO BOX 626
Affiliation City: Linden
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95236
Affiliation Phone: Not reported

Affiliation Type Desc: Facility Mailing Address
Entity Name: Mailing Address
Entity Title: Not reported
Affiliation Address: PO BOX 626
Affiliation City: Linden
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95236
Affiliation Phone: Not reported

5 STAR FARM MANAGMENT INC. (Continued) **S121787852**

Affiliation Type Desc:	CUPA District
Entity Name:	San Joaquin Cnty Env Health
Entity Title:	Not reported
Affiliation Address:	1868 East Hazelton Avenue
Affiliation City:	Stockton
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95205-6232
Affiliation Phone:	(209) 468-3420
Affiliation Type Desc:	Legal Owner
Entity Name:	Michael A Carr
Entity Title:	Not reported
Affiliation Address:	PO BOX 626
Affiliation City:	Linden
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95236
Affiliation Phone:	(209) 469-0991
Affiliation Type Desc:	Operator
Entity Name:	Michael A Carr
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(209) 986-3113
Affiliation Type Desc:	Parent Corporation
Entity Name:	5 Star Farm Managment Inc.
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

D8 **REEVE TRUCKING CO** **AST** **A100423825**
WNW **5050 E CARPENTER RD** **N/A**
1/8-1/4 **STOCKTON, CA 95205**
0.237 mi.
1249 ft. **Site 1 of 8 in cluster D**

Relative: AST:
Lower

Actual: | | |
|---|---|
37 ft. | Name: REEVE TRUCKING CO |
| Address: 5050 E CARPENTER RD |
| City/Zip: STOCKTON,95205 |
| Certified Unified Program Agencies: Not reported |
| Owner: REEVE, DONALD E |
| Total Gallons: Not reported |
| CERSID: 10181537 |
| Facility ID: Not reported |
| Business Name: REEVE TRUCKING CO |
| Phone: (209) 948-4061 0 |

REEVE TRUCKING CO (Continued) **A100423825**

Fax:	209-547-1109
Mailing Address:	PO BOX 5202
Mailing Address City:	STOCKTON
Mailing Address State:	CA
Mailing Address Zip Code:	95205
Operator Name:	DONALD REEVE
Operator Phone:	209-948-4061
Owner Phone:	209-993-1444
Owner Mail Address:	PO BOX 5202
Owner State:	CA
Owner Zip Code:	95205
Owner Country:	United States
Property Owner Name:	DONALD REEVE
Property Owner Phone:	209-948-4061
Property Owner Mailing Address:	PO BOX 5202
Property Owner City:	STOCKTON
Property Owner Stat :	CA
Property Owner Zip Code:	95205
Property Owner Country:	United States
EPAID:	CAL000333052

D9 **RIPON PACIFIC INC** **SEMS-ARCHIVE** **1003879355**
WNW **5050 E CARPENTER RD** **CAD982359002**
1/8-1/4 **STOCKTON, CA 95205**
0.237 mi.
1249 ft. **Site 2 of 8 in cluster D**

Relative:
Lower

Actual:
37 ft.

SEMS Archive:

Site ID:	0903247
EPA ID:	CAD982359002
Name:	RIPON PACIFIC INC
Address:	5050 E CARPENTER RD
Address 2:	Not reported
City,State,Zip:	STOCKTON, CA 95205
Cong District:	14
FIPS Code:	06077
FF:	N
NPL:	Not on the NPL
Non NPL Status:	NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	09
Site ID:	0903247
EPA ID:	CAD982359002
Site Name:	RIPON PACIFIC INC
NPL:	N
FF:	N
OU:	00
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1988-08-01 04:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse
Region:	09
Site ID:	0903247

RIPON PACIFIC INC (Continued) **1003879355**

EPA ID: CAD982359002
Site Name: RIPON PACIFIC INC
NPL: N
FF: N
OU: 00
Action Code: PA
Action Name: PA
SEQ: 1
Start Date: Not reported
Finish Date: 1988-08-01 04:00:00
Qual: N
Current Action Lead: St Perf

Region: 09
Site ID: 0903247
EPA ID: CAD982359002
Site Name: RIPON PACIFIC INC
NPL: N
FF: N
OU: 00
Action Code: DS
Action Name: DISCVRY
SEQ: 1
Start Date: 1988-01-01 05:00:00
Finish Date: 1988-01-01 05:00:00
Qual: Not reported
Current Action Lead: St Perf

D10 **REEVE TRUCKING CO** **CERS HAZ WASTE** **S121745776**
WNW **5050 E CARPENTER RD** **CERS TANKS** **N/A**
1/8-1/4 **STOCKTON, CA 95205** **CERS**
0.237 mi.
1249 ft. **Site 3 of 8 in cluster D**

Relative:
Lower

Actual:
37 ft.

CERS HAZ WASTE:
Name: REEVE TRUCKING CO
Address: 5050 E CARPENTER RD
City,State,Zip: STOCKTON, CA 95205
Site ID: 147273
CERS ID: 10181537
CERS Description: Hazardous Waste Generator

CERS TANKS:
Name: REEVE TRUCKING CO
Address: 5050 E CARPENTER RD
City,State,Zip: STOCKTON, CA 95205
Site ID: 147273
CERS ID: 10181537
CERS Description: Aboveground Petroleum Storage

CERS:
Name: REEVE TRUCKING CO
Address: 5050 E CARPENTER RD
City,State,Zip: STOCKTON, CA 95205
Site ID: 147273
CERS ID: 10181537

REEVE TRUCKING CO (Continued) **S121745776**

CERS Description: Chemical Storage Facilities

Violations:

Site ID: 147273
Site Name: REEVE TRUCKING CO
Violation Date: 06-17-2020
Citation: HSC 6.5 25160.2 - California Health and Safety Code, Chapter 6.5, Section(s) 25160.2
Violation Description: Failure of a generator of hazardous waste that meets the conditions to be transported on a consolidated manifest to comply with one or more of the required consolidated manifesting procedures and retain copies of receipts for three years.
Violation Notes: Returned to compliance on 07/01/2020. OBSERVATION: Copies of consolidated manifest receipts from 2019 for hazardous wastes including used oil, used antifreeze and spent parts washer fluid were not found on site during the inspection REGULATION GUIDANCE: The generator shall retain each consolidated manifest receipt for at least three years. This period of retention is extended automatically during the course of any unresolved enforcement action regarding the regulated activity or as requested by the department or a certified unified program agency. CORRECTIVE ACTION: Immediately locate a copy of all consolidated manifest receipts from 2019 and maintain them on site. Provide a copy of the consolidated manifest receipts and a corrective action statement to the San Joaquin County Environmental Health Department.
Violation Division: San Joaquin County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 147273
Site Name: REEVE TRUCKING CO
Violation Date: 03-07-2019
Citation: 22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description: Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.
Violation Notes: Returned to compliance on 04/01/2019. Copies of uniform manifests for the disposal of hazardous waste for 2018 017468873JJK 017468527JJK 018529066JJK 018529294JJK 017696565JJK 017696774JJK 017792454JJK 017792124JJK 017791399JJK 017468261JJK 018165287JJK were not found on site. Hazardous waste generators shall retain copies of all manifests signed off by the disposal facility on site for three years and have them readily available for review. Immediately locate a copy of all manifests for the last three years, maintain them on site, and submit copies to the EHD. Copies of uniform manifest for disposal of hazardous waste for 2017 016774421JJK 182366523JJK 016774040JJK 017791591JJK 014055444JJK 016869627JJK 016766855JJK 018163895JJK were not found on site. Hazardous waste generators shall retain copies of all manifests signed off by the disposal facility on site for three years and have them readily available for review. Immediately locate a copy of all manifests for the last three years, maintain
Violation Division: San Joaquin County Environmental Health
Violation Program: HW
Violation Source: CERS

REEVE TRUCKING CO (Continued) **S121745776**

Site ID:	147273
Site Name:	REEVE TRUCKING CO
Violation Date:	06-17-2020
Citation:	22 CCR 15 66265.16 - California Code of Regulations, Title 22, Chapter 15, Section(s) 66265.16
Violation Description:	Failure to provide employees with hazardous waste training program of class room instructions or on-the-job training within the first six months after the date of their employment or assignment to a facility, or to a new position at a facility and annually thereafter. Training records on current personnel shall be kept until closure of the facility and for former employees the record shall be kept for at least three years from the date the employee last worked at the facility. The records shall include the following: the job title for each position at the facility related to hazardous waste management, and the name of the employee filling each job; a written job description for each position, duties of facility personnel assigned to each position, and a written description of the type and amount of both introductory and continuing training that will be given to each person filling a position.
Violation Notes:	Returned to compliance on 06/24/2020. OBSERVATION: The business operator could not produce documentation during the inspection that demonstrates employees have complete hazardous waste training as specified in this section. 2018 to 2020 training records reviewed during inspection did not include hazardous waste & emergency response training. Job titles, job descriptions and training required for each job title were not available for review during the inspection. Due to covid 19 training has not been done in 2020. A new computer based training program is currently being implemented. REGULATION: (a) An owner or operator of a facility that generates hazardous waste shall ensure that facility personnel successfully complete a training program through classroom, computer-based, or electronic instruction or on-the-job training that teaches facility personnel to perform their duties in a way that ensures the facility's compliance with the requirements of this chapter. (1) The owner or operator shall ensure that the tr
Violation Division:	San Joaquin County Environmental Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	147273
Site Name:	REEVE TRUCKING CO
Violation Date:	08-28-2013
Citation:	HSC 6.67 Multiple - California Health and Safety Code, Chapter 6.67, Section(s) Multiple
Violation Description:	Haz Waste Generator Program - Operations/Maintenance - General
Violation Notes:	Returned to compliance on 08/29/2013.
Violation Division:	San Joaquin County Environmental Health
Violation Program:	HW
Violation Source:	CERS

Site ID:	147273
Site Name:	REEVE TRUCKING CO
Violation Date:	06-17-2020
Citation:	22 CCR 12 66262.40(a) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.40(a)
Violation Description:	Failure to keep a copy of each properly signed manifest for at least three years from the date the waste was accepted by the initial

REEVE TRUCKING CO (Continued) **S121745776**

transporter. The manifest signed at the time the waste was accepted for transport shall be kept until receiving a signed copy from the designated facility which received the waste.

Violation Notes: Returned to compliance on 06/24/2020. OBSERVATION: The following designated facility signed copies of Uniform Hazardous Waste Manifest (UHWM) numbers were not found on-site: -016870136JJK (2/1/2019) -018531324JJK (4/17/2019) -017695077JJK (12/18/2019) -020380823JJK (10/10/2019) REGULATION GUIDANCE: A hazardous waste generator shall keep a copy of each manifest signed in accordance with section 66262.23(a) for three years or until the generator receives a signed copy from the designated facility which received the waste. This signed copy shall be retained as a record for at least three years from the date the waste was accepted by the initial transporter. The hazardous waste generator must submit an exception report to the California Department of Toxic Substances Control (DTSC) within 45 days if the destination facility signed manifest copy is not received from the transporter or designated facility. CORRECTIVE ACTION: Locate a copy of the destination facility signed manifests and send a copy to the San Joaq

Violation Division: San Joaquin County Environmental Health
Violation Program: HW
Violation Source: CERS

Site ID: 147273
Site Name: REEVE TRUCKING CO
Violation Date: 06-17-2020
Citation: 22 CCR 12 66262.42(a), (b), (d) - California Code of Regulations, Title 22, Chapter 12, Section(s) 66262.42(a), (b), (d)

Violation Description: Failure to determine the status of any hazardous waste if a signed copy of the manifest isnG t received within 35 days of the date the waste was accepted by the initial transporter and/or to submit an Exception Report to DTSC if a signed copy of the manifest isnG t received within 45 days of the date the waste was accepted by the initial transporter.

Violation Notes: Returned to compliance on 06/24/2020. OBSERVATION: The facility did not have exception reports on site for Uniform Hazardous Waste Manifests (UHWM): -016870136JJK (2/1/2019) -018531324JJK (4/17/2019) -017695077JJK (12/18/2019) -020380823JJK (10/10/2019) REGULATION: (a) A generator who does not receive a copy of the manifest with the handwritten signature of the owner or operator of the designated facility within 35 days of the date the waste was accepted by the initial transporter shall contact the transporter and/or the owner or operator of the designated facility to determine the status of the hazardous waste. (b) A generator shall submit an Exception Report to the Department if the generator has not received a copy of the manifest with the handwritten signature of the owner or operator of the designated facility within 45 days of the date the waste was accepted by the initial transporter. The Exception Report shall include: (1) a legible copy of the manifest for which the generator does not have confirmatio

Violation Division: San Joaquin County Environmental Health
Violation Program: HW
Violation Source: CERS

Evaluation:
Eval General Type: Compliance Evaluation Inspection
Eval Date: 03-07-2019

REEVE TRUCKING CO (Continued) **S121745776**

Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Complete and submit a copy of the Return to Compliance Certification form to the EHD with a statement documenting the corrective actions that have been or will be taken for each violation, and any supporting paperwork, by April 8, 2019. Starting September 1, 2018, all in-office CERS help will be provided at EHD hourly rate ($152). To schedule an appointment, please call (209) 468-3420. Inspector Provided: Return to Compliance Certification form, Example of proper hazardous waste labeling, Schedule of free CUPA Classes, brochure for Small Business Hazardous Waste Disposal, Contingency Plan. Waste streams observed: - Drained used oil filters - used oil - used antifreeze - parts washer waste (serviced by World Oil) - oily solids - oily rags (laundered by Cintas weekly) - used lead acid batteries (disposed by Betts Truck Parts) - universal waste (aerosols) Observed during inspection: 107 - CCR 66265.51 Failed to prepare and implement a contingency plan A full conti
Eval Division:	San Joaquin County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	08-28-2013
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Not reported
Eval Division:	San Joaquin County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	06-17-2020
Violations Found:	Yes
Eval Type:	Routine done by local agency
Eval Notes:	Complete and submit a copy of the Return to Compliance Certification form to the EHD with a statement documenting the corrective actions that have been or will be taken for each violation, and any supporting paperwork, by July 17, 2020. To minimize person to person contact EHD is choosing to write the name of person receiving the report instead of having them sign. Starting September 1, 2018, all in-office CERS help will be provided at EHD hourly rate ($152). To schedule an appointment, please call (209) 468-3420. Documents provided during inspection: Return to Compliance certification Waste streams found: -Used Oil -Used Antifreeze -Drained Used Oil Filters -Oily Solids -Spent Parts Washer Fluid -Laundered Rags -Spent Lead Acid Batteries -UW Aerosols The following minor violation was corrected on site: -One blue and one black 55 gallon drums of drained used oil filters were observed in the shop without an accumulation start date. This was corrected on site.
Eval Division:	San Joaquin County Environmental Health
Eval Program:	HW
Eval Source:	CERS
Eval General Type:	Compliance Evaluation Inspection
Eval Date:	05-14-2014
Violations Found:	No
Eval Type:	Routine done by local agency

REEVE TRUCKING CO (Continued) **S121745776**

Eval Notes: Not reported
Eval Division: San Joaquin County Environmental Health
Eval Program: HMRRP
Eval Source: CERS

Enforcement Action:
Site ID: 147273
Site Name: REEVE TRUCKING CO
Site Address: 5050 E CARPENTER RD
Site City: STOCKTON
Site Zip: 95205
Enf Action Date: 08-28-2013
Enf Action Type: Notice of Violation (Unified Program)
Enf Action Description: Notice of Violation Issued by the Inspector at the Time of Inspection
Enf Action Notes: Not reported
Enf Action Division: San Joaquin County Environmental Health
Enf Action Program: HW
Enf Action Source: CERS

Affiliation:
Affiliation Type Desc: Document Preparer
Entity Name: Hugh Yamada
Entity Title: Not reported
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Environmental Contact
Entity Name: Hugh Yamada
Entity Title: Not reported
Affiliation Address: PO BOX 5126
Affiliation City: STOCKTON
Affiliation State: CA
Affiliation Country: Not reported
Affiliation Zip: 95205
Affiliation Phone: Not reported

Affiliation Type Desc: Identification Signer
Entity Name: Hugh Yamada
Entity Title: Safety Director
Affiliation Address: Not reported
Affiliation City: Not reported
Affiliation State: Not reported
Affiliation Country: Not reported
Affiliation Zip: Not reported
Affiliation Phone: Not reported

Affiliation Type Desc: Legal Owner
Entity Name: REEVE, DONALD E
Entity Title: Not reported
Affiliation Address: PO BOX 5202
Affiliation City: STOCKTON
Affiliation State: CA

REEVE TRUCKING CO (Continued) **S121745776**

Affiliation Country:	United States
Affiliation Zip:	95205
Affiliation Phone:	(209) 993-1444
Affiliation Type Desc:	Operator
Entity Name:	DONALD REEVE
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	(209) 948-4061
Affiliation Type Desc:	Parent Corporation
Entity Name:	REEVE TRUCKING CO
Entity Title:	Not reported
Affiliation Address:	Not reported
Affiliation City:	Not reported
Affiliation State:	Not reported
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported
Affiliation Type Desc:	CUPA District
Entity Name:	San Joaquin Cnty Env Health
Entity Title:	Not reported
Affiliation Address:	1868 East Hazelton Avenue
Affiliation City:	Stockton
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95205-6232
Affiliation Phone:	(209) 468-3420
Affiliation Type Desc:	Facility Mailing Address
Entity Name:	Mailing Address
Entity Title:	Not reported
Affiliation Address:	PO BOX 5202
Affiliation City:	STOCKTON
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	95205
Affiliation Phone:	Not reported
Affiliation Type Desc:	Property Owner
Entity Name:	DONALD REEVE
Entity Title:	Not reported
Affiliation Address:	PO BOX 5202
Affiliation City:	STOCKTON
Affiliation State:	CA
Affiliation Country:	United States
Affiliation Zip:	95205
Affiliation Phone:	(209) 948-4061

D11 **REEVE TRUCKING CO** **UST** **U004260261**
WNW **5050 E CARPENTER RD** **N/A**
1/8-1/4 **STOCKTON, CA 95205**
0.237 mi.
1249 ft. **Site 4 of 8 in cluster D**

Relative: UST SAN JOAQUIN:
Lower

Name:	REEVE TRUCKING CO
Address:	5050 E CARPENTER RD
City,State,Zip:	STOCKTON, CA 95205
Region:	SJ
Facility Id:	FA0003942
Mail Address:	PO BOX 5202
Mail Address 2:	Not reported
Mail Care of:	DONALD REEVE
Mail City,St,Zip:	STOCKTON, CA 95205
Tank Rec ID:	Not reported
Tank Number:	1
Tank Status:	02 - Inactive, non-billable
Tank Capacity:	500
Product Type Desc:	(none)
Program Element:	2380
Decode for Program Element:	2380 - ADDITIONAL EXISTING UST - obsolete
Chemical Form:	(none)
CAS#:	Not reported
CERS ID:	10181537
Cross Ref Tank ID:	Not reported
LEA ID:	9
Common Name:	Not reported
Date Installed:	Not reported
Date of Closure:	Not reported
Latitude:	37.9287424515
Longitude:	-121.2126525439

Actual:
37 ft.

D12 **REEVE TRUCKING** **RCRA NonGen / NLR** **1024820287**
WNW **5050 E CARPENTER RD** **CAL000333052**
1/8-1/4 **STOCKTON, CA 95215**
0.237 mi.
1249 ft. **Site 5 of 8 in cluster D**

Relative: RCRA NonGen / NLR:
Lower

Date Form Received by Agency:		20200310
Handler Name:	REEVE TRUCKING	
Handler Address:		5050 E CARPENTER RD
Handler City,State,Zip:		STOCKTON, CA 95215-8105
EPA ID:		CAL000333052
Contact Name:		HUGH YAMADA
Contact Address:		E CARPENTER RD
Contact City,State,Zip:		STOCKTON, CA 95215-8105
Contact Telephone:		209-940-2635
Contact Fax:		209-940-2634
Contact Email:		HYAMADA@REEVETRUCKING.COM
Contact Title:		SAFETY DIRECTOR
EPA Region:		09
Land Type:		Private
Federal Waste Generator Description:		Not a generator, verified
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported

Actual:
37 ft.

REEVE TRUCKING (Continued) **1024820287**

Active Site Indicator:	Handler Activities
State District Owner:	Not reported
State District:	Not reported
Mailing Address:	5126
Mailing City,State,Zip:	STOCKTON, CA 95205-0202
Owner Name:	REEVE TRUCKING CO INC
Owner Type:	Private
Operator Name:	REEVE TRUCKING CO INC
Operator Type:	Private
Short-Term Generator Activity:	No
Importer Activity:	No
Mixed Waste Generator:	No
Transporter Activity:	No
Transfer Facility Activity:	No
Recycler Activity with Storage:	No
Small Quantity On-Site Burner Exemption:	No
Smelting Melting and Refining Furnace Exemption:	No
Underground Injection Control:	No
Off-Site Waste Receipt:	No
Universal Waste Indicator:	Yes
Universal Waste Destination Facility:	Yes
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	N
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20200316

REEVE TRUCKING (Continued) **1024820287**

Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	No
Manifest Broker:	No
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name:	REEVE TRUCKING CO INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 5126
Owner/Operator City,State,Zip:	STOCKTON, CA 95205-0202
Owner/Operator Telephone:	209-948-4061
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	209-940-2634
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	REEVE TRUCKING CO INC
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 5126
Owner/Operator City,State,Zip:	STOCKTON, CA 95205-0202
Owner/Operator Telephone:	209-948-4061
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Operator
Owner/Operator Name:	JOEL BIGLOW
Legal Status:	Other
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	5050 CARPENTER RD
Owner/Operator City,State,Zip:	STOCKTON, CA 95215
Owner/Operator Telephone:	209-948-4061
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported
Owner/Operator Email:	Not reported

Owner/Operator Indicator:	Owner
Owner/Operator Name:	REEVE TRUCKING CO INC
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	PO BOX 5126
Owner/Operator City,State,Zip:	STOCKTON, CA 95205-0202
Owner/Operator Telephone:	209-948-4061
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	209-940-2634
Owner/Operator Email:	Not reported

REEVE TRUCKING (Continued) **1024820287**

Historic Generators:

Receive Date:		20080527
Handler Name:	REEVE TRUCKING CO INC	
Federal Waste Generator Description:		Not a generator, verified
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		No
Non Storage Recycler Activity:		Not reported
Electronic Manifest Broker:		Not reported

Receive Date:		20200310
Handler Name:	REEVE TRUCKING	
Federal Waste Generator Description:		Not a generator, verified
State District Owner:		Not reported
Large Quantity Handler of Universal Waste:		No
Recognized Trader Importer:		No
Recognized Trader Exporter:		No
Spent Lead Acid Battery Importer:		No
Spent Lead Acid Battery Exporter:		No
Current Record:		Yes
Non Storage Recycler Activity:		No
Electronic Manifest Broker:		No

List of NAICS Codes and Descriptions:

NAICS Code:	484121
NAICS Description:	GENERAL FREIGHT TRUCKING, LONG-DISTANCE, TRUCKLOAD

NAICS Code:	562119
NAICS Description:	OTHER WASTE COLLECTION

Facility Has Received Notices of Violations:

Violations:	No Violations Found

Evaluation Action Summary:

Evaluations:	No Evaluations Found

D13 **REEVE TRUCKING CO** **AST** **A100337957**
WNW **5050 E CARPENTER** **N/A**
1/8-1/4 **STOCKTON, CA**
0.237 mi.
1249 ft. **Site 6 of 8 in cluster D**

Relative: **Lower**

Actual: **37 ft.**

AST:

Name:	REEVE TRUCKING CO
Address:	5050 E CARPENTER
City/Zip:	STOCKTON,
Certified Unified Program Agencies:	San Joaquin
Owner:	REEVE, DONALD E
Total Gallons:	2,040
CERSID:	Not reported
Facility ID:	Not reported

REEVE TRUCKING CO (Continued) **A100337957**

Business Name:	Not reported
Phone:	Not reported
Fax:	Not reported
Mailing Address:	Not reported
Mailing Address City:	Not reported
Mailing Address State:	Not reported
Mailing Address Zip Code:	Not reported
Operator Name:	Not reported
Operator Phone:	Not reported
Owner Phone:	Not reported
Owner Mail Address:	Not reported
Owner State:	Not reported
Owner Zip Code:	Not reported
Owner Country:	Not reported
Property Owner Name:	Not reported
Property Owner Phone:	Not reported
Property Owner Mailing Address:	Not reported
Property Owner City:	Not reported
Property Owner Stat :	Not reported
Property Owner Zip Code:	Not reported
Property Owner Country:	Not reported
EPAID:	Not reported

D14 **RIPON PACIFIC PICKLE PLANT** **ENVIROSTOR** **1000337519**
WNW **5050 CARPENTER RD** **CPS-SLIC** **N/A**
1/8-1/4 **STOCKTON, CA 95205** **SWEEPS UST**
0.242 mi. **HIST UST**
1279 ft. **Site 7 of 8 in cluster D** **CA FID UST**
CERS

Relative:
Lower

Actual:
37 ft.

ENVIROSTOR:

Name:	RIPON-PACIFIC, INC
Address:	5050 EAST CARPENTER ROAD
City,State,Zip:	STOCKTON, CA 95205
Facility ID:	39200003
Status:	Refer: RWQCB
Status Date:	10/03/1995
Site Code:	Not reported
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	1
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Referred - Not Assigned
Division Branch:	Cleanup Sacramento
Assembly:	13
Senate:	05
Special Program:	* CERC2
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	Not reported
Latitude:	37.92867
Longitude:	-121.2128
APN:	NONE SPECIFIED
Past Use:	NONE SPECIFIED
Potential COC:	* Pesticides - Rinse Waters * Pesticides - Wastes From Production *

RIPON PACIFIC PICKLE PLANT (Continued) **1000337519**

CONTAMINATED SOIL * UNSPECIFIED AQUEOUS SOLUTION * UNSPECIFIED OIL CONTAINING WASTE
Confirmed COC: NONE SPECIFIED
Potential Description: NONE SPECIFIED
Alias Name: SAN JOAQUIN BRINE
Alias Type: Alternate Name
Alias Name: VALLEY NITROGEN PRODUCTS
Alias Type: Alternate Name
Alias Name: CAD982359002
Alias Type: CERCLIS ID
Alias Name: 39200003
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 03/07/1988
Comments: PRELIMINARY ASSESSMENT DONE. RECOMMENDATION: PENDING - CVRWQCB LEAD PONDS ARE NON-HAZARDOUS PER CVRWQCB.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 02/20/1987
Comments: SITE SCREENING DONE. NO CLEANUP DOCUMENTED.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 02/06/1982
Comments: FACILITY IDENTIFIED INDUSTRIAL INDEX.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CPS-SLIC:
Name: RIPON PACIFIC, INC
Address: 5050 CARPENTER ROAD
City,State,Zip: STOCKTON, CA 95215
Region: STATE
Facility Status: **Completed - Case Closed**
Status Date: 09/25/2009
Global Id: T10000001540
Lead Agency: CENTRAL VALLEY RWQCB (REGION 5S)
Lead Agency Case Number: Not reported
Latitude: 37.928739
Longitude: -121.212612
Case Type: Cleanup Program Site
Case Worker: SRA

RIPON PACIFIC PICKLE PLANT (Continued) **1000337519**

Local Agency:	Not reported
RB Case Number:	Not reported
File Location:	Not reported
Potential Media Affected:	Aquifer used for drinking water supply, Soil
Potential Contaminants of Concern:	Other inorganic / salt
Site History:	Not reported

Click here to access the California GeoTracker records for this facility:

SWEEPS UST:

Name:	RIPON PACIFIC PICKLE PLANT
Address:	5050 CARPENTER RD
City:	STOCKTON
Status:	Active
Comp Number:	1859
Number:	1
Board Of Equalization:	44-024908
Referral Date:	10-08-91
Action Date:	10-08-91
Created Date:	07-13-88
Owner Tank Id:	Not reported
SWRCB Tank Id:	39-000-001859-000001
Tank Status:	A
Capacity:	500
Active Date:	08-02-88
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	1

HIST UST:

Name:	RIPON PACIFIC INC
Address:	5050 CARPENTER ROAD
City,State,Zip:	STOCKTON, CA 95205
File Number:	0002B224
URL:	http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002B224.pdf
Region:	STATE
Facility ID:	00000063827
Facility Type:	Not reported
Other Type:	MFG. INDUSTRIAL RELI
Contact Name:	TSUGION KUBOTA
Telephone:	2094647371
Owner Name:	RIPON PICKLE CO.
Owner Address:	P.O. BOX 416
Owner City,St,Zip:	RED GRANITE, WI 54970
Total Tanks:	0004
Tank Num:	001
Container Num:	SUMP
Year Installed:	Not reported
Tank Capacity:	00001600
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

RIPON PACIFIC PICKLE PLANT (Continued) **1000337519**

Tank Num:	002
Container Num:	W POND
Year Installed:	Not reported
Tank Capacity:	03000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	003
Container Num:	E POND
Year Installed:	Not reported
Tank Capacity:	04000000
Tank Used for:	WASTE
Type of Fuel:	Not reported
Container Construction Thickness:	Not reported
Leak Detection:	Visual

Tank Num:	004
Container Num:	4
Year Installed:	Not reported
Tank Capacity:	00000500
Tank Used for:	PRODUCT
Type of Fuel:	06
Container Construction Thickness:	Not reported
Leak Detection:	Stock Inventor, None

Click here for Geo Tracker PDF:

CA FID UST:

Facility ID:	39004233
Regulated By:	UTNKA
Regulated ID:	Not reported
Cortese Code:	Not reported
SIC Code:	Not reported
Facility Phone:	Not reported
Mail To:	Not reported
Mailing Address:	P O BOX 446
Mailing Address 2:	Not reported
Mailing City,St,Zip:	STOCKTON 95205
Contact:	Not reported
Contact Phone:	Not reported
DUNs Number:	Not reported
NPDES Number:	Not reported
EPA ID:	Not reported
Comments:	Not reported
Status:	Active

CERS:

Name:	RIPON PACIFIC, INC
Address:	5050 CARPENTER ROAD
City,State,Zip:	STOCKTON, CA 95215
Site ID:	228463
CERS ID:	T10000001540
CERS Description:	Cleanup Program Site

RIPON PACIFIC PICKLE PLANT (Continued) **1000337519**

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	Steve Rosenbaum - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 SUN CENTER DRIVE #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

D15 **SIMPLOT SOILBUILDERS** **RCRA-SQG** **1000348371**
WNW **5040 CARPENTER RD** **FINDS** **CAD054586276**
1/8-1/4 **STOCKTON, CA 95207** **ECHO**
0.247 mi.
1303 ft. **Site 8 of 8 in cluster D**

Relative: **Lower**
Actual: **37 ft.**

RCRA-SQG:

Date Form Received by Agency:		19960901
Handler Name:	SIMPLOT SOILBUILDERS	
Handler Address:		5040 CARPENTER RD
Handler City,State,Zip:		STOCKTON, CA 95207
EPA ID:		CAD054586276
Contact Name:		Not reported
Contact Address:		Not reported
Contact City,State,Zip:		Not reported
Contact Telephone:		Not reported
Contact Fax:		Not reported
Contact Email:		Not reported
Contact Title:		Not reported
EPA Region:		09
Land Type:		Not reported
Federal Waste Generator Description:		Small Quantity Generator
Non-Notifier:		Not reported
Biennial Report Cycle:		Not reported
Accessibility:		Not reported
Active Site Indicator:		Handler Activities
State District Owner:		CA
State District:		1
Mailing Address:		PO BOX 128
Mailing City,State,Zip:		HELM, CA 93627
Owner Name:		Not reported
Owner Type:		Not reported
Operator Name:		NOT REQUIRED
Operator Type:		Private
Short-Term Generator Activity:		No
Importer Activity:		No
Mixed Waste Generator:		No
Transporter Activity:		No
Transfer Facility Activity:		No
Recycler Activity with Storage:		No
Small Quantity On-Site Burner Exemption:		No
Smelting Melting and Refining Furnace Exemption:		No
Underground Injection Control:		No
Off-Site Waste Receipt:		No
Universal Waste Indicator:		No

SIMPLOT SOILBUILDERS (Continued) **1000348371**

Universal Waste Destination Facility:	No
Federal Universal Waste:	No
Active Site Fed-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site Converter Treatment storage and Disposal Facility:	Not reported
Active Site State-Reg Treatment Storage and Disposal Facility:	Not reported
Active Site State-Reg Handler:	---
Federal Facility Indicator:	Not reported
Hazardous Secondary Material Indicator:	NN
Sub-Part K Indicator:	Not reported
Commercial TSD Indicator:	No
Treatment Storage and Disposal Type:	Not reported
2018 GPRA Permit Baseline:	Not on the Baseline
2018 GPRA Renewals Baseline:	Not on the Baseline
Permit Renewals Workload Universe:	Not reported
Permit Workload Universe:	Not reported
Permit Progress Universe:	Not reported
Post-Closure Workload Universe:	Not reported
Closure Workload Universe:	Not reported
202 GPRA Corrective Action Baseline:	No
Corrective Action Workload Universe:	No
Subject to Corrective Action Universe:	No
Non-TSDFs Where RCRA CA has Been Imposed Universe:	No
TSDFs Potentially Subject to CA Under 3004 (u)/(v) Universe:	No
TSDFs Only Subject to CA under Discretionary Auth Universe:	No
Corrective Action Priority Ranking:	No NCAPS ranking
Environmental Control Indicator:	No
Institutional Control Indicator:	No
Human Exposure Controls Indicator:	N/A
Groundwater Controls Indicator:	N/A
Operating TSDF Universe:	Not reported
Full Enforcement Universe:	Not reported
Significant Non-Complier Universe:	No
Unaddressed Significant Non-Complier Universe:	No
Addressed Significant Non-Complier Universe:	No
Significant Non-Complier With a Compliance Schedule Universe:	No
Financial Assurance Required:	Not reported
Handler Date of Last Change:	20020627
Recognized Trader-Importer:	No
Recognized Trader-Exporter:	No
Importer of Spent Lead Acid Batteries:	No
Exporter of Spent Lead Acid Batteries:	No
Recycler Activity Without Storage:	Not reported
Manifest Broker:	Not reported
Sub-Part P Indicator:	No

Handler - Owner Operator:

Owner/Operator Indicator:	Operator
Owner/Operator Name:	NOT REQUIRED
Legal Status:	Private
Date Became Current:	Not reported
Date Ended Current:	Not reported
Owner/Operator Address:	NOT REQUIRED
Owner/Operator City,State,Zip:	NOT REQUIRED, ME 99999
Owner/Operator Telephone:	415-555-1212
Owner/Operator Telephone Ext:	Not reported
Owner/Operator Fax:	Not reported

SIMPLOT SOILBUILDERS (Continued) **1000348371**

Owner/Operator Email: Not reported

Owner/Operator Indicator: Owner
Owner/Operator Name: JR SIMPLOT CO
Legal Status: Private
Date Became Current: Not reported
Date Ended Current: Not reported
Owner/Operator Address: NOT REQUIRED
Owner/Operator City,State,Zip: NOT REQUIRED, ME 99999
Owner/Operator Telephone: 415-555-1212
Owner/Operator Telephone Ext: Not reported
Owner/Operator Fax: Not reported
Owner/Operator Email: Not reported

Historic Generators:
Receive Date: 19960901
Handler Name: SIMPLOT SOILBUILDERS
Federal Waste Generator Description: Small Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: Yes
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

Receive Date: 19800818
Handler Name: SIMPLOT SOILBUILDERS
Federal Waste Generator Description: Large Quantity Generator
State District Owner: CA
Large Quantity Handler of Universal Waste: No
Recognized Trader Importer: No
Recognized Trader Exporter: No
Spent Lead Acid Battery Importer: No
Spent Lead Acid Battery Exporter: No
Current Record: No
Non Storage Recycler Activity: Not reported
Electronic Manifest Broker: Not reported

List of NAICS Codes and Descriptions:
NAICS Code: 325311
NAICS Description: NITROGENOUS FERTILIZER MANUFACTURING

Facility Has Received Notices of Violations:
Violations: No Violations Found

Evaluation Action Summary:
Evaluations: No Evaluations Found

FINDS:
Registry ID: 110002649778

SIMPLOT SOILBUILDERS (Continued) **1000348371**

Click Here:

Environmental Interest/Information System:
RCRAInfo is a national information system that supports the Resource Conservation and Recovery Act (RCRA) program through the tracking of events and activities related to facilities that generate, transport, and treat, store, or dispose of hazardous waste. RCRAInfo allows RCRA program staff to track the notification, permit, compliance, and corrective action activities required under RCRA.

Click this hyperlink while viewing on your computer to access additional FINDS: detail in the EDR Site Report.

ECHO:

Envid:	1000348371
Registry ID:	110002649778
DFR URL:	http://echo.epa.gov/detailed-facility-report?fid=110002649778
Name:	SIMPLOT SOILBUILDERS
Address:	5040 CARPENTER RD
City,State,Zip:	STOCKTON, CA 95207

E16 **DELTA CHARTER** **LUST** **S108210163**
WNW **4900 MARIPOSA RD** **N/A**
1/4-1/2 **STOCKTON, CA 95205**
0.301 mi.
1590 ft. **Site 1 of 2 in cluster E**

Relative: **Lower**
Actual: **36 ft.**

LUST:

Name:	DELTA CHARTER
Address:	4900 MARIPOSA RD
City,State,Zip:	STOCKTON, CA 95205
Lead Agency:	SAN JOAQUIN COUNTY
Case Type:	LUST Cleanup Site
Geo Track:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0607700563
Global Id:	T0607700563
Latitude:	37.9266999
Longitude:	-121.215739
Status:	Completed - Case Closed
Status Date:	08/06/1998
Case Worker:	Not reported
RB Case Number:	390725
Local Agency:	Not reported
File Location:	Not reported
Local Case Number:	500171
Potential Media Affect:	Soil
Potential Contaminants of Concern:	Diesel
Site History:	Not reported

LUST:

Global Id:	T0607700563
Contact Type:	Regional Board Caseworker
Contact Name:	Alan Buehler
Organization Name:	CENTRAL VALLEY RWQCB (REGION 5S)
Address:	11020 SUN CENTER DRIVE #200
City:	RANCHO CORDOVA
Email:	alan.buehler@waterboards.ca.gov
Phone Number:	Not reported

DELTA CHARTER (Continued) **S108210163**

LUST:
Global Id: T0607700563
Action Type: Other
Date: 05/29/1992
Action: Leak Reported

Global Id: T0607700563
Action Type: Other
Date: 05/29/1992
Action: Leak Discovery

LUST:
Global Id: T0607700563
Status: Open - Case Begin Date
Status Date: 05/29/1992

Global Id: T0607700563
Status: Completed - Case Closed
Status Date: 08/06/1998

E17 **DELTA CHARTER** **LUST** **S104403498**
WNW **4900 MARIPOSA RD** **Cortese** **N/A**
1/4-1/2 **STOCKTON, CA 95205** **HIST CORTESE**
0.301 mi. **CERS**
1590 ft. **Site 2 of 2 in cluster E**

Relative: **Lower**
Actual: **36 ft.**

LUST REG 5:
Name: DELTA CHARTER
Address: 4900 MARIPOSA RD
City: STOCKTON
Region: 5
Status: Case Closed
Case Number: 390725
Case Type: Soil only
Substance: DIESEL
Staff Initials: JLB
Lead Agency: Local
Program: LUST
MTBE Code: N/A

CORTESE:
Name: DELTA CHARTER
Address: 4900 MARIPOSA RD
City,State,Zip: STOCKTON, CA 95205
Region: CORTESE
Envirostor Id: Not reported
Global ID: T0607700563
Site/Facility Type: LUST CLEANUP SITE
Cleanup Status: COMPLETED - CASE CLOSED
Status Date: Not reported
Site Code: Not reported
Latitude: Not reported
Longitude: Not reported
Owner: Not reported
Enf Type: Not reported

DELTA CHARTER (Continued) **S104403498**

Swat R:	Not reported
Flag:	active
Order No:	Not reported
Waste Discharge System No:	Not reported
Effective Date:	Not reported
Region 2:	Not reported
WID Id:	Not reported
Solid Waste Id No:	Not reported
Waste Management Uit Name:	Not reported
File Name:	Active Open

HIST CORTESE:

edr_fname:	DELTA CHARTER
edr_fadd1:	4900 MARIPOSA
City,State,Zip:	STOCKTON, CA 95205
Region:	CORTESE
Facility County Code:	39
Reg By:	LTNKA
Reg Id:	390725

CERS:

Name:	DELTA CHARTER
Address:	4900 MARIPOSA RD
City,State,Zip:	STOCKTON, CA 95205
Site ID:	258404
CERS ID:	T0607700563
CERS Description:	Leaking Underground Storage Tank Cleanup Site

Affiliation:

Affiliation Type Desc:	Regional Board Caseworker
Entity Name:	Alan Buehler - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title:	Not reported
Affiliation Address:	11020 SUN CENTER DRIVE #200
Affiliation City:	RANCHO CORDOVA
Affiliation State:	CA
Affiliation Country:	Not reported
Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

F18 **AMADOR CHEMICAL CORP** **SEMS-ARCHIVE** **1003879363**
WNW **4801 E CARPENTER RD** **CAD009158650**
1/4-1/2 **STOCKTON, CA 95205**
0.341 mi.
1803 ft. **Site 1 of 2 in cluster F**

Relative:
Lower

Actual:
36 ft.

SEMS Archive:

Site ID:	0903331
EPA ID:	CAD009158650
Name:	AMADOR CHEMICAL CORP
Address:	4801 E CARPENTER RD
Address 2:	Not reported
City,State,Zip:	STOCKTON, CA 95205
Cong District:	14
FIPS Code:	06077
FF:	N
NPL:	Not on the NPL

AMADOR CHEMICAL CORP (Continued) **1003879363**

Non NPL Status: NFRAP-Site does not qualify for the NPL based on existing information

SEMS Archive Detail:

Region:	09
Site ID:	0903331
EPA ID:	CAD009158650
Site Name:	AMADOR CHEMICAL CORP
NPL:	N
FF:	N
OU:	00
Action Code:	VS
Action Name:	ARCH SITE
SEQ:	1
Start Date:	Not reported
Finish Date:	1988-08-01 04:00:00
Qual:	Not reported
Current Action Lead:	EPA Perf In-Hse

Region:	09
Site ID:	0903331
EPA ID:	CAD009158650
Site Name:	AMADOR CHEMICAL CORP
NPL:	N
FF:	N
OU:	00
Action Code:	DS
Action Name:	DISCVRY
SEQ:	1
Start Date:	1988-03-01 05:00:00
Finish Date:	1988-03-01 05:00:00
Qual:	Not reported
Current Action Lead:	St Perf

Region:	09
Site ID:	0903331
EPA ID:	CAD009158650
Site Name:	AMADOR CHEMICAL CORP
NPL:	N
FF:	N
OU:	00
Action Code:	PA
Action Name:	PA
SEQ:	1
Start Date:	Not reported
Finish Date:	1988-08-01 04:00:00
Qual:	N
Current Action Lead:	St Perf

Region:	09
Site ID:	0903331
EPA ID:	CAD009158650
Site Name:	AMADOR CHEMICAL CORP
NPL:	N
FF:	N
OU:	00
Action Code:	OO
Action Name:	SITE REASS
SEQ:	1

AMADOR CHEMICAL CORP (Continued) **1003879363**

Start Date:	2019-07-01 05:00:00
Finish Date:	2020-06-01 05:00:00
Qual:	N
Current Action Lead:	St Perf

F19 **AMADOR CHEMICAL CORPORATION** **ENVIROSTOR** **S102860945**
WNW **4801 EAST CARPENTER ROAD** **CERS** **N/A**
1/4-1/2 **STOCKTON, CA 95205** **NON-CASE INFO**
0.366 mi.
1931 ft. **Site 2 of 2 in cluster F**

Relative: **Lower**

Actual: **36 ft.**

ENVIROSTOR:

Name:	AMADOR CHEMICAL CORPORATION
Address:	4801 EAST CARPENTER ROAD
City,State,Zip:	STOCKTON, CA 95205
Facility ID:	39280006
Status:	Inactive - Needs Evaluation
Status Date:	08/18/2020
Site Code:	102390
Site Type:	Evaluation
Site Type Detailed:	Evaluation
Acres:	4.93
NPL:	NO
Regulatory Agencies:	NONE SPECIFIED
Lead Agency:	NONE SPECIFIED
Program Manager:	Not reported
Supervisor:	Lora Jameson
Division Branch:	Northern California Schools & Santa Susana
Assembly:	13
Senate:	05
Special Program:	EPA - PASI
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	EPA Grant
Latitude:	37.92942
Longitude:	-121.2159
APN:	17905012
Past Use:	DISTRIBUTOR - CHEMICAL, MANUFACTURING - CHEMICALS
Potential COC:	* HALOGENATED ORGANIC COMPOUNDS * HALOGENATED SOLVENTS * HYDROCARBON SOLVENTS * DETERGENT & SOAP * Sludge - Halogenated Compounds * UNSPECIFIED SOLVENT MIXTURES * OFF-SPECIFICATION, AGED, OR SURPLUS INORGANICS Acetone Carbon disulfide
Confirmed COC:	Acetone Carbon disulfide
Potential Description:	OTH, SOIL
Alias Name:	17905012
Alias Type:	APN
Alias Name:	CAD009158650
Alias Type:	EPA Identification Number
Alias Name:	SLT5S7173739
Alias Type:	GeoTracker Global ID
Alias Name:	102390
Alias Type:	Project Code (Site Code)
Alias Name:	39280006
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE

AMADOR CHEMICAL CORPORATION (Continued) **S102860945**

Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Assessment Report
Completed Date: 04/20/1988
Comments: SUBMIT TO EPA. NFA UNDER CERCLA 2. PRELIMINARY ASSESSMENT DONE. SITE INSPECTION MEDIUM PRIORITY DUE TO NEED FOR FURTHER INVESTIGATION.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Screening
Completed Date: 01/29/1987
Comments: SITE SCREENING DONE. HAZARDOUS MATERIAL CONFIRMED VIA SOIL SAMPLES. CLOSURE REQUIREMENTS BY RWQCB, NO CLEANUP INDICATED OR CERTIFIED.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Discovery
Completed Date: 03/15/1980
Comments: FACILITY IDENTIFIED DMI LIST

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: PA/SI Reassessment
Completed Date: 06/01/2020
Comments: US EPA approved reassessment on 6/1/2020.

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Correspondence
Completed Date: 06/25/1996
Comments: PEA Request letter from paper files. No record of response from RP.

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

CERS:
Name: AMADOR CHEMICAL
Address: 4801 CARPENTER ROAD
City,State,Zip: STOCKTON, CA
Site ID: 186954
CERS ID: SLT5S7173739
CERS Description: Cleanup Program Site

Affiliation:
Affiliation Type Desc: Regional Board Caseworker
Entity Name: zzz - CENTRAL VALLEY RWQCB (REGION 5S)
Entity Title: Not reported
Affiliation Address: 11020 SUN CENTER DRIVE #200
Affiliation City: RANCHO CORDOVA
Affiliation State: CA
Affiliation Country: Not reported

AMADOR CHEMICAL CORPORATION (Continued) **S102860945**

Affiliation Zip:	Not reported
Affiliation Phone:	Not reported

NON-CASE INFO:

Name:	AMADOR CHEMICAL
Address:	4801 CARPENTER ROAD
City,State,Zip:	STOCKTON, CA
Global ID:	SLT5S7173739
Case Type:	Non-Case Information
Status:	Informational Item
Status Date:	07/13/2020
Lead Agency:	CENTRAL VALLEY RWQCB (REGION 5S)
Case Worker:	ZZZ
Local Agency:	Not reported
RB Case Number:	SLT5S717
Loc Case Number:	Not reported
File Location:	Regional Board
Potential Contaminants of Concern:	Not reported
Potential Media Affected:	Under Investigation
Site History:	The GeoTracker Site Type was updated to Non-Case Information following a 13 July 2020 inactive case review. See the Documents/Data tab for the inactive case review file. As of 13 July 2020, several case files still need to be updated to GeoTracker.
Begin Date:	1984-01-01 00:00:00
How Discovered:	Not reported
How Discovered Description:	Not reported
Stop Method:	Not reported
Stop Description:	Not reported
Latitude:	37.9291148015995
Longitude:	-121.216219335174
Geotracker:	http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=SLT5S7173739

Count: 9 records. ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SAN JOAQUIN COUNTY	S107537519		ALPINE RD AND 1/4 MI NO OF HAN		CDL
SAN JOAQUIN COUNTY	S107538191		CORNER OF STEINEGUL ROAD, AND		CDL
SAN JOAQUIN COUNTY	S107537616		AT MULLER ROAD AND BORBA ROAD,		CDL
SAN JOAQUIN COUNTY	S107540999		VAN ALLEN RD @ MARIPOSA RD		CDL
STOCKTON	S108407491		JACK TONE RD, 1/2 MI S OF MARI	95215	CDL
STOCKTON	S106230457	LINCOLN VILLAGE SHOPPING CENTER	PACIFIC AVE AND GETTYSBURG ST		CPS-SLIC
STOCKTON	S106230465	NAVAL COMMUNICATIONS STATION (NCS)	ROUGH AND READY ISLAND - 1436		CPS-SLIC
STOCKTON	S120831989		WALKER LN AND WEBBER AVE	95215	CDL
STOCKTON	S105982547	STOCKTON SITE DISCOVERY PROJECT	WATERFRONT AND CENTRAL DOWNTOW		CPS-SLIC

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: EPA
Telephone: N/A
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 3
Telephone 215-814-5418

EPA Region 4
Telephone 404-562-8033

EPA Region 5
Telephone 312-886-6686

EPA Region 10
Telephone 206-553-8665

EPA Region 6
Telephone: 214-655-6659

EPA Region 7
Telephone: 913-551-7247

EPA Region 8
Telephone: 303-312-6774

EPA Region 9
Telephone: 415-947-4246

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: EPA
Telephone: N/A
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: EPA
Telephone: N/A
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 06/24/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

RCRA-VSQG: RCRA - Very Small Quantity Generators (Formerly Conditionally Exempt Small Quantity Generators)

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Very small quantity generators (VSQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 07/12/2021
Date Data Arrived at EDR: 08/06/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 77

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 08/05/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/23/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

US INST CONTROLS: Institutional Controls Sites List

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 08/23/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 06/14/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 61

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/21/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 07/22/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 07/22/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 05/10/2021
Date Data Arrived at EDR: 05/11/2021
Date Made Active in Reports: 07/27/2021
Number of Days to Update: 77

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 3: Leaking Underground Storage Tank Database
Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List
Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

LUST REG 1: Active Toxic Site Investigation
Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing
Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing
For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: No Update Planned

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: No Update Planned

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 01/29/2021
Date Data Arrived at EDR: 02/17/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 33
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)
Military ust sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases
UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 05/20/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/30/2021
Number of Days to Update: 87
Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 09/08/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities
A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69
Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/28/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 06/01/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land
The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88
Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 06/22/2021
Date Made Active in Reports: 09/20/2021
Number of Days to Update: 90

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/06/2021
Date Data Arrived at EDR: 06/11/2021
Date Made Active in Reports: 09/07/2021
Number of Days to Update: 88

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 07/22/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng
A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27
Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 07/08/2021
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

INDIAN VCP R1: Voluntary Cleanup Priority Listing
A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142
Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing
A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 06/17/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 09/13/2021
Number of Days to Update: 88
Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 09/21/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites
Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 06/10/2021
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 68
Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database
Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: No Update Planned

SWRCY: Recycler Database
A listing of recycling facilities in California.

Date of Government Version: 06/04/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 84

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/08/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing
A listing of registered waste tire haulers.

Date of Government Version: 11/23/2020
Date Data Arrived at EDR: 11/23/2020
Date Made Active in Reports: 02/08/2021
Number of Days to Update: 77

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands
Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

ODI: Open Dump Inventory
An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations
A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/14/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land
A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 07/20/2021
Next Scheduled EDR Contact: 11/08/2021
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 07/22/2021
Date Data Arrived at EDR: 07/22/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 01/20/2021
Date Made Active in Reports: 04/08/2021
Number of Days to Update: 78

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 07/15/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83
Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/19/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Quarterly

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 77
Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Quarterly

PFAS: PFAS Contamination Site Location Listing

A listing of PFAS contaminated sites included in the GeoTracker database.

Date of Government Version: 06/04/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 84
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/08/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35
Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18
Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing

Aboveground storage tank sites

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/07/2021
Date Made Active in Reports: 07/23/2021
Number of Days to Update: 77
Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 07/26/2021
Next Scheduled EDR Contact: 11/14/2021
Data Release Frequency: Varies

CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CERS TANKS: California Environmental Reporting System (CERS) Tanks

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 07/15/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/19/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Quarterly

Local Land Records

LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 05/27/2021
Date Data Arrived at EDR: 05/28/2021
Date Made Active in Reports: 08/20/2021
Number of Days to Update: 84

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 05/28/2021
Date Made Active in Reports: 08/20/2021
Number of Days to Update: 84

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/12/2021
Date Data Arrived at EDR: 09/13/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 15

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/13/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 10/19/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 08/10/2021
Date Data Arrived at EDR: 08/17/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 66

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/11/2018
Date Made Active in Reports: 11/06/2019
Number of Days to Update: 574

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 08/06/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 09/13/2021
Date Data Arrived at EDR: 09/15/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 13

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88
Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 07/26/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73
Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 08/06/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/17/2020
Date Made Active in Reports: 09/10/2020
Number of Days to Update: 85
Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/17/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 08/14/2020
Date Made Active in Reports: 11/04/2020
Number of Days to Update: 82
Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 07/19/2021
Date Data Arrived at EDR: 07/19/2021
Date Made Active in Reports: 10/12/2021
Number of Days to Update: 85
Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/20/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 05/07/2021
Date Data Arrived at EDR: 05/13/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/18/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 12/30/2020
Date Data Arrived at EDR: 01/14/2021
Date Made Active in Reports: 03/05/2021
Number of Days to Update: 50

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 11/19/2020
Date Data Arrived at EDR: 01/08/2021
Date Made Active in Reports: 03/22/2021
Number of Days to Update: 73

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: No Update Planned

MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 03/08/2021
Date Data Arrived at EDR: 03/11/2021
Date Made Active in Reports: 05/11/2021
Number of Days to Update: 61

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/18/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 12/01/2020
Date Made Active in Reports: 02/09/2021
Number of Days to Update: 70

Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 09/03/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 01/12/2017
Date Data Arrived at EDR: 03/05/2019
Date Made Active in Reports: 11/11/2019
Number of Days to Update: 251

Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 09/13/2019
Date Data Arrived at EDR: 11/06/2019
Date Made Active in Reports: 02/10/2020
Number of Days to Update: 96
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 08/06/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 07/01/2019
Date Data Arrived at EDR: 07/01/2019
Date Made Active in Reports: 09/23/2019
Number of Days to Update: 84
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 09/27/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data
Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 01/02/2020
Date Data Arrived at EDR: 01/28/2020
Date Made Active in Reports: 04/17/2020
Number of Days to Update: 80
Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/26/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Quarterly

CONSENT: Superfund (CERCLA) Consent Decrees
Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/14/2021
Date Made Active in Reports: 07/16/2021
Number of Days to Update: 2

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/22/2020
Date Made Active in Reports: 11/20/2020
Number of Days to Update: 151

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 09/15/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 07/26/2021
Date Data Arrived at EDR: 07/27/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 87

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 07/23/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 08/30/2019
Date Data Arrived at EDR: 11/15/2019
Date Made Active in Reports: 01/28/2020
Number of Days to Update: 74

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 08/12/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 07/29/2021
Date Data Arrived at EDR: 08/04/2021
Date Made Active in Reports: 08/31/2021
Number of Days to Update: 27

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

MINES VIOLATIONS: MSHA Violation Assessment Data

Mines violation and assessment information. Department of Labor, Mine Safety & Health Administration.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 89

Source: DOL, Mine Safety & Health Admi
Telephone: 202-693-9424
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Quarterly

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 05/03/2021
Date Data Arrived at EDR: 05/25/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 78

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 05/06/2020
Date Data Arrived at EDR: 05/27/2020
Date Made Active in Reports: 08/13/2020
Number of Days to Update: 78

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/26/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 08/26/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 06/15/2021
Date Data Arrived at EDR: 06/16/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 62

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 05/05/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 08/17/2021
Number of Days to Update: 91

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Quarterly

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/21/2021
Date Made Active in Reports: 08/11/2021
Number of Days to Update: 82

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 08/26/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 06/26/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/28/2021
Number of Days to Update: 89

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 07/02/2020
Date Made Active in Reports: 09/17/2020
Number of Days to Update: 77

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/07/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/13/2021
Date Data Arrived at EDR: 08/13/2021
Date Made Active in Reports: 10/22/2021
Number of Days to Update: 70

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 08/13/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 06/17/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 09/14/2021
Number of Days to Update: 89

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/21/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 05/01/2019
Date Data Arrived at EDR: 05/14/2019
Date Made Active in Reports: 07/17/2019
Number of Days to Update: 64

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 08/13/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 05/28/2021
Date Made Active in Reports: 08/20/2021
Number of Days to Update: 84

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Annually

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 05/26/2021
Date Made Active in Reports: 08/18/2021
Number of Days to Update: 84

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Varies

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing
A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 05/18/2021
Date Data Arrived at EDR: 05/19/2021
Date Made Active in Reports: 08/05/2021
Number of Days to Update: 78

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

EMI: Emissions Inventory Data
Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 06/10/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 78

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/17/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Varies

ENF: Enforcement Action Listing
A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 04/16/2021
Date Data Arrived at EDR: 04/20/2021
Date Made Active in Reports: 07/07/2021
Number of Days to Update: 78

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 10/13/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing
Financial Assurance information

Date of Government Version: 04/14/2021
Date Data Arrived at EDR: 04/15/2021
Date Made Active in Reports: 07/06/2021
Number of Days to Update: 82

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing
A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 05/13/2021
Date Data Arrived at EDR: 05/13/2021
Date Made Active in Reports: 07/26/2021
Number of Days to Update: 74

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 08/04/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data
Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 04/15/2020
Date Made Active in Reports: 07/02/2020
Number of Days to Update: 78

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 05/14/2021
Date Data Arrived at EDR: 05/14/2021
Date Made Active in Reports: 07/27/2021
Number of Days to Update: 74

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 08/13/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 05/14/2021
Date Data Arrived at EDR: 05/14/2021
Date Made Active in Reports: 07/27/2021
Number of Days to Update: 74

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 08/13/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 07/01/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 85

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/28/2021
Date Made Active in Reports: 08/20/2021
Number of Days to Update: 84
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 05/10/2021
Date Data Arrived at EDR: 05/11/2021
Date Made Active in Reports: 07/27/2021
Number of Days to Update: 77
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 08/13/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 05/28/2021
Date Made Active in Reports: 08/20/2021
Number of Days to Update: 84
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 06/04/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 84
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 09/08/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 03/12/2021
Date Data Arrived at EDR: 03/16/2021
Date Made Active in Reports: 06/01/2021
Number of Days to Update: 77
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 08/26/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/25/2021
Number of Days to Update: 83
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 02/11/2021
Date Data Arrived at EDR: 07/01/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 90

Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9

Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: No Update Planned

WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: No Update Planned

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)

Military privatized sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)

Projects sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing

In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 06/07/2021
Date Data Arrived at EDR: 06/07/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 81

Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 09/08/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

CIWQS: California Integrated Water Quality System

The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 05/19/2021
Date Data Arrived at EDR: 05/19/2021
Date Made Active in Reports: 08/12/2021
Number of Days to Update: 85

Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Varies

CERS: CalEPA Regulated Site Portal Data

The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 07/15/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/19/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)

Non-Case Information sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)

Other Oil & Gas Projects sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)

Produced water ponds sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)

Sampling point - public sites

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/24/2021
Number of Days to Update: 82

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 06/03/2021
Date Data Arrived at EDR: 06/03/2021
Date Made Active in Reports: 08/25/2021
Number of Days to Update: 83
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Varies

HWTS: Hazardous Waste Tracking System
DTSC maintains the Hazardous Waste Tracking System that stores ID number information since the early 1980s and manifest data since 1993. The system collects both manifest copies from the generator and destination facility.

Date of Government Version: 07/13/2021
Date Data Arrived at EDR: 07/14/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 84
Source: Department of Toxic Substances Control
Telephone: 916-324-2444
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

PCS: Permit Compliance System
PCS is a computerized management information system that contains data on National Pollutant Discharge Elimination System (NPDES) permit holding facilities. PCS tracks the permit, compliance, and enforcement status of NPDES facilities.

Date of Government Version: 07/14/2011
Date Data Arrived at EDR: 08/05/2011
Date Made Active in Reports: 09/29/2011
Number of Days to Update: 55
Source: EPA, Office of Water
Telephone: 202-564-2496
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

PCS INACTIVE: Listing of Inactive PCS Permits
An inactive permit is a facility that has shut down or is no longer discharging.

Date of Government Version: 11/05/2014
Date Data Arrived at EDR: 01/06/2015
Date Made Active in Reports: 05/06/2015
Number of Days to Update: 120
Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

MINES MRDS: Mineral Resources Data System
Mineral Resources Data System

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 10/21/2019
Date Made Active in Reports: 10/24/2019
Number of Days to Update: 3
Source: USGS
Telephone: 703-648-6533
Last EDR Contact: 08/26/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Varies

PCS ENF: Enforcement data
No description is available for this data

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 02/05/2015
Date Made Active in Reports: 03/06/2015
Number of Days to Update: 29
Source: EPA
Telephone: 202-564-2497
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Varies

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2019
Date Data Arrived at EDR: 01/11/2019
Date Made Active in Reports: 03/05/2019
Number of Days to Update: 53

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 06/29/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/22/2021
Number of Days to Update: 84

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List

Cupa Facility List

Date of Government Version: 08/05/2021
Date Data Arrived at EDR: 08/06/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 42

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 07/26/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing

Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 09/30/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 06/15/2021
Date Data Arrived at EDR: 06/16/2021
Date Made Active in Reports: 07/02/2021
Number of Days to Update: 16

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/06/2020
Date Data Arrived at EDR: 04/23/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 78

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 07/26/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 07/20/2021
Date Data Arrived at EDR: 07/20/2021
Date Made Active in Reports: 10/11/2021
Number of Days to Update: 83

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 06/29/2021
Date Data Arrived at EDR: 07/23/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 77

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/30/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 04/09/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 86

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 07/13/2021
Next Scheduled EDR Contact: 11/01/2021
Data Release Frequency: No Update Planned

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/17/2021
Date Data Arrived at EDR: 05/18/2021
Date Made Active in Reports: 05/20/2021
Number of Days to Update: 2

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 07/13/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

KERN COUNTY:

CUPA KERN: CUPA Facility List
A listing of sites included in the Kern County Hazardous Material Business Plan.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 10/07/2021
Number of Days to Update: 56

Source: Kern County Public Health
Telephone: 661-321-3000
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 07/06/2021
Date Data Arrived at EDR: 08/12/2021
Date Made Active in Reports: 08/18/2021
Number of Days to Update: 6

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 12/03/2020
Date Data Arrived at EDR: 01/26/2021
Date Made Active in Reports: 04/14/2021
Number of Days to Update: 78

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 09/07/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 07/27/2021
Date Data Arrived at EDR: 07/28/2021
Date Made Active in Reports: 10/21/2021
Number of Days to Update: 85

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/06/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 07/31/2020
Date Data Arrived at EDR: 08/21/2020
Date Made Active in Reports: 11/09/2020
Number of Days to Update: 80

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: Key Areas of Concerns in Los Angeles County
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office. Date of Government Version: 3/30/2009 Exide Site area is a cleanup plan of lead-impacted soil surrounding the former Exide Facility as designated by the DTSC. Date of Government Version: 7/17/2017

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: N/A
Telephone: N/A
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 07/08/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2021
Date Data Arrived at EDR: 02/18/2021
Date Made Active in Reports: 05/10/2021
Number of Days to Update: 81

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

LOS ANGELES AST: Active & Inactive AST Inventory
A listing of active & inactive above ground petroleum storage tank site locations, located in the City of Los Angeles.

Date of Government Version: 06/01/2019
Date Data Arrived at EDR: 06/25/2019
Date Made Active in Reports: 08/22/2019
Number of Days to Update: 58

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/24/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Varies

LOS ANGELES CO LF METHANE: Methane Producing Landfills

This data was created on April 30, 2012 to represent known disposal sites in Los Angeles County that may produce and emanate methane gas. The shapefile contains disposal sites within Los Angeles County that once accepted degradable refuse material. Information used to create this data was extracted from a landfill survey performed by County Engineers (Major Waste System Map, 1973) as well as historical records from CalRecycle, Regional Water Quality Control Board, and Los Angeles County Department of Public Health

Date of Government Version: 02/04/2021
Date Data Arrived at EDR: 04/16/2021
Date Made Active in Reports: 04/21/2021
Number of Days to Update: 5

Source: Los Angeles County Department of Public Works
Telephone: 626-458-6973
Last EDR Contact: 10/08/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: No Update Planned

LOS ANGELES HM: Active & Inactive Hazardous Materials Inventory

A listing of active & inactive hazardous materials facility locations, located in the City of Los Angeles.

Date of Government Version: 04/19/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 06/28/2021
Number of Days to Update: 11

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/24/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Varies

LOS ANGELES UST: Active & Inactive UST Inventory

A listing of active & inactive underground storage tank site locations and underground storage tank historical sites, located in the City of Los Angeles.

Date of Government Version: 04/19/2021
Date Data Arrived at EDR: 06/17/2021
Date Made Active in Reports: 09/14/2021
Number of Days to Update: 89

Source: Los Angeles Fire Department
Telephone: 213-978-3800
Last EDR Contact: 09/24/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 07/09/2021
Date Made Active in Reports: 09/29/2021
Number of Days to Update: 82

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/06/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: No Update Planned

UST LONG BEACH: City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 04/22/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/27/2019
Number of Days to Update: 65

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/14/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 02/02/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 08/10/2020
Date Data Arrived at EDR: 08/12/2020
Date Made Active in Reports: 10/23/2020
Number of Days to Update: 72

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 09/23/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Semi-Annually

MENDOCINO COUNTY:

UST MENDOCINO: Mendocino County UST Database
A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 03/24/2021
Date Data Arrived at EDR: 04/07/2021
Date Made Active in Reports: 06/24/2021
Number of Days to Update: 78

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 05/13/2021
Date Data Arrived at EDR: 05/14/2021
Date Made Active in Reports: 07/26/2021
Number of Days to Update: 73

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 08/09/2021
Next Scheduled EDR Contact: 11/28/2021
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 02/22/2021
Date Data Arrived at EDR: 03/02/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 78

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/06/3021
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 06/23/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 06/24/2021
Number of Days to Update: 1

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 09/23/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 09/05/2019
Date Data Arrived at EDR: 09/09/2019
Date Made Active in Reports: 10/31/2019
Number of Days to Update: 52

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/28/2021
Date Data Arrived at EDR: 07/28/2021
Date Made Active in Reports: 10/21/2021
Number of Days to Update: 85

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/29/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 08/03/2021
Date Made Active in Reports: 10/26/2021
Number of Days to Update: 84

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 04/29/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 07/09/2021
Date Data Arrived at EDR: 07/29/2021
Date Made Active in Reports: 10/19/2021
Number of Days to Update: 82

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 07/29/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 05/26/2021
Date Made Active in Reports: 06/01/2021
Number of Days to Update: 6

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 03/31/2019
Date Data Arrived at EDR: 04/23/2019
Date Made Active in Reports: 06/26/2019
Number of Days to Update: 64

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/14/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 06/29/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 14

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 06/29/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 14
Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 03/30/2021
Date Data Arrived at EDR: 04/01/2021
Date Made Active in Reports: 06/23/2021
Number of Days to Update: 83
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 09/28/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 03/30/2021
Date Data Arrived at EDR: 04/01/2021
Date Made Active in Reports: 06/25/2021
Number of Days to Update: 85
Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/01/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 07/27/2021
Date Data Arrived at EDR: 07/28/2021
Date Made Active in Reports: 10/21/2021
Number of Days to Update: 85
Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 07/26/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 05/19/2021
Date Data Arrived at EDR: 05/19/2021
Date Made Active in Reports: 06/07/2021
Number of Days to Update: 19
Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 07/27/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 05/28/2021
Date Data Arrived at EDR: 05/28/2021
Date Made Active in Reports: 08/20/2021
Number of Days to Update: 84

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/01/2020
Date Data Arrived at EDR: 11/23/2020
Date Made Active in Reports: 02/08/2021
Number of Days to Update: 77

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 07/14/2020
Date Data Arrived at EDR: 07/16/2020
Date Made Active in Reports: 09/29/2020
Number of Days to Update: 75

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

SAN DIEGO CO SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/07/2021
Date Made Active in Reports: 07/23/2021
Number of Days to Update: 77

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 07/27/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 07/27/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: No Update Planned

UST SAN FRANCISCO: Underground Storage Tank Information
Underground storage tank sites located in San Francisco county.

Date of Government Version: 05/06/2021
Date Data Arrived at EDR: 05/07/2021
Date Made Active in Reports: 07/23/2021
Number of Days to Update: 77

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 07/27/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/27/2021
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 05/07/2021
Date Data Arrived at EDR: 05/11/2021
Date Made Active in Reports: 05/14/2021
Number of Days to Update: 3

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 02/20/2020
Date Data Arrived at EDR: 02/20/2020
Date Made Active in Reports: 04/24/2020
Number of Days to Update: 64

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/10/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 03/29/2019
Date Data Arrived at EDR: 03/29/2019
Date Made Active in Reports: 05/29/2019
Number of Days to Update: 61

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 08/31/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: No Update Planned

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 02/24/2021
Date Data Arrived at EDR: 02/26/2021
Date Made Active in Reports: 05/19/2021
Number of Days to Update: 82

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 08/04/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 08/17/2021
Next Scheduled EDR Contact: 12/06/2021
Data Release Frequency: No Update Planned

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/03/2020
Date Data Arrived at EDR: 11/05/2020
Date Made Active in Reports: 01/26/2021
Number of Days to Update: 82

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 07/27/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 06/04/2019
Date Data Arrived at EDR: 06/06/2019
Date Made Active in Reports: 08/13/2019
Number of Days to Update: 68

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 06/22/2021
Date Data Arrived at EDR: 06/23/2021
Date Made Active in Reports: 09/17/2021
Number of Days to Update: 86

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 09/09/2021
Next Scheduled EDR Contact: 12/12/2021
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 07/02/2021
Date Data Arrived at EDR: 07/06/2021
Date Made Active in Reports: 07/14/2021
Number of Days to Update: 8

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 06/30/2021
Date Data Arrived at EDR: 06/30/2021
Date Made Active in Reports: 09/24/2021
Number of Days to Update: 86

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/14/2021
Next Scheduled EDR Contact: 01/03/2022
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 05/14/2021
Date Data Arrived at EDR: 05/17/2021
Date Made Active in Reports: 08/03/2021
Number of Days to Update: 78

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/06/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 05/25/2021
Date Data Arrived at EDR: 05/26/2021
Date Made Active in Reports: 08/18/2021
Number of Days to Update: 84

Source: Sutter County Environmental Health Services
Telephone: 530-822-7500
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 12/13/2021
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 01/13/2021
Date Data Arrived at EDR: 01/14/2021
Date Made Active in Reports: 04/06/2021
Number of Days to Update: 82

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 07/14/2021
Date Data Arrived at EDR: 07/15/2021
Date Made Active in Reports: 10/06/2021
Number of Days to Update: 83

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/15/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 04/26/2021
Date Data Arrived at EDR: 04/28/2021
Date Made Active in Reports: 07/13/2021
Number of Days to Update: 76

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 08/24/2021
Next Scheduled EDR Contact: 11/15/2021
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/14/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 07/19/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 81
Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/18/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/23/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: No Update Planned

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 08/04/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: No Update Planned

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 07/19/2021
Date Made Active in Reports: 10/07/2021
Number of Days to Update: 80
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/18/2021
Next Scheduled EDR Contact: 01/31/2022
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 05/26/2021
Date Data Arrived at EDR: 06/04/2021
Date Made Active in Reports: 08/27/2021
Number of Days to Update: 84
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 09/08/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 06/22/2021
Date Data Arrived at EDR: 06/28/2021
Date Made Active in Reports: 09/21/2021
Number of Days to Update: 85
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 09/23/2021
Next Scheduled EDR Contact: 01/10/2022
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 07/20/2021
Date Data Arrived at EDR: 07/20/2021
Date Made Active in Reports: 10/08/2021
Number of Days to Update: 80

Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/22/2021
Next Scheduled EDR Contact: 02/07/2022
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data
Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 03/24/2021
Date Data Arrived at EDR: 05/11/2021
Date Made Active in Reports: 07/28/2021
Number of Days to Update: 78

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 08/10/2021
Next Scheduled EDR Contact: 11/22/2021
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 12/31/2018
Date Data Arrived at EDR: 04/10/2019
Date Made Active in Reports: 05/16/2019
Number of Days to Update: 36

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/05/2021
Next Scheduled EDR Contact: 01/17/2022
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data
Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 01/01/2019
Date Data Arrived at EDR: 04/29/2020
Date Made Active in Reports: 07/10/2020
Number of Days to Update: 72

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 07/29/2021
Next Scheduled EDR Contact: 11/08/2021
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 06/30/2018
Date Data Arrived at EDR: 07/19/2019
Date Made Active in Reports: 09/10/2019
Number of Days to Update: 53

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/07/2021
Next Scheduled EDR Contact: 01/24/2022
Data Release Frequency: Annually

RI MANIFEST: Manifest information
Hazardous waste manifest information

Date of Government Version: 12/31/2019
Date Data Arrived at EDR: 02/11/2021
Date Made Active in Reports: 02/24/2021
Number of Days to Update: 13

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 08/11/2021
Next Scheduled EDR Contact: 11/29/2021
Data Release Frequency: Annually

WI MANIFEST: Manifest Information
Hazardous waste manifest information.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 06/19/2019
Date Made Active in Reports: 09/03/2019
Number of Days to Update: 76

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 09/01/2021
Next Scheduled EDR Contact: 12/20/2021
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: Endeavor Business Media
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by Endeavor Business Media. This information is provided on a best effort basis and Endeavor Business Media does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of Endeavor Business Media.

Electric Power Transmission Line Data
Source: Endeavor Business Media
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

MARIPOSA 2
5700 AND 5859 EAST MARIPOSA ROAD
STOCKTON, CA 95215

TARGET PROPERTY COORDINATES

Latitude (North):	37.924425 - 37° 55' 27.93''
Longitude (West):	121.201906 - 121° 12' 6.86''
Universal Tranverse Mercator:	Zone 10
UTM X (Meters):	658040.1
UTM Y (Meters):	4198749.0
Elevation:	42 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5640422 STOCKTON EAST, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

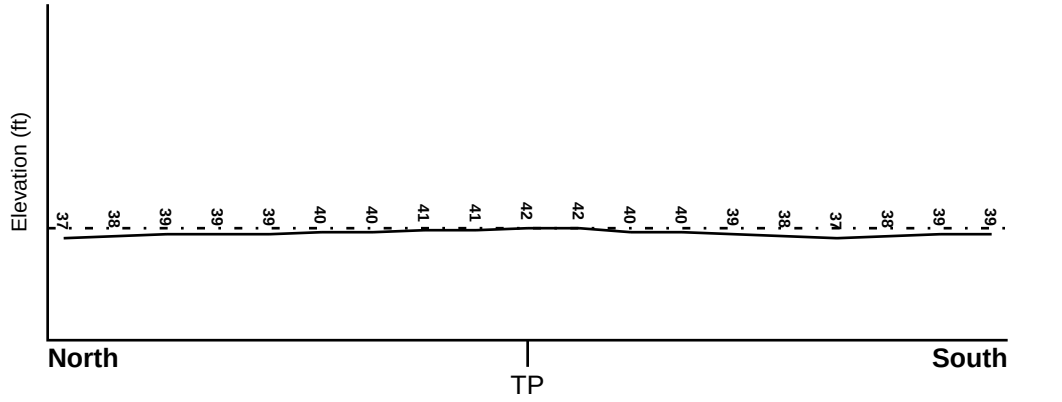
TOPOGRAPHIC INFORMATION

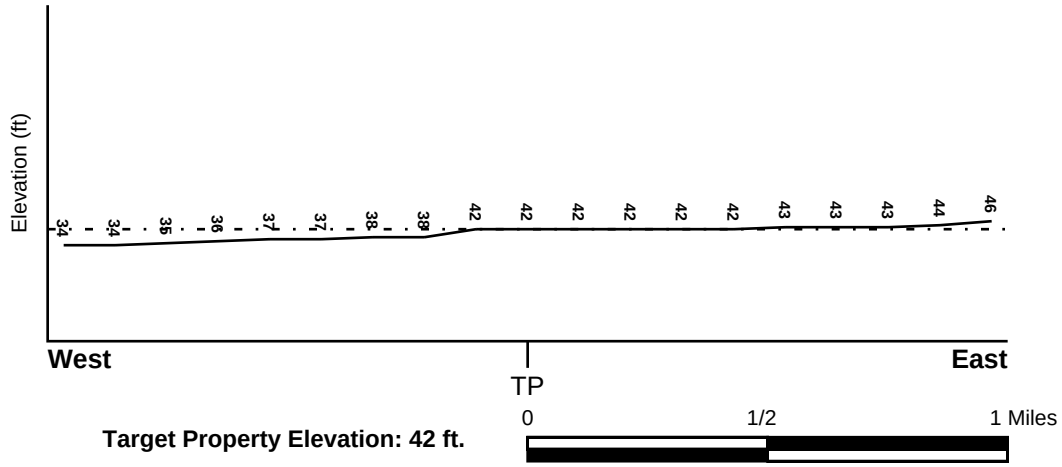
Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General West

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES





Target Property Elevation: 42 ft.

Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06077C0490F	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06077C0480F	FEMA FIRM Flood data
06077C0495F	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
STOCKTON EAST	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

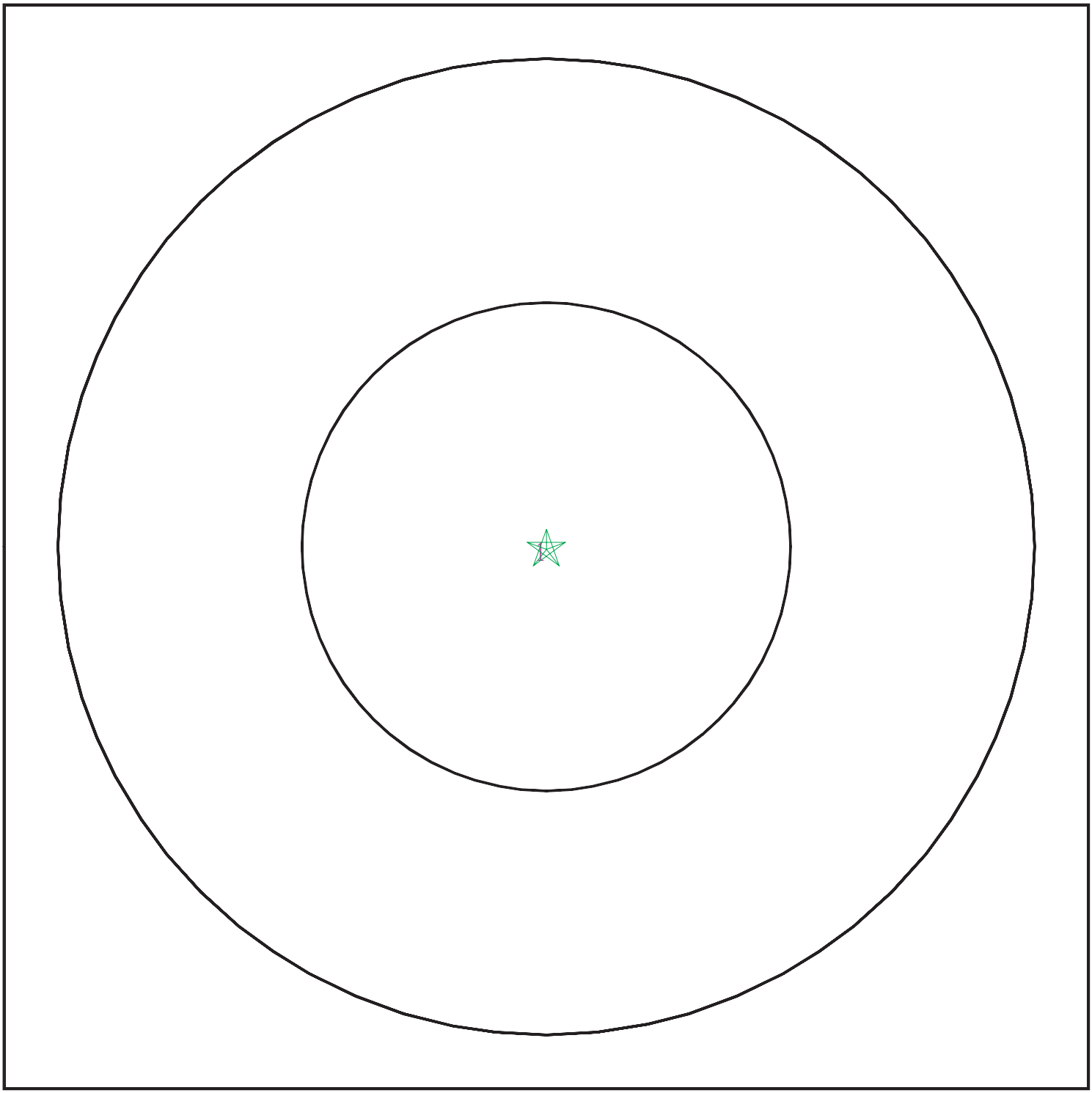
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 06725993.2r



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Mariposa 2	CLIENT:	Engeo Inc.
ADDRESS:	5700 and 5859 East Mariposa Road Stockton CA 95215	CONTACT:	Eleni Korogianos
LAT/LONG:	37.924425 / 121.201906	INQUIRY #:	06725993.2r
		DATE:	October 28, 2021 5:06 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: JACKTONE

Soil Surface Texture: clay

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 152 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	22 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:
2	22 inches	33 inches	clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:
3	33 inches	37 inches	indurated	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:
4	37 inches	46 inches	stratified sandy loam to clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
5	46 inches	59 inches	cemented	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	Not reported	Max: 0.01 Min: 0	Max: Min:

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A2	USGS40000186157	1/4 - 1/2 Mile North
B8	USGS40000186159	1/2 - 1 Mile WNW

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

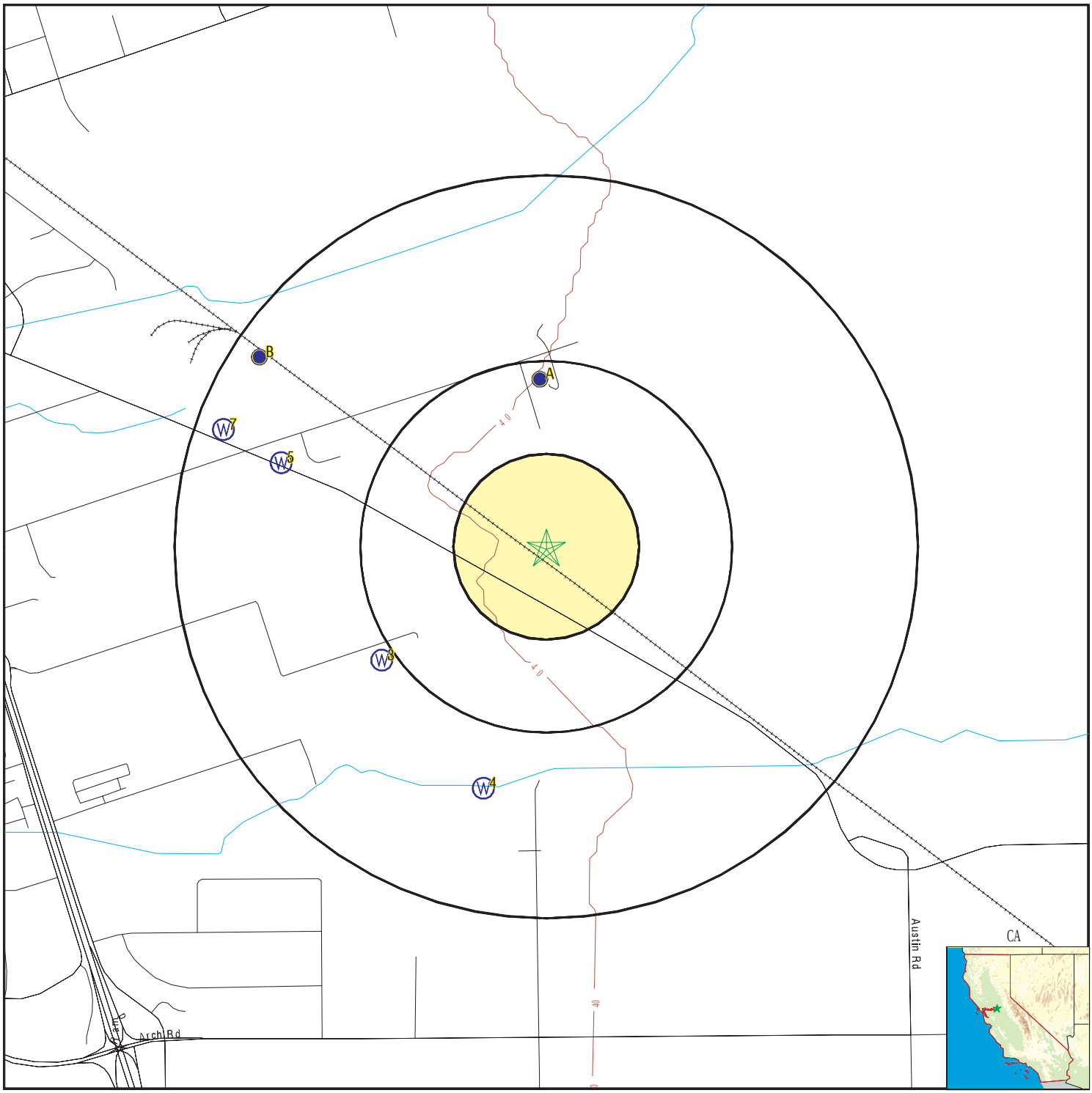
MAP ID	WELL ID	LOCATION FROM TP

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A1	CADWR9000037968	1/4 - 1/2 Mile North
3	CADDW0000016927	1/2 - 1 Mile SW
4	CADWR9000037928	1/2 - 1 Mile SSW
5	268	1/2 - 1 Mile WNW
B6	CAUSGSN00000397	1/2 - 1 Mile WNW
7	CADDW0000017930	1/2 - 1 Mile WNW

PHYSICAL SETTING SOURCE MAP - 06725993.2r



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Mariposa 2	CLIENT:	Engeo Inc.
ADDRESS:	5700 and 5859 East Mariposa Road Stockton CA 95215	CONTACT:	Eleni Korogianos
LAT/LONG:	37.924425 / 121.201906	INQUIRY #:	06725993.2r
		DATE:	October 28, 2021 5:05 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

A1
North
1/4 - 1/2 Mile
Lower

CA WELLS **CADWR9000037968**

State Well #:	01N07E15M002M	Station ID:	26446
Well Name:	01N07E15M002	Basin Name:	Eastern San Joaquin
Well Use:	Residential	Well Type:	Single Well
Well Depth:	138	Well Completion Rpt #:	44972

A2
North
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000186157**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	001N007E15M002M	Type:	Well
Description:	Not Reported	HUC:	18040005
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	19660511	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	138
Well Hole Depth Units:	ft		

3
SW
1/2 - 1 Mile
Lower

CA WELLS **CADDW0000016927**

Well ID:	3901040-001	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	WELL 01 - INACTIVE	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=3901040-001&store_num=		
GeoTracker Data:	Not Reported		

4
SSW
1/2 - 1 Mile
Lower

CA WELLS **CADWR9000037928**

State Well #:	01N07E21R001M	Station ID:	3969
Well Name:	01N07E21R001	Basin Name:	Eastern San Joaquin
Well Use:	Irrigation	Well Type:	Single Well
Well Depth:	0	Well Completion Rpt #:	Not Reported

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

5
WNW
1/2 - 1 Mile
Lower

CA WELLS **268**

Seq:	268	Prim sta c:	01N/07E-16P03 M
Frds no:	3901040001	County:	39
District:	69	User id:	39C
System no:	3901040	Water type:	G
Source nam:	WELL 01	Station ty:	WELL/AMBNT/MUN/INTAKE
Latitude:	375540.0	Longitude:	1211250.0
Precision:	3	Status:	AR
Comment 1:	5050 CARPENTER RD STOCKTON CA 95206	Comment 2:	Not Reported
Comment 3:	Not Reported	Comment 4:	Not Reported
Comment 5:	Not Reported	Comment 6:	Not Reported
Comment 7:	Not Reported		
System no:	3901040	System nam:	Ripon Pacific
Hqname:	Not Reported	Address:	Not Reported
City:	Not Reported	State:	Not Reported
Zip:	Not Reported	Zip ext:	Not Reported
Pop serv:	0	Connection:	0
Area serve:	Not Reported		

B6
WNW
1/2 - 1 Mile
Lower

CA WELLS **CAUSGSN00000397**

Well ID:	USGS-375555121125401	Well Type:	UNK
Source:	United States Geological Survey		
Other Name:	USGS-375555121125401	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=USGSNEW&samp_date=&global_id=&assigned_name=USGS-375555121125401&store_num=		
GeoTracker Data:	Not Reported		

7
WNW
1/2 - 1 Mile
Lower

CA WELLS **CADDW0000017930**

Well ID:	3901392-001	Well Type:	MUNICIPAL
Source:	Department of Health Services		
Other Name:	WELL	GAMA PFAS Testing:	Not Reported
Groundwater Quality Data:	https://gamagroundwater.waterboards.ca.gov/gama/gamamap/public/GamaDataDisplay.asp?dataset=DHS&samp_date=&global_id=&assigned_name=3901392-001&store_num=		
GeoTracker Data:	Not Reported		

B8
WNW
1/2 - 1 Mile
Lower

FED USGS **USGS40000186159**

Organization ID:	USGS-CA
Organization Name:	USGS California Water Science Center

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Monitor Location:	001N007E16M001M	Type:	Well
Description:	Not Reported	HUC:	18040005
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Flood-Basin Deposits	Aquifer Type:	Not Reported
Construction Date:	19680822	Well Depth:	560
Well Depth Units:	ft	Well Hole Depth:	585
Well Hole Depth Units:	ft		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
95215	2	1

Federal EPA Radon Zone for SAN JOAQUIN County: 3

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for SAN JOAQUIN COUNTY, CA

Number of sites tested: 20

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	2.530 pCi/L	90%	10%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	2.050 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

OTHER STATE DATABASE INFORMATION

Groundwater Ambient Monitoring & Assessment Program
State Water Resources Control Board
Telephone: 916-341-5577
The GAMA Program is Californias comprehensive groundwater quality monitoring program. GAMA collects data by testing the untreated, raw water in different types of wells for naturally-occurring and man-made chemicals. The GAMA data includes Domestic, Monitoring and Municipal well types from the following sources, Department of Water Resources, Department of Heath Services, EDF, Agricultural Lands, Lawrence Livermore National Laboratory, Department of Pesticide Regulation, United States Geological Survey, Groundwater Ambient Monitoring and Assessment Program and Local Groundwater Projects.

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

California Oil and Gas Well Locations
Source: Dept of Conservation, Geologic Energy Management Division
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

PHYSICAL SETTING SOURCE RECORDS SEARCHED

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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APPENDIX B

First American Title Insurance Company

Preliminary Title Report

First American	ALTA Commitment for Title Insurance
Commitment	ISSUED BY **First American Title Insurance Company** File No: NCS-1092169-SA1

COMMITMENT FOR TITLE INSURANCE

Issued By

FIRST AMERICAN TITLE INSURANCE COMPANY

NOTICE

IMPORTANT-READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions; and the Commitment Conditions, ***First American Title Insurance Company***, a Nebraska Corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I-Requirements have not been met within six months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

First American Title Insurance Company

Dennis J. Gilmore, President

Greg L. Smith, Secretary

If this jacket was created electronically, it constitutes an original document.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions.

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COMMITMENT CONDITIONS

1. DEFINITIONS

(a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
(b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
(c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
(d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
(e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
(f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
(g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
(h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:
(a) the Notice;
(b) the Commitment to Issue Policy;
(c) the Commitment Conditions;
(d) Schedule A;
(e) Schedule B, Part I—Requirements; and
(f) Schedule B, Part II—Exceptions.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

(a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
  (i) comply with the Schedule B, Part I—Requirements;
  (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
  (iii) acquire the Title or create the Mortgage covered by this Commitment.
(b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.
(c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
(d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
(e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
(f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
(g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

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6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

(a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
(b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
(c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
(d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
(e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
(f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

Arbitration provision intentionally removed.

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Transaction Identification Data for reference only:

Issuing Agent: First American Title Insurance Company National Commercial Services
Commitment No.: NCS-1092169-SA1
Property Address: 5700 and 5859 E. Mariposa Road, Stockton, CA
Revision No.:

Issuing Office: 18500 Von Karman Ave, Suite 600, Irvine, CA 92612
Issuing Office File No.: NCS-1092169-SA1
Escrow Officer/Assistant: Ryan Hahn/May Marquez

Phone: (949)885-2472/(949)885-2474
Email: rhahn@firstam.com/maymarquez@firstam.com
Title Officer/Assistant: Devon Boyles/Andrew Nhim
Phone: (949)885-2453/(949)885-2447
Email: dboyles@firstam.com/anhim@firstam.com

SCHEDULE A

1. Commitment Date: September 30, 2021 at 7:30 AM

2. Policy to be issued:

   (a) ☒ 2006 ALTA® Standard Owner Policy
   Proposed Insured: Greenlaw Development, LLC, a California limited liability company
   Proposed Policy Amount: $ 35,000,000.00

   (b) ☐ 2006 ALTA® Policy
   Proposed Insured:
   Proposed Policy Amount: $

   (c) ☐ 2006 ALTA® Policy
   Proposed Insured:
   Proposed Policy Amount: $

3. The estate or interest in the Land described or referred to in this Commitment is

   Fee

4. The Title is, at the Commitment Date, vested in:

   Julie Ann Sarale, as Administrator of the Estate of Emma Galfiani, a.k.a. Emma Galgiani Ottolini;

   Julie Ann Sarale, as Administrator of the Estate of Ester Galgiani, a.k.a. Ester Galgiani Ambrosini;

   Julie Ann Sarale, as Administrator of the Estate of Franco Galgiani;

   Julie Ann Sarale, as Administrator of the Estate of Iris Galgiani aka Silvia Iris Cavalli;

   Julie Ann Sarale, as Administrator of the Estate of Antonio Galgiani, a.k.a. Tonino Galgiani and

   Julie Ann Sarale, as Administrator of the Estate of Fedelina Cavalli, a.k.a. Lena Galgiani Cavalli, Linda Galgiani Cavalli and Linda Galgiani

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5. The Land is described as follows:

See Exhibit "A" attached hereto and made a part hereof

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions.

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Commitment No.: NCS-1092169-SA1

SCHEDULE B, PART I

Requirements

All of the following Requirements must be met:

A. The Proposed Insured must notify the Company in writing of the name of any party not referred to in this Commitment who will obtain an interest in the Land or who will make a loan on the Land. The Company may then make additional Requirements or Exceptions.

B. Pay the agreed amount for the estate or interest to be insured.

C. Pay the premiums, fees, and charges for the Policy to the Company.

D. Documents satisfactory to the Company that convey the Title or create the Mortgage to be insured, or both, must be properly authorized, executed, delivered, and recorded in the Public Records.

E. Releases(s) or Reconveyance(s) of Item(s): None

F. Other: None

G. You must give us the following information:
   a. Any off record leases, surveys, etc.
   b. Statement(s) of Identity, all parties.
   c. Other: None

The following additional requirements, as indicated by "X", must be met:

[X] H. Provide information regarding any off-record matters, which may include, but are not limited to: leases, recent works of improvement, or commitment statements in effect under the Environmental Responsibility Acceptance Act, Civil Code Section 850, et seq.

The Company's Owner's Affidavit form (as provided by the company) must be completed and submitted prior to close in order to satisfy this requirement. This Commitment will then be subject to such further exceptions and/or requirements as may be deemed necessary.

[] I. An ALTA/NSPS survey of recent date, which complies with the current minimum standard detail requirements for ALTA/NSPS land title surveys, must be submitted to the Company for review. This Commitment will then be subject to such further exceptions and/or requirements as may be deemed necessary.

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by First American Title Insurance Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I-Requirements; Schedule B, Part II-Exceptions.

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[] J. The following LLC documentation is required from:

(i) a copy of the Articles of Organization
(ii) a copy of the Operating Agreement, if applicable
(iii) a Certificate of Good Standing and/or other evidence of current Authority to Conduct Business within the State
(iv) express Company Consent to the current transaction

[] K. The following partnership documentation is required **:**

(i) a copy of the partnership agreement, including all applicable amendments thereto
(ii) a Certificate of Good Standing and/or other evidence of current Authority to Conduct Business within the State
(iii) express Partnership Consent to the current transaction

[] L. The following corporation documentation is required:

(i) a copy of the Articles of Incorporation
(ii) a copy of the Bylaws, including all applicable Amendments thereto
(iii) a Certificate of Good Standing and/or other evidence of current Authority to Conduct Business within the State
(iv) express Corporate Resolution consenting to the current transaction

[] M. Based upon the Company's review of that certain partnership/operating agreement dated **Not disclosed** for the proposed insured herein, the following requirements must be met:
Any further amendments to said agreement must be submitted to the Company, together with an affidavit from one of the general partners or members stating that it is a true copy, that said partnership or limited liability company is in full force and effect, and that there have been no further amendments to the agreement. This Commitment will then be subject to such further requirements as may be deemed necessary.

[] N. A copy of the complete lease, as referenced in Schedule A, #3 herein, together with any amendments and/or assignments thereto, must be submitted to the Company for review, along with an affidavit executed by the present lessee stating that it is a true copy, that the lease is in full force and effect, and that there have been no further amendments to the lease. This Commitment will then be subject to such further requirements as may be deemed necessary.

[X] O. Approval from the Company's Underwriting Department must be obtained for issuance of the policy contemplated herein and any endorsements requested thereunder. This Commitment will then be subject to such further requirements as may be required to obtain such approval.

[] P. Potential additional requirements, if ALTA Extended coverage is contemplated hereunder, and work on the land has commenced prior to close, some or all of the following requirements, and any other requirements which may be deemed necessary, may need to be met:

[] Q. The Company's "Indemnity Agreement I" must be executed by the appropriate parties.

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[] R. Financial statements from the appropriate parties must be submitted to the Company for review.

[] S. A copy of the construction contract must be submitted to the Company for review.

[] T. An inspection of the Land must be performed by the Company for verification of the phase of construction.

[] U. The Company's "Mechanic's Lien Risk Addendum" form must be completed by a Company employee, based upon information furnished by the appropriate parties involved.

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Commitment No.: NCS-1092169-SA1

SCHEDULE B, PART II

Exceptions

THIS COMMITMENT DOES NOT REPUBLISH ANY COVENANT, CONDITION, RESTRICTION, OR LIMITATION CONTAINED IN ANY DOCUMENT REFERRED TO IN THIS COMMITMENT TO THE EXTENT THAT THE SPECIFIC COVENANT, CONDITION, RESTRICTION, OR LIMITATION VIOLATES STATE OR FEDERAL LAW BASED ON RACE, COLOR, RELIGION, SEX, SEXUAL ORIENTATION, GENDER IDENTITY, HANDICAP, FAMILIAL STATUS, OR NATIONAL ORIGIN.

The Policy will not insure against loss or damage resulting from the terms and provisions of any lease or easement identified in Schedule A, and will include the following Exceptions unless cleared to the satisfaction of the Company:

1. Any defect, lien, encumbrance, adverse claim, or other matter that appears for the first time in the Public Records or is created, attaches, or is disclosed between the Commitment Date and the date on which all of the Schedule B, Part I-Requirements are met.

2. (a) Taxes or assessments that are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the Public Records; (b) proceedings by a public agency that may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the Public Records.

3. Any facts, rights, interests, or claims that are not shown by the Public Records but that could be ascertained by an inspection of the Land or that may be asserted by persons in possession of the Land.

4. Easements, liens or encumbrances, or claims thereof, not shown by the Public Records.

5. Any encroachment, encumbrance, violation, variation, or adverse circumstance affecting the Title that would be disclosed by an accurate and complete land survey of the Land and not shown by the Public Records.

6. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b), or (c) are shown by the Public Records.

7. General and special taxes and assessments for the fiscal year 2021-2022.

First Installment:	$4,334.13, OPEN
Penalty:	$0.00
Second Installment:	$4,334.13, OPEN
Penalty:	$0.00
Tax Rate Area:	118067

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A. P. No.: 179-220-030-000

(Affects Parcel One)

8. General and special taxes and assessments for the fiscal year 2021-2022.

First Installment:	$2,675.89, OPEN
Penalty:	$0.00
Second Installment:	$2,675.89, OPEN
Penalty:	$0.00
Tax Rate Area:	118067
A. P. No.:	179-220-070-000

(Affects Parcel Two)

9. The lien of supplemental taxes, if any, assessed pursuant to Chapter 3.5 commencing with Section 75 of the California Revenue and Taxation Code.

10. An easement for electrical transmission line and pipe lines and incidental purposes, recorded November 06, 1930 as Book 337, Page 484 of Official Records.

In Favor of:	Pacific Gas and Electric Company, a corporation
Affects:	as described therein

11. An easement for pole lines and incidental purposes, recorded May 12, 1953 as Book 1522, Page 522 of Official Records.

In Favor of:	Pacific Gas and Electric Company, a corporation
Affects:	as described therein

12. Terms, provisions, covenants, restrictions and conditions contained in a document executed pursuant to the California Land Conservation Act of 1965 (Williamson Act) and recorded November 17, 1982 as Instrument No. 82068094 of Official Records.

13. An easement for pole lines and incidental purposes, recorded June 08, 2015 as Instrument No. 2015-066250 of Official Records.

In Favor of:	Pacific Gas and Electric Company, a corporation
Affects:	As described therein

14. Rights of the public in and to that portion of the Land lying within Mariposa Road.

15. Any rights, interests or easements in favor of the public which exist or are claimed to exist over any portion of said land covered by water

16. Any claim that the Title is subject to a trust or lien created under The Perishable Agricultural Commodities Act, 1930 (7 U.S.C. §§499a, et seq.) or the Packers and Stockyards Act (7 U.S.C. §§181 et seq.) or under similar state laws.

17. We find no outstanding voluntary liens of record affecting subject property. An inquiry should be made concerning the existence of any unrecorded lien or other indebtedness which could give rise to any security interest in the subject property.

18. Water rights, claims or title to water, whether or not shown by the public records.

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19. Rights of parties in possession.

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INFORMATIONAL NOTES

ALERT - CA Senate Bill 2 imposes an additional fee of $75 up to $225 at the time of recording on certain transactions effective January 1, 2018. Please contact your First American Title representative for more information on how this may affect your closing.

1. According to the latest available equalized assessment roll in the office of the county tax assessor, there is located on the land a(n) Commercial Structure known as 5700 and 5859 East Mariposa Road, Stockton, CA.

2. According to the public records, there has been no conveyance of the land within a period of twenty-four months prior to the date of this report, except as follows:

   None

3. This preliminary report/commitment was prepared based upon an application for a policy of title insurance that identified land by street address or assessor's parcel number only. It is the responsibility of the applicant to determine whether the land referred to herein is in fact the land that is to be described in the policy or policies to be issued.

The map attached, if any, may or may not be a survey of the land depicted thereon. First American Title Insurance Company expressly disclaims any liability for loss or damage which may result from reliance on this map except to the extent coverage for such loss or damage is expressly provided by the terms and provisions of this Commitment or the Policy, if any, to which the map is attached.

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Exhibit A

File No.: NCS-1092169-SA1

The Land referred to herein below is situated in the unincorporated area of County of SAN JOAQUIN, State of California, and is described as follows:

PARCEL ONE:

A PORTION OF SECTION 69 OF C. M. WEBER'S GRANT, EL RANCHO DE LOS FRANCESCA, DESCRIBED AS FOLLOWS:

COMMENCING FOR THE SAME AT THE NORTHEAST CORNER OF SAID SECTION; RUNNING THENCE WESTERLY ALONG THE NORTH LINE OF SAID SECTION TO THE EASTERLY LINE OR THE MARIPOSA ROAD; THENCE SOUTHEASTERLY ALONG THE EASTERLY LINE OF SAID ROAD TO INTERSECTION OF THE EASTERLY LINE OF SAID ROAD WITH THE EAST LINE OF SAID SECTION 69; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SECTION TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THE FOLLOWING DESCRIBED STRIP OF LAND, TO-WIT:

A STRIP OR TRACT OF LAND 100 FEET WIDE LYING EQUALLY ON EACH SIDE OF THE LOCATED LINE OF THE A. T. & S.F. R. R. BY DEED RECORDED APRIL 11, 1901 IN BOOK "A" OF DEEDS, VOLUME 114, PAGE 126, WHERE THE SAME IS LOCATED THROUGH SAID SECTION 69 OF SAID GRANT, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS TO-WIT:

COMMENCING FOR THE SAME AT A POINT ON THE CENTER LINE OF SAID RAILROAD WHERE SAID CENTER LINE INTERSECTS THE NORTHERLY LINE OF SAID SECTION 69 AT ENGINEERS STATION 356+83.5 AND RUNNING THENCE IN A SOUTHEASTERLY DIRECTION ALONG SAID CENTER LINE OF SAID RAILROAD ACROSS THE SAID SECTION 69 TO WHERE THE SAID CENTER LINE INTERSECTION THE EASTERLY LINE OF SAID SECTION 69 AT ENGINEER'S STATION 403+87.5, A DISTANCE OF 4704 FEET; EMBRACING A STRIP OF LAND 50 FEET WIDE ON EACH SIDE OF SAID CENTER LINE, A DISTANCE OF 4704 FEET.

EXCEPTING THEREFROM A PORTION OF THE WEST ONE-THIRD OF SECTION 69 OF WEBER GRANT DESCRIBED AS:

COMMENCING AT THE NORTHEAST CORNER OF THE WEST ONE-THIRD OF SAID SECTION 69 RUNNING THENCE WESTERLY ON THE NORTHEASTERLY LINE OF SAID SECTION 69, 630 FEET, MORE OR LESS, TO THE NORTHEASTERLY LINE OF MARIPOSA OR LONE TREE ROAD; THENCE SOUTHEASTERLY ALONG THE NORTHEASTERLY LINE OF SAID ROAD, 940 FEET, MORE OR LESS, TO THE EAST LINE OF WEST ONE-THIRD OF SECTION 69; THENCE NORTHERLY ALONG THE EAST LINE OF WEST ONE-THIRD OF SECTION 69, 700 FEET, MORE OR LESS, TO THE POINT OF COMMENCEMENT. EXCEPT THE NORTHERLY 20 FEET THEREOF.

PARCEL TWO:

ALL THAT PORTION OF SECTIONS 69 AND 70, C. M. WEBER GRANT, LYING SOUTHERLY OF THE CENTER LINE OF MARIPOSA ROAD AND LYING WESTERLY AND NORTHERLY OF THE FOLLOWING DESCRIBED LINE:

COMMENCING AT THE NORTHEAST CORNER OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, SAID POINT ALSO BEING ON THE SOUTH LINE OF C. M. WEBER GRANT; THENCE NORTH 0° 47' 10" WEST, 49.11 FEET ALONG THE WEST LINE OF SECTION 23, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN; THENCE NORTH 52° 59' 40" WEST, 2921.28 FEET ALONG THE SOUTHEASTERLY PROJECTION OF

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THE CENTER LINE OF MARIPOSA ROAD AND THE CENTER LINE OF MARIPOSA ROAD TO AN ANGLE POINT IN SAID ROAD; THENCE NORTH 60° 23' 40" WEST, 3059.88 FEET ALONG SAID CENTER LINE OF MARIPOSA ROAD; THENCE SOUTH 18° 26' EAST, 59.82 FEET TO THE POINT OF BEGINNING, SAID POINT OF BEGINNING BEING ON THE SOUTH LINE OF SAID MARIPOSA ROAD; THENCE SOUTH 18° 26' EAST, 1975.71 FEET ALONG A FENCE LINE TO AN ANGLE POINT IN SAID FENCE; THENCE SOUTH 71° 40' 30" WEST, 1622.55 FEET ALONG SAID FENCE LINE TO THE INTERSECTION OF A FENCE RUNNING IN A NORTHERLY-SOUTHERLY DIRECTION; THENCE SOUTH 18° 26' 30" EAST, 959.71 FEET ALONG SAID NORTHERLY-SOUTHERLY FENCE LINE TO THE POINT OF TERMINATION OF SAID PROPERTY DIVIDING LINE ON THE SOUTH LINE OF THE C. M. WEBER GRANT, SAID LINE ALSO BEING THE NORTH LINE OF SECTION 28, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN, SAID POINT OF TERMINATION BEARING SOUTH 89° 39' 56" WEST, 5587.07 FEET ALONG SAID SOUTH LINE OF THE C. M. WEBER GRANT AND THE NORTH LINE OF SAID SECTIONS 28 AND 27 FROM THE POINT OF COMMENCEMENT AT THE NORTHEAST CORNER OF SECTION 27, TOWNSHIP 1 NORTH, RANGE 7 EAST, MOUNT DIABLO BASE AND MERIDIAN.

For conveyancing purposes only: APN 179-220-030-000 (Affects Parcel One)
179-220-070-000 (Affects Parcel Two)

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APPENDIX C

ENVIRONMENTAL DATA RESOURCES, INC.

Historical Topographic Map Report

Mariposa 2

5700 and 5859 East Mariposa Road

Stockton, CA 95215

Inquiry Number: 6725993.4

October 28, 2021

EDR Historical Topo Map Report

with QuadMatch™

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Historical Topo Map Report

10/28/21

Site Name:

Mariposa 2
5700 and 5859 East Mariposa
Stockton, CA 95215
EDR Inquiry # 6725993.4

Client Name:

Engeo Inc.
2010 Crow Canyon Place
San Ramon, CA 94583
Contact: Eleni Korogianos

EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Engeo Inc. were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDRs Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

Search Results:

P.O.# NA
Project: Mariposa 2

Coordinates:

Latitude:	37.924425 37° 55' 28" North
Longitude:	-121.201906 -121° 12' 7" West
UTM Zone:	Zone 10 North
UTM X Meters:	658036.13
UTM Y Meters:	4198954.29
Elevation:	42.00' above sea level

Maps Provided:

2012
1987
1976
1968
1952
1914

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Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

2012 Source Sheets



Stockton East
2012
7.5-minute, 24000

1987 Source Sheets



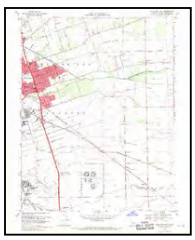
Stockton East
1987
7.5-minute, 24000
Aerial Photo Revised 1982

1976 Source Sheets



Stockton East
1976
7.5-minute, 24000
Aerial Photo Revised 1976

1968 Source Sheets



Stockton East
1968
7.5-minute, 24000
Aerial Photo Revised 1967

Topo Sheet Key

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

1952 Source Sheets



Stockton East
1952
7.5-minute, 24000
Aerial Photo Revised 1949

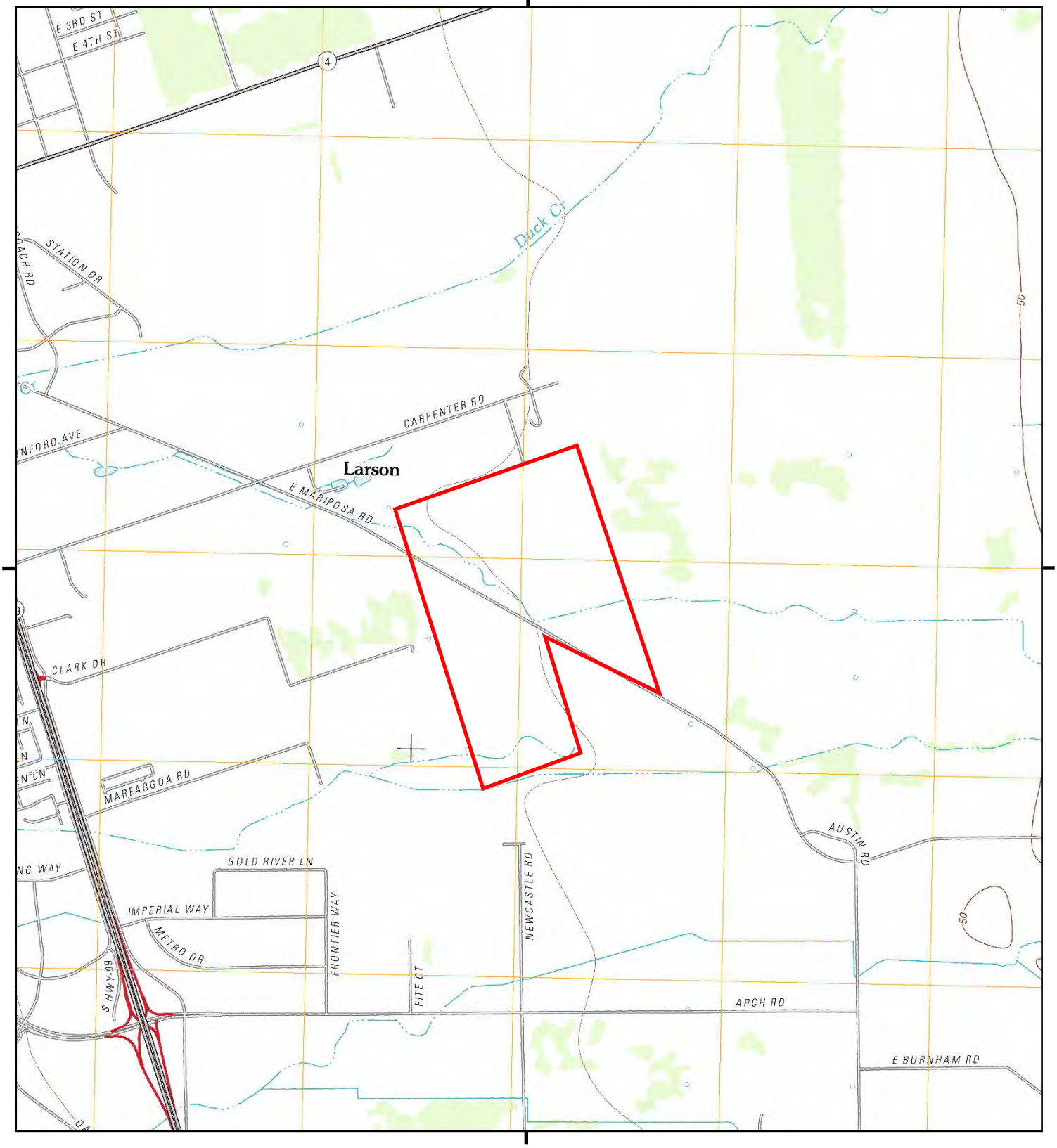
1914 Source Sheets



Burnham
1914
7.5-minute, 31680

Historical Topo Map

2012



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

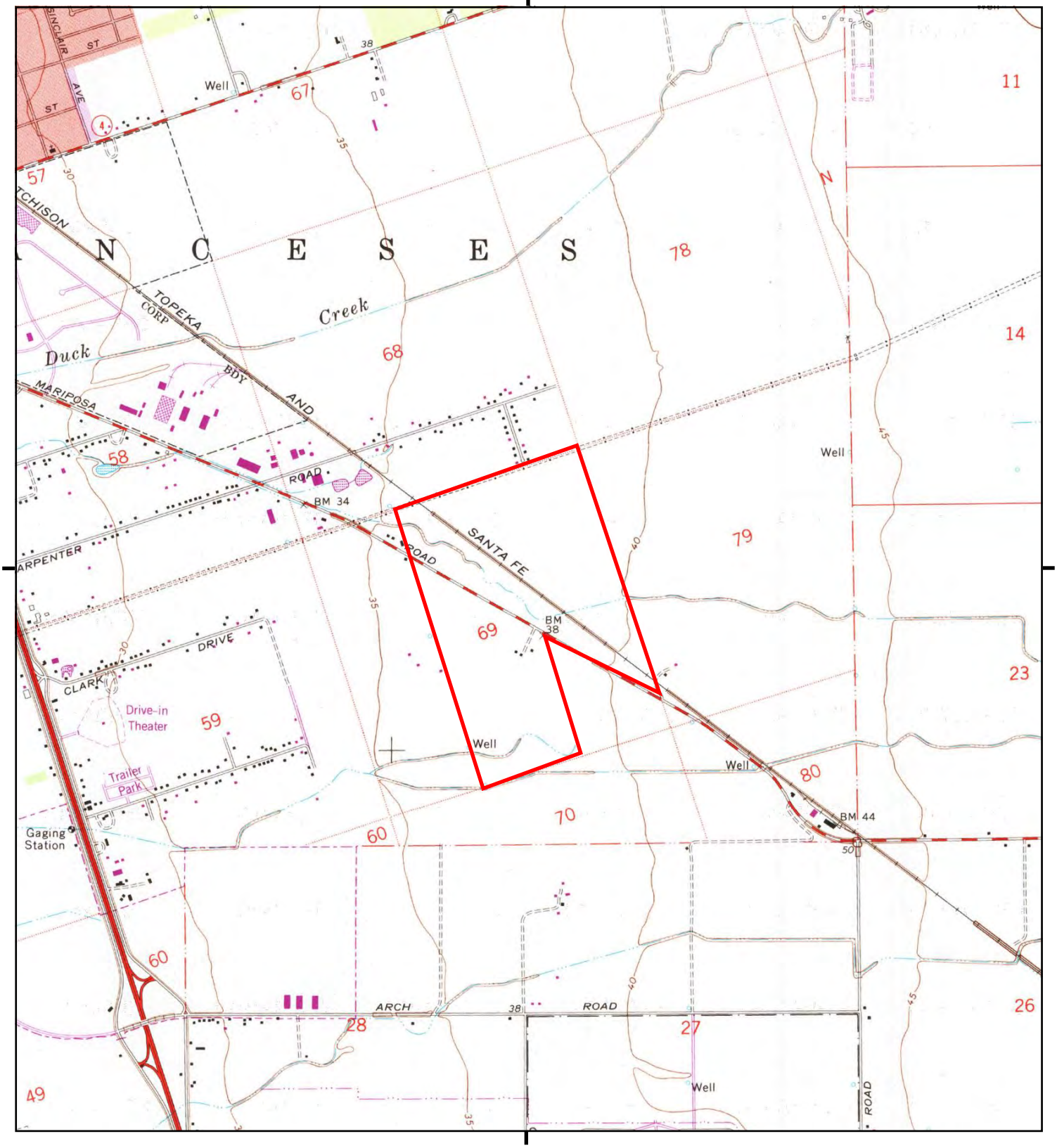
TP, Stockton East, 2012, 7.5-minute

SITE NAME: Mariposa 2
ADDRESS: 5700 and 5859 East Mariposa Road
Stockton, CA 95215
CLIENT: Engeo Inc.

N

Historical Topo Map

1987



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

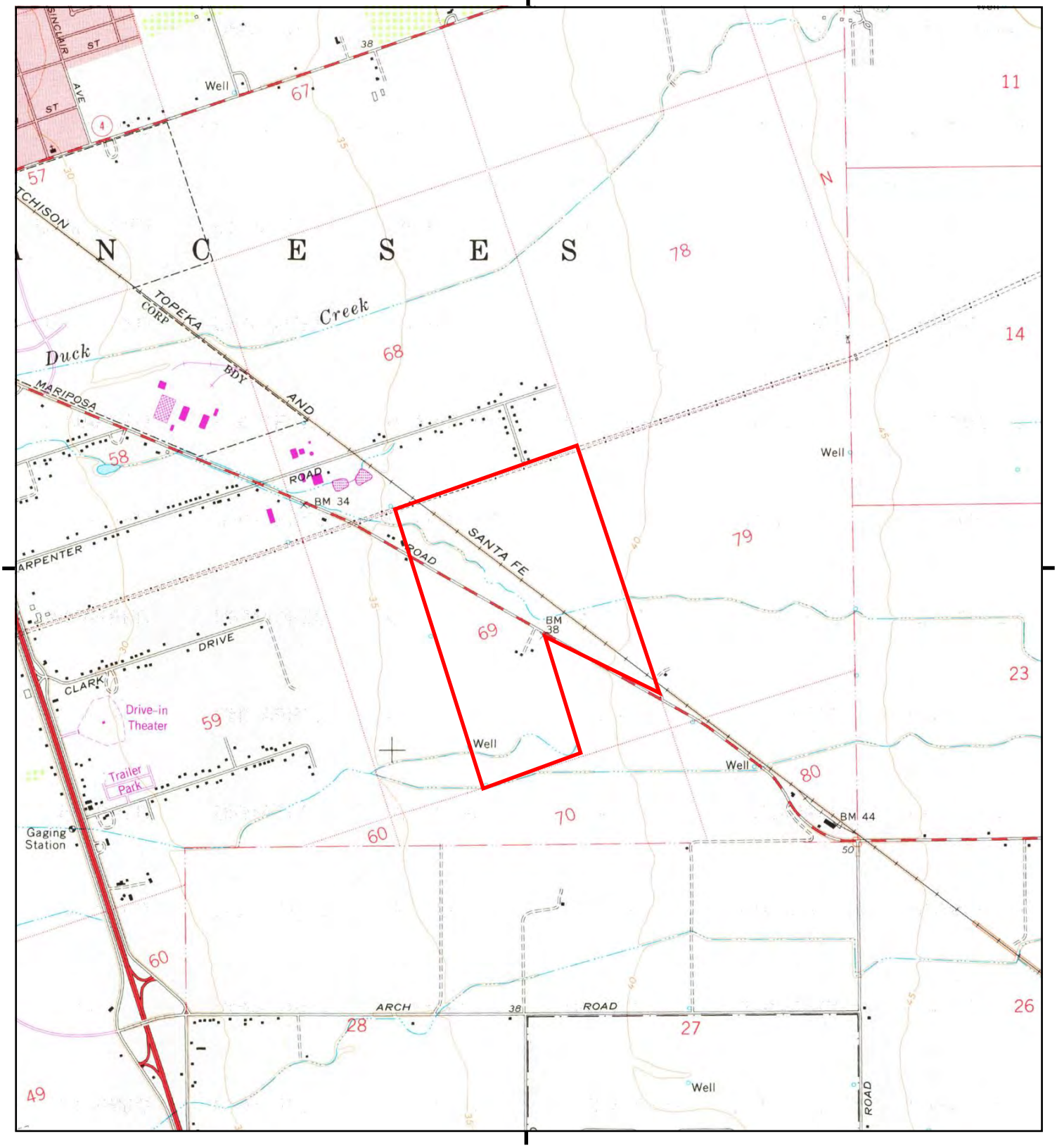
TP, Stockton East, 1987, 7.5-minute

SITE NAME: Mariposa 2
ADDRESS: 5700 and 5859 East Mariposa Road
Stockton, CA 95215
CLIENT: Engeo Inc.

N

Historical Topo Map

1976



This report includes information from the following map sheet(s).

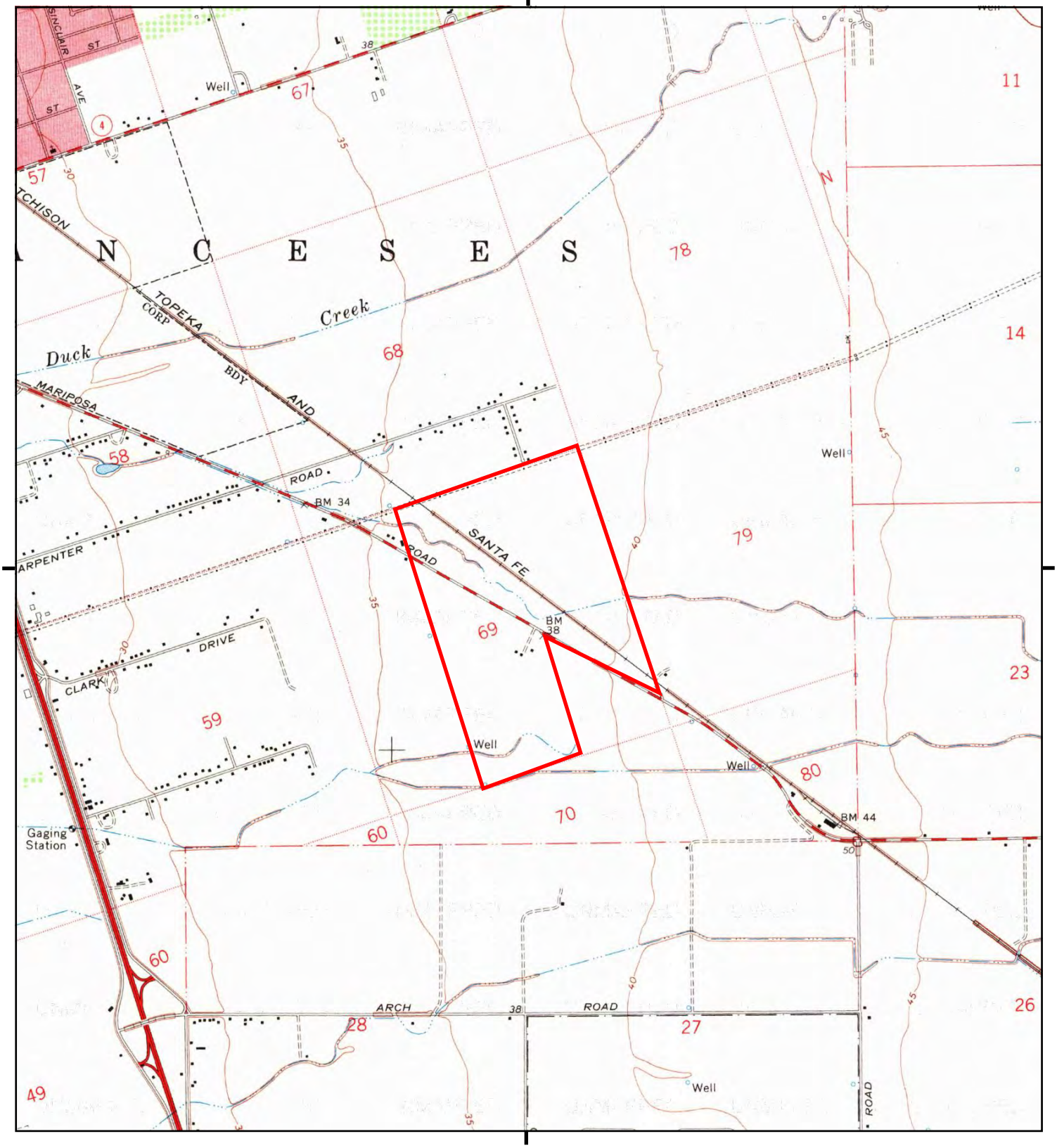
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Stockton East, 1976, 7.5-minute

SITE NAME: Mariposa 2
ADDRESS: 5700 and 5859 East Mariposa Road
Stockton, CA 95215
CLIENT: Engeo Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

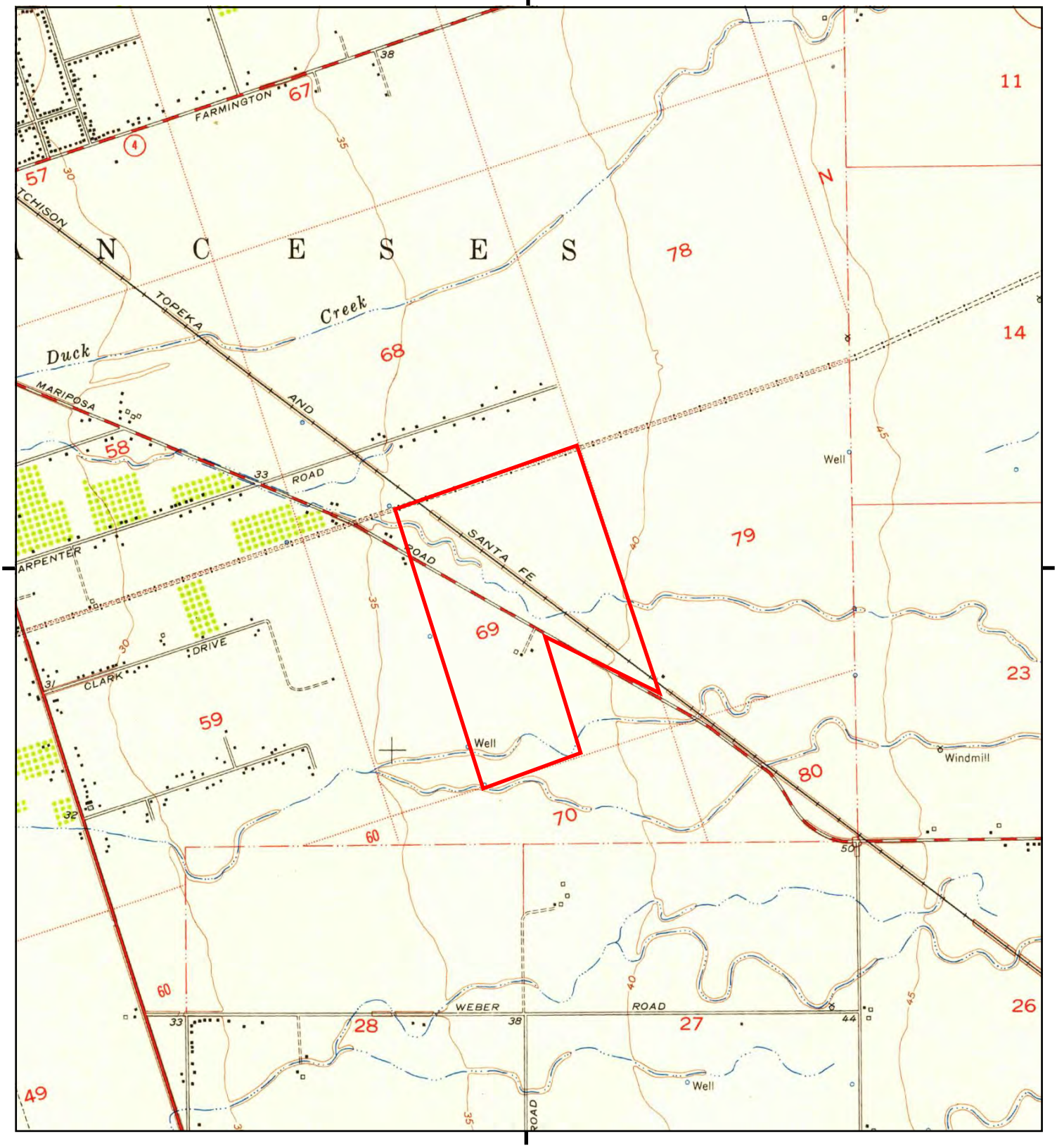
TP, Stockton East, 1968, 7.5-minute

SITE NAME: Mariposa 2
ADDRESS: 5700 and 5859 East Mariposa Road
Stockton, CA 95215
CLIENT: Engeo Inc.

N

Historical Topo Map

1952



This report includes information from the following map sheet(s).

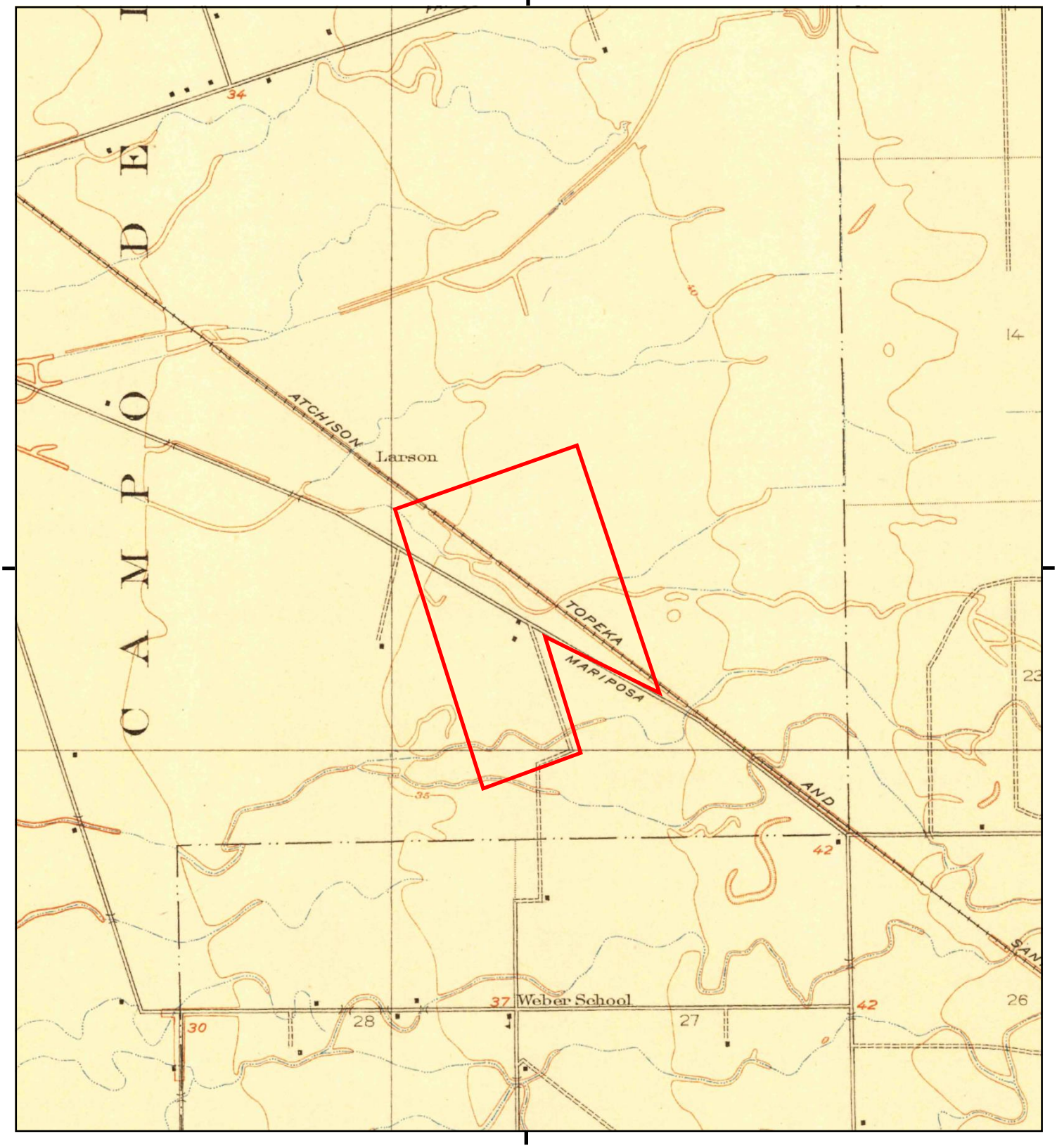
0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Stockton East, 1952, 7.5-minute

SITE NAME: Mariposa 2
ADDRESS: 5700 and 5859 East Mariposa Road
Stockton, CA 95215
CLIENT: Engeo Inc.

N



This report includes information from the following map sheet(s).

0 Miles 0.25 0.5 1 1.5

NW N NE
W E
SW S SE

TP, Burnham, 1914, 7.5-minute

SITE NAME: Mariposa 2
ADDRESS: 5700 and 5859 East Mariposa Road
Stockton, CA 95215
CLIENT: Engeo Inc.

N



APPENDIX D

ENVIRONMENTAL DATA RESOURCES, INC.

Aerial Photo Decade Package

Mariposa 2

5700 and 5859 East Mariposa Road

Stockton, CA 95215

Inquiry Number: 6725993.8

October 29, 2021

The EDR Aerial Photo Decade Package

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

EDR Aerial Photo Decade Package

10/29/21

Site Name:

Mariposa 2
5700 and 5859 East Mariposa
Stockton, CA 95215
EDR Inquiry # 6725993.8

Client Name:

Engeo Inc.
2010 Crow Canyon Place
San Ramon, CA 94583
Contact: Eleni Korogianos

Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

Search Results:

Year	Scale	Details	Source
2016	1"=750'	Flight Year: 2016	USDA/NAIP
2012	1"=750'	Flight Year: 2012	USDA/NAIP
2009	1"=750'	Flight Year: 2009	USDA/NAIP
2006	1"=750'	Flight Year: 2006	USDA/NAIP
1998	1"=750'	Acquisition Date: January 01, 1998	USGS/DOQQ
1993	1"=750'	Acquisition Date: January 01, 1993	USGS/DOQQ
1982	1"=750'	Flight Date: June 26, 1982	USDA
1975	1"=750'	Flight Date: November 08, 1975	Cartwright
1968	1"=750'	Flight Date: May 01, 1968	USGS
1963	1"=750'	Flight Date: June 03, 1963	USDA
1957	1"=750'	Flight Date: July 11, 1957	USDA
1937	1"=750'	Flight Date: August 14, 1937	USDA

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INQUIRY #: 6725993.8
YEAR: 2016
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 2012
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 2009
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 2006
= 750'
N
EDR

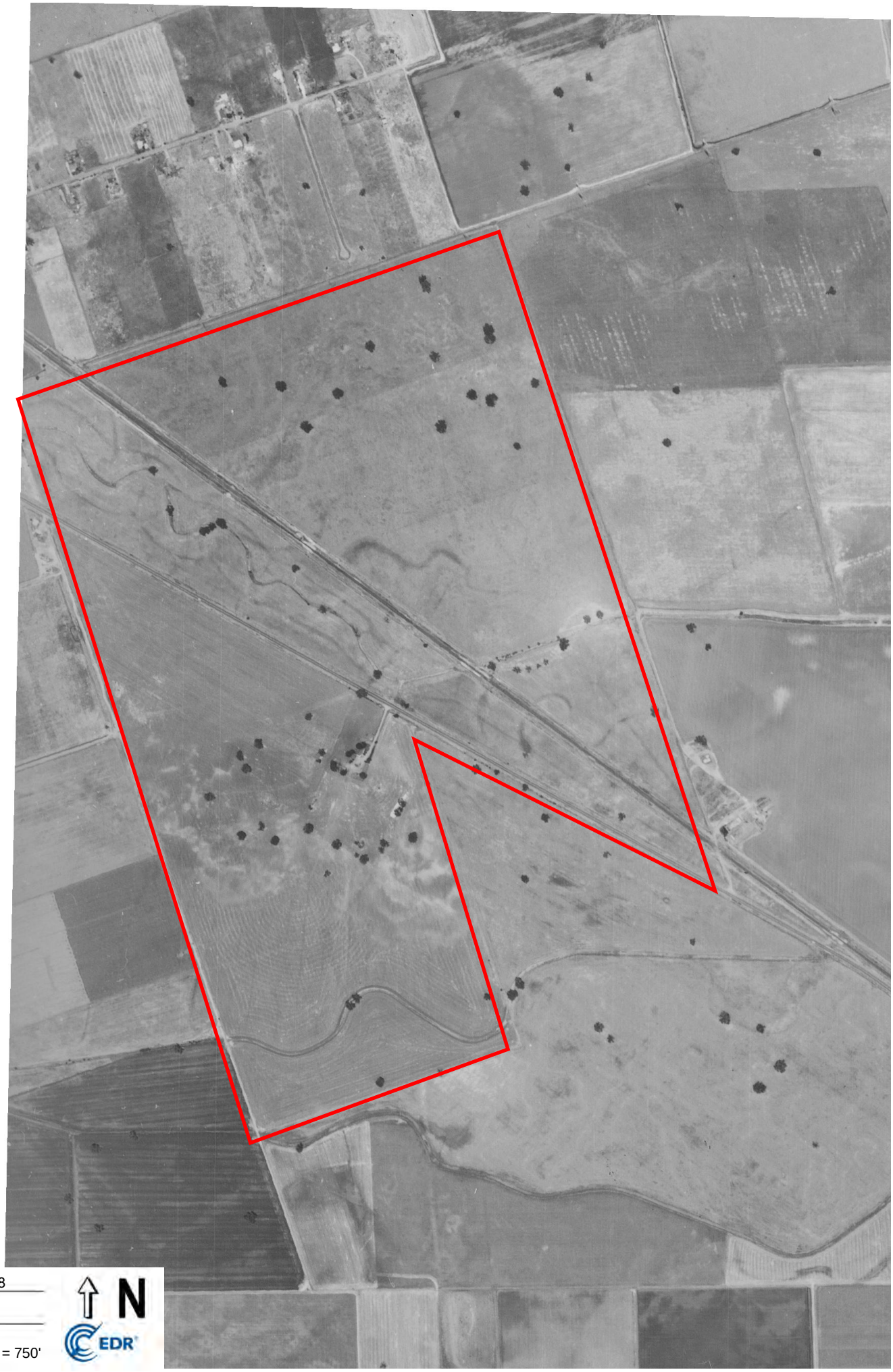

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YEAR: 1998
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 1993
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 1982
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 1975
= 750'
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EDR


INQUIRY #: 6725993.8
YEAR: 1968
= 750'
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EDR



INQUIRY #: 6725993.8

YEAR: 1963

= 750'

N

EDR


INQUIRY #: 6725993.8
YEAR: 1957
= 750'
N
EDR


INQUIRY #: 6725993.8
YEAR: 1937
= 750'
N
EDR



APPENDIX E

ENVIRONMENTAL DATA RESOURCES, INC.

Sanborn Map Report

Mariposa 2

5700 and 5859 East Mariposa Road

Stockton, CA 95215

Inquiry Number: 6725993.3

October 28, 2021

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

10/28/21

Site Name:

Mariposa 2
5700 and 5859 East Mariposa I
Stockton, CA 95215
EDR Inquiry # 6725993.3

Client Name:

Engeo Inc.
2010 Crow Canyon Place
San Ramon, CA 94583
Contact: Eleni Korogianos

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Engeo Inc. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 1CEE-4B79-AF7E

PO # NA

Project Mariposa 2

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: 1CEE-4B79-AF7E

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ☑ Library of Congress
- ☑ University Publications of America
- ☑ EDR Private Collection

The Sanborn Library LLC Since 1866™

Limited Permission To Make Copies

Engeo Inc. (the client) is permitted to make up to FIVE photocopies of this Sanborn Map transmittal and each fire insurance map accompanying this report solely for the limited use of its customer. No one other than the client is authorized to make copies. Upon request made directly to an EDR Account Executive, the client may be permitted to make a limited number of additional photocopies. This permission is conditioned upon compliance by the client, its customer and their agents with EDR's copyright policy; a copy of which is available upon request.

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APPENDIX F

ENVIRONMENTAL DATA RESOURCES, INC.

City Directory

Mariposa 2
5700 and 5859 East Mariposa Road
Stockton, CA 95215

Inquiry Number: 6725993.5
October 29, 2021

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

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Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1906 through 2017. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2017	Cole Information Services	-	-	-	-
2014	Cole Information Services	-	-	-	-
2009	Cole Information Services	-	-	X	-
	Cole Information Services	X	-	X	-
2004	Cole Information Services	-	-	X	-
	Cole Information Services	X	-	X	-
2003	SBC PACIFIC BELL	-	-	-	-
1999	Cole Information Services	-	-	-	-
	R. L. Polk Co., Publishers	-	-	-	-
1996	R. L. Polk Co., Publishers	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1994	Cole Information Services	-	-	-	-
1990	R. L. Polk Co., Publishers	-	-	-	-
1984	R. L. Polk Co., Publishers	-	-	-	-
1979	R.L. Polk CO.	-	-	-	-
1975	R.L. Polk CO.	-	-	-	-
1970	R. L. Polk Co., Publishers	-	-	-	-
1965	R. L. Polk Co., Publishers	-	-	-	-
1960	R. L. Polk Co., Publishers	-	-	-	-
1955	R. L. Polk Co.	-	-	-	-
1950	R. L. Polk Co., Publishers	-	-	-	-
1946	R. L. Polk Co., Publishers	-	-	-	-
1940	R. L. Polk Co., Publishers	-	-	-	-
1935	R. L. Polk Co. of California, Publishers	-	-	-	-
1930	R. L. Polk Co. of California, Publishers	-	-	-	-
1925	R. L. Polk Co. of California, Publishers	-	-	-	-
1921	Polk-Husted Directory Co., Publishers	-	-	-	-
1916	Polk-Husted Directory Co.	-	-	-	-
1911	Polk-Husted Directory	-	-	-	-
1906	A. KINGSBURY CO	-	-	-	-

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

5700 and 5859 East Mariposa Road
Stockton, CA 95215

FINDINGS DETAIL

Target Property research detail.

E MARIPOSA RD

5700 E MARIPOSA RD

Year	*Uses*	*Source*
2009	IRIS GALGIANI	Cole Information Services
2004	IRIS GALGIANI	Cole Information Services

5859 E MARIPOSA RD

Year	*Uses*	*Source*
2009	IRIS GALGIANI	Cole Information Services
2004	IRIS GALGIANI	Cole Information Services

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

No Addresses Found

FINDINGS

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
5700 and 5859 East Mariposa Road	2017, 2014, 2003, 1999, 1996, 1994, 1990, 1984, 1979, 1975, 1970, 1965, 1960, 1955, 1950, 1946, 1940, 1935, 1930, 1925, 1921, 1916, 1911, 1906



APPENDIX G

ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE

Project Name:

Project No.

ENGEO
Expect Excellence

ENVIRONMENTAL SITE ASSESSMENT QUESTIONNAIRE
FOR CLIENT

To evaluate the potential for possible environmentally related impacts and site contamination the following information is requested. This questionnaire is to be completed by the user of the phase one environmental site assessment, or their authorized representative.

PART I

1. Property address and Assessor's Parcel Number (APN):

5700 and 5859 E Municipal Road
APN 179-220-070 179-220-030

2. Current property owner (name, address, voice/fax number):

Julie Ann Salale, Administrator of the Estate of IRIS GALGiani

3. Date current property owner assumed title of property:

4. Current property development/improvements:

Farm Land

5. Past property use, development/improvements:

Farm Land

6. Neighboring property uses:

Farm Land - Residential neighborhood

PART II

1. Are you aware of any environmental cleanup liens against the *property* that are filed under federal, tribal, local or state law?	☐ Yes	☒ No
2. Are you aware of any activity and land use limitations, such as engineering controls, land use restrictions, or institutional controls that are in place at the property and/or have been filed or recorded in a registry under federal, tribal, state or local law?	☐ Yes	☒ No
3. Do you have any specialized knowledge or experience related to the *property* or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the *property* or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?	☐ Yes	☒ No
4. If a property transaction is occurring in conjunction with this environmental assessment, does the purchase price of this *property* reasonably reflect the fair market value of the *property*?	☐ Yes	☒ No
5. If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the *property*?	☐ Yes	☒ No ☐ N/A
6. Are you aware of any commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, (a) do you know of specific chemicals that are present or once were present at the *property*? (b) do you know of spills or other chemical releases that have taken place at the *property*? (c) do you know of any environmental cleanups that have taken place at the *property*?	☐ Yes	☒ No
7. Based on your knowledge and experience related to the *property* are there any obvious indicators that point to the presence or likely presence of contamination at the *property*?	☐ Yes	☒ No

If a "Yes" response was provided to any of the above questions, please provide details below:

I certify that the information herein is true and correct to the best of my knowledge as of the date signed below.

Name (Printed/Typed): Rob Mitchell

Signature: [signature] Date: 11-19-21



APPENDIX H

QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONAL



EDUCATION

BS Civil Engineering University of Illinois at Chicago 1994

MS Civil Engineering University of Illinois at Chicago 1996

PhD Civil Engineering University of Illinois at Chicago 1999

MBA University of Washington 2004

EXPERIENCE

Years with ENGEO: 22
Years with Other Firms: 0

REGISTRATIONS & CERTIFICATIONS

Environmental Manager, NV 2150

Professional Engineer, CA 69633

Envision ENV SP Credentialed

SPECIALIZATIONS

- Environmental Assessments, Characterization, and Remediation
- Green and Sustainable Remediation (GSR)
- Resilient and Sustainable Infrastructure
- Geologic Hazard Abatement Districts (GHADs)

AFFILIATIONS

ASCE American Society of Civil Engineers

ASCE Geo-Institute

GRA - Groundwater Resource Association

JEFFREY ADAMS, PHD, PE

Principal

Jeff joined ENGEO in 1999. He leads environmental assessment, characterization, remediation projects, and Geologic Hazard Abatement District (GHAD) formation. He has contributed to a wide range of remediation and development projects in high-density and low-density urban and suburban settings redeveloped for a variety of uses.

Jeff's research interests include green and sustainable remediation (GSR), resilient and sustainable infrastructure solutions, environmental applications, and emerging public/private financial mechanisms to mitigate flood-related losses. He has authored and co-authored numerous environmental remediation-related textbooks, instructional materials, and research papers that have been presented worldwide and published in a diverse group of academic and professional journals.

SELECT PROJECT EXPERIENCE

Howard Terminal—Oakland, CA
Lead Environmental Principal. Jeff has provided ongoing technical leadership during several environmental studies for the redevelopment of the Howard Terminal site. The approximately 62.1-acre Property is a former container terminal along the Port of Oakland's Inner Harbor. The Property was originally a bulk-break terminal dating back to the early 1900s, with a manufactured gas plant located in the eastern portion of the Property. The terminal was expanded and converted to a container terminal in the 1980s. Improvements will include a Major League Baseball stadium as well as mid-rise and high-rise buildings to provide a mix of residential, retail, and other commercial uses. ENGEO performed a Phase I Environmental Site Assessment (ESA), Phase II ESAs consisting of soil, soil gas, and groundwater sampling across the property, EIR preparation support, the preparation of a human health and ecological risk assessment (HHERA), and is developing a removal action work plan (RAW).

Google San Jose Downtown West—San Jose, CA
Project Manager. Jeff provided technical leadership and review for a comprehensive ESA for various industrial and commercial properties over approximately 50 acres in downtown San Jose considered for acquisition by Google. The purpose of the assessment was to identify known and unknown environmental concerns and recommended appropriate actions to quantify potential risks to inform due diligence efforts. The risk assessment utilized an innovative

Geographic Information System (GIS) digital interactive platform that provides additional data beyond typical environmental information and is scalable for future project plans.

The South Lathrop Commerce Center—Tracy, CA
Lead Environmental Principal. Jeff provided technical leadership and review for a Phase I ESA for the approximately 245-acre master-planned industrial development. The 4.2-million-square-foot development includes nine tilt-up concrete buildings, ranging in size from 282,000 square feet to over 1,000,000 square feet. Additional improvements for the logistics center include detention and retention basins, paved streets, parking, and drive lanes, a stormwater pump station and outfall, and a sewer lift station. Site development activities include grading operations, primarily consisting of minor cuts and fills, for individual pads and roadways, underground utility installation, pump station and outfall structure construction, flexible and rigid pavement construction, and vertical construction.

Crown Chevrolet Property—Dublin, CA
Project Manager. Jeff provided comprehensive environmental consultation services for the project. Working on behalf of the purchaser, Jeff collaborated with a multi-firm consulting team to characterize and mitigate environmental impacts resulting from previous on-site automotive maintenance activities and off-site businesses. Jeff designed and managed a site characterization program that definitively demonstrated that groundwater and soil gas impacts at the site were the result of off-site releases. He peer reviewed the design and implementation of a permeable reactive barrier (PRB), which serves to remediate an encroaching groundwater plume, as well as vapor intrusion mitigation systems for the site. He also completed a Phase I ESA for a remnant parcel subsequently developed for housing for veterans. The site consists of a multi-story commercial and residential apartment/condominium "transit village" complex.

3512 Clayton Road—Concord, CA
Lead Environmental Principal. Jeff provided technical leadership and review for a Brownfields redevelopment project in Concord. Following the Phase I and Phase II ESAs that identified soil and soil gas impacts, he assisted in the development of a remediation program that included a comprehensive pre-characterization program, accurately delineating soil impacts from past light-industrial uses and soil gas impacts from off-site businesses, allowing for accelerated field implementation. Following active soil remediation and post-remediation soil gas sampling, Jeff and the ENGEO team performed a vapor intrusion risk assessment that confirmed the site did not require long-term vapor mitigation systems. The site was granted case closure from the oversight regulatory agency within an accelerated review and approval timeframe. The project consists of a high-density residential development.

Blacow Road Project—Fremont, CA
Environmental Principal. Jeff has provided technical assistance for project remediation activities and prepared a Phase I ESA for site. The site is an active, open remediation site under the regulatory oversight of the San Francisco Bay Regional Water Quality Control Board (RWQCB). Impacts resulted from a variety of on-site and off-site commercial and industrial land uses dating back over 50 years. ENGEO has performed numerous characterization, remediation design, and monitoring services for the Site. Remediation activities are underway at the site to address groundwater and soil gas impacts from volatile organic compounds (VOCs) and petroleum hydrocarbons. The remediation approach consists of several remedial and mitigative technologies, including soil vapor extraction (SVE), in-situ enhanced bioremediation, and post-remediation vapor intrusion mitigation systems to be installed in future residential structures. The project consists of a residential development.

Eastvale 79—Eastvale, CA
*Environmental Principal***.** Jeff served in an Environmental Principal role for environmental studies at the site. ENGEO performed a Phase I ESA and a subsequent ESA update that included regulatory file reviews, interviews with property owners and regulatory agencies, a site reconnaissance, and preparation of a report documenting our findings. The approximately 16-acre site was historically associated with a portion of a dairy dating to at least 1967. During grading activities, a localized area of stained and odoriferous soil was observed in the southeast corner of the site. ENGEO coordinated and managed remediation efforts, confirmation sampling, and coordination with Riverside County DEH. Approximately 4,115 tons petroleum-impacted soil were removed and disposed. The DEH issued "No Further Action" status for the site.

Alameda Landing—Alameda, CA
Project Manager. Project Manager, Lead Environmental Principal. Jeff has provided comprehensive environmental consultation services for the Alameda Landing project. He has prepared and managed the completion of Phase I ESA and ESA Update studies for subunits of the greater project area. He directed environmental characterization operations for the site, which was suspected of having been affected by naturally occurring methane deposits within the subsurface. Working closely with innovative protocols, Jeff was able to demonstrate to regulatory oversight officials that expensive vapor intrusion mitigation systems were not necessary for proposed residential structures, potentially saving millions of dollars to the site developer. Additionally, he has prepared several Remedial Action Completion Reports (RACRs) of development phases to achieve regulatory case closure. The project consists of a multi-phased residential housing community built as part of a master-planned redevelopment of a former United States Navy facility.

VTA BART Silicon Valley Berryessa Extension Design-Build Project—San Jose, CA
Project Manager. As the lead project team member with respect to hazardous materials, Jeff provided a range of value engineering consulting services relating to existing soils, groundwater, and building materials. ENGEO provided a range of value engineering consulting services to address existing soils, hydrology resources, SWPPP, and building materials.

Following a complex right-of-way that extended through numerous developed areas and paralleled an existing rail line, the project generated hundreds of thousands of cubic yards of excavated soil with potential toxic and hazard concerns. The right-of-way intersected several groundwater plumes emanating from former industrial and commercial sources. Further, a number of structures in the project footprint harbored lead-based paint and asbestos-containing building materials. ENGEO led the effort to accurately quantify these materials and devise strategies to effectively manage and mitigate these materials to drive overall project cost savings.

Foster City Civic Center Lots—Foster City, CA
Assistant Project Manager. Jeff provided technical oversight for a Phase I ESA for the Foster City Civic Center site and environmental characterization operations for the site, which was suspected of having been affected by unauthorized petroleum hydrocarbon releases within the subsurface. Following the completion of a soil gas survey, Jeff and team demonstrated that vapor intrusion mitigation systems were not necessary for proposed development, providing a significant cost savings to the project. The project consists of a multi-use urban infill development.

Macedo Property Environmental Consultation—Livermore, CA
Project Manager. Jeff provided comprehensive environmental consultation services for a Brownfields redevelopment project in Livermore. The project included several challenges, including ongoing business activities at the site and complex contaminant conditions resulting

from a long history of site operation of an automotive service station. Following a comprehensive site characterization plan that he developed, Jeff developed a cost-effective remedial plan to address hydrocarbon-contaminated soil. Jeff worked closely with the design team to rapidly remediate the site contamination using a soil excavation program that minimized disturbance to the active businesses at the site. Through Jeff's project oversight, the characterization and remediation activities were completed on time and under budget. Because of his effective work with various project stakeholders, the site was granted case closure from the oversight regulatory agency within an accelerated timeframe, allowing redevelopment to occur on schedule. The project consists of a residential subdivision. The project consists of a residential subdivision.

1511 Jefferson—Oakland, CA
Project Manager. Jeff provided environmental and geotechnical consultation services for a Brownfields redevelopment project in downtown Oakland. The project included several challenges, including limited site access due to on-site business activities, environmental impact related to previous site use, and the presence of several adjacent mid-rise structures. Jeff developed efficient remedial value engineering solutions to mitigate the presence of geotechnical and environmental development constraints. Jeff worked with the design team to establish cost-effective retaining wall and foundation systems, designed and observed a subsurface environmental mitigation program, and assisted in the design of a structure-wide vapor barrier. The project, serving as a cornerstone of the revitalization of downtown Oakland, consists of a multi-story residential condominium structure.

Alamo Creek—Danville, CA
Project Manager. Jeff prepared guidance documents and helped to form a transit-focused County Service Area (CSA). The transit-focused CSA, believed to be the first in Contra Costa County, helped to establish commuter transit service for a recently constructed residential development. Utilizing market analysis research provided by other consultants, he prepared an Engineer's Report that outlined a three-part phased implementation of transit, beginning with vanpools and ultimately resulting in an airporter-style fleet of bus service to and from an existing Bay Area Rapid Transit station. Jeff also prepared a long-range budget and confirmed a yearly assessment to ensure financial solvency of the CSA over the lifetime of the development. The CSA serves the Alamo Creek development and vicinity in Contra Costa County, California.

Alcosta Boulevard/Interstate 680 Interchange Project—San Ramon, CA
Project Engineer. Jeff performed an Aerially Deposited Lead (ADL) assessment program for the Alcosta Boulevard/Interstate 680 Interchange Improvement. The purpose of the investigation was to determine existing lead levels in surface soils. The scope of services included the recovery of soil samples from the surface to a depth of 3 feet below the ground surface, analytical testing of the samples to determine hydrogen ion content (pH testing), total lead, STLC WET soluble lead, and STLC TCLP soluble lead analyses, and a statistical analysis to determine Confidence Intervals (CI) of soil lead concentrations. An innovative, risk-based statistical analysis was performed to assure site soils were suitable for on-site reuse in accordance with Caltrans/State of California regulations. The project consists of a rehabilitation and realignment of the interstate highway interchange.

Arroyo Crossing—Livermore, CA
Project Engineer. Jeff contributed to the award-winning project, which included an extensive scope of work, including supplemental geotechnical exploration, Phase I and II ESAs, underground storage tank removal and groundwater monitoring. Jeff provided environmental analysis of existing subsurface conditions, helping the design team to implement a comprehensive yet innovative geotechnical and environmental mitigation program. Following

completion of environmental remediation activities, Jeff was able to secure a substantial federal corporate income tax rebate on behalf of the client through the EPA's Brownfields Tax Incentive program. The project consists of a residential subdivision re-use of a former quarry.

Brookside - Guadalupe Mines Road—San Jose, CA
Senior Engineer. Jeff performed a review of existing environmental documents by others, consultation with the client, and peer review document preparation. This 16-acre commercial property is planned for redevelopment into a roughly 95-lot single-family residential development. Site challenges include pre-existing environmental impacts, existing fills, creek bank stability/meander, and faulting.

East Garrison Development - Operations and Maintenance Plan—Carmel, CA
Project Engineer. Jeff prepared an Operations and Maintenance Plan (OMP) that included an assemblage of projected capital and maintenance costs from a range of consultants into working 50-year budgets for both a County Service District (CSD) and a homeowner's association (HOA). He worked to reach agreement with a number of project stakeholders, including the developer, other consultants, and local government agencies. In addition to assisting in the preparation of capital expenditure projections, Jeff developed the two operating and maintenance budgets, maintenance activity schedules and checklists, and the governing document for the two maintenance entities. The project consists of a redevelopment from a former military facility to a residential subdivision.

Highlands Ranch, Unit 3 - Environmental T&O—Pittsburg, CA
Project Engineer. Jeff managed the remediation of a former petroleum tank farm located in a rural/exurban setting. The extensive remediation program was in support of a conversion of industrial site usage into residential site usage. At this prototypical Brownfield site, Jeff personally oversaw all field operations involving a series of subcontractors, including an innovative ex-situ enhanced bioremediation program of impacted soils. Following excavation, Jeff worked closely with California Department of Toxic Substances Control (DTSC) personnel to determine the suitability of the intended site reuse. Jeff implemented an innovative statistical procedure in accordance with State and Federal Environmental Agency Best Practices to assure the site was safe for residential use. The project consists of a large-scale residential subdivision.

Highway 4 Bypass - Lime Treatment Consultation—Brentwood, CA
Project Manager. Jeff served as Project Manager. He provided consultation services that consisted of a variety of forensic analyses pertaining to the lime treatment of sub-base soils. Jeff worked closely with the project contractor as well as a diverse range of stakeholders to determine if lime treatment materials used in construction had met project specification. Following several protocols, including ASTM methods, Jeff demonstrated the absence of a statistical correlation that would confirm the use of substandard materials. Jeff's work was used to produce an opinion on behalf of the project team that the treated materials would be expected to adequately perform over the design life of the project, saving significant cost overruns. The project consists of a multi-lane highway constructed within a rapidly growing region of Eastern Contra Costa County. The project consists of a multi-lane highway constructed within a rapidly growing region of Eastern Contra Costa County.

Lockheed Martin Storm Water Pond No 4—Sunnyvale, CA
Project Manager. Jeff provided permitting consultation services, including the federal and state permitting required for the maintenance of a stormwater detention system. Jeff has also provided geotechnical and environmental support to evaluate the geotechnical conditions of the site. He also determined the absence of environmentally impacted materials within the site area. The site

consists of a stormwater detention basin measuring approximately 4.5 acres in area and located adjacent to sensitive habitat.

New Farm Agricultural and Meteorological Assessment—Contra Costa County, CA
Project Manager. Jeff managed an agricultural suitability evaluation. As part of the project, a portion of hillside open space is to be devoted to cultivation as olive groves. Jeff led the effort to review USDA soil maps and to test onsite soils for the ability to support olive cultivation. The soils were compared to active olive orchards in other locations of Contra Costa County. The project consists of a residential development with agricultural-intensive open space. Jeff managed an agricultural suitability evaluation. As part of the project, a portion of hillside open space is to be devoted to cultivation as olive groves. Jeff led the effort to review USDA soil maps and to test on-site soils for the ability to support olive cultivation. The soils were compared to active olive orchards in other locations of Contra Costa County. The project consists of a residential development with agricultural-intensive open space.

San Ramon Village Plaza - Environmental Consultation—Dublin, CA
Project Manager. Jeff contributed to an environmental peer review of previous land uses, which included a former dry cleaner. Further investigation identified impact due to former site operations. Jeff assisted in a remediation program, closely collaborating with other consultants representing different parties of the property transaction. The site was efficiently remediated, allowing for redevelopment. The project consists of a high-density residential development within the 4.68-acre mixed-use San Ramon Village Plaza site.

Schaefer Ranch - GHAD Consultation—Dublin, CA
Project Engineer. Jeff assisted with the scoping, Plan of Control preparation, budget, and formation processes of a Geologic Hazard Abatement District (GHAD). The scope of the GHAD includes maintenance of slopes, water conveyance features, habitat, and other features. Proactive maintenance, assessment, repair and replacement are also the responsibility of the GHAD subject to the limitations of the Plan of Control. The project consists of a large-scale residential subdivision in the East Bay hills west of Dublin.

Sparklizing Cleaners and Laundry—Fremont, CA
Project Engineer. Jeff provided review and data analysis for this former dry cleaning facility that had released tetrachloroethylene (PCE) to site soil and groundwater. Work included site characterizations using direct push borings, soil gas surveys, well installations, and a remedial alternatives evaluation. He has also assisted in the development of a remedial program for the site. The project site consists of a dry-cleaning facility located within a commercial/retail center. Dry-cleaning operations occurred at the facility since 1974 and resulted in chlorinated solvent impacts to soil and groundwater beneath the site. As a result, the RWQCB opened a Spills, Leaks, Investigations, and Cleanups (SLIC) case and the site was referred to the Alameda County Water District (ACWD) for lead agency oversight. A series of soil and groundwater investigations identified a source area beneath the drycleaner suite and an adjoining retail suite. ENGEO prepared a Corrective Action Plan (CAP) and coordinated the in-situ chemical oxidation program that consisted of injecting 35,000 gallons of potassium permanganate to the subsurface to oxidize chlorinated solvents. The project is currently in the post-remediation monitoring phase.

Stone Lock District Development - Consulting Services—West Sacramento, CA
Project Engineer. Jeff prepared a pro forma analysis of infrastructure-related costs for a preliminary development concept of the property. The analysis included a cost estimate for all site improvements, grading, utilities, and non-structural facilities. Included in the analysis was an evaluation of the existing adjacent levee system. Jeff worked with other team members to provide

a preliminary assessment of the existing levee condition and prepared a cost estimate for levee rehabilitation and reconstruction. The project consists of a proposed mixed-use redevelopment as part of a city revitalization plan.

Torian Parcels - Additional Phase II Environmental Site Assessment—Newark, CA
Project Manager. Jeff served as Project Manager and Project Engineer. He provided comprehensive geotechnical and environmental evaluation. Several significant geotechnical and environmental conditions existed at the property, including compressible soils, liquefiable soils, and significant deposits of non-engineered fill and debris. Several areas of soil and groundwater environmental impact were present due to historic industrial use at and in the vicinity of the site. Jeff performed a financial analysis of several mitigation alternatives to identify the most cost effective remedial solution, one in which a single remedial program in several locations addressed both environmental and geotechnical impact. Additionally, Jeff worked closely with the environmental oversight agency to develop a work plan to assess potential environmental impact. In developing and implementing the work plan, Jeff was able to demonstrate that environmental impact at the property was not as extensive as previously believed. This allowed for an alteration of the proposed site plan to avoid areas of potential impact, saving significant projected redevelopment costs. The project consists of a residential redevelopment of a 40-acre property formerly used for industrial purposes. The project consists of a residential redevelopment of a 40-acre property formerly used for industrial purposes.

Los Banos Airport - Phase I ESA—Los Banos, CA
Project Engineer. Jeff provided a Phase I ESA, prepared a soil and groundwater characterization program, and developed a conceptual soil remediation work plan as part of a multi-phase development. The Los Banos Airport project measures approximately 112 acres in area.

Navlet's Garden Center Concord - Phase I ESA—Concord, CA
Project Manager. Jeff prepared a Phase I ESA for the site. Jeff was able to effectively navigate through the complex historic records and ownership legacy associated with the property. He prepared a report that satisfied the demands and deadline of both the ownership entity and the financial institutions associated with the property. The project consists of a Navlet's Garden Center.

Mare Island, 3rd and Connelly Utility Corridor Environmental Services—Vallejo, CA
Project Engineer. Jeff provided environmental consultation support. During excavation of the utility corridor, zones of impacted soil were identified and removed from an approximate 9,300-square-foot footprint area and depths from 5 to 10½ feet below existing grade. The project consisted of utility demolition and soil excavation activities required to prepare for construction of a 300-foot water and sewer utility corridor along Connelly Street between 3rd Street and Azuar Drive.

Maggiore Property - Soil Remediation—Brentwood, CA
Project Engineer. Jeff directed field remediation operations for the site, which had been affected by an unauthorized subsurface petroleum product release. He managed a site plume delineation and groundwater-monitoring program. Additionally, Jeff performed RBCA Tier I and Tier II assessments to determine feasibility of residential development of property. The project consists of a small residential subdivision.

Cree Court Slide Repair—San Ramon, CA
Project Engineer. Jeff assisted in the development and implementation of a custom-tailored "top-down" construction procedure, allowing the project to be constructed on time and under

budget. Additionally, Jeff helped develop an innovative non-structural grouting procedure to verify proper structural tieback performance. The project consisted of an integrated structural and grading-related repair for the mitigation of a large active landslide in proximity to existing homes. A 70-foot-high retaining wall is now in place to stabilize a major, active landslide.

Sequoia/Conifer Terrace - Structural Repair Design—Danville, CA
Project Engineer. Jeff assisted in the design of a structural repair system for a landslide remediation project within a residential setting. He provided recommendations to help optimize construction of system and lessen financial burden of project. The project consisted of a unique structural repair for the mitigation of a large active landslide in close proximity to existing homes.

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APPENDIX F
NOISE REPORT

Environmental Noise Assessment

Mariposa Industrial Park 2

City of Stockton, California

September 14, 2022

Project #220216

Prepared for:

BaseCamp Environmental, Inc.
802 West Lodi Avenue
Lodi, CA 95240

Prepared by:

Saxelby Acoustics LLC





Luke Saxelby, INCE Bd. Cert.
Principal Consultant
Board Certified, Institute of Noise Control Engineering (INCE)

(916) 760-8821
www.SaxNoise.com | Luke@SaxNoise.com
915 Highland Pointe Drive, Suite 250
Roseville, CA 95678

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INTRODUCTION

The Mariposa Industrial Park 2 project includes the construction of four industrial buildings on a 106-acre parcel. The project is located at 5700 E Mariposa Road in the City of Stockton, California. The project will include 1,463 auto parking stalls and 445 trailer parking spaces. Surrounding land uses include commercial uses to the north and south and single-family residential uses to the north and west of the project site. While project site is located in the unincorporated area of San Joaquin County, the project proposes annexation of the project site to the City of Stockton. Therefore, this study will examine compliance with the City of Stockton standards at receptors within the City and the San Joaquin standards for receptors outside of the City.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

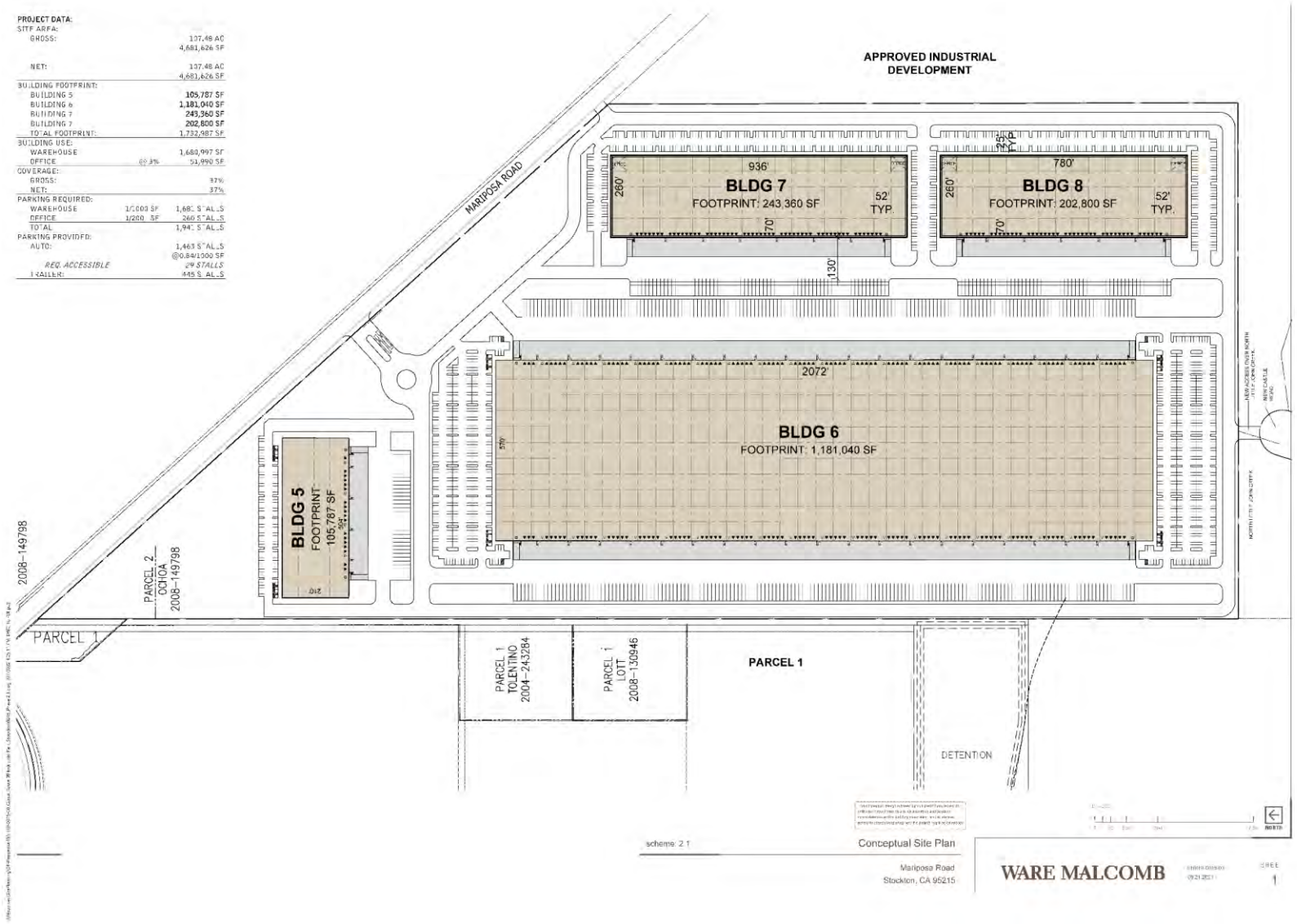
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound, and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.

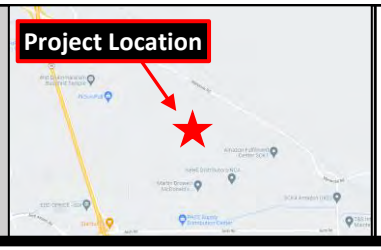


Mariposa Industrial Park 2

City of Stockton, California

Figure 1

Project Site Plan



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Mariposa Industrial Park 2

City of Stockton, California

Figure 2

Noise Measurement Sites

Legend

- Project Site
- Noise Measurement - Long Term

0 ft 500 ft 1000 ft 1500 ft

Projection: UTM Zone 10 / NAD83 / meters
Rev. Date: 09/14/2022

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The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60 dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn}, and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regard to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness, and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres, or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING AND FUTURE NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses located north and west of the project site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing ambient noise environment in the project vicinity is primarily defined by traffic on Mariposa Road. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements on the project site. Noise measurement location are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max}, represents the highest noise level measured. The average value, denoted L_{eq}, represents the energy average of all of the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50}, represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L_{dn}	Daytime L_{eq}	Daytime L_{50}	Daytime L_{max}	Nighttime L_{eq}	Nighttime L_{50}	Nighttime L_{max}
LT-1: 250 ft. to CL of Mariposa Rd.	3/28/22 to 3/29/22	65	61	59	72	58	54	70

Notes:

- *All values shown in dBA*
- *Daytime hours: 7:00 a.m. to 10:00 p.m.*
- *Nighttime Hours: 10:00 p.m. to 7:00 a.m.*
- *Source: Saxelby Acoustics 2022*

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

Off-Site Traffic Noise Impact Assessment Methodology

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for project and no-project conditions.

Existing, Existing Plus Approved Projects (EPAP), and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (KD Anderson & Associates), truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing, Existing Plus Approved Projects (EPAP), and Cumulative conditions are provided in terms of L_{dn}.

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3-5 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling. Based upon the data in **Table 3**, the proposed project is predicted to result in a maximum traffic noise level increase of 1.3 dBA.

TABLE 3: PREDICTED TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) at Closest Sensitive Receptors		
		Existing No Project	Existing + Project	Change
SR 99 Southbound Ramp	North of Golden Gate Ave.	58.0	58.1	0.1
Golden Gate Ave.	East of SR 99 Southbound Ramp	65.6	65.6	0.0
South Golden Gate Ave.	East of SR 99 Northbound Ramp	62.6	62.6	0.0
South Golden Gate Ave.	West of SR 99 Northbound Ramp	54.8	54.8	0.0
SR 99 Northbound Ramp	North of Golden Gate Ave.	63.1	63.1	0.0
E. Mariposa Rd.	East of 99 Frontage Rd.	67.2	67.4	0.2
E. Mariposa Rd.	West of 99 Frontage Rd.	53.6	53.8	0.2
SR 99 Southbound Ramp	North of E. Mariposa Rd.	62.4	62.7	0.3
Mariposa Road	West of SR 99 Southbound Ramp	55.1	55.3	0.2
SR 99 Northbound Ramp	South of E. Mariposa Rd.	43.8	44.6	0.8
E. Mariposa Rd.	East of SR 99 Northbound Ramp	48.0	48.8	0.8
E. Mariposa Rd.	West of SR 99 Northbound Ramp	46.6	47.1	0.5
E. Mariposa Rd.	East of Stagecoach Rd.	56.8	57.9	1.1
E. Mariposa Rd.	West of Stagecoach Rd.	65.1	65.9	0.8
Mariposa Road	East of E. Munford Ave.	63.9	65.2	1.3
Mariposa Road	West of E. Munford Ave.	71.4	72.5	1.1
Mariposa Road	East of Carpenter Rd.	69.3	70.6	1.3
Mariposa Road	West of Carpenter Rd.	72.8	74.0	1.2
Mariposa Road	East of Farmington Road	77.0	77.2	0.2
Mariposa Road	West of Farmington Road	76.9	76.9	0.0

TABLE 4: EPAP TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) at Closest Sensitive Receptors		
		Existing No Project	Existing + Project	Change
SR 99 Southbound Ramp	North of Golden Gate Ave.	58.9	58.9	0.0
Golden Gate Ave.	East of SR 99 Southbound Ramp	66.3	66.3	0.0
South Golden Gate Ave.	East of SR 99 Northbound Ramp	63.2	63.2	0.0
South Golden Gate Ave.	West of SR 99 Northbound Ramp	55.6	55.7	0.1
SR 99 Northbound Ramp	North of Golden Gate Ave.	64.3	64.3	0.0
E. Mariposa Rd.	East of 99 Frontage Rd.	69.7	69.8	0.1
E. Mariposa Rd.	West of 99 Frontage Rd.	56.6	56.7	0.1
SR 99 Southbound Ramp	North of E. Mariposa Rd.	62.2	62.5	0.3
Mariposa Road	West of SR 99 Southbound Ramp	57.7	57.8	0.1
SR 99 Northbound Ramp	South of E. Mariposa Rd.	43.9	44.4	0.5
E. Mariposa Rd.	East of SR 99 Northbound Ramp	51.7	52.2	0.5
E. Mariposa Rd.	West of SR 99 Northbound Ramp	49.0	49.3	0.3
E. Mariposa Rd.	East of Stagecoach Rd.	59.4	60.0	0.6
E. Mariposa Rd.	West of Stagecoach Rd.	67.5	68.0	0.5
Mariposa Road	East of E. Munford Ave.	67.3	68.0	0.7
Mariposa Road	West of E. Munford Ave.	74.0	74.6	0.6
Mariposa Road	East of Carpenter Rd.	72.9	73.5	0.6
Mariposa Road	West of Carpenter Rd.	76.1	76.7	0.6
Mariposa Road	East of Farmington Road	80.0	80.1	0.1
Mariposa Road	West of Farmington Road	78.8	78.8	0.0

TABLE 5: CUMULATIVE TRAFFIC NOISE LEVEL AND PROJECT-RELATED TRAFFIC NOISE LEVEL INCREASES

Roadway	Segment	Predicted Exterior Noise Level (dBA L_{dn}) at Closest Sensitive Receptors		
		Existing No Project	Existing + Project	Change
Mariposa Road	East of Northwest Project Driveway	57.5	57.8	0.3
Mariposa Road	West of Northwest Project Driveway	57.7	58.4	0.7
Mariposa Road	East of Southeast Project Driveway	57.6	57.7	0.1
Mariposa Road	West of Southeast Project Driveway	58.4	58.6	0.2

EVALUATION OF PROJECT OPERATIONAL NOISE AT RESIDENTIAL RECEPTORS

Loading Dock Noise Generation

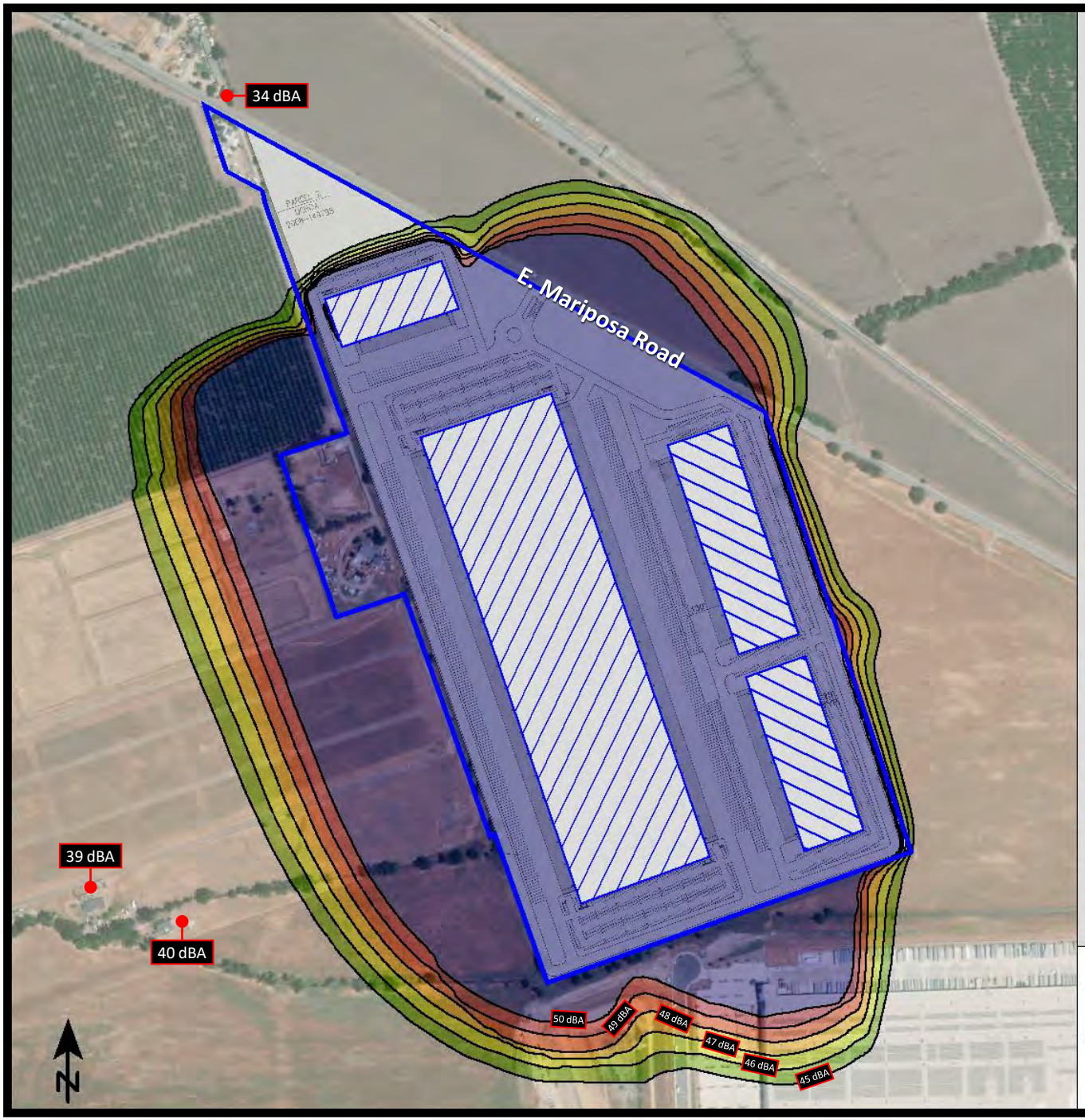
To determine typical noise levels associated with the proposed loading docks, noise level measurement data from a United Natural Foods, Inc. (UNFI) warehouse was used. The UNFI facility is an approximately 400,000 s.f. facility located in Rocklin, California and includes a large cold storage facility for distribution of groceries. The noise level measurements were conducted at a distance of 200 feet from the center of the loading dock and circulation area. Activities during the peak hour of loading dock activities included truck arrival/departures, truck idling, truck backing, air brake release, and operation of truck-mounted refrigeration units.

The results of the UNFI noise measurements indicate that a busy hour generated an average noise level of 61 dBA L_{eq} at a distance of 200 feet from the center of the loading dock truck maneuvering lanes. This analysis assumes that the proposed loading docks would operate at this level of activity in a busy hour during either daytime (7:00 a.m. to 10:00 p.m.) or nighttime (10:00 p.m. to 7:00 a.m.). The data from the UNFI facility was scaled up to represent the larger proposed project.

Vehicle Circulation

Based upon the Project traffic study, the peak hour trips for the proposed project would be 317 autos and 65 tractor-trailers. Based upon noise measurements conducted of vehicle movements in parking lots, the sound exposure level (SEL) for a single passenger vehicle is 71 dBA at a distance of 50 feet while the SEL of a tractor-trailer is 85 dBA at the same distance.

Saxelby Acoustics used the SoundPLAN noise model to calculate noise levels at the nearest sensitive receptors. Input data included the loading dock, parking lot, and vehicle circulation noise generation, as discussed above. The project noise level contours for predicted equivalent sound level (L_{eq}) are shown in **Figure 3**.



Mariposa Industrial Park 2

City of Stockton, California

Figure 3

Predicted Project Noise Contours (dBA L_{eq})

Signs and symbols

Property Line

Proposed Building

Levels in dB(A)

<= 45
45 - 46
46 - 47
47 - 48
48 - 49
49 - 50
> 50

1 : 7200

0 35 70 140 210 280 m

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Acoustics · Noise · Vibration

CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 6: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 7** shows the typical vibration levels produced by construction equipment.

TABLE 7: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

LOCAL

City of Stockton

City of Stockton General Plan

Policy SAF-2.5: Protect the community from health hazards and annoyance associated with excessive noise levels.

A. Prohibit new commercial, industrial, or other noise-generating land uses adjacent to existing sensitive noise receptors such as residential uses, schools, health care facilities, libraries, and

churches if noise levels are expected to exceed 70 dBA Community Noise Equivalent (CNEL) (decibels on A-weighted scale CNEL) when measured at the property line of the noise sensitive land use.

B. Require projects that would locate noise sensitive land uses where the projected ambient noise level is greater than the "normally acceptable" noise level indicated on **Table 8** to provide an acoustical analysis that shall:
    a. Be the responsibility of the applicant;
    b. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
    c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions;
    d. Estimate existing and projected (20-year) noise levels in terms of Ldn/CNEL and compare the levels to the adopted noise policies and actions in this General Plan;
    e. Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards;
    f. Where the noise source in question consists of intermittent single events, address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance;
    g. Estimate noise exposure after the prescribed mitigation measures have been implemented;
    h. If the project does not comply with the adopted standards and policies of this General Plan, provide acoustical information for a statement of overriding considerations for the project; and
    i. Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.

C. Require noise produced by commercial uses to not exceed 75 dB Ldn/CNEL at the nearest property line.

D. Grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.

E. Require all new habitable structures to be set back from railroad tracks to protect residents from noise, vibration, and safety impacts.

TABLE 8: LAND USE COMPATIBILITY FOR COMMUNITY NOISE EXPOSURE

TABLE 4.11-10 LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

Land Use Type	Noise Level, L_{dn} (dBA) 0-55	56-60	61-65	66-70	71-75	75-80	>81
Residential							
Urban Residential Infill							
Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Mining, Industrial, Manufacturing, Utilities, Agriculture							

	Normally Acceptable. Specified land use is satisfactory based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.
	Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.
	Unacceptable. New construction or development should not be undertaken.

Notes: If existing noise standards are currently exceeded, a proposed project shall not incrementally increase noise levels by more than 3 dBA. Urban residential infill applies to residential uses in the Greater Downtown.
Source: Stockton General Plan 2035, Goal Policies Report; Table 11-1

City of Stockton Development Code

Chapter 16.60 - Noise standards.

16.60.010 Purpose.

The purpose of this chapter is to:

A. Establish standards to protect the health, safety, and welfare of those living and working in the City;
B. Implement goals and policies of the General Plan Noise Element;
C. Facilitate compliance with the State Noise Insulation Standards (California Code of Regulations, Title 24) and Chapter 35 of the Uniform Building Code (UBC);
D. Provide community noise control regulations and standards which are consistent with, or exceed, the guidelines of the State Office of Noise Control and the standards adopted by the Federal

Highway Administration (FHWA), California Department of Transportation (CalTrans), or other government or regulatory agencies; and

E. Consolidate and/or reference all applicable City noise regulations. (Prior code § 16-340.010)

The following acts are a violation of this chapter and are therefore prohibited.

A. Construction Noise: Operating or causing the operation of tools or equipment on private property used in alteration, construction, demolition, drilling, or repair work between the hours of 10:00 p.m. and 7:00 a.m., so that the sound creates a noise disturbance across a residential property line, except for emergency work of public service utilities.

B. Loading and Unloading Operations. Loading, unloading, opening, closing or other handling of boxes, crates, containers, building materials, garbage cans, or similar objects on private property between the hours of 10:00 p.m. and 7:00 a.m. in a manner to cause a noise disturbance.

C. Public Nuisance Noise. Public nuisance noise is noise that is generally not associated with a particular land use but creates a nuisance situation by reason of its being disturbing, excessive, or offensive. Examples would include excessively loud noise from alarms, animals, horns, musical instruments, stereos, tape players, televisions, vehicle or motorboat repairs and testing, and similar noise as required by Chapter 8.20 and Sections 9.40.040 and 9.40.050 of the Municipal Code.

D. Stationary Nonemergency Signaling Devices. Sounding or allowing the sounding of an electronically amplified signal from a stationary bell, chime, siren, whistle, or similar device intended primarily for nonemergency purposes, from private property for more than 10 consecutive seconds in any hourly period as required by Section 8.20.030(B) of the Municipal Code.

16.60.040 Standards.

The following provisions shall apply to all uses and properties, as described below, and shall establish the City's standards concerning acceptable noise levels for both noise-sensitive land uses and for noise-generating land uses and transportation-related sources:

A. Standards For Proposed Noise-Sensitive Land Uses on Noise-Impacted Sites (Except Infill Areas). Excluding proposed noise-sensitive land uses on infill sites, which shall comply with subsection C of this section:

1. Existing Transportation-Related Noise Sources. Proposed noise sensitive land uses that will be impacted by existing or projected transportation noise sources shall be required to mitigate the noise levels from these transportation noise sources so that the resulting noise levels on the proposed noise-sensitive land use(s) do not exceed the standards in Table 3-7, Part I.
2. Existing Land Use-Related Noise Sources. Proposed noise sensitive land uses that will be impacted by existing land use-related noise sources shall be required to mitigate the noise

levels from those noise sources so that the resulting noise levels on the proposed noise-sensitive land use(s) do not exceed the standards in Table 3-7, Part II.

TABLE 9: PART II: LAND USE-RELATED NOISE STANDARDS

Noise Level Descriptor, dB	Daytime (7 a.m. to 10 p.m.)	Nighttime (10 p.m. to 7 a.m.)
Hourly L_{eq}	55	45
Maximum Sound Level L_{max}	75	65

Notes:

(1) The noise standard must be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards must be applied on the receiving side of noise barriers or other property line noise mitigation measures.

(2) Each of the noise level standards specified must be decreased by 5 for impulse noise, simple tone noise, or noise consisting primarily of speech or music.

Source: City of Stockton Municipal Code Section 16.60.040, Standards.

2. Commercial, Industrial, and Other Land Use-Related Noise Sources (Except Infill Sites).

   a. New and Expanded Noise Sources. Land use-related projects that will create new noise sources or expand existing noise sources shall be required to mitigate their noise levels so that the resulting noise:

      i. Does not adversely impact noise-sensitive land uses; and

      ii. Does not exceed the standards specified in Table 3-7, Part II.

Noise levels shall be measured at the property line of the nearest site which is occupied by, zoned for, and/or designated on the City's General Plan Diagram to allow the development of, noise-sensitive land uses.

   b. Maximum Sound Level.

      i. Commercial.

         a) The maximum sound level (L_{max}) produced by commercial land uses or by other permitted noise-generating activities on any retail commercial zoning district (i.e., CO, CN, CG, CD, CL, or CA districts) shall not exceed 75 dB; and

         b) The hourly equivalent sound level (Leq) from these land uses shall not exceed 65 dB during daytime or nighttime hours as measured at the property line of any other adjoining retail commercial zoning district (CO, CN, CG, CD, CL, or CA districts).

      ii. Industrial.

         a) The maximum sound level (L_{max}) produced by industrial land uses or by other permitted noise-generating activities on any industrial (IL, IG, or PT) or public facilities (PF) zoning district shall not exceed 80 dB; and

b) The hourly equivalent sound level (Leq) from these land uses shall not exceed 70 dB during daytime or nighttime hours as measured at the property line of any other adjoining IL, IG, PT, or PF district.

c) Where industrial or public facilities uses abut a retail commercial use or zone, the maximum noise levels shall not exceed the above-listed standards for commercial uses and zones (i.e., Lmax = 75 dB and Leq = 65 dB).

c. Adjacent to Other Uses. If commercial, industrial, or public facilities land uses are adjacent to any noise-sensitive land uses or vacant residential (RE, RL, RM, or RH) or open space (OS) zoning districts, these uses shall comply with the performance standards contained in Table 3-7, Part II.

County of San Joaquin

County of San Joaquin Development Code

The San Joaquin County Development Regulations, Section 9-1025.9(b) establishes land use noise level standards for new non-transportation or "stationary" noise sources, as outlined below that would be applicable to the proposed activities under the new permit.

9-1025.9(b) Stationary Noise Sources.

Proposed projects that will create new stationary noise sources shall be required to mitigate the noise levels from these stationary noise sources so as not to exceed the noise level standards specified in **Table 9-1025.9(b),** Part II (Table 10).

TABLE 10: PART II: STATIONARY NOISE SOURCES

	Outdoor Activity Areas[1] Daytime[2] (7 a.m. to 10 p.m.)	**Outdoor Activity Areas[1] Nighttime[2] (10 p.m. to 7 a.m.)**
Hourly Equivalent Sound Level (L_{eq}),dB	50	45
Maximum Sound Level (L_{max}), dB	70	65

Notes:

(1) Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line mitigation measures.

(2) Each of the noise level standards specified shall be reduced by 5 dB for impulsive noise, single tone noise, or noise consisting primarily of speech or music.

Source: Develop Code Section 16.60.040, Standards.

Summary of Applicable Noise Level Standards

The proposed project is located on a parcel that is proposed to be annexed by the City of Stockton. Therefore, noise generated by the project uses (stationary noise) has the potential to affect sensitive receptors in the City of Stockton and the County of San Joaquin.

The City of Stockton noise level standards require that new projects in the vicinity of existing sensitive receptors generate noise levels no greater than 55 dBA L_{eq} and 75 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

The County of San Joaquin noise level standards require that new projects in the vicinity of existing sensitive receptors generate noise levels no greater than 50 dBA L_{eq} and 70 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Criteria for Acceptable Vibration

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person's perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 11**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

TABLE 11: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of "architectural" damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize "architectural" damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" dam age and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-f]).

Would the project:

a. Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b. Generate excessive groundborne vibration or groundborne noise levels?

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it "increases substantially the ambient noise levels for adjoining areas." Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 12** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn}.

TABLE 12: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the **Table 12** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn}, or 3 dB or more where existing noise levels are between 60 to 65 dB L_{dn}. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn}. The rationale for the **Table 12** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: ***Would the project generate 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?***

Traffic Noise Increases at Off-Site Receptors

The FICON guidelines specify criteria to determine the significance of traffic noise impacts. Where existing traffic noise levels are greater than 65 dB L_{dn}, a +1.5 dB L_{dn} increase in roadway noise levels will be considered significant. According to **Tables 3-5**, the maximum increase is traffic noise at the nearest sensitive receptor is predicted to be 1.3 dBA.

Therefore, impacts resulting from increased traffic noise would be considered ***less-than-significant***.

Operational Noise at Sensitive Receptors

The City of Stockton noise level standards require that new projects in the vicinity of existing sensitive receptors generate noise levels no greater than 55 dBA L_{eq} and 75 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

The County of San Joaquin noise level standards require that new projects in the vicinity of existing sensitive receptors generate noise levels no greater than 50 dBA L_{eq} and 70 dBA L_{max} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} and 65 dBA L_{max} during nighttime (10:00 p.m. to 7:00 a.m.) hours.

It should be noted that the noise-generating uses associated with the proposed project are not predicted to generate maximum noise levels more than 20 dBA above the average (L_{eq}) noise levels. The City of Stockton's and San Joaquin County's maximum noise level standards for both daytime and nighttime hours are 20 dBA above the average noise level standards. Therefore, where the average project-generated noise levels comply with the City's and the County's standards, project-generated maximum noise levels will also comply.

As shown on **Figure 3**, the project is predicted to expose nearby residences to noise levels up to 40 dBA, L_{eq} during both daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours. The proposed project is predicted to comply with the City's and the County's average (L_{eq}) and maximum (L_{max}) noise level standards without any additional noise control measures.

This is a ***less-than-significant*** impact, and no mitigation is required.

Construction Noise

During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA L_{max} at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and

equipment to and from the construction site. This noise increase would be of short duration and would occur during daytime hours.

Noise from localized point sources (such as construction sites) typically decreases by approximately 6 dBA with each doubling of distance from source to receptor. Given this noise attenuation rate and assuming no noise shielding from either natural or human-made features (e.g., trees, buildings, fences), outdoor receptors within approximately 1,600 feet of construction sites could experience maximum instantaneous noise levels of greater than 60 dBA when on-site construction-related noise levels exceed approximately 90 dBA at the boundary of the construction site. As previously discussed, nearby noise-sensitive receptors consist predominantly of residential dwellings located near the northern and eastern boundaries of the project site.

The City of Stockton Noise Ordinance places limitations on the acceptable hours of construction. During development of the proposed project, construction activities occurring during the more noise-sensitive late evening and nighttime hours (i.e., 10 PM to 7 AM) are prohibited. Additionally, there are several residential uses directly north and east of the project site which may be subject to construction noise. As a result, noise-generating construction activities would be considered to have a ***potentially significant*** short-term impact.

Mitigation Measure

1(a) The City shall establish the following as conditions of approval for any permit that results in the use of construction equipment:

- Construction shall be limited to 7:00 a.m. to 10:00 p.m.
- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

Timing/Implementation: Implemented prior to approval of grading and/or building permits
Enforcement/Monitoring: City of Stockton Community Development Services Department

Implementation of mitigation measures 1(a) would help to reduce construction-generated noise levels. With mitigation, this impact would be considered ***less-than-significant***.

IMPACT 2: WOULD THE PROJECT GENERATE EXCESSIVE GROUNDBORNE VIBRATION OR GROUNDBORNE NOISE LEVELS?

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located approximately 26 feet, or further, from typical construction activities. At these distances construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours.

This is a **less-than-significant** impact and no mitigation is required.

Impact 3: ***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?***

There are no airports within 2 miles of the project site. Therefore, this impact is not applicable to the proposed project.

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Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous and Short-Term Ambient Noise Measurement Results

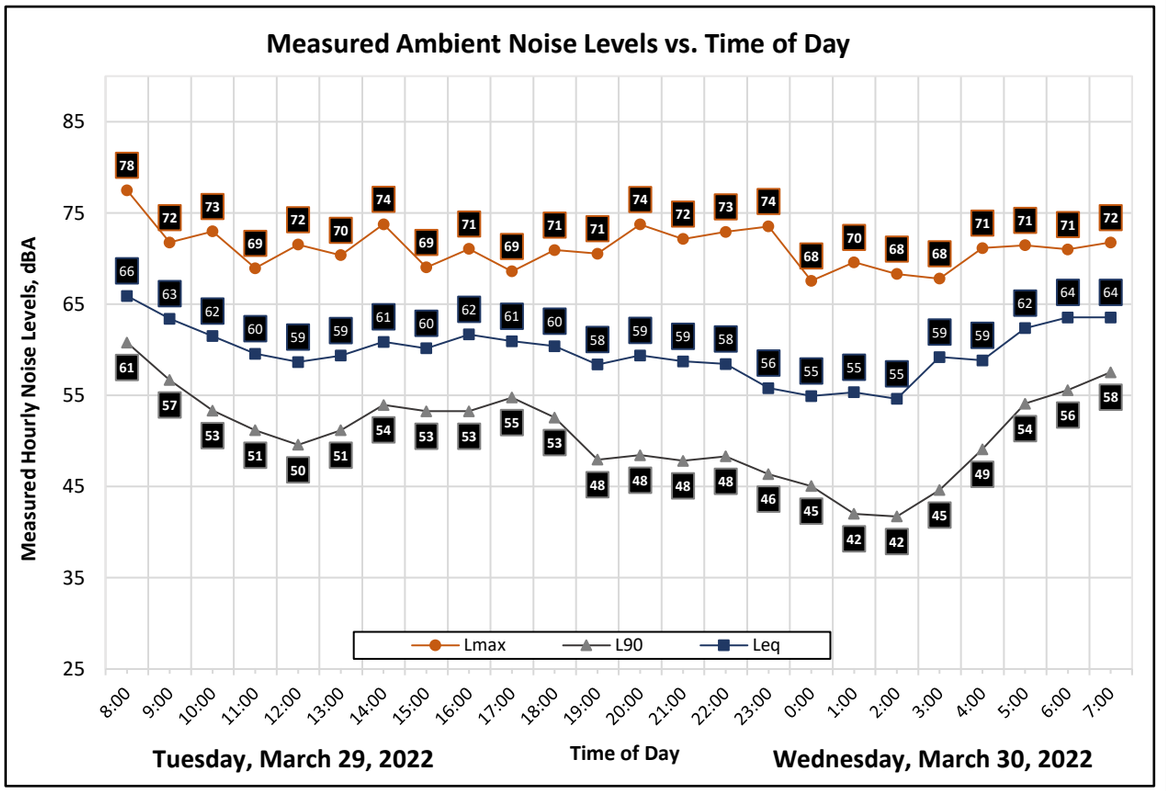


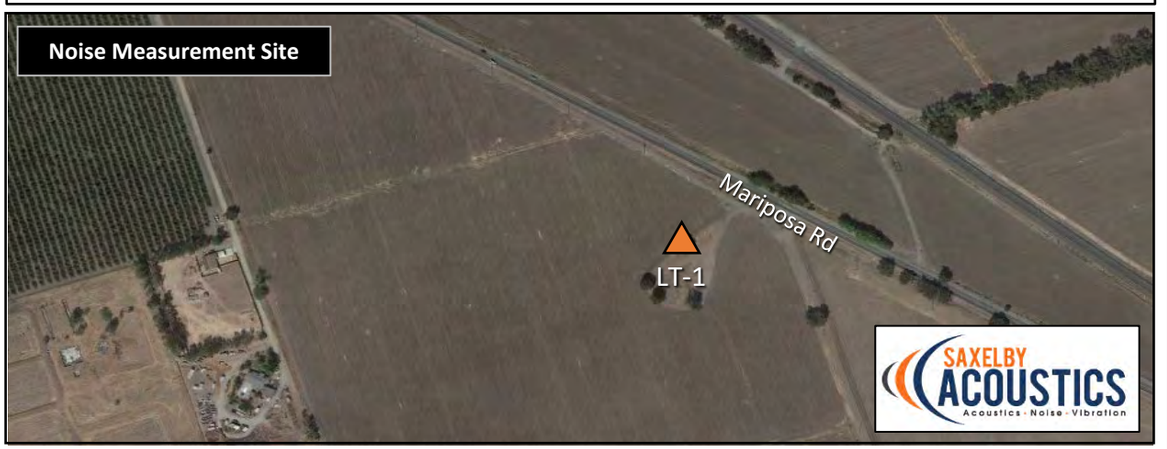
Appendix B1: Continuous Noise Monitoring Results

Site: LT-1
Project: Mariposa Industrial Park 2 **Meter:** LDL 820-1
Location: North East Project Boundary **Calibrator:** CAL200
Coordinates: 37.9213866°, -121.2021586°

Date	Time	Measured Level, dBA			
		L_{eq}	L_{max}	L_{50}	L_{90}
Tuesday, March 29, 2022	8:00	66	78	65	61
Tuesday, March 29, 2022	9:00	63	72	63	57
Tuesday, March 29, 2022	10:00	62	73	60	53
Tuesday, March 29, 2022	11:00	60	69	58	51
Tuesday, March 29, 2022	12:00	59	72	57	50
Tuesday, March 29, 2022	13:00	59	70	58	51
Tuesday, March 29, 2022	14:00	61	74	60	54
Tuesday, March 29, 2022	15:00	60	69	59	53
Tuesday, March 29, 2022	16:00	62	71	60	53
Tuesday, March 29, 2022	17:00	61	69	60	55
Tuesday, March 29, 2022	18:00	60	71	59	53
Tuesday, March 29, 2022	19:00	58	71	56	48
Tuesday, March 29, 2022	20:00	59	74	56	48
Tuesday, March 29, 2022	21:00	59	72	56	48
Tuesday, March 29, 2022	22:00	58	73	55	48
Tuesday, March 29, 2022	23:00	56	74	51	46
Wednesday, March 30, 2022	0:00	55	68	50	45
Wednesday, March 30, 2022	1:00	55	70	46	42
Wednesday, March 30, 2022	2:00	55	68	46	42
Wednesday, March 30, 2022	3:00	59	68	56	45
Wednesday, March 30, 2022	4:00	59	71	56	49
Wednesday, March 30, 2022	5:00	62	71	61	54
Wednesday, March 30, 2022	6:00	64	71	63	56
Wednesday, March 30, 2022	7:00	64	72	63	58

Statistics	Leq	Lmax	L50	L90
Day Average	61	72	59	53
Night Average	58	70	54	47
Day Low	58	69	56	48
Day High	66	78	65	61
Night Low	55	68	46	42
Night High	62	74	63	56
Ldn	65	Day %		79
CNEL	65	Night %		21





Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1
FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 220216
Description: Mariposa Industrial Park 2 - Existing
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 99 Southbound Rar	North of Golden Gate Ave.	7,840	84	0	16	1.0%	17.0%	45	180	-5	285	132	61	58.0
2	Golden Gate Ave.	East of SR 99 Southbound Ramp	9,760	84	0	16	1.0%	17.0%	45	140	0	330	153	71	65.6
3	South Golden Gate Av	East of SR 99 Northbound Ramp	11,460	84	0	16	1.0%	17.0%	45	115	-5	368	171	79	62.6
4	South Golden Gate Av	West of SR 99 Northbound Ramp	9,710	84	0	16	1.0%	17.0%	45	340	-5	329	153	71	54.8
5	SR 99 Northbound Rar	North of Golden Gate Ave.	8,890	84	0	16	1.0%	17.0%	45	90	-5	310	144	67	63.1
6	E. Mariposa Rd.	East of 99 Frontage Rd.	12,290	79	0	21	1.0%	17.0%	55	80	-5	519	241	112	67.2
7	E. Mariposa Rd.	West of 99 Frontage Rd.	8,600	79	0	21	1.0%	17.0%	55	510	-5	409	190	88	53.6
8	SR 99 Southbound Rar	North of E. Mariposa Rd.	13,100	84	0	16	1.0%	17.0%	45	130	-5	402	187	87	62.4
9	Mariposa Road	West of SR 99 Southbound Ramp	12,190	79	0	21	1.0%	17.0%	55	510	-5	516	240	111	55.1
10	SR 99 Northbound Rar	South of E. Mariposa Rd.	11,140	84	0	16	1.0%	17.0%	45	2000	-5	361	167	78	43.8
11	E. Mariposa Rd.	East of SR 99 Northbound Ramp	12,170	79	0	21	1.0%	17.0%	55	1500	-5	516	239	111	48.0
12	E. Mariposa Rd.	West of SR 99 Northbound Ramp	13,400	79	0	21	1.0%	17.0%	55	2000	-5	550	255	119	46.6
13	E. Mariposa Rd.	East of Stagecoach Rd.	12,420	79	0	21	1.0%	17.0%	55	850	0	523	243	113	56.8
14	E. Mariposa Rd.	West of Stagecoach Rd.	14,000	79	0	21	1.0%	17.0%	55	260	0	566	263	122	65.1
15	Mariposa Road	East of E. Munford Ave.	10,190	79	0	21	1.0%	17.0%	55	250	0	458	213	99	63.9
16	Mariposa Road	West of E. Munford Ave.	12,290	79	0	21	1.0%	17.0%	55	90	0	519	241	112	71.4
17	Mariposa Road	East of Carpenter Rd.	9,430	79	0	21	1.0%	17.0%	55	105	0	435	202	94	69.3
18	Mariposa Road	West of Carpenter Rd.	10,270	79	0	21	1.0%	17.0%	55	65	0	461	214	99	72.8
19	Mariposa Road	East of Farmington Road	13,230	79	0	21	1.0%	17.0%	55	40	0	545	253	118	77.0
20	Mariposa Road	West of Farmington Road	12,740	79	0	21	1.0%	17.0%	55	40	0	532	247	115	76.9

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Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 220216
Description: Mariposa Industrial Park 2 - Existing + Project
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 99 Southbound Rar	North of Golden Gate Ave.	7,930	84	0	16	1.0%	17.0%	45	180	-5	288	133	62	58.1
2	Golden Gate Ave.	East of SR 99 Southbound Ramp	9,810	84	0	16	1.0%	17.0%	45	140	0	331	154	71	65.6
3	South Golden Gate Av	East of SR 99 Northbound Ramp	11,460	84	0	16	1.0%	17.0%	45	115	-5	368	171	79	62.6
4	South Golden Gate Av	West of SR 99 Northbound Ramp	9,760	84	0	16	1.0%	17.0%	45	340	-5	330	153	71	54.8
5	SR 99 Northbound Rar	North of Golden Gate Ave.	8,940	84	0	16	1.0%	17.0%	45	90	-5	312	145	67	63.1
6	E. Mariposa Rd.	East of 99 Frontage Rd.	12,860	79	0	21	1.0%	17.0%	55	80	-5	535	248	115	67.4
7	E. Mariposa Rd.	West of 99 Frontage Rd.	9,140	79	0	21	1.0%	17.0%	55	510	-5	426	198	92	53.8
8	SR 99 Southbound Rar	North of E. Mariposa Rd.	14,170	84	0	16	1.0%	17.0%	45	130	-5	424	197	91	62.7
9	Mariposa Road	West of SR 99 Southbound Ramp	12,760	79	0	21	1.0%	17.0%	55	510	-5	532	247	115	55.3
10	SR 99 Northbound Rar	South of E. Mariposa Rd.	13,300	84	0	16	1.0%	17.0%	45	2000	-5	406	188	87	44.6
11	E. Mariposa Rd.	East of SR 99 Northbound Ramp	14,330	79	0	21	1.0%	17.0%	55	1500	-5	575	267	124	48.8
12	E. Mariposa Rd.	West of SR 99 Northbound Ramp	15,040	79	0	21	1.0%	17.0%	55	2000	-5	594	276	128	47.1
13	E. Mariposa Rd.	East of Stagecoach Rd.	15,780	79	0	21	1.0%	17.0%	55	850	0	613	285	132	57.9
14	E. Mariposa Rd.	West of Stagecoach Rd.	17,080	79	0	21	1.0%	17.0%	55	260	0	647	300	139	65.9
15	Mariposa Road	East of E. Munford Ave.	13,550	79	0	21	1.0%	17.0%	55	250	0	554	257	119	65.2
16	Mariposa Road	West of E. Munford Ave.	15,650	79	0	21	1.0%	17.0%	55	90	0	610	283	131	72.5
17	Mariposa Road	East of Carpenter Rd.	12,960	79	0	21	1.0%	17.0%	55	105	0	538	250	116	70.6
18	Mariposa Road	West of Carpenter Rd.	13,630	79	0	21	1.0%	17.0%	55	65	0	556	258	120	74.0
19	Mariposa Road	East of Farmington Road	13,770	79	0	21	1.0%	17.0%	55	40	0	560	260	121	77.2
20	Mariposa Road	West of Farmington Road	13,010	79	0	21	1.0%	17.0%	55	40	0	539	250	116	76.9

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Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 220216
Description: Mariposa Industrial Park 2 - EPAP
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 99 Southbound Rar	North of Golden Gate Ave.	9,530	84	0	16	1.0%	17.0%	45	180	-5	325	151	70	58.9
2	Golden Gate Ave.	East of SR 99 Southbound Ramp	11,490	84	0	16	1.0%	17.0%	45	140	0	368	171	79	66.3
3	South Golden Gate Av	East of SR 99 Northbound Ramp	13,360	84	0	16	1.0%	17.0%	45	115	-5	407	189	88	63.2
4	South Golden Gate Av	West of SR 99 Northbound Ramp	11,790	84	0	16	1.0%	17.0%	45	340	-5	375	174	81	55.6
5	SR 99 Northbound Rar	North of Golden Gate Ave.	11,770	84	0	16	1.0%	17.0%	45	90	-5	374	174	81	64.3
6	E. Mariposa Rd.	East of 99 Frontage Rd.	22,090	79	0	21	1.0%	17.0%	55	80	-5	768	356	165	69.7
7	E. Mariposa Rd.	West of 99 Frontage Rd.	17,270	79	0	21	1.0%	17.0%	55	510	-5	652	302	140	56.6
8	SR 99 Southbound Rar	North of E. Mariposa Rd.	12,580	84	0	16	1.0%	17.0%	45	130	-5	391	182	84	62.2
9	Mariposa Road	West of SR 99 Southbound Ramp	22,080	79	0	21	1.0%	17.0%	55	510	-5	767	356	165	57.7
10	SR 99 Northbound Rar	South of E. Mariposa Rd.	11,380	84	0	16	1.0%	17.0%	45	2000	-5	366	170	79	43.9
11	E. Mariposa Rd.	East of SR 99 Northbound Ramp	28,290	79	0	21	1.0%	17.0%	55	1500	-5	905	420	195	51.7
12	E. Mariposa Rd.	West of SR 99 Northbound Ramp	23,090	79	0	21	1.0%	17.0%	55	2000	-5	791	367	170	49.0
13	E. Mariposa Rd.	East of Stagecoach Rd.	22,270	79	0	21	1.0%	17.0%	55	850	0	772	358	166	59.4
14	E. Mariposa Rd.	West of Stagecoach Rd.	24,630	79	0	21	1.0%	17.0%	55	260	0	825	383	178	67.5
15	Mariposa Road	East of E. Munford Ave.	22,290	79	0	21	1.0%	17.0%	55	250	0	772	358	166	67.3
16	Mariposa Road	West of E. Munford Ave.	22,220	79	0	21	1.0%	17.0%	55	90	0	771	358	166	74.0
17	Mariposa Road	East of Carpenter Rd.	21,860	79	0	21	1.0%	17.0%	55	105	0	762	354	164	72.9
18	Mariposa Road	West of Carpenter Rd.	22,390	79	0	21	1.0%	17.0%	55	65	0	775	360	167	76.1
19	Mariposa Road	East of Farmington Road	26,230	79	0	21	1.0%	17.0%	55	40	0	861	400	185	80.0
20	Mariposa Road	West of Farmington Road	19,780	79	0	21	1.0%	17.0%	55	40	0	713	331	154	78.8

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Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 220216
Description: Mariposa Industrial Park 2 - EPAP + Project
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	SR 99 Southbound Rar	North of Golden Gate Ave.	9,560	84	0	16	1.0%	17.0%	45	180	-5	326	151	70	58.9
2	Golden Gate Ave.	East of SR 99 Southbound Ramp	11,540	84	0	16	1.0%	17.0%	45	140	0	369	171	80	66.3
3	South Golden Gate Av	East of SR 99 Northbound Ramp	13,360	84	0	16	1.0%	17.0%	45	115	-5	407	189	88	63.2
4	South Golden Gate Av	West of SR 99 Northbound Ramp	11,840	84	0	16	1.0%	17.0%	45	340	-5	376	174	81	55.7
5	SR 99 Northbound Rar	North of Golden Gate Ave.	11,820	84	0	16	1.0%	17.0%	45	90	-5	375	174	81	64.3
6	E. Mariposa Rd.	East of 99 Frontage Rd.	22,660	79	0	21	1.0%	17.0%	55	80	-5	781	362	168	69.8
7	E. Mariposa Rd.	West of 99 Frontage Rd.	17,810	79	0	21	1.0%	17.0%	55	510	-5	665	309	143	56.7
8	SR 99 Southbound Rar	North of E. Mariposa Rd.	13,650	84	0	16	1.0%	17.0%	45	130	-5	413	192	89	62.5
9	Mariposa Road	West of SR 99 Southbound Ramp	22,650	79	0	21	1.0%	17.0%	55	510	-5	781	362	168	57.8
10	SR 99 Northbound Rar	South of E. Mariposa Rd.	12,620	84	0	16	1.0%	17.0%	45	2000	-5	392	182	84	44.4
11	E. Mariposa Rd.	East of SR 99 Northbound Ramp	31,370	79	0	21	1.0%	17.0%	55	1500	-5	970	450	209	52.2
12	E. Mariposa Rd.	West of SR 99 Northbound Ramp	24,730	79	0	21	1.0%	17.0%	55	2000	-5	828	384	178	49.3
13	E. Mariposa Rd.	East of Stagecoach Rd.	25,630	79	0	21	1.0%	17.0%	55	850	0	848	393	183	60.0
14	E. Mariposa Rd.	West of Stagecoach Rd.	27,710	79	0	21	1.0%	17.0%	55	260	0	893	414	192	68.0
15	Mariposa Road	East of E. Munford Ave.	25,650	79	0	21	1.0%	17.0%	55	250	0	848	394	183	68.0
16	Mariposa Road	West of E. Munford Ave.	25,580	79	0	21	1.0%	17.0%	55	90	0	847	393	182	74.6
17	Mariposa Road	East of Carpenter Rd.	25,280	79	0	21	1.0%	17.0%	55	105	0	840	390	181	73.5
18	Mariposa Road	West of Carpenter Rd.	25,750	79	0	21	1.0%	17.0%	55	65	0	850	395	183	76.7
19	Mariposa Road	East of Farmington Road	26,770	79	0	21	1.0%	17.0%	55	40	0	873	405	188	80.1
20	Mariposa Road	West of Farmington Road	20,050	79	0	21	1.0%	17.0%	55	40	0	720	334	155	78.8

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Appendix C-5

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 220216
Description: Mariposa Industrial Park 2 - Cumulative
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Mariposa Road	East of Northwest Project Driveway	18,520	79	0	21	1.0%	17.0%	55	1000	0	683	317	147	57.5
2	Mariposa Road	West of Northwest Project Driveway	19,280	79	0	21	1.0%	17.0%	55	1000	0	701	325	151	57.7
3	Mariposa Road	East of Southeast Project Driveway	19,030	79	0	21	1.0%	17.0%	55	1000	0	695	323	150	57.6
4	Mariposa Road	West of Southeast Project Driveway	22,510	79	0	21	1.0%	17.0%	55	1000	0	777	361	167	58.4

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Appendix C-6

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 220216
Description: Mariposa Industrial Park 2 - Cumulative + Project
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset 60 dBA	65 dBA	70 dBA	Level, dBA
1	Mariposa Road	East of Northwest Project Driveway	19,600	79	0	21	1.0%	17.0%	55	1000	0	709	329	153	57.8
2	Mariposa Road	West of Northwest Project Driveway	22,820	79	0	21	1.0%	17.0%	55	1000	0	785	364	169	58.4
3	Mariposa Road	East of Southeast Project Driveway	19,290	79	0	21	1.0%	17.0%	55	1000	0	701	326	151	57.7
4	Mariposa Road	West of Southeast Project Driveway	23,590	79	0	21	1.0%	17.0%	55	1000	0	802	372	173	58.6

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Acoustics · Noise · Vibration

APPENDIX G
TRAFFIC IMPACT STUDY

TRAFFIC IMPACT STUDY

FOR

THE MARIPOSA INDUSTRIAL PARK PROJECT #2

Stockton, California

Prepared For:

BaseCamp Environmental

Prepared By:

KD Anderson & Associates
3853 Taylor Road, Suite G
Loomis, California 95650
(916) 660-1555

August 30, 2022

0780-23

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TRAFFIC IMPACT STUDY FOR
THE MARIPOSA INDUSTRIAL PARK PROJECT #2

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EXECUTIVE SUMMARY

This *Executive Summary* is a brief overview of the analysis presented in this traffic impact study. It is not intended to be a comprehensive description of the analysis. For more details, the reader is referred to the full description presented in the traffic impact study.

This traffic impact study presents an analysis of the traffic-related effects of the Mariposa Industrial Park Project #2 (Mariposa 2 project). The project is located in unincorporated San Joaquin County, southeast of the City of Stockton, east of State Route (SR) 99, north of Littlejohns Creek, southwest of Mariposa Road. The project site is approximately 107.5 acres in size and is proposed to include 1,732,987 building square feet (sf) of industrial land use.

Access to the Mariposa 2 project site would be provided via two driveway connections to Mariposa Road.

This traffic impact study includes analysis of:

- 15 intersections,
- 12 roadway segments, and
- 13 freeway ramp junction areas.

These study facilities are analyzed under the following five development scenarios:

- Existing Conditions,
- Near-Term Future Existing Plus Approved Projects (EPAP) No Mariposa 2 Project Conditions,
- Near-Term Future EPAP Plus Mariposa 2 Project Conditions,
- Long-Term Future Cumulative No Mariposa 2 Project Conditions, and
- Long-Term Future Cumulative Plus Mariposa 2 Project Conditions.

Under Existing Conditions, all study intersections operate at conditions which are considered acceptable. One study roadway segment and one freeway weave area operate at conditions which are considered unacceptable. This traffic impact study presents a recommended improvement for the study roadway segment.

Under EPAP No Mariposa 2 Project conditions, three study intersections, two study roadway segments, and three study freeway ramp and weave facilities would experience operating conditions which are considered unacceptable. This traffic impact study presents recommended improvements for two of the study intersections, and one of the study roadway segments.

Under EPAP Plus Mariposa 2 Project conditions, four study intersections, two study roadway segments, and three study freeway ramp and weave facilities would experience operating conditions which are considered unacceptable. The project-related change at two study intersections would be considered a significant inconsistency with General Plan policies and recommended improvements are identified to reduce the inconsistency to a less than significant level.

Under Cumulative No Mariposa 2 Project conditions, three study roadway segments would experience operating conditions which are considered unacceptable. This traffic impact study presents recommended improvements for two of these three facilities.

Under Cumulative Plus Mariposa 2 Project conditions, three study roadway segments would experience operating conditions which are considered unacceptable. The project-related change at one study roadway segment would be considered a significant inconsistency with General Plan policies and a recommended improvement is identified to reduce the inconsistency to a less than significant level.

In addition to presenting an analysis of traffic operating conditions, this traffic impact study also presents analysis of project-related impacts on

- demand for public transit services,
- demand for bicycle and pedestrian facilities, and
- vehicle miles traveled.

INTRODUCTION

STUDY PURPOSE

This traffic impact study presents an analysis of the traffic-related effects of the proposed Mariposa Industrial Park Project #2 (Mariposa 2 project).

PROJECT DESCRIPTION

The following is a description of the Mariposa 2 project.

Project Location

The Mariposa 2 project site is in the San Joaquin County unincorporated area, adjacent to the southeastern limits of the City of Stockton. **Figure 1** presents an aerial photograph of the vicinity of the project site. The project site encompasses approximately 107.5 acres.

Project Land Uses

The project proposes to develop the project site for light industrial land uses, expected to consist of warehousing and distribution space. The details of the proposed development are discussed below.

The project proposes the annexation of the project site into the City of Stockton. The City would submit an annexation application to the San Joaquin Local Agency Formation Commission (LAFCO), which would be responsible for a decision on the annexation.

The project site is currently zoned by the County as AG-40 – General Agriculture with a 40-acre minimum parcel size. The project would include a request that the City pre-zone the entire project site Industrial, Limited (IL). This pre-zoning would be consistent with the current Industrial designation of the project site under the City of Stockton General Plan (City of Stockton 2018a) and with the proposed project.

Upon annexation, the project site is proposed to be developed with light industrial land uses expected to consist of warehousing and distribution space. **Figure 2** shows a conceptual site plan. As shown in **Figure 2**, the Mariposa 2 project would include 1,732,987 building square feet of proposed development.

A total of approximately 1,940 parking stalls would be provided throughout the project site. Of that total, approximately 1,463 stalls would be for automobiles, 29 of which would be accessible to drivers with disabilities. Approximately 445 stalls would be for trucks and trailers.

Circulation

Access would be from two driveways off Mariposa Road in the northeastern portion of the project site. In this traffic impact study, these two access locations are referred to as the

"Northwest Project Driveway" and the "Southeast Project Driveway". The Northwest Project Driveway would provide the main access to the project site, with an access road leading to most of the proposed development. The Southeast Project Driveway would provide access to the two easternmost buildings proposed on the site. Curb, gutter, and sidewalk would be installed along existing undeveloped street frontage in accordance with City standards. In addition, access to the project site would be made available from Newcastle Road for emergency vehicles only. Access to Newcastle Road would include a bridge over Littlejohns Creek.

Desirable intersection spacing is often considered to be 1,000 feet between intersections. The distance between the driveway intersections for the Southeast Project Driveway and the Northwest Project Driveway is approximately 1,125 feet. This distance is considered to be adequate.

In the near-term future, this traffic impact study assumes the Northwest Project Driveway connection with Mariposa Road would include signalized intersection control. In the near-term future, the Southeast Project Driveway would include unsignalized stop-sign control, with the driveway being the controlled approach. In the long-term future, the Stockton General Plan includes widening of Mariposa Road from two lanes (one lane in each direction) to four lanes (two lanes in each direction). In the long-term future, this traffic impact study assumes the Northwest Project Driveway connection would be signalized, and the Southeast Project Driveway connection would be unsignalized with turns limited to right-in/right-out movements.

Project site frontage improvements will be geometrically designed to accommodate Surface Transportation Assistance Act (STAA) design vehicle truck movements and heavy truck loads.

OVERALL ANALYSIS APPROACH

As noted above, this traffic impact study presents an analysis of the traffic-related effects of the Mariposa 2 project. This analysis is conducted using near-term future background conditions and long-term future background conditions. Future background conditions are based on the City of Stockton General Plan. Analysis of traffic operating conditions under the following five scenarios is presented in this traffic impact study:

- Existing Conditions,
- EPAP No Mariposa 2 Project,
- EPAP Plus Mariposa 2 Project,
- Cumulative No Project, and
- Cumulative Plus Project.

Existing Plus Approved Projects conditions are a near-term background condition which includes existing traffic levels, and traffic associated with approved but unconstructed land use development projects in vicinity of the project site.

Cumulative conditions with the City of Stockton General Plan are a long-term background condition which includes future year forecasts of traffic volumes, based on development of surrounding land uses. This set of scenarios assumes 2040 conditions with future development consistent with the General Plan.

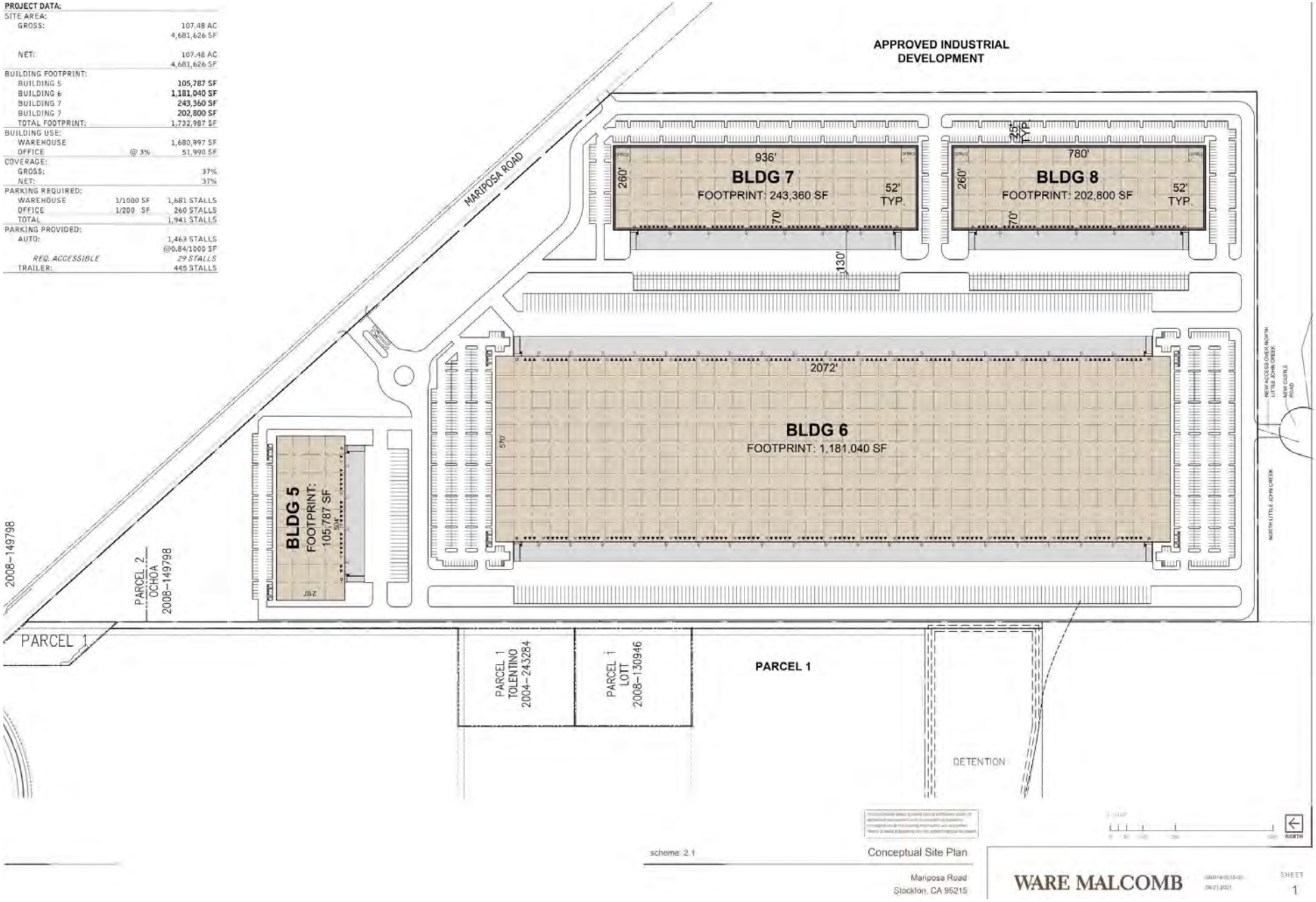


VICINITY MAP

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figure 1



SITE PLAN

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figure 2

EXISTING SETTING

This section of this traffic impact study presents a description of existing conditions in the study area. Information presented in this section of the study is based on on-site field observations, traffic count data collected for this study, and other data available from local and state agencies.

This section of the traffic impact study also describes analysis methods applied for this study, and thresholds used to determine the significance of project-related effects.

STUDY AREA ROADWAYS

This traffic impact study presents analyses of traffic operating conditions at intersections, on roadways, and at freeway ramp junctions, in the study area that may be affected by the proposed project. The limits of the study area were identified through discussions with City of Stockton staff (Moore pers. comm.).

The following is a description of roadways that provide access to the proposed project site. These roadways are shown in **Figure 1** and **Figure 3**.

State Route 99 is a freeway that traverses the Central Valley, connecting Sacramento and points north with numerous Central Valley cities, including Modesto, Merced, Fresno and Bakersfield. Three travel lanes are provided in each direction in the vicinity of the project site, with auxiliary lanes present at some locations. Twelve interchanges are provided along the 12-mile length of SR 99 within and adjacent to the Stockton City limits. Average daily traffic (ADT) volumes on SR 99 range between 80,600 and 92,300 in the vicinity of the project site based on data available at California Department of Transportation 2022. The speed limit on SR 99 is 65 miles per hour (mph) in the vicinity of the proposed project site.

Mariposa Road is a west-northwest-to-east-southeast roadway connecting Dr. Martin Luther King Jr. Boulevard in south Stockton with Escalon Bellota Road north of Escalon. In the vicinity of the project site, Mariposa Road is a two-lane roadway. The portion of Mariposa Road southeast of Carpenter Road has a 55 mph posted speed limit. Between Carpenter Road and 8th Street/ Farmington Road (northwest of SR 99), the posted speed limit is 50 mph. Mariposa Road crosses a railroad track with a grade-separated railroad crossing located just east of the intersection with Austin Road. Limited pedestrian and no bicycle facilities are provided along the roadway within the study area. Mariposa Road is classified in the City of Stockton General Plan (City of Stockton 2018a) as an arterial roadway. In the future, the General Plan indicates Mariposa Road would be six lanes wide from Dr. Martin Luther King Jr. Boulevard to Carpenter Road and four lanes wide from Carpenter Road to southeast of Austin Road.



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STUDY AREA

figure 3

Crosstown Freeway (SR 4) is an east-west freeway that traverses downtown Stockton. The eastern terminus of the Crosstown Freeway is at SR 99. The western terminus of the Crosstown Freeway is at Navy Drive, approximately 1.4 miles west of Interstate 5 (I-5). The Crosstown Freeway is designated SR 4, which continues west to Interstate 80 in the San Francisco Bay Area, and continues east into the Sierra Nevada foothills. The portion of the Crosstown Freeway immediately west of SR 99 is eight lanes wide. It is six to eight lanes wide through downtown Stockton. West of I-5, it is four lanes wide.

Carpenter Road is a west-southwest-to-east-northeast two-lane roadway that connects with Mariposa Road at an unsignalized intersection approximately one-half mile west-northwest of the project site. The east-northeastern terminus of Carpenter Road is approximately 0.9 mile east-northeast of Mariposa Road. To the west-southwest, Carpenter Road terminates at SR 99 East Frontage Road, approximately 0.8 mile west-southwest of Mariposa Road. West of SR 99, a discontinuous portion of Carpenter Road extends west-southwest to Airport Way. Carpenter Road is classified in the City of Stockton General Plan (City of Stockton 2018a) as a collector roadway with a future east-northeast extension connecting to a future northern extension of Austin Road.

Munford Avenue is a west-southwest-to-east-northeast two-lane roadway that connects with Mariposa Road at a signalized intersection approximately one mile west-northwest of the project site. The east-northeastern terminus of Munford Avenue is at Mariposa Road. To the west-southwest, Munford Avenue terminates at SR 99 East Frontage Road, approximately 0.4 mile west-southwest of Mariposa Road. West of SR 99, a discontinuous portion of Munford Avenue extends approximately 0.4 mile west-southwest of SR 99.

Stagecoach Road is a north-south two-lane roadway with a southern terminus at a signalized intersection with Mariposa Road and a northern terminus at Farmington Road. The southwest leg of the intersection of Mariposa Road & Stagecoach Road is a gated driveway for Oldcastle Infrastructure.

Farmington Road is an east-west roadway with an overcrossing of SR 99. In the immediate vicinity of SR 99, it is two lanes wide. Approximately one-quarter mile east of SR 99, Farmington Road intersects with Golden Gate Avenue. East of this intersection, Farmington Road is two lanes to four lanes wide, with a center two-way left-turn lane (CTWLTL) along portions of the roadway. Farmington Road continues east into the Sierra Nevada foothills as SR 4. Approximately one-half mile west-southwest of SR 99, Farmington Road intersects with Mariposa Road. To the west-southwest of Mariposa Road, the roadway continues as 8th Street. Discontinuous portions of 8th Street extend to the southwest portion of Stockton.

Golden Gate Avenue is a northwest-to-southeast roadway with an interchange on SR 99. The roadway is four lanes wide southeast of SR 99 and two lanes wide northwest of SR 99. The southeastern terminus of Golden Gate Avenue is at Farmington Road, approximately one-quarter mile southeast of SR 99. Approximately one-third of a mile northwest of SR 99, Golden Gate Avenue transitions to a north-northwest – south-southeast alignment. This portion of Golden Gate Avenue has a north-northwest terminus at the Crosstown Freeway. Discontinuous portions of Golden Gate Avenue are present north of the Crosstown Freeway.

Fremont Street is a west-southwest – to – east-northeast roadway with an interchange on SR 99. In the immediate vicinity of SR 99 and extending west-southwest to Wilson Way, Fremont Street is four lanes wide. West of Wilson Way, discontinuous portions of Fremont Street are two lanes wide, traverse downtown Stockton, and terminate west of I-5. East-northeast of SR 99, Fremont Street is two lanes wide and is designated SR 26. SR 26 extends to the northeast into the Sierra Nevada foothills.

Austin Road is a north-south roadway that extends south from Mariposa Road, and passes through Manteca before terminating at Caswell Memorial State Park. Within the project study area, Austin Road is a two-lane roadway with no pedestrian or bicycle facilities. Austin Road is classified in the City of Stockton General Plan (City of Stockton 2018a) as an arterial roadway with a future west-northwest extension to Main Street.

Arch Road / Arch-Airport Road / Sperry Road / French Camp Road is an east-west roadway with several names. It is classified in the City of Stockton General Plan (City of Stockton 2018) as an arterial roadway. The roadway extends from Carolyn Weston Boulevard in the west to the Burlington Northern Santa Fe (BNSF) facility east of Austin Road. In the study area, Arch Road is generally a two-lane roadway with a posted speed limit of 45 mph. Additional lanes are provided at some portions, including the portion in the vicinity of the SR 99 interchange. Arch Road is currently undergoing improvements with some segments widened to provide additional travel capacity. In some cases, the widened portions are not yet striped to accommodate additional traffic. Sidewalks are provided along some portions of Arch Road, including portions on the north side from Logistics Drive to approximately 100 feet east of Fite Court, and on the south side from Logistics Drive to Newcastle Road. There are no bicycle facilities on Arch-Airport Road/Arch Road in the project study area.

SR 99 East Frontage Road is aligned parallel to and east of SR 99. North of Arch Road, this roadway curves to the east, becoming Munford Avenue, and terminates at Mariposa Road. South of Arch Road, the roadway becomes Kingsley Road, terminating approximately 1.5 miles south of Arch Road. SR 99 East Frontage Road is a two-lane roadway with limited pedestrian facilities and no bicycle facilities in the project study area.

Qantas Lane is a north-south roadway that begins at Boeing Way to the north. South of Arch-Airport Road, Qantas Lane becomes SR 99 West Frontage Road located on the west side of SR 99. North of Arch-Airport Road, Qantas Lane is a two-lane roadway, while four travel lanes are provided south of Arch-Airport Road. South of the vicinity of Arch-Airport Road, Qantas Lane transitions to a two-lane roadway (one lane in each direction). Limited pedestrian facilities and no bicycle facilities are provided along Qantas Lane within the project study area.

TRUCK ROUTES

The City of Stockton *Truck Routes* map (City of Stockton 2009) and *STAA Truck Routes* map (City of Stockton 2017) describe truck routes in the Stockton area. Some of the truck routes are designated for use by STAA design vehicle trucks. These are large vehicles that have relatively

large turning radii, and require roadway design features that accommodate the large turning radii. The following are designated truck routes in the vicinity of the project site:

- Mariposa Road from Dr. Martin Luther King Jr. Boulevard to east-southeast of Austin Road is a route for vehicles transporting flammable liquids.

- Sperry Road/Arch Airport Road/Arch Road from McKinley Avenue to Austin Road is a City designated truck route.

- Mariposa Road from Dr. Martin Luther King Jr. Boulevard to Munford Avenue is a designated STAA truck route. Portions are designated by the City and portions are designated by the County of San Joaquin.

- Munford Avenue from Mariposa Road to 3730 Munford Avenue is designated by the County as an STAA truck route.

- Golden Gate Avenue from SR 99 to Dr. Martin Luther King Jr. Boulevard is a County designated STAA truck route, and Dr. Martin Luther King Jr. Boulevard from Golden Gate Avenue to I-5 is a City designated STAA truck route.

- Fremont Street from Windsor Avenue (west of SR 99) to Cardinal Avenue (east of SR 99), and Cardinal Avenue from Fremont Street to 207 N. Cardinal Avenue are County designated STAA truck routes.

- French Camp Road/Sperry Road/Arch Airport Road/Arch Road from I-5 to Austin Road is a designated STAA truck route. Portions are designated by the City and portions are designated by the County.

- Qantas Lane from Arch-Airport Road to Boeing Way, and Boeing Way from Qantas Lane to Airport Way are City designated STAA truck routes.

- Newcastle Road north of Arch Road is a City designated STAA truck route.

Routes anticipated to be used by STAA trucks to access the project site include the following (Ebenal pers. comm.):

- SR 99 north of Fremont Street,
- SR 99 south of Arch Road,
- Crosstown Freeway west of SR 99,
- Golden Gate Avenue west of SR 99,
- Golden Gate Avenue east of SR 99,
- Mariposa Road west of SR 99,
- Boeing Way west of Qantas Lane,
- Arch-Airport Road west of Qantas Lane, and
- Airport Way.

PUBLIC TRANSPORTATION

The San Joaquin Regional Transit District (SJRTD) is the primary provider of public transportation service in San Joaquin County, providing services to the Stockton metropolitan area, as well as inter-city, inter-regional, and rural transit service. SJRTD provides fixed-route, flexible fixed-route, and dial-a-ride services in Stockton. Each service is described in more detail below. (San Joaquin Regional Transit District 2022)

- Local fixed route service is provided by 33 routes.
- Bus Rapid Transit (BRT) service is provided by five routes.
- Interregional Commuter Route service is a subscription commuter bus service. A total of four routes connect San Joaquin County to Sacramento, the San Francisco Bay Area, and the Bay Area Rapid Transit (BART) system.
- SJRTD operates a Dial-a-Ride service for those individuals who, due to their disability, are functionally unable to use fixed-route services. Stockton Metro Area Dial-A-Ride (SMA-ADA) is a curb-to-curb service operating within Stockton Metropolitan Area for passengers with an Americans with Disabilities Act (ADA) Certification.
- Metro Hopper is a deviated fixed-route service for areas within the Stockton city limits. SJRTD operates 15 Hopper routes.
- Van Go! is an on-demand rideshare service for areas within San Joaquin County. Trips are booked up to 48 hours in advance. Payment is on a per-trip basis.

SJRTD service is provided in the area west of SR 99. In vicinity of the Mariposa Road and Arch Road interchanges, service is provided by:

- Fixed routes 385 and 390,
- Hopper routes 91 and 95, and
- Express route 44.

PARK AND RIDE FACILITIES

Park and Ride lots are free parking facilities for commuters to use as a convenient meeting place for carpools, transit, and vanpools. Park and Ride lots in the Stockton area are listed below.

- the Calvary First Church on Kelley Drive north of Hammer Lane;
- the Hammer Crossing Shopping Center at Hammer Lane and Sampson Road;
- the Lifesong Church, 3034 Michigan Avenue; and
- Mariposa Road east of SR 99.

BICYCLE AND PEDESTRIAN SYSTEMS

The generally level terrain and mild weather make bicycling and walking viable forms of transportation in Stockton. The City of Stockton has an extensive network of bicycle facilities, including off-street trails and paths, as well as on-street bicycle lanes and routes. Many of these facilities also support pedestrian travel. According to Caltrans guidelines, bicycle facilities are generally divided into four categories:

- **Class I Bikeway (Bike Path).** A completely separate facility designated for the exclusive use of bicycles and pedestrians with vehicle and pedestrian cross-flow minimized.

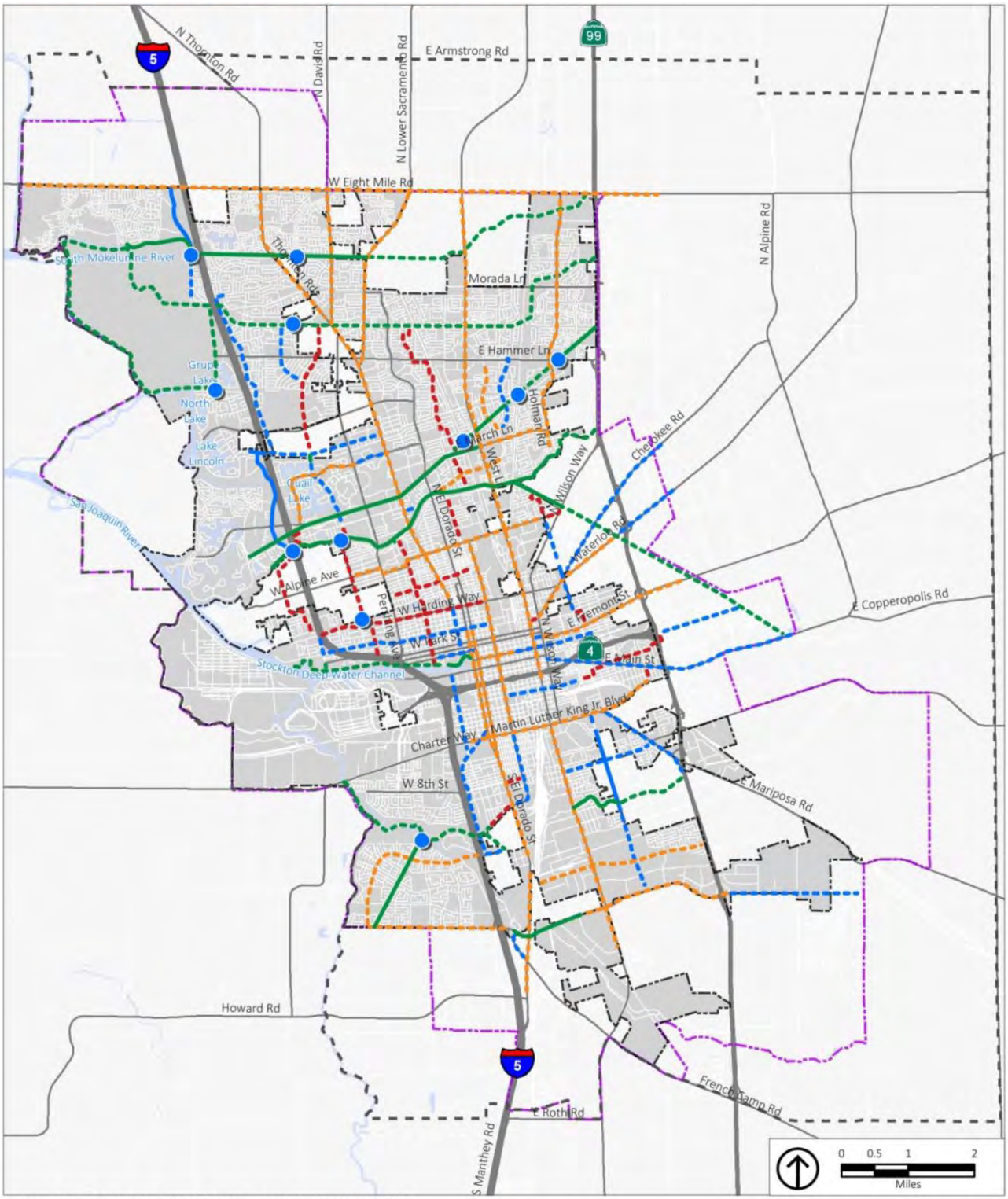
- **Class II Bikeway (Bike Lane).** A striped lane designated for the use of bicycles on a street or highway. Vehicle parking and vehicle/pedestrian cross-flow are permitted at designated locations.

- **Class III Bikeway (Bike Route).** A route designated by signs or pavement markings for bicyclists within the vehicular travel lane (i.e., shared use) of a roadway.

- **Class IV Bikeway (Separated Bikeway).** A bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible posts, inflexible barriers, or on-street parking.

In the immediate vicinity of the project site, neither bicycle facilities nor sidewalks are present along either side of Mariposa Road between Munford Avenue and Austin Road.

The City of Stockton General Plan presents a map showing existing and planned bicycle facilities in the Stockton area, shown on **Figure 4**. **Figure 4** shows a planned Class II bike lane on Arch Road between SR 99 and Austin Road, and a planned Class II bike lane on Mariposa Road between Dr. Martin Luther King, Jr. Boulevard and SR 99.



Source: City of Stockton; Fehr & Peers, 2016; PlaceWorks, 2017.

Existing Bicycle Network
- Class I (Bike Path)
- Class II (Bike Lane)

Planned Bicycle Network
- Class I (Bike Path)
- Class II (Bike Lane)
- Class III (Bike Route)
- Class IV (Separated Bikeway)

- New Bridge
- General Plan Planning Area
- City Limit
- Sphere of Influence

ENVISION STOCKTON 2040 GENERAL PLAN

KD Anderson & Associates, Inc.
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EXISTING AND PLANNED BICYCLE NETWORK

0780-23 RA 8/30/2022

figure 4

STUDY AREA INTERSECTIONS

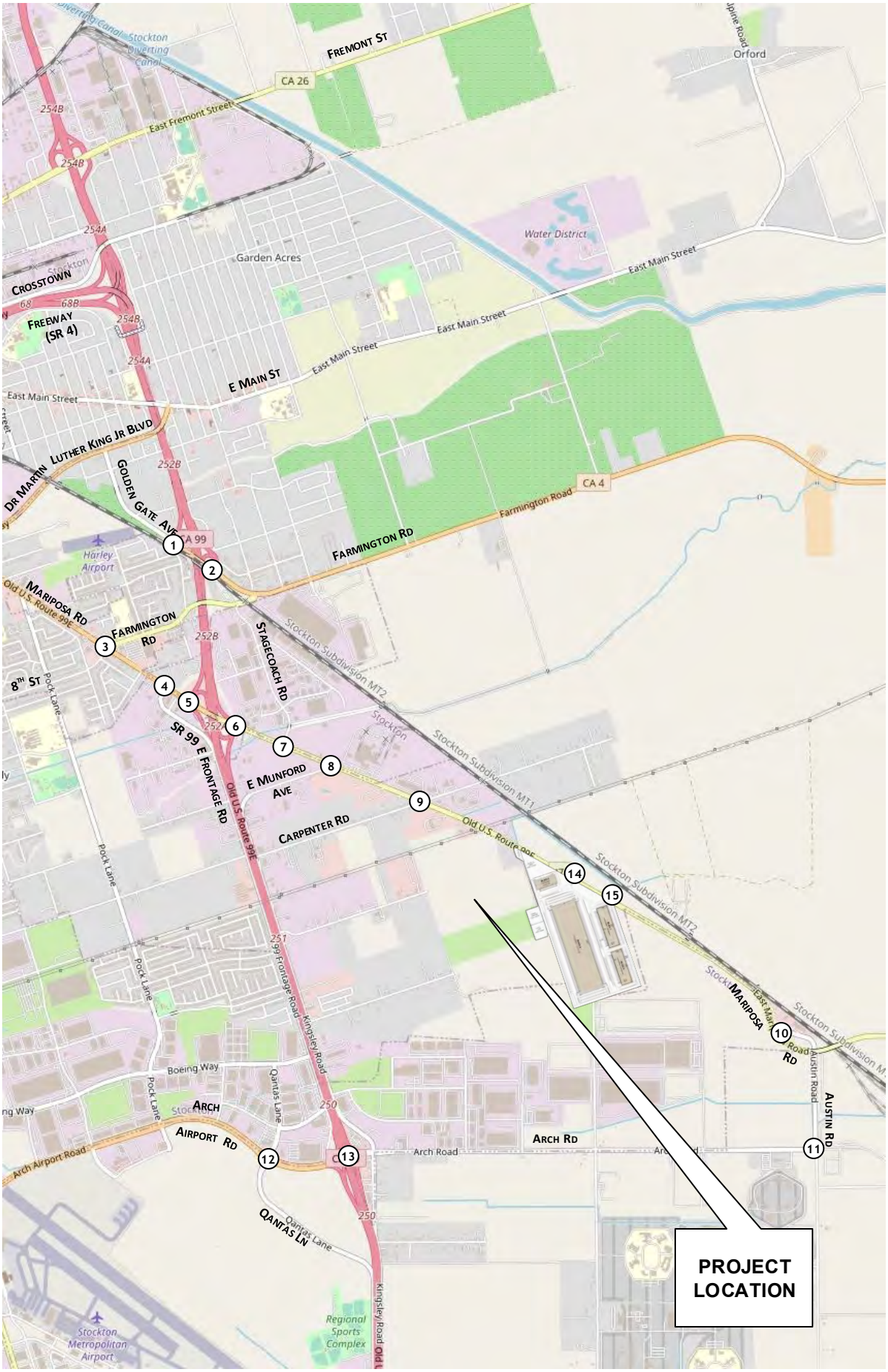
The traffic-related effects of the proposed project were assessed for this traffic impact study by analyzing traffic operations at intersections that would serve project-related travel. The following intersections were selected for analysis in consultation with City of Stockton staff (Moore pers. comm.).

1. Golden Gate Avenue & SR 99 Southbound Ramps
2. Golden Gate Avenue & SR 99 Northbound Ramps
3. Mariposa Road & 8th Street/Farmington Road
4. Mariposa Road & SR 99 West Frontage Road
5. Mariposa Road & SR 99 Southbound Ramps
6. Mariposa Road & SR 99 Northbound Ramps
7. Mariposa Road & Stagecoach Road
8. Mariposa Road & Munford Avenue
9. Mariposa Road & Carpenter Road
10. Mariposa Road & Austin Road
11. Arch Road & Austin Road
12. Arch-Airport Road & Qantas Lane
13. Arch Road & SR 99

The following two intersections would only be present with construction of the Mariposa 2 project. As a result, these intersections were only analyzed under development conditions that include the proposed project:

14. Mariposa Road & Northwest Project Driveway
15. Mariposa Road & Southeast Project Driveway

The locations of study intersections are presented in **Figure 5**. The numbers listed above correspond to the intersection numbers on this figure.



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STUDY INTERSECTIONS

figure 5

STUDY AREA ROADWAY SEGMENTS

In addition to analyzing intersections, the traffic-related effects of the proposed project on roadway segments were assessed for this traffic impact study. Major roadways adjacent to the project site, and roadways that would serve as major access routes, were analyzed. The following roadway segments were selected for analysis in consultation with City of Stockton staff (Moore pers. comm.).

101. SR 99 North of Crosstown Freeway (SR 4)
102. Crosstown Freeway West of SR 99
103. SR 99 Between Crosstown Freeway and Golden Gate Avenue
104. SR 99 Between Golden Gate Avenue and Mariposa Road
105. Mariposa Road Between SR 99 and 8th Street/Farmington Road
106. Mariposa Road, Between Carpenter Road and SR 99
107. Mariposa Road, Between the Project Site and Carpenter Road
108. Mariposa Road, Southeast of the Project Site
109. Mariposa Road, East of Austin Road
110. SR 99 Between Mariposa Road and Arch-Airport Road
111. Arch-Airport Road, Between Qantas Lane and SR 99
112. SR 99 South of Arch-Airport Road

The locations of study roadway segment are presented in **Figure 6**. The numbers listed above correspond to the roadway segment numbers on this figure. The numbers used for roadway segments are sequential, beginning with 101 to distinguish study roadway segments from study intersections listed previously.

The study roadway segments are specific to certain locations on the roadway network. However, in some cases, a roadway segment represents larger portions of roadway segments. For example, analysis results for roadway segment Mariposa Road, east of Austin Road, applies to Mariposa Road from Austin Road to Jack Tone Road. The descriptions of locations listed above, and used in this traffic impact study, are as specific as possible to minimize ambiguity.



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STUDY ROADWAY SEGMENTS

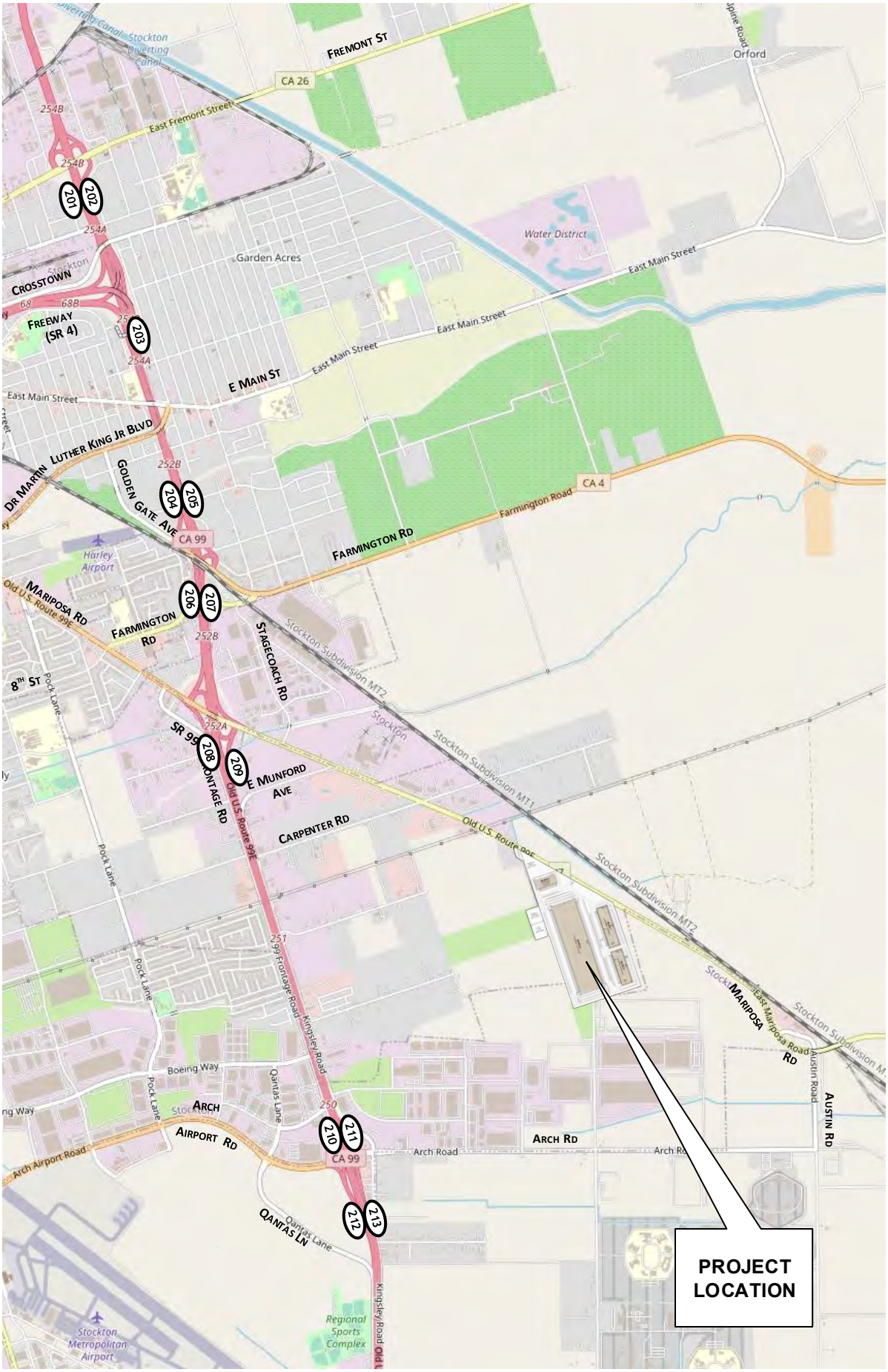
figure 6

STUDY AREA FREEWAY RAMP JUNCTIONS

In addition to analyzing intersections and roadway segments, the traffic-related effects of the proposed project on freeway ramp junctions were assessed for this traffic impact study. Ramp junctions that would serve as major access routes, and would be affected by project-related traffic, were analyzed. The following ramp junctions were selected for analysis in consultation with City of Stockton staff (Moore pers comm.):

201. SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway
202. SR 99 Northbound Weave Area Between Crosstown Freeway and Fremont Street
203. SR 99 Northbound at Crosstown Freeway Off-Ramp Diverge
204. SR 99 at Golden Gate Avenue Southbound Off-Ramp Diverge
205. SR 99 at Golden Gate Avenue Northbound On-Ramp Merge
206. SR 99 Southbound Weave Area Between Golden Gate Avenue and Mariposa Road
207. SR 99 Northbound Weave Area Between Mariposa Road and Golden Gate Avenue
208. SR 99 at Mariposa Road Southbound On-Ramp (Slip) Merge
209. SR 99 at Mariposa Road Northbound Off-Ramp Diverge
210. SR 99 at Arch-Airport Road Southbound Off-Ramp Diverge
211. SR 99 at Arch-Airport Road Northbound On-Ramp Merge
212. SR 99 at Arch-Airport Road Southbound On-Ramp Merge
213. SR 99 at Arch-Airport Road Northbound Off-Ramp Diverge

The locations of freeway ramp junctions are presented in **Figure 7.** The numbers listed above correspond to the ramp junction numbers on this figure. The numbers used for ramp junctions are sequential, beginning with 201 to distinguish study ramp junctions from study intersections and study roadway segments listed previously.



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STUDY FREEWAY MERGE, DIVERGE, AND WEAVE AREAS

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figure 7

METHODOLOGY

The following is a description of the analysis methods used in this traffic impact study.

Intersection Level of Service Analysis Procedures

Level of service (LOS) analysis provides a basis for describing existing traffic conditions and for evaluating the significance of project-related inconsistency with General Plan transportation policies. Level of service measures the quality of traffic flow and is represented by letter designations from A to F, with a grade of A referring to the best conditions, and F representing the worst conditions. The characteristics associated with the various LOS for intersections are presented in **Table 1**.

Level of service at both signalized and unsignalized intersections was analyzed using methods presented in the *Highway Capacity Manual*. Methods described in the *Highway Capacity Manual* were used to provide a basis for describing traffic conditions and for evaluating the significance of inconsistency with General Plan policies. As specified by City of Stockton staff (McDowell pers. comm.), methods from the *Highway Capacity Manual 2000* (Transportation Research Board, 2000) were used to analyze local roadway intersections. As specified in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton, 2003), the Traffix software analysis package was used to analyze local roadway intersections.

Caltrans District 10 recommends use of the *Highway Capacity Manual 6th Edition* (Transportation Research Board 2016) and the Synchro software package (Trafficware 2022). Therefore, as specified by City of Stockton staff, freeway ramp intersections were analyzed using *Highway Capacity Manual 6th Edition* methods and the Synchro software package.

The lengths of vehicle queues were also analyzed for this traffic impact study. Methods presented in the *Highway Capacity Manual 2000* and *Highway Capacity Manual 6th Edition* were used to analyze queuing. 95th percentile queue length values are presented in this traffic impact study.

Worksheets and output reports for the calculation of LOS and vehicle queues for all scenarios analyzed for this traffic impact study are presented in the technical appendix.

Table 1. Level of Service Definitions - Highway Capacity Manual 6th Edition

Level of Service	Signalized Intersections	Unsignalized Intersections
A	Vehicle progression is exceptionally favorable or the cycle length is very short. Delay ≤ 10.0 seconds/vehicle	Little or no delay. Delay ≤ 10 seconds/vehicle
B	Vehicle progression is highly favorable or the cycle length is short. Delay > 10 seconds/vehicle and ≤ 20 seconds/vehicle	Short traffic delays. Delay > 10 seconds/vehicle and ≤ 15 seconds/vehicle
C	Vehicle progression is favorable or the cycle length is moderate. Individual cycle failures may begin to appear at this level. Delay > 20 seconds/vehicle and ≤ 35 seconds/vehicle	Average traffic delays. Delay > 15 seconds/vehicle and ≤ 25 seconds/vehicle
D	Vehicle progression is ineffective or the cycle length is long. Many vehicles stop and the individual cycle failures are noticeable. Delay > 35 seconds/vehicle and ≤ 55 seconds/vehicle	Long traffic delays. Delay > 25 seconds/vehicle and ≤ 35 seconds/vehicle
E	Vehicle progression is unfavorable and the cycle length is long. Individual cycle failures are frequent. Delay > 55 seconds/vehicle and ≤ 80 seconds/vehicle	Very long traffic delays, failure, extreme congestion. Delay > 35 seconds/vehicle and ≤ 50 seconds/vehicle
F	Vehicle progression is very poor and the cycle length is long. Most cycles fail to clear the vehicle queue. Delay > 80 seconds/vehicle	Intersection blocked by external causes. Delay > 50 seconds/vehicle

Source: Transportation Research Board 2016.

Signal Warrants Procedures

Traffic signal warrants are a series of standards which provide guidelines for determining if a traffic signal is appropriate. Signal warrant analyses are typically conducted at intersections of uncontrolled major streets and stop sign-controlled minor streets. If one or more signal warrants are met, signalization of the intersection may be appropriate. However, a signal should not be installed if none of the warrants are met, because installation of signals would increase delays on the previously-uncontrolled major street, resulting in an undesirable increase in overall vehicle delay at the intersection. Signalization may also increase the occurrence of certain types of accidents. Therefore, if signals are installed where signal warrants are not met, the detriment of increased accidents and overall delay may be greater than the benefit in traffic operating conditions on the single worst movement at the intersection. Signal warrants, then, provide an industry-standard basis for identifying when the adverse effect on the worst movement is substantial enough to warrant signalization.

For the analysis conducted for this traffic impact study, available data at unsignalized intersections are limited to a.m. and p.m. peak hour volumes. Thus, unsignalized intersections were evaluated using the Peak Hour Warrant (Warrant Number 3) from the California Department of Transportation document *California Manual on Uniform Traffic Control Devices* (California Department of Transportation 2021). This warrant was applied where the minor street experiences long delays in entering or crossing the major street for at least one hour of the day. The Peak Hour Warrant itself includes several components. Some of the components involve comparison of traffic volumes and vehicle delay to a series of standards. Another component involves comparison of traffic volumes to a nomograph.

Even if the peak hour warrant is met, a more detailed signal warrant study is recommended before a signal is installed. The more detailed study should consider volumes during the eight highest hours of the day, volumes during the four highest hours of the day, pedestrian traffic, and accident histories.

Signal warrant analysis worksheets for all stop sign-controlled intersections are presented in the technical appendix.

Roadway Segment Level of Service Analysis Procedures

Roadway segment LOS was analyzed for this traffic impact study based on methods used in the *Envision Stockton 2040 General Plan Update and Utility Master Plan Supplements Draft EIR* analysis (City of Stockton 2018b). These methods set maximum daily traffic volume thresholds for each LOS designation. The thresholds are shown in **Table 2**.

As shown in **Table 2**, the roadway segment LOS analysis method sets separate thresholds for:

- different types of facilities (i.e., freeways, arterials, and collectors);
- different number of lanes; and
- different area types (i.e., new versus existing).

Table 2. City of Stockton General Plan Roadway Segment Level of Service Thresholds

Facility Class	Number of Lanes	Area Type	Level of Service				
			A	B	C	D	E
Freeway	4	All Areas	27,600	45,200	63,600	77,400	86,400
	6	All Areas	41,400	67,800	95,400	116,100	129,600
	8	All Areas	55,200	90,400	127,200	154,800	172,800
	10	All Areas	69,000	113,000	159,000	193,500	216,000
Arterial	2	Existing	8,400	9,300	11,800	14,700	17,300
	2	New	10,000	11,100	14,000	17,500	20,600
	4	Existing	18,600	20,600	26,000	32,500	38,200
	4	New	23,300	25,800	32,600	40,700	47,900
	6	Existing	28,800	32,000	40,300	50,400	59,300
	6	New	33,300	37,000	46,600	58,300	68,600
	8	Existing	38,100	42,300	53,300	66,600	78,400
	8	New	41,100	45,700	57,600	72,000	84,700
Collector	2	Existing	6,400	7,100	9,000	11,300	13,200
	2	New	6,400	7,100	9,000	11,300	13,200
	4	Existing	17,600	19,600	24,700	30,900	36,300
	4	New	21,100	23,500	29,600	37,000	43,500

Source: Stockton General Plan Draft Environmental Impact Report (City of Stockton 2018b).
Note: The Stockton General Plan does not provide thresholds for local roads.

As described in City of Stockton 2018b:

> "Thresholds for arterials and collectors were based on Highway Capacity Manual calculations and were developed in conjunction with City staff at the time the current General Plan analysis was prepared. The arterial thresholds distinguish between roads in the existing urbanized area and those in new development areas; because arterials in new development areas can be designed to higher standards, with medians, exclusive turn lanes, and controlled access from adjacent uses, the capacities are higher than those in previously-developed areas. Thresholds for freeways were based on Highway Capacity Manual procedures relating levels of service to vehicle density ranges."

As specified in City of Stockton 2018b, the "Existing" area is generally located between I-5 and SR 99, south of Eight Mile Road. Eight Mile Road itself is considered a "New" arterial due to the lack of existing development in the area.

Freeway Ramp Junction Level of Service Analysis Procedures

Freeway ramp junctions are areas where freeway on-ramps merge into freeways, and where freeway off-ramps diverge from freeways. Weave areas are where an on-ramp and downstream off-ramp are connected by an auxiliary lane. Freeway ramp junctions which are considered to be potentially affected by project-related traffic were analyzed for this traffic impact study.

Freeway ramp junction areas were analyzed for this traffic impact study using methods described in Chapters 12 and 13 of the *Highway Capacity Manual 2010* (Transportation Research Board 2010). The *Synchro* software package does not analyze freeway ramp junction LOS. Therefore, the McTrans *HCS+ Highway Capacity Software* package was used to perform the ramp junction LOS calculations for this traffic impact study.

The *Highway Capacity Manual 2010* methods were used to analyze three types of freeway facilities: on-ramp junctions (merge), off-ramp junctions (diverge), and weave areas. The analysis of all three types of facilities involves calculating the density of vehicles on a freeway facility, expressed as passenger cars per mile per lane (pcpmpl). The LOS designation is based on the vehicle density. **Table 3** presents the relationship of vehicle density to LOS for ramp junctions and weave areas.

Freeway ramp operating conditions depend on traffic volumes and the ramp characteristics. These characteristics include the length and type of acceleration and deceleration lanes, the free-flow speed of ramps, the number of lanes, grade, and the types of facilities connected to the ramps.

The *Highway Capacity Manual 2010* reports LOS A through E for ramps and weaving sections in terms of density. When the volume using the facility exceeds capacity, the V/C ratio is greater than 1, and the *Highway Capacity Manual 2010* identifies the facility as overcapacity. While a density is not stated when the facility is over capacity, the freeway and ramp volumes for the facility are documented. For this traffic study, the freeway and ramp volumes are identified for all facilities where capacity has been exceeded.

Some of the freeway on-ramp facilities analyzed for this traffic impact study are equipped with ramp metering. The *Highway Capacity Manual 2010* methods used to analyze freeway on-ramp facilities does not take ramp metering into account (Transportation Research Board 2010). The objective and the effect of ramp metering is to smooth out traffic flows, reducing the magnitude of surges in traffic flow. As a result, the effect of ramp meters is to improve traffic operations, therefore improving ramp junction LOS. Because the ramp junction analysis presented in this traffic impact study does not take ramp metering into account, the LOS are considered to conservatively describe worse case operating conditions.

Table 3. Level of Service Criteria for Freeway Merge / Diverge and Weaving Areas

Level of Service	Freeway Ramp Merge and Diverge: Vehicle Density	Freeway Ramp Merge and Diverge: Operating Characteristics	Freeway Weave Area Vehicle Density
A	Less than or equal to 10.	LOS A represents unrestricted operations. Density is low enough to permit smooth merging and diverging, with very little turbulence in the traffic stream.	Less than or equal to 10.
B	Greater than 10. Less than or equal to 20.	At LOS B, merging and diverging maneuvers become noticeable to through drivers, and minimal turbulence occurs.	Greater than 10. Less than or equal to 20.
C	Greater than 20. Less than or equal to 28.	At LOS C, speed within the influence area begins to decline as turbulence levels become much more noticeable. Both ramp and freeway vehicles begin to adjust their speeds to accomplish smooth	Greater than 20. Less than or equal to 28.
D	Greater than 28. Less than or equal to 35.	At LOS D, turbulence levels in the influence area become intrusive, and virtually all vehicles slow to accommodate merging and diverging. Some ramp queues may form at heavily used on-ramps, but freeway operation remains stable.	Greater than 28. Less than or equal to 35.
E	Greater than 35.	LOS E represents conditions approaching or at capacity. Small changes in demand or disruptions within the traffic stream can cause both ramp and freeway queues to form.	Greater than 35.
F	†V/C >1	LOS F defines operating conditions within queues that form on both the ramp and the freeway mainline when capacity is exceeded by demand.	†V/C >1

Note: Vehicle density is expressed as passenger car equivalents per mile per lane.
Source: Transportation Research Board 2010.
† = Volume exceeds capacity. Therefore, the LOS is F. V/C ratio shown in lieu of density.

Travel Forecasting

As part of the General Plan update process, the City of Stockton developed a series of travel demand forecasting simulation models. In consultation with City of Stockton staff (Moore, pers. comm.), travel forecasts for this traffic impact study are based on the City of Stockton General Plan travel demand forecasting simulation model (City of Stockton 2018b).

Travel models of the following two conditions were used to develop forecasts of future year traffic volumes for this traffic impact study:

- Existing Plus Approved Projects (EPAP), and
- 2040 Conditions with the General Plan.

The City's travel model produces forecasts of daily traffic volumes. The forecasts of daily volumes generated by the City's travel model are adequate for use in the analysis of roadway segment LOS, and are used for daily volume forecasts in this traffic impact study. However, the daily volumes generated by the traffic model are not, by themselves, adequate for use in the peak hour LOS analysis of study intersections.

Daily traffic volumes from the travel models were used to generate growth factors. These growth factors were applied to existing peak hour intersection turning movement traffic volumes. The development of future year intersection turning movement traffic volumes requires that the turning movements at each intersection "balance". To achieve the balance, inbound traffic volumes must equal the outbound traffic volumes, and the volumes must be distributed among the various left-turn, through, and right-turn movements at each intersection. The "balancing" of future year intersection turning movement traffic volumes was conducted using methods described in the Transportation Research Board's (TRB's) National Cooperative Highway Research Program (NCHRP) Report 255, *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board 1982). The NCHRP 255 method applies the desired peak hour directional volumes to the intersection turning movement volumes, using an iterative process to balance and adjust the resulting forecasts to match the desired peak hour directional volumes.

LEVEL OF SERVICE AND SIGNIFICANCE THRESHOLDS

Significance thresholds are used in California Environmental Quality Act (CEQA) environmental documents to identify when the impacts of a project should be considered significant. Significance thresholds are the criteria used to determine the significance of impacts.

The *City of Stockton Traffic Impact Analysis Guidelines* (City of Stockton 2003) presents the methods, assumptions and significance thresholds specified by the City of Stockton for use in preparing traffic impact studies. In general, the methods, assumptions and significance threshold presented in the guidelines are applied in this traffic impact study. It is important to note the significance thresholds specified in the guidelines are based on policies presented in the City General Plan. More specifically, the General Plan policies define ranges of LOS considered to

be acceptable and unacceptable. The guidelines then use the General Plan policy ranges of LOS to identify whether a project impact is less than significant or significant.

Level of Service and Vehicle Miles Traveled

In the *City of Stockton Traffic Impact Analysis Guidelines*, the impacts of a project on LOS are an important factor in determining whether a project has a significant impact. However, recent changes to CEQA have changed how lead agencies use LOS in determining whether a project has a significant impact on transportation. As noted in the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018),

> "Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. . . OPR has proposed, and the California Natural Resources Agency (Agency) has certified and adopted, changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)"

Notably, the *City of Stockton Traffic Impact Analysis Guidelines* was prepared before the recent changes to CEQA due to Senate Bill 743 (Steinberg 2013). As a result, the City guidelines specify use of LOS in determining whether a project has a significant impact. Consistent with the approach described in the OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA*, LOS will not be used in this traffic impact study as a basis for identifying significant impacts. Rather, the methods, assumptions and significance thresholds presented in the City guidelines are used to determine whether the project is consistent or inconsistent with General Plan policies on LOS, and whether the magnitude of inconsistency should be considered significant or less than significant.

General Plan Policy Consistency Criteria

As noted immediately above, in this traffic impact study the significance of the proposed project's inconsistency with General Plan policies is based on a determination of whether resulting LOS is considered acceptable. A project's inconsistency with General Plan policies is considered significant if implementation of the project would result in LOS changing from levels considered acceptable to levels considered unacceptable, or if the project would substantially worsen already unacceptable LOS.

The *City of Stockton Transportation Impact Analysis Guidelines* notes that:

> "The City of Stockton's General Plan has a LOS 'D' standard for its roadway system. Intersections and roadway segments operating at LOS 'A', 'B', 'C', or 'D' conditions are considered acceptable, while those operating at LOS 'E' or 'F' conditions are considered unacceptable.
>
> "For a City intersection, a transportation impact for a project is considered significant if the addition of project traffic would cause an intersection that would function at LOS 'D' or better without the Project to function at LOS 'E' or 'F'.
>
> "For City intersections with a LOS 'E' or 'F' conditions without the project, a transportation impact for a project is considered significant if the addition of project traffic causes an increase of greater than 5 seconds in the average delay for the intersection."

Portions of the City's guidelines do not specifically address criteria used to quantify changes in operating conditions on roadway segments or freeway ramp junctions. For this traffic impact study, the City's significance thresholds described above are also applied to roadway segments and freeway ramp junctions. As shown in **Table 1**, **Table 2** and **Table 3**, LOS at intersections is measured in seconds of delay, LOS on roadway segments is measured in traffic volume, and LOS at ramp junctions is measured in vehicle density. Therefore, for roadway segments and ramp junctions already at LOS E or F, an increase of greater than five seconds of delay cannot be identified. Because roadway segment LOS is measured in traffic volumes, rather than seconds of delay, an increase in traffic volumes is used in this traffic impact study, in lieu of the threshold of five seconds of delay. At ramp junctions when the demand exceeds capacity, an increase in density is not identified; however, the densities of each area are based upon the volume. Therefore, for this traffic impact study, if a roadway segment or ramp junction operates at LOS E or F without the project, the inconsistency with General Plan policies is considered significant if the addition of project traffic causes an increase of greater than five percent in traffic volumes.

The *Envision Stockton 2040 General Plan* (City of Stockton 2018a) notes:

> "The City of Stockton strives to maintain LOS D or better for peak hour intersection and daily roadway segment operations. However, in the Downtown and other areas, exceptions to this standard are permissible to support other goals, such as encouraging safe travel by other modes of transportation than the car. The City can use VMT and LOS to support non-auto transportation modes, with the ultimate goal of maintaining and enhancing a complete roadway network that serves all travel modes in a balanced and equitable way."

This section of the City General Plan lists more than 14 facilities as exceptions to the LOS D policy standard, and lists the applicable standard. Among the facilities listed as exceptions is "Eighth Street, Airport Way to Mariposa Road – LOS E". Consistent with the City General Plan, a LOS E standard is applied in this traffic impact study to the intersection of Mariposa Road & 8th Street/Farmington Road.

SR 99 is a facility under the jurisdiction of Caltrans. While the City General Plan identifies LOS E and LOS F as standards for portions of the SR 99 corridor, Caltrans has set a LOS D standard

(Dumas, pers. comm.). At the direction of City staff, because SR 99 is under the jurisdiction of Caltrans, LOS D is used as the LOS standard for the SR 99 corridor in this traffic impact study; LOS E and F are considered unacceptable. In this traffic impact study, the Caltrans LOS D standard is applied to mainline freeway LOS, ramp junction LOS, and to LOS at freeway interchange intersections.

In this traffic impact study, a project's inconsistency with General Plan policies will be considered significant if:

- the project would result in traffic operating conditions changing from an acceptable LOS to an unacceptable LOS, or

- when LOS without the project is already unacceptable, the project would result in a substantial degradation of traffic operating conditions (e.g., an increase of more than five seconds of delay at an intersection, an increase of more than five percent in traffic volume on a roadway segment, or an increase of more than five percent in the freeway and ramp volumes for ramps).

Maximum Feasible Roadway Improvements

This traffic impact study identifies traffic operating conditions that would result from background development of land use not related to the proposed project, and would result from development of the proposed project. In some cases, this development would result in unacceptable LOS. If unacceptable LOS is forecasted, feasible roadway improvements needed to achieve acceptable LOS are identified.

For this traffic impact study, maximum feasible sizes of roadway facilities have been established. For intersections, the maximum feasible size is considered to be seven approach lanes on each leg of an intersection. For example, two left-turn lanes, four through lanes, and a right-turn lane (a total of seven lanes) is considered to be the maximum feasible size on an intersection approach. Existing land use development, physical or right-of-way constraints, and the relative benefits of additional roadway improvements in some cases result in a smaller approach being considered the maximum feasible size.

For SR 99 in the study area for this traffic impact study, the Caltrans *Transportation Concept Report State Route 99* (California Department of Transportation 2017) identifies a "conceptual facility" width of eight lanes (four in each direction) by the year 2040. Therefore, an eight-lane width is considered to be the maximum feasible size for SR 99.

It is technically possible to construct roadway facilities larger than the maximum feasible sizes applied in this traffic impact study. However, for the following reasons, this traffic impact study considers these sizes to be not feasible.

- **Pedestrian Safety** – The amount of time required by pedestrians to walk across an intersection leg with more than seven approach lanes is considered excessive. The possibility of signal lights changing before pedestrians are able to exit the intersection is considered unacceptably high.

- **Vehicle Safety** – When a vehicle enters an intersection on the yellow light, the amount of time required for this subject vehicle to depart overly-large intersections is considered excessive. The possibility of other vehicles on conflicting movements entering the intersection before the subject vehicle has departed is considered unacceptably high.

- **Intersection Efficiency** – The timing of signal lights may be modified to provide protection for pedestrians and vehicles at overly-large intersections. However, the amount of time needed for pedestrians and vehicles to exit an overly-large intersection becomes excessive. This results in the intersection operating with an unacceptable degree of inefficiency.

- **Engineering Constraints** – Overhead structures and equipment are required to traverse both intersection approaches and freeway lanes. Overhead structures involve primarily overcrossing roadways. Equipment includes signal light support structures, power lines, and signs. With larger facilities, the size and resulting cost of these structures and equipment becomes unacceptable.

VEHICLE MILES TRAVELED SIGNIFICANCE THRESHOLD

The City of Stockton General Plan (City of Stockton 2018a) Policy TR-4.3 addresses the topic of vehicle miles traveled (VMT) as an impact in CEQA documents. The policy states,

> "Use the threshold recommended by the California Office of Planning and Research for determining whether VMT impacts associated with land uses are considered significant under State environmental analysis requirements."

The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (State of California 2018) provides recommended thresholds for determining the significance of VMT impacts associated with land use development projects. Specific thresholds are provided for residential, office, and retail commercial types of development. A specific threshold is not provided for industrial land use, like the Mariposa 2 project and is, therefore, considered not applicable for this traffic impact study.

The City of Stockton General Plan Policy Action TR-4.3A states,

> "Establish a threshold of 15 percent below baseline VMT per capita to determine a significant transportation impact under the California Environmental Quality Act."

The 15 percent threshold in General Plan Action TR-4.3A is similar to thresholds for residential and office land use types recommended by OPR in the *Technical Advisory on Evaluating Transportation Impacts in CEQA*, and is used in this traffic impact study to determine the significance of VMT impacts associated with the Mariposa 2 project.

Consistent with General Plan Action TR4.3A, if a project would result in a 15 percent or more reduction of vehicle travel, a project is considered to have a less-than-significant impact. A project that would not result in a reduction of 15 percent or more is considered to have a significant impact. The percent change in vehicle travel is determined by comparing project-related travel to the amount of travel that would occur without approval of the proposed project. In this traffic impact study, vehicle travel associated with the Mariposa 2 project will be compared to vehicle travel associated with the land uses currently designated in the City of Stockton General Plan.

At the time the analysis presented in this traffic impact study commenced, the City of Stockton had not adopted guidelines for analyzing VMT or determining the significance of a project's impact on VMT. The City was in the process of developing and adopting guidelines, but the process was not completed. The VMT analysis presented in this traffic impact study is not intended to pre-empt the City process of developing and adopting VMT guidelines. Rather, the analysis presented in this traffic impact study is intended to be a good-faith effort at disclosing and identifying the VMT impacts of the Mariposa 2 project based on currently available data and guidance.

EXISTING INTERSECTION TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following is a description of existing traffic operating conditions at the study intersections.

Traffic Volumes

Since the outbreak of the Covid-19 pandemic, traffic volumes have at times been lower than normal. With the pandemic, places of employment, schools, social and recreational gatherings, sports events, restaurants, and many other types of activities have been substantially reduced or prohibited. As a result, the use of new traffic volume count data collected during the pandemic could result in volumes that are unrepresentatively low. To ensure data used in this traffic study are representative, the traffic analysis of the Mariposa 2 project is based on both existing traffic volume data collected before the outbreak of Covid-19, and current new traffic volume count data collected since the outbreak. Data collected before the outbreak of Covid-19 are from previously-prepared traffic analyses and from StreetLight Data (https://www.streetlightdata.com/). Data from new traffic volume count data collected since the outbreak were used to validate data collected before the outbreak of Covid-19. This approach was applied to intersection traffic volumes, described immediately below. This approach was also applied to roadway segment and ramp junction traffic volumes, described later in this traffic impact study.

At the following study intersections, turning movement count data collected for the *Public Review Draft Environmental Impact Report for the Sanchez-Hoggan Annexation* (City of Stockton 2020) were used in this traffic impact study.

4. Mariposa Road & SR 99 West Frontage Road
5. Mariposa Road & SR 99 Southbound Ramps
6. Mariposa Road & SR 99 Northbound Ramps

10. Mariposa Road & Austin Road
11. Arch Road & Austin Road
12. Arch-Airport Road & Qantas Lane
13. Arch Road & SR 99

Traffic count data collected for the intersections listed above are presented in the technical appendix. The peak period intersection turning movement count data were collected on Thursday March 7, 2019. The data were collected during the 7:00 a.m. to 9:00 a.m. period, and the 4:00 p.m. to 6:00 p.m. period. Volumes during the highest one-hour period were used for this traffic impact study. It should be noted that a since the outbreak of the Covid-19 pandemic, a south leg has been constructed at intersection 10, Mariposa Road & Austin Road. However, as noted previously, traffic volumes during the pandemic could be unrepresentatively low. To ensure representative data are presented in this traffic impact study, conditions before the outbreak of the Covid-19 pandemic are used.

At the following study intersections, pre-Covid-19 intersection turning movement count data were collected for weekday periods between 7:00 a.m. and 9:00 a.m., and between 4:00 p.m. and 6:00 p.m. from StreetLight Data. These data represent Tuesday through Thursday volumes collected during six non-holiday months between March 2019 and February 2020. Traffic volume count data collected from StreetLight Data are presented in the technical appendix.

1. Golden Gate Avenue & SR 99 Southbound Ramps
2. Golden Gate Avenue & SR 99 Northbound Ramps
3. Mariposa Road & 8th Street/Farmington Road
7. Mariposa Road & Stagecoach Road
8. Mariposa Road & Munford Avenue
9. Mariposa Road & Carpenter Road

To validate the traffic volumes collected from StreetLight Data, new count data were also collected on Tuesday January 12, 2021 at the intersections listed above during the 7:00 a.m. to 9:00 a.m. morning peak period and the 4:00 p.m. to 6:00 p.m. evening peak. The new count data were used to adjust volumes from StreetLight Data at the following intersection legs:

- the southwest leg of the intersection of Mariposa Road & Stagecoach Road,
- the southwest leg of the intersection of Mariposa Road & Carpenter Road, and
- the northeast leg of the intersection of Mariposa Road & Carpenter Road.

Traffic volumes on the intersection legs listed above are relatively low and the intersection turning movement volumes from StreetLight Data were considered to be unrepresentative. The new count data collected on Tuesday January 12, 2021 were used to adjust the turning movement volumes on the intersection legs listed above.

Using the approach described above results in volumes applied in this traffic study which compensate for decreases caused by the Covid-19 pandemic.

Figure 8 and **Figure 9** present the existing lane configurations and existing a.m. peak hour and p.m. peak hour traffic volumes at the existing study intersections.

Intersection turning movement count data collected for this traffic impact study were disaggregated to light-duty vehicles (e.g., automobiles) and heavy vehicles (e.g., heavy-duty trucks). These data were used to estimate heavy vehicle percentage at each study intersection. The percentages are shown in **Table 4**, and were used in the intersection LOS analysis presented in this traffic impact study.

Intersection Levels of Service

Table 5 presents a summary of existing a.m. peak hour and p.m. peak hour LOS at the 13 existing study intersections. The worksheets presenting the calculation of LOS are included in the technical appendix.

All of the 13 existing study intersections operate at acceptable LOS C or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these intersections to achieve acceptable LOS.

EXISTING ROADWAY SEGMENT TRAFFIC VOLUMES AND LEVELS OF SERVICE

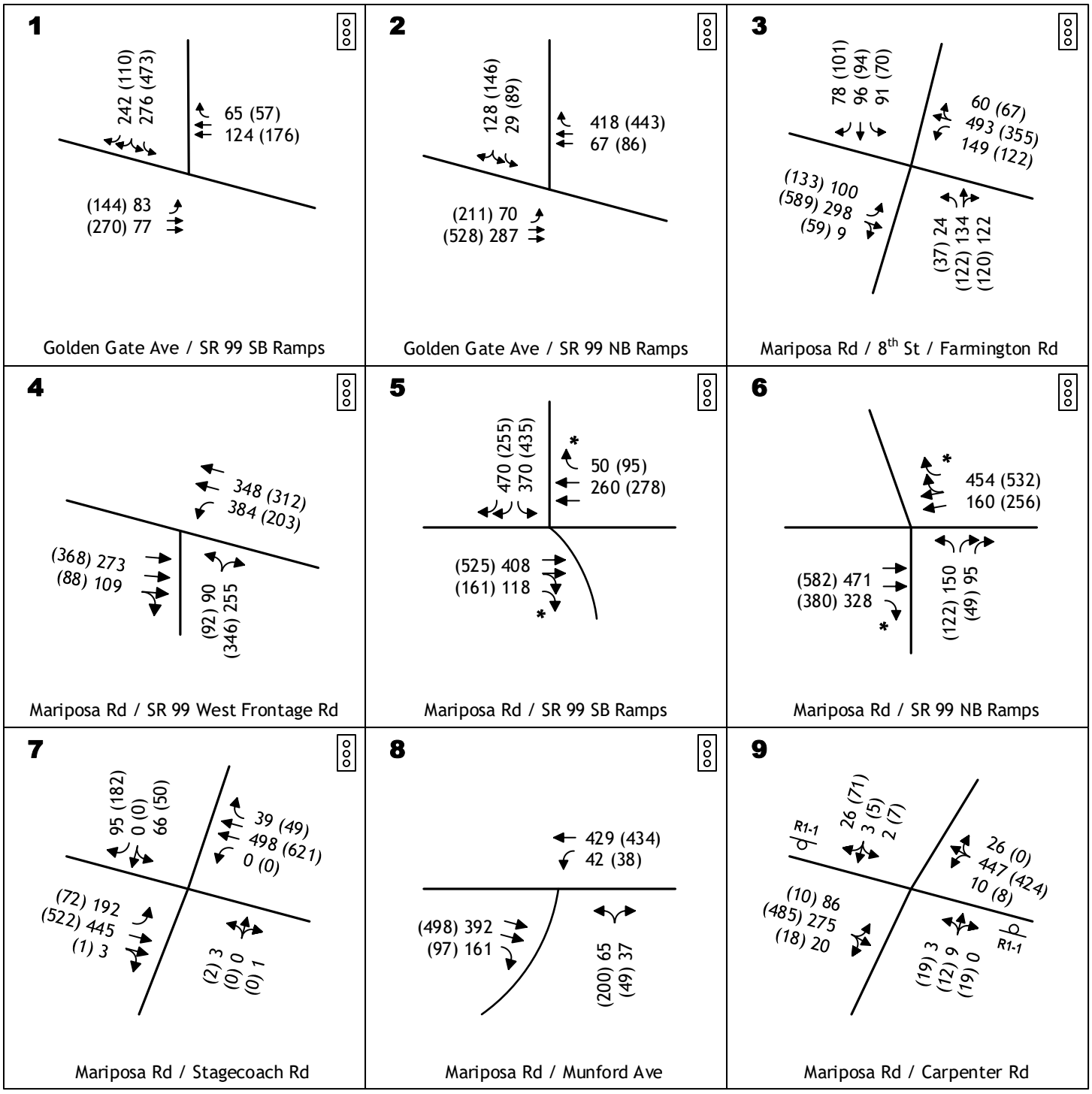
The following is a description of existing traffic operating conditions on study roadway segments.

Roadway Segment Traffic Volumes

As described in more detail previously in this traffic impact study, to ensure data used in this study are representative, the traffic analysis of the Mariposa 2 project is based on both existing traffic volume data collected before the outbreak of Covid-19, and current new traffic volume count data collected since the outbreak.

Roadway segment traffic volume count data were collected for 24-hour periods for the *Public Review Draft Environmental Impact Report for the Sanchez-Hoggan Annexation* (City of Stockton 2020). For the following roadway segments, the data were collected on Wednesday March 13, 2019; and Thursday March 21, 2019. Traffic count data collected for the following roadway segments were used in this traffic impact study, and are presented in the technical appendix:

106. Mariposa Road, Between Carpenter Road and SR 99
107. Mariposa Road, Between the Project Site and Carpenter Road
108. Mariposa Road, Southeast of the Project Site
109. Mariposa Road, East of Austin Road
111. Arch-Airport Road, Between Qantas Lane and SR 99



Legend

XX	AM Peak Hour Volume
(XX)	PM Peak Hour Volume
R1-1	Stop Sign
	Signalized Intersection
*	"Free" Right Turn
– – – –	Future Roadway

NORTH

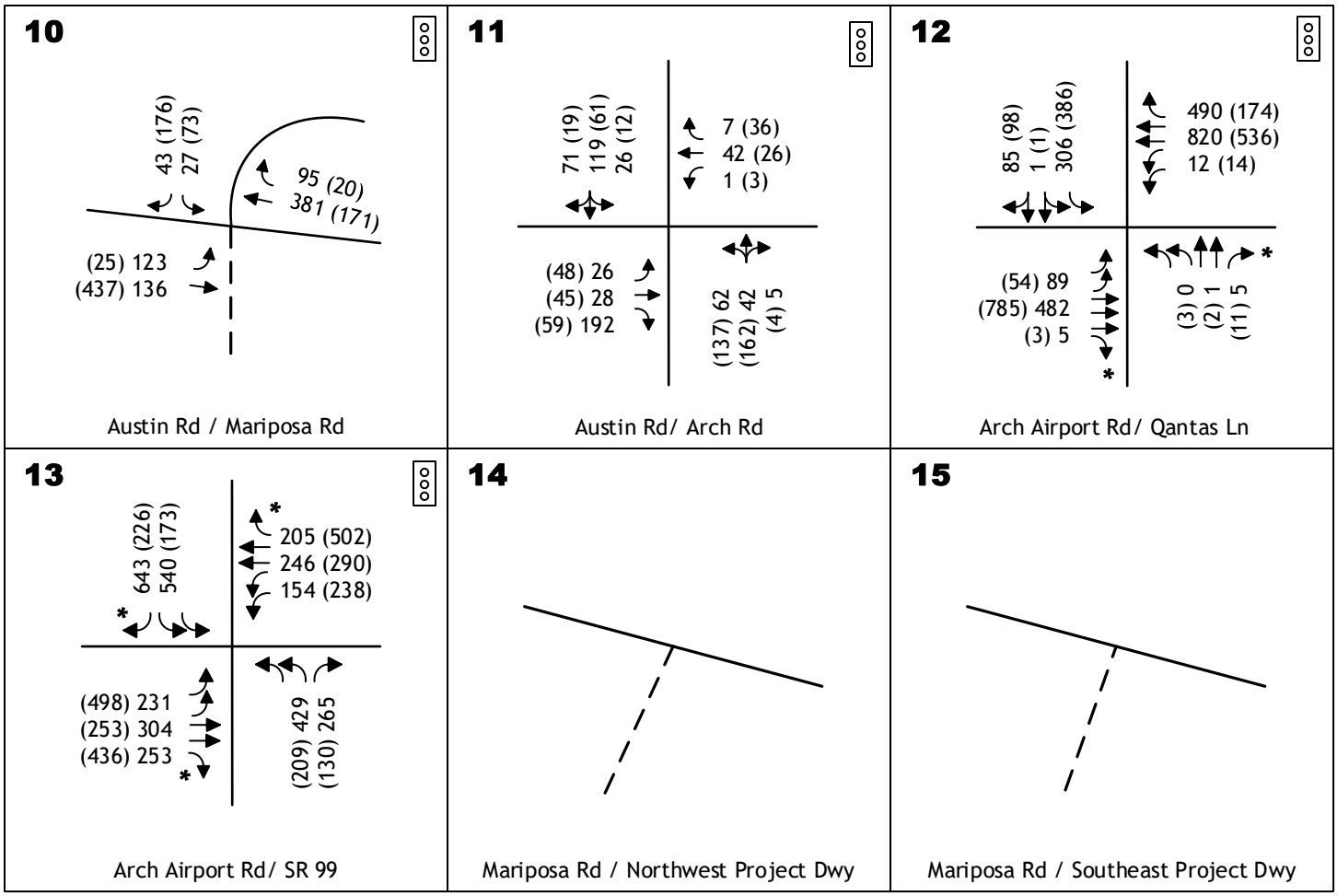
N.T.S.

EXISTING INTERSECTION TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 8



Legend

- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- R1-1 — Stop Sign
- Signalized Intersection
- * — "Free" Right Turn
- – – – – Future Roadway

NORTH

N.T.S.

EXISTING INTERSECTION TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 9

Table 4. Heavy Truck Percentage

	Intersection	AM Peak Hour	PM Peak Hour
1	Golden Gate Avenue & SR 99 Southbound Ramps	6%	4%
2	Golden Gate Avenue & SR 99 Northbound Ramps	7%	3%
3	Mariposa Road & 8th Street/Farmington Road	9%	3%
4	Mariposa Road & SR 99 West Frontage Road	5%	5%
5	Mariposa Road & SR 99 Southbound Ramps	7%	6%
6	Mariposa Road & SR 99 Northbound Ramps	9%	7%
7	Mariposa Road & Stagecoach Road	21%	10%
8	Mariposa Road & Munford Avenue	20%	9%
9	Mariposa Road & Carpenter Road	20%	8%
10	Mariposa Road & Austin Road	10%	6%
11	Arch Road & Austin Road	20%	20%
12	Arch-Airport Road & Qantas Lane	8%	9%
13	Arch Road & SR 99	9%	9%
14	Mariposa Road & Northwest Project Driveway	20%	8%
15	Mariposa Road & Southeast Project Driveway	20%	8%

Source: Peak hour intersection traffic volume count data.

Table 5. Intersection Level of Service - Existing Conditions

	Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay
1	Golden Gate Avenue & SR 99 Southbound Ramps	Signal		B	13.3	B	15.2
2	Golden Gate Avenue & SR 99 Northbound Ramps	Signal		B	13.6	B	13.9
3	Mariposa Road & 8th Street/Farmington Road	Signal		C	34.0	C	32.4
4	Mariposa Road & SR 99 West Frontage Road	Signal		B	17.8	B	17.1
5	Mariposa Road & SR 99 Southbound Ramps	Signal		A	9.5	B	10.1
6	Mariposa Road & SR 99 Northbound Ramps	Signal		A	9.1	A	9.0
7	Mariposa Road & Stagecoach Road	Signal		B	18.4	B	17.3
8	Mariposa Road & Munford Avenue	Signal		B	11.7	B	17.7
9	Mariposa Road & Carpenter Road	Unsig	No	A	1.8	A	2.4
10	Mariposa Road & Austin Road	Signal		B	15.1	B	16.6
11	Arch Road & Austin Road	Signal		C	28.8	C	27.2
12	Arch-Airport Road & Qantas Lane	Signal		B	16.9	B	17.2
13	Arch Road & SR 99	Signal		B	18.4	B	17.0
14	Mariposa Road & Northwest Project Driveway	- -		- -	- -	- -	- -
15	Mariposa Road & Southeast Project Driveway	- -		- -	- -	- -	- -

Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.
"Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.
Delay is measured in seconds per vehicle.
Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.
Dashes ("- -") indicate intersection not present under this scenario.

by Type of Inter

At study roadway segment 105, Mariposa Road between SR 99 and 8th Street/Farmington Road, pre-Covid-19 traffic volume count data for weekday 24-hour periods were collected from StreetLight Data. These data represent Tuesday through Thursday volumes collected during six non-holiday months between March 2019 and February 2020. Traffic volume count data collected from StreetLight Data are presented in the technical appendix.

To validate the 24-hour roadway segment traffic volume data collected from StreetLight Data, new count data were also collected on Tuesday January 12, 2021 on Mariposa Road between SR 99 and 8th Street/Farmington Road.

For the following freeway mainline roadway segments, 24-hour traffic volume data were collected from the Caltrans Traffic Census Program Internet Website (California Department of Transportation 2022) and applied in this traffic impact study.

101. SR 99 North of Crosstown Freeway (SR 4)
102. Crosstown Freeway (SR 4) West of SR 99
103. SR 99 Between Crosstown Freeway (SR 4) and Golden Gate Avenue
104. SR 99 Between Golden Gate Avenue and Mariposa Road
110. SR 99 Between Mariposa Road and Arch-Airport Road
112. SR 99 South of Arch-Airport Road

Table 6 presents the existing daily traffic volumes for study roadway segments.

Roadway Segment Levels of Service

Table 6 presents a summary of existing LOS on the 12 study roadway segments. 11 of the study roadway segments operate at acceptable LOS C or better. No improvements are needed on these 11 roadway segments to achieve acceptable LOS.

105. Mariposa Road Between SR 99 and 8th Street/Farmington Road

Under Existing Conditions, this roadway segment operates at LOS E. This LOS is considered unacceptable. The following improvement is recommended:

- Widen the portions of this roadway segment which are one lane in each direction to two lanes in each direction.

Table 6. Roadway Segment Level of Service - Existing Conditions

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
101. SR 99 - North of Crosstown Freeway (SR 4)	8	172,800	95,000	0.55	C
102. Crosstown Freeway - West of SR 99	8	172,800	104,900	0.61	C
103. SR 99 - Between Crosstown Fwy and Golden Gate Avenue	8	172,800	94,000	0.54	C
104. SR 99 - Between Golden Gate Ave and Mariposa Rd	8	172,800	92,300	0.53	C
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	2	17,300	16,295	0.94	E
106. Mariposa Road - Between Carpenter Road and SR 99	2	17,300	10,034	0.58	C
107. Mariposa Road - Between the Project Site and Carpenter Road	2	17,300	9,042	0.52	B
108. Mariposa Road - Southeast of the Project Site	2	17,300	9,042	0.52	B
109. Mariposa Road - East of Austin Road	2	17,300	8,149	0.47	A
110. SR 99 - Between Mariposa Road and Arch-Airport Road	6	129,600	80,600	0.62	C
111. Arch-Airport Road - Between Qantas Lane and SR 99	6	59,300	26,889	0.45	A
112. SR 99 - South of Arch-Airport Road	6	129,600	85,000	0.66	C

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

A summary of LOS with recommended improvements is presented in **Table 7**. With this recommended improvement, this roadway segment would operate at LOS A. This LOS is considered acceptable.

Table 7. Roadway Segment Level of Service - Existing Conditions With Recommended Improvements

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	4	38,200	16,295	0.43	A

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

EXISTING RAMP JUNCTION TRAFFIC VOLUMES AND LEVELS OF SERVICE

The following is a description of existing traffic operating conditions at the study ramp junctions.

Ramp Junction Traffic Volumes

As described in more detail previously in this traffic impact study, to ensure data used in this study are representative, the traffic analysis of the Mariposa 2 project is based on both existing traffic volume data collected before the outbreak of Covid-19, and current new traffic volume count data collected since the outbreak.

Traffic volume count data were collected for the following freeway ramp junctions for the *Public Review Draft Environmental Impact Report for the Sanchez-Hoggan Annexation* (City of Stockton 2020). These data are applied in this traffic impact study.

208. SR 99 at Mariposa Road Southbound On-Ramp (Slip) Merge
209. SR 99 at Mariposa Road Northbound Off-Ramp Diverge
210. SR 99 at Arch-Airport Road Southbound Off-Ramp Diverge
211. SR 99 at Arch-Airport Road Northbound On-Ramp Merge
212. SR 99 at Arch-Airport Road Southbound On-Ramp Merge
213. SR 99 at Arch-Airport Road Northbound Off-Ramp Diverge

At the following study ramp junctions, pre-Covid-19 count data were collected for weekday periods between 7:00 a.m. and 9:00 a.m., and between 4:00 p.m. and 6:00 p.m. from StreetLight Data. These data represent Tuesday through Thursday volumes collected during six non-holiday months between March 2019 and February 2020. Traffic volume count data collected from StreetLight Data are presented in the technical appendix.

201. SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway
202. SR 99 Northbound Weave Area Between Crosstown Freeway and Fremont Street
203. SR 99 Northbound at Crosstown Freeway (SR 4) Off-Ramp Diverge
204. SR 99 at Golden Gate Avenue Southbound Off-Ramp Diverge
205. SR 99 at Golden Gate Avenue Northbound On-Ramp Merge
206. SR 99 Southbound Weave Area Between Golden Gate Avenue and Mariposa Road
207. SR 99 Northbound Weave Area Between Mariposa Road and Golden Gate Avenue

To validate the ramp junction traffic volume data collected from StreetLight Data, peak hour traffic volume data for freeway facilities were collected from the Caltrans PeMS database (http://pems.dot.ca.gov/). Data for Tuesdays, Wednesdays and Thursdays between February 4, 2020 and Thursday February 13, 2020 were used to validate the traffic volume data collected from StreetLight Data.

Figure 10 and **Figure 11** present the existing a.m. peak hour and p.m. peak hour traffic volumes at the existing ramp junctions.

Ramp Junction Levels of Service

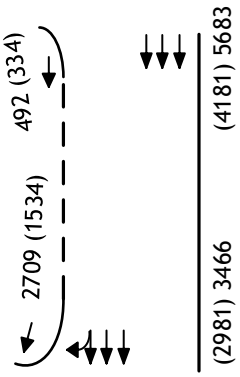
Table 8 presents a summary of existing a.m. peak hour and p.m. peak hour LOS at the 13 study ramp junctions. The worksheets presenting the calculation of LOS are included in the technical appendix.

12 of the 13 ramp junctions operate at acceptable LOS C or better during both the a.m. peak hour and p.m. peak hour. No improvements are needed at these 12 ramp junctions to achieve acceptable LOS.

201. SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway

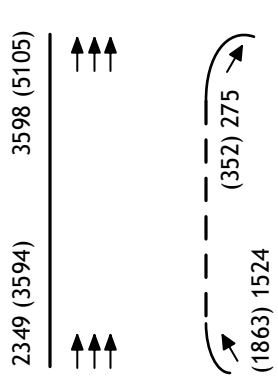
Under Existing Conditions, the SR 99 southbound weave area between the Fremont Street interchange and the Crosstown Freeway interchange operates at LOS F during the a.m. peak hour. This LOS is considered unacceptable. Existing land use adjacent to SR 99 and the location of the two interchanges results in improvements to the weave area being considered not feasible. As a result, no improvements are recommended to improve LOS at this location.

201



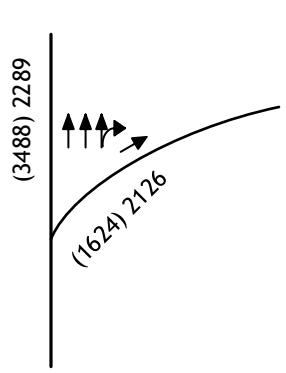
SR 99 Southbound Weave Area
Between Crosstown Freeway And Fremont St

202



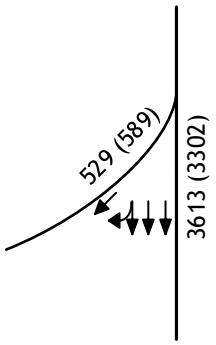
SR 99 Northbound Weave Area
Between Crosstown Freeway And Fremont St

203



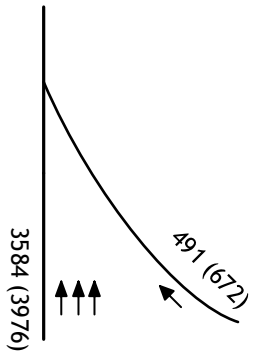
SR 99 Northbound
At Crosstown Freeway Off-Ramp Diverge

204



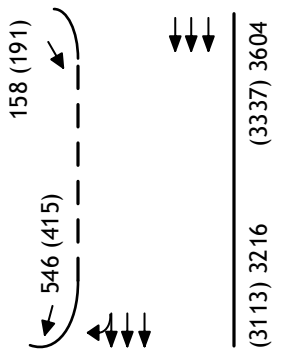
SR 99 at Golden Gate Avenue
Southbound Off-Ramp Diverge

205



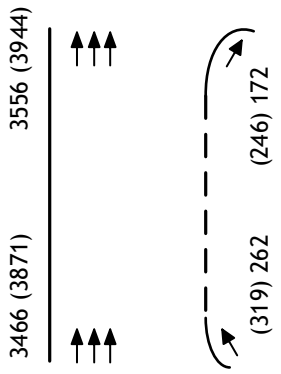
SR 99 at Golden Gate Avenue
Northbound On-Ramp Merge

206



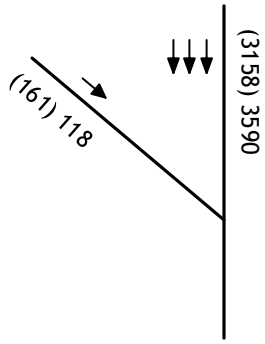
SR 99 Southbound Weave Area
Between Mariposa Rd and Golden Gate Ave

207



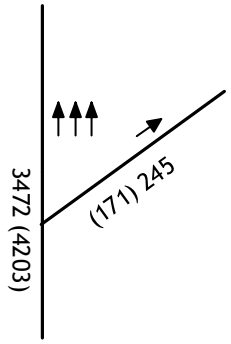
SR 99 Northbound Weave Area
Between Mariposa Rd and Golden Gate Ave

208



SR 99 at Mariposa Rd
Southbound On-Ramp (Slip) Merge

209



SR 99 at Mariposa Rd
Northbound Off-Ramp Diverge

Legend

- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Weave Area Auxillary Lane
- Number of Arrows Indicate Number of Lanes

NORTH

N.T.S.

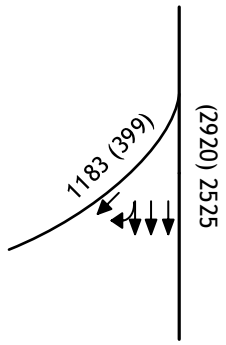
EXISTING FREEWAY RAMP MERGE, DIVERGE, AND WEAVE AREA TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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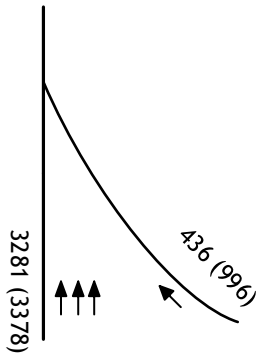
figure 10

210



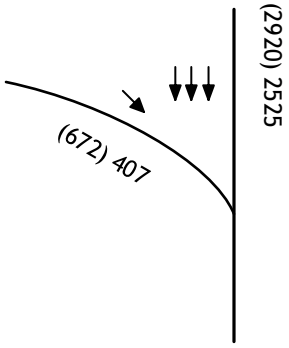
SR 99 at Arch-Airport Rd
Southbound Off-Ramp Diverge

211



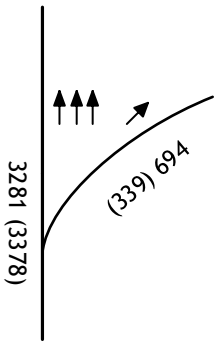
SR 99 at Arch-Airport Rd
Northbound On-Ramp Merge

212



SR 99 Northbound
At Crosstown Freeway Off-Ramp Diverge

213



SR 99 at Arch-Airport Rd
Northbound Off-Ramp Diverge

Legend

XX AM Peak Hour Volume
(XX) PM Peak Hour Volume
Weave Area Auxillary Lane
Number of Arrows Indicate Number of Lanes

NORTH
N.T.S.

EXISTING FREEWAY RAMP MERGE, DIVERGE, AND WEAVE AREA TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 11

Table 8. State Route 99 Ramp Merge, Diverge, and Weave Level of Service - Existing Conditions

	Ramp Junction	AM Peak Hour Freeway Volume	AM Peak Hour Ramp Volume	AM Peak Hour Density	AM Peak Hour LOS	PM Peak Hour Freeway Volume	PM Peak Hour Ramp Volume	PM Peak Hour Density	PM Peak Hour LOS
201	SB Weave Between	5,688	492	> Capacity	F	4,181	334	21.4	C
	Fremont St & Crosstown Fwy	3,466	2,709			2,981	1,534		
202	NB Weave Between	3,598	275	18.1	B	5,105	352	26.3	C
	Crosstown Fwy & Fremont St	2,349	1,524			3,594	1,863		
203	NB at Crosstown Fwy Off-Ramp	2,289	2,126	< 10	A	3,488	1,624	< 10	A
204	Golden Gate Ave SB Off-Ramp	3,613	529	< 10	A	3,302	589	< 10	A
205	Golden Gate Ave NB On-Ramp	3,584	491	19.3	B	3,976	672	22.9	C
206	SB Weave Between	3,604	158	17.5	B	3,337	191	16.4	B
	Golden Gate Ave & Mariposa Rd	3,216	546			3,113	415		
207	NB Weave Between	3,556	172	17.3	B	3,944	246	19.7	B
	Mariposa Rd & Golden Gate Ave	3,466	262			3,871	319		
208	Mariposa Rd SB On-Ramp (Slip)	3,590	118	16.9	B	3,158	161	14.9	B
209	Mariposa Rd NB Off-Ramp	3,472	245	22.2	C	4,203	171	25.8	C
210	Arch-Airport Rd SB Off-Ramp	2,525	1,183	< 10	A	2,920	399	< 10	A
211	Arch-Airport Rd NB On-Ramp	3,281	436	17.3	B	3,378	996	22.3	C
212	Arch-Airport Rd SB On-Ramp	2,525	407	14.0	B	2,920	672	18.3	B
213	Arch-Airport Rd NB Off-Ramp	3,281	694	22.1	C	3,378	339	21.8	C

Notes: "LOS" = Level of Service. "NB" = Northbound. "SB" = Southbound.
Density is expressed in passenger cars per mile per lane. "> Capacity" = volume-to-capacity ratio greater than 1.0.
For weave areas, north freeway and ramp volumes are listed first and south volumes are listed second.

EXISTING PLUS APPROVED PROJECTS
NO MARIPOSA 2 PROJECT CONDITIONS

The EPAP No Mariposa 2 Project condition is a near-term future background condition. This condition is also referred to in this traffic impact study as EPAP No Project conditions. Development of land uses and roadway improvements associated with previously-approved but as yet unconstructed projects are assumed in this condition. This scenario does not include development of the proposed Mariposa 2 project. The EPAP No Project condition, therefore, serves as the baseline condition used to assess the significance of near-term project-related traffic effects.

TRAFFIC VOLUME FORECASTS

In consultation with City of Stockton staff (Moore pers. comm.), the City of Stockton Travel Demand Model (City of Stockton 2004) was used to develop forecasts of background increases in traffic volumes under near-term EPAP conditions. The increases in traffic volumes reflect development of near-term previously-approved projects in Stockton. The model was modified in the vicinity of the project site to add detail to the model and more accurately represent how land uses are provided access to the roadway network. Minor changes were also made to land uses in the model to accurately represent land uses.

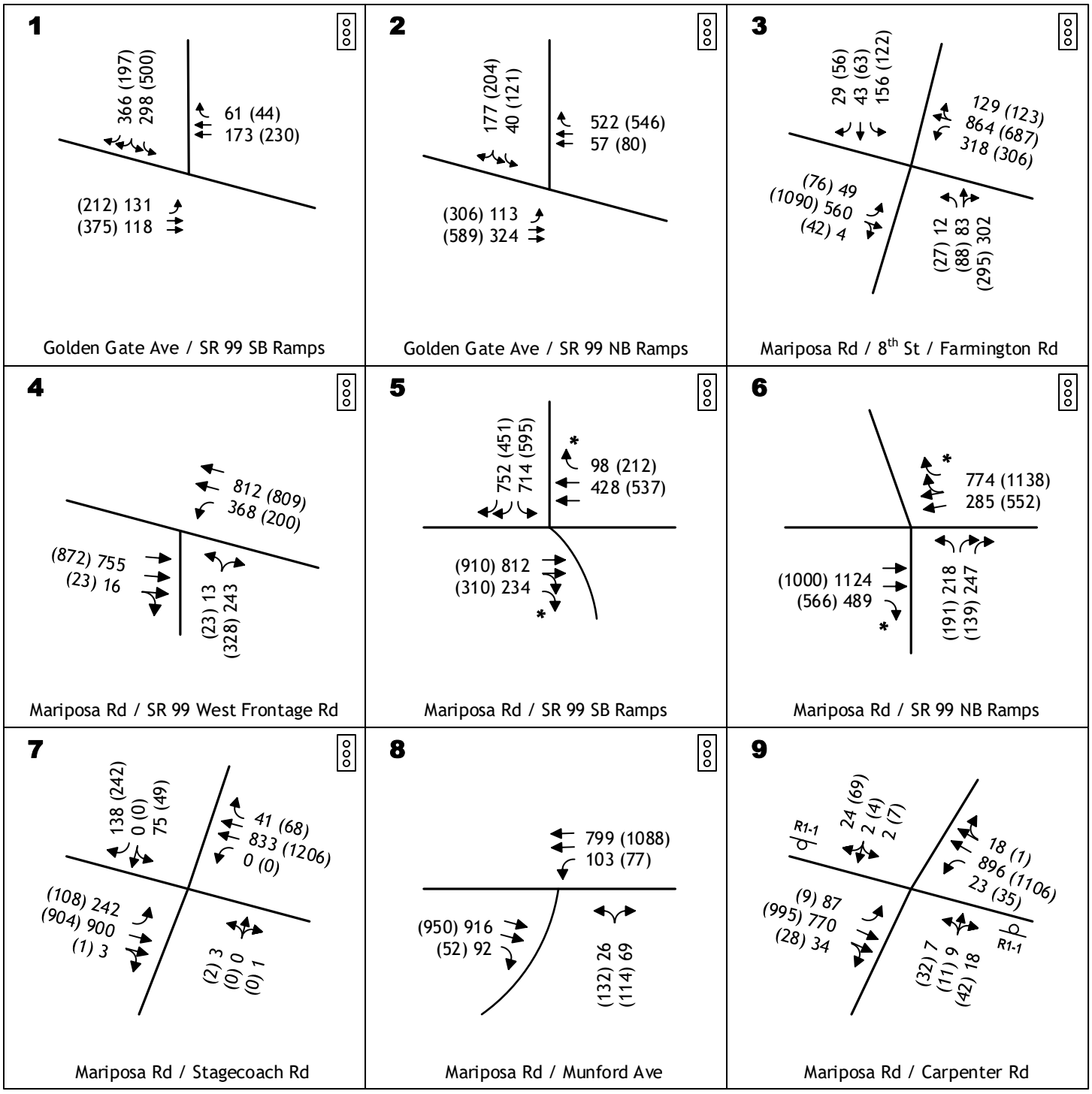
EPAP No Project condition traffic volumes specifically include trips that would be generated by the Mariposa Industrial Park Project #1 (Mariposa Industrial Park project). At the time the traffic analysis presented in this Mariposa 2 traffic impact study commenced, the City of Stockton was considering approval of the Mariposa Industrial Park project.

Application of these methods results in the a.m. peak hour and p.m. peak hour intersection traffic volumes presented in **Figure 12** and **Figure 13,** the daily traffic volumes presented in **Table 9,** and the a.m. peak hour and p.m. peak hour ramp junction traffic volumes presented in **Figure 14** and **Figure 15**.

ROADWAY IMPROVEMENTS

The EPAP No Project condition assumes roadway improvements associated with previously-approved land use development projects, and approved roadway improvement projects. These near-term roadway improvements were identified in the *NorCal Logistics Center – Draft Environmental Impact Report (Project File No. P12-110)* (City of Stockton 2014), and the *Draft Environmental Impact Report - Mariposa Lakes Specific Plan - State Clearinghouse #2006022035* (City of Stockton 2007) and the *Public Review Draft Environmental Impact Report for the Sanchez-Hoggan Annexation* (City of Stockton 2020). The improvements include, for example, construction of a fourth leg at the intersection of Mariposa Road & Austin Road, which is associated with the Sanchez-Hoggan development project.

The resulting lane geometrics assumed for EPAP No Project conditions are shown in **Figure 12** and **Figure 13** and in **Table 9**.



Legend

XX	AM Peak Hour Volume
(XX)	PM Peak Hour Volume
R1-1	Stop Sign
	Signalized Intersection
CWLTL	Center Two-Way Left Turn Lane
*	"Free" Right Turn

NORTH

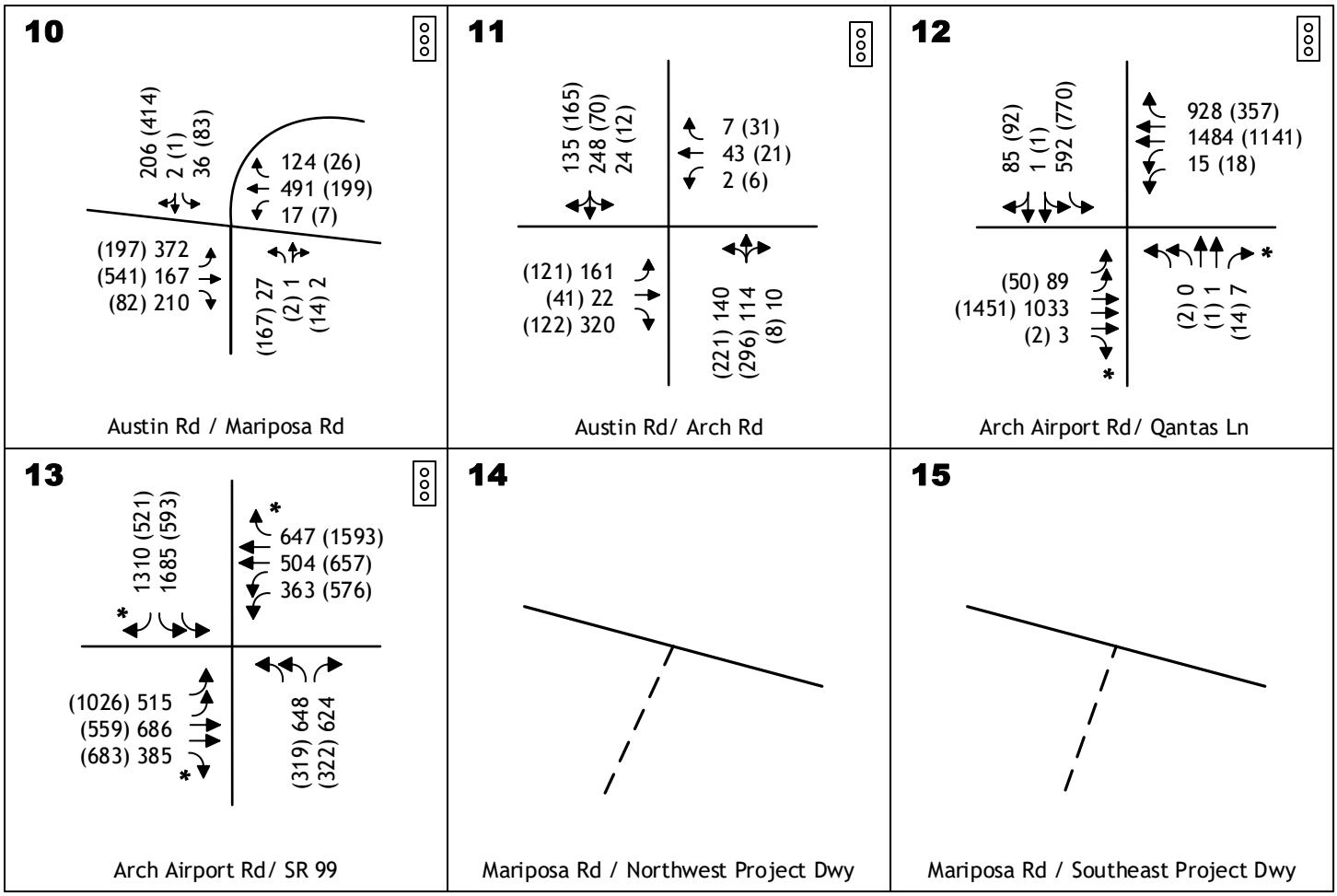
N.T.S.

EPAP NO PROJECT
INTERSECTION TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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0780-23 RA 8/30/2022

figure 12



Legend

XX	AM Peak Hour Volume
(XX)	PM Peak Hour Volume
R1-1	Stop Sign
	Signalized Intersection
CWLTL	Center Two-Way Left Turn Lane
*	"Free" Right Turn

NORTH

N.T.S.

EPAP NO PROJECT
INTERSECTION TRAFFIC VOLUMES
AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0780-23 RA 8/30/2022

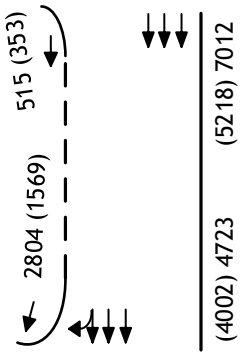
figure 13

Table 9. Roadway Segment Level of Service -
Existing Plus Approved Projects (EPAP) No Project Conditions

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
101. SR 99 - North of Crosstown Freeway (SR 4)	8	172,800	113,717	0.66	C
102. Crosstown Freeway - West of SR 99	8	172,800	120,429	0.70	C
103. SR 99 - Between Crosstown Fwy and Golden Gate Avenue	8	172,800	126,842	0.73	C
104. SR 99 - Between Golden Gate Ave and Mariposa Rd	8	172,800	125,851	0.73	C
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	2	17,300	27,296	1.58	F
106. Mariposa Road - Between Carpenter Road and SR 99	4	38,200	26,540	0.69	D
107. Mariposa Road - Between the Project Site and Carpenter Road	4	38,200	26,777	0.70	D
108. Mariposa Road - Southeast of the Project Site	4	38,200	16,163	0.42	A
109. Mariposa Road - East of Austin Road	4	38,200	11,397	0.30	A
110. SR 99 - Between Mariposa Road and Arch-Airport Road	6	129,600	97,705	0.75	D
111. Arch-Airport Road - Between Qantas Lane and SR 99	6	59,300	51,815	0.87	E
112. SR 99 - South of Arch-Airport Road	6	129,600	85,955	0.66	C

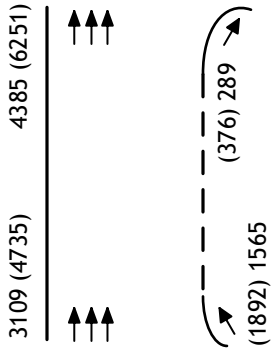
Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

201



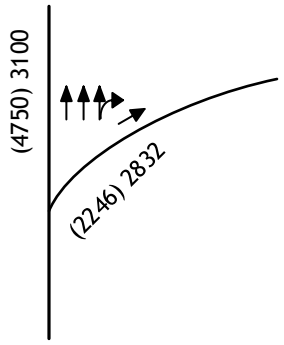
SR 99 Southbound Weave Area
Between Crosstown Freeway And Fremont St

202



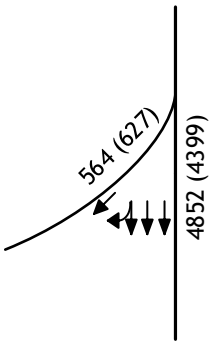
SR 99 Northbound Weave Area
Between Crosstown Freeway And Fremont St

203



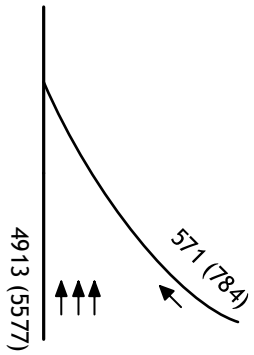
SR 99 Northbound
At Crosstown Freeway Off-Ramp Diverge

204



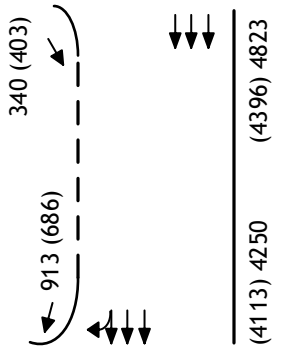
SR 99 at Golden Gate Avenue
Southbound Off-Ramp Diverge

205



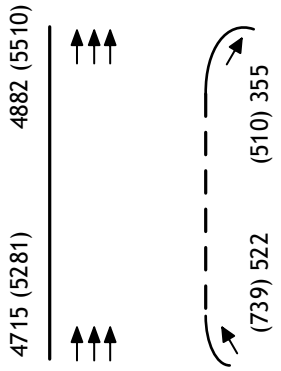
SR 99 at Golden Gate Avenue
Northbound On-Ramp Merge

206



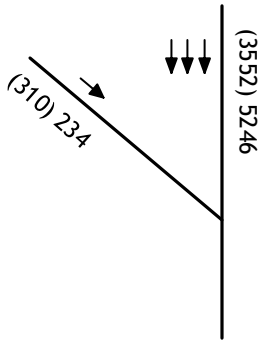
SR 99 Southbound Weave Area
Between Mariposa Rd and Golden Gate Ave

207



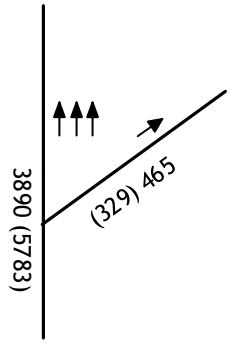
SR 99 Northbound Weave Area
Between Mariposa Rd and Golden Gate Ave

208



SR 99 at Mariposa Rd
Southbound On-Ramp (Slip) Merge

209



SR 99 at Mariposa Rd
Northbound Off-Ramp Diverge

Legend

- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Weave Area Auxillary Lane
- Number of Arrows Indicate Number of Lanes

NORTH

N.T.S.

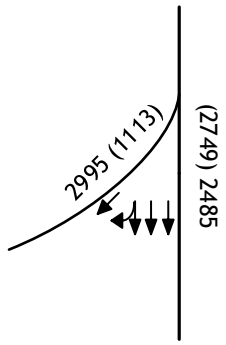
EPAP NO PROJECT FREEWAY RAMP MERGE, DIVERGE, AND WEAVE AREA TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0780-23 RA 8/30/2022

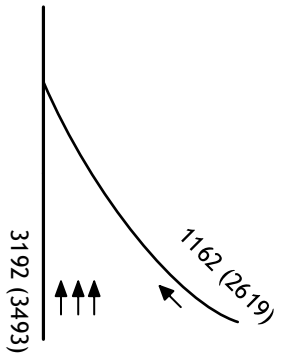
figure 14

210



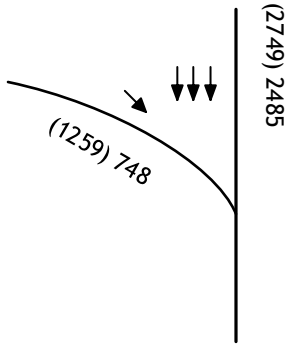
SR 99 at Arch-Airport Rd
Southbound Off-Ramp Diverge

211



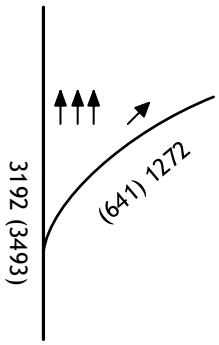
SR 99 at Arch-Airport Rd
Northbound On-Ramp Merge

212



SR 99 Northbound
At Crosstown Freeway Off-Ramp Diverge

213



SR 99 at Arch-Airport Rd
Northbound Off-Ramp Diverge

Legend

XX AM Peak Hour Volume
(XX) PM Peak Hour Volume
Weave Area Auxillary Lane
Number of Arrows Indicate Number of Lanes

NORTH
N.T.S.

EPAP NO PROJECT FREEWAY RAMP MERGE, DIVERGE, AND WEAVE AREA TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0780-23 RA 8/30/2022

figure 15

INTERSECTION LEVELS OF SERVICE

Table 10 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP No Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under EPAP No Project conditions would be generally higher than under Existing Conditions and, as a result, vehicle delay at study intersections under EPAP No Project conditions would be higher than under Existing Conditions.

Under EPAP No Project conditions, LOS at 10 of the 13 study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these 10 intersections to achieve acceptable LOS. The following describes the three study intersections that would operate at unacceptable LOS under EPAP No Project conditions.

3. Mariposa Road & 8th Street/Farmington Road

Under EPAP No Project conditions, the intersection of Mariposa Road & 8th Street/Farmington Road would operate at LOS F with 109.3 seconds of delay during the a.m. peak hour, and LOS F with 145.8 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. The following improvement is recommended:

- Split the northeastbound combined through/right-turn lane into an exclusive northeastbound through lane and a "free" northeastbound-to-southeastbound right-turn lane.

The above improvement would be consistent with the recommended improvement (described below) for Roadway Segment 105, Mariposa Road Between SR 99 and 8th Street/Farmington Road, to widen the portions of this roadway segment which are one lane in each direction to two lanes in each direction. The added southeastbound departure lane on Mariposa Road would serve vehicles departing the "free" northeastbound-to-southeastbound right-turn lane at this intersection.

The existing northeastbound combined through/right-turn lane is approximately 23 to 24 feet wide and the single southwestbound departure lane is approximately 21 to 22 feet wide. As a result, the existing pavement width on the southwest leg of this intersection is considered wide enough to accommodate the above improvement.

As shown in **Table 11**, implementation of the above recommended improvement would improve traffic operations to LOS D with 40.4 seconds of delay in the a.m. peak hour and LOS E with 73.2 seconds of delay in the p.m. peak hour. As described in the *General Plan Policy Consistency Criteria* section of this traffic impact study, LOS D and E at this intersection are considered acceptable.

Table 10. Intersection Level of Service -
Existing Plus Approved Projects (EPAP) No Project Conditions

	Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay
1	Golden Gate Avenue & SR 99 Southbound Ramps	Signal		B	14.2	B	16.0
2	Golden Gate Avenue & SR 99 Northbound Ramps	Signal		B	15.8	C	23.9
3	Mariposa Road & 8th Street/Farmington Road	Signal		F	109.3	F	145.8
4	Mariposa Road & SR 99 West Frontage Road	Signal		B	14.2	B	14.5
5	Mariposa Road & SR 99 Southbound Ramps	Signal		B	18.4	B	15.4
6	Mariposa Road & SR 99 Northbound Ramps	Signal		B	10.6	B	10.4
7	Mariposa Road & Stagecoach Road	Signal		B	18.5	B	18.2
8	Mariposa Road & Munford Avenue	Signal		B	10.9	B	16.8
9	Mariposa Road & Carpenter Road	Unsig	Yes	A	2.8	C	19.2
10	Mariposa Road & Austin Road	Signal		C	35.0	D	40.2
11	Arch Road & Austin Road	Signal		D	45.2	D	40.2
12	Arch-Airport Road & Qantas Lane	Signal		E	61.7	C	28.4
13	Arch Road & SR 99	Signal		F	194.4	E	73.6
14	Mariposa Road & Northwest Project Driveway	- -		- -	- -	- -	- -
15	Mariposa Road & Southeast Project Driveway	- -		- -	- -	- -	- -

Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.
"Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.
Delay is measured in seconds per vehicle.
Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.
Dashes ("- -") indicate intersection not present under this scenario.

by Type of Inter

Table 11. Intersection Level of Service -
Existing Plus Approved Projects (EPAP) No Project Conditions
With Recommended Improvements

	Study Intersections	Inters. Control	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay
3	Mariposa Road & 8th Street/Farmington Road	Signal	D	40.4	E	73.2
12	Arch-Airport Road & Qantas Lane	Signal	C	32.8	C	27.4

Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.
"Signal" = Signalized light control.
Delay is measured in seconds per vehicle.
Per City of Stockton guidelines, intersection average delay is reported for all intersections.

by Type of Inte

12. Arch-Airport Road & Qantas Lane

Under EPAP No Project conditions, the intersection of Arch-Airport Road & Qantas Lane would operate at LOS E with 61.7 seconds of delay during the a.m. peak hour, and LOS C with 28.4 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. The following improvement is recommended:

- Change the signal timing to include overlap phasing on the northwestbound-to-northeastbound right-turn movement.

As shown in **Table 11**, implementation of the above recommended improvement would improve traffic operations to LOS C with 32.8 seconds of delay in the a.m. peak hour and LOS C with 27.4 seconds of delay in the p.m. peak hour. LOS C is considered acceptable.

13. Arch Road & SR 99

Under EPAP No Project conditions, the intersection of Arch Road & SR 99 would operate at LOS F with 194.4 seconds of delay during the a.m. peak hour, and LOS E with 73.6 seconds of delay during the p.m. peak hour. LOS E and F are considered unacceptable.

The unacceptable LOS at this intersection under EPAP No Project conditions would be due to increases in traffic volume along Arch Road, and on the SR 99 interchange ramps. Improvement

of LOS at this intersection to acceptable LOS would require re-structuring of the interchange facility.

Reconstruction of the Arch–Airport Road interchange on SR 99, including additional eastbound and westbound through lanes would be required to achieve acceptable LOS. The EPAP No Project scenario is considered a near-term condition, and reconstruction of the interchange in the near-term future is not considered feasible. Therefore, improvements at this intersection are not recommended.

ROADWAY SEGMENT LEVELS OF SERVICE

Table 9 presents a summary of LOS on the 12 study roadway segments under EPAP No Project conditions. 10 of the 12 roadway segments would operate at acceptable LOS D or better. No improvements are needed on these 10 roadway segments to achieve acceptable LOS. The following describes the two study roadway segments that would operate at unacceptable LOS under EPAP No Project conditions.

105. Mariposa Road Between SR 99 and 8th Street/Farmington Road

Under EPAP No Project conditions, this roadway segment would operate at LOS F. This LOS is considered unacceptable. The following improvement is recommended:

- Widen the portions of this roadway segment which are one lane in each direction to two lanes in each direction.

A summary of LOS with recommended improvements is presented in **Table 12**. With this recommended improvement, this roadway segment would operate at LOS D. This LOS is considered acceptable.

This improvement is also recommended under Existing Conditions.

111. Arch-Airport Road Between Qantas Lane and SR 99

Under EPAP No Project conditions, this roadway segment would operate at LOS E. This LOS is considered unacceptable. Widening of this roadway segment to add through lanes to improve LOS would require reconstruction of the Arch-Airport Road interchange on SR 99. The EPAP No Project scenario is considered a near-term condition, and reconstruction of the interchange in the near-term future is not considered feasible. Therefore, improvement to this roadway segment is not recommended.

Table 12. Roadway Segment Level of Service -
Existing Plus Approved Projects (EPAP) No Project Conditions
With Recommended Improvements

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	4	38,200	27,296	0.71	D

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

RAMP JUNCTION LEVELS OF SERVICE

Figure 14 and **Figure 15** presents a.m. peak hour and p.m. peak hour traffic volumes at the study ramp junctions under EPAP No Project conditions. **Table 13** presents the a.m. peak hour and p.m. peak hour LOS at each study ramp junction under EPAP No Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Traffic volumes under EPAP No Project conditions would be generally higher than under Existing Conditions and, as a result, vehicle density at study ramp junctions under EPAP No Project conditions would be higher than under Existing Conditions.

Under EPAP No Project conditions, LOS at 10 of the 13 study ramp junctions would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements are needed at these 10 ramp junctions to achieve acceptable LOS.

The following three ramp junction areas would operate at unacceptable LOS under EPAP No Project conditions:

- 201. SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway would operate at LOS F during the a.m. peak hour,
- 205. SR 99 at Golden Gate Avenue Northbound On-Ramp Merge would operate at LOS F during the p.m. peak hour, and
- 211. SR 99 at Arch-Airport Road Northbound On-Ramp Merge would operate at LOS E in the p.m. peak hour.

Table 13. State Route 99 Ramp Merge, Diverge, and Weave Level of Service - Existing Plus Approved Projects (EPAP) No Project Conditions

Ramp Junction	AM Peak Hour				PM Peak Hour			
	Freeway Volume	Ramp Volume	Density	LOS	Freeway Volume	Ramp Volume	Density	LOS
201 SB Weave Between	7,012	515	> Capacity	F	5,218	353	26.9	C
Fremont St & Crosstown Fwy	4,723	2,804			4,002	1,569		
202 NB Weave Between	4,385	289	22.2	C	6,251	376	32.7	D
Crosstown Fwy & Fremont St	3,109	1,565			4,735	1,892		
203 NB at Crosstown Fwy Off-Ramp	3,100	2,832	< 10	A	4,750	2,246	< 10	A
204 Golden Gate Ave SB Off-Ramp	4,852	564	< 10	A	4,399	627	< 10	A
205 Golden Gate Ave NB On-Ramp	4,913	571	27.1	C	5,577	784	33.0	F
206 SB Weave Between	4,823	340	24.8	C	4,396	403	22.9	C
Golden Gate Ave & Mariposa Rd	4,250	913			4,113	686		
207 NB Weave Between	4,882	355	25.2	C	5,510	510	29.4	D
Mariposa Rd & Golden Gate Ave	4,715	522			5,281	739		
208 Mariposa Rd SB On-Ramp (Slip)	5,246	234	26.7	C	3,552	310	18.2	B
209 Mariposa Rd NB Off-Ramp	3,890	465	24.8	C	5,783	329	33.3	D
210 Arch-Airport Rd SB Off-Ramp	2,485	2,995	< 10	A	2,749	1,113	< 10	A
211 Arch-Airport Rd NB On-Ramp	3,192	1,162	22.2	C	3,493	2,619	38.0	E
212 Arch-Airport Rd SB On-Ramp	2,485	748	16.6	B	2,749	1,259	22.2	C
213 Arch-Airport Rd NB Off-Ramp	3,192	1,272	23.0	C	3,493	641	23.1	C

Notes: "LOS" = Level of Service. "NB" = Northbound. "SB" = Southbound.
Density is expressed in passenger cars per mile per lane. "> Capacity" = volume-to-capacity ratio greater than 1.0.
For weave areas, north freeway and ramp volumes are listed first and south volumes are listed second.

201. SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway

LOS F at the SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway is considered unacceptable. Reconstruction of the Fremont Street and Crosstown Freeway interchanges on SR 99, including the addition of lanes on mainline SR 99, would be required to achieve acceptable LOS at this weave area. The EPAP No Project scenario is considered a near-term condition, and reconstruction of this weave area in the near-term future is not considered feasible. In addition, existing land use adjacent to SR 99 and the location of the two interchanges results in improvements to the weave area being considered not feasible. Therefore, improvements to this weave area are not recommended.

205. SR 99 at Golden Gate Avenue Northbound On-Ramp Merge

LOS F at the Golden Gate Avenue Northbound On-Ramp Merge is considered unacceptable. Reconstruction of the Golden Gate Avenue interchange on SR 99, including the addition of lanes on mainline SR 99, would be required to achieve acceptable LOS at this ramp junction. The EPAP No Project scenario is considered a near-term condition, and reconstruction of the interchange in the near-term future is not considered feasible. Therefore, improvements to this ramp junction area are not recommended.

211. SR 99 at Arch-Airport Road Northbound On-Ramp Merge

LOS E at the Arch-Airport Road Northbound On-Ramp Merge is considered unacceptable. Reconstruction of the Arch–Airport Road interchange on SR 99, including the addition of lanes on mainline SR 99, would be required to achieve acceptable LOS at this ramp junction. The EPAP No Project scenario is considered a near-term condition, and reconstruction of the interchange in the near-term future is not considered feasible. Therefore, improvements to this ramp junction area are not recommended.

EXISTING PLUS APPROVED PROJECTS PLUS MARIPOSA 2 PROJECT IMPACTS

The EPAP Plus Mariposa 2 Project scenario is a near-term future condition with the proposed project. This condition is also referred to in this traffic impact study as EPAP Plus Project conditions.

The development of the Mariposa 2 project would result in vehicle traffic to and from the project site. The amount of additional traffic on a particular section of the street network depends on three factors:

- Trip Generation, the number of new trips generated by the project,
- Trip Distribution, the direction of travel for the new traffic, and
- Trip Assignment, the specific routes used by the new traffic.

Each of these three factors is described below.

TRIP GENERATION

Development of the Mariposa 2 project would generate new vehicle trips and potentially affect traffic operations on study facilities. The number of vehicle trips expected to be generated by the proposed project has been estimated using typical trip generation rates that have been developed based on the nature and size of project land uses. Trip generation rates developed for the City of Stockton (McDowell pers. comm.) were applied for this traffic impact study. These rates have been applied by the City for other projects in the southeast Stockton area (City of Stockton 2014, City of Stockton 2021, and Tellez pers. comm.) with land uses similar to the Mariposa 2 project.

The trip generation rates used in this traffic impact study are presented in **Table 14**. The trip generation rates are applied to the amount of project-related land uses. The resulting trip generation estimates are presented in **Table 15**. As shown in **Table 15**, the Mariposa 2 project would generate an estimated 5,927 vehicle trips per day, with 313 trips during the a.m. peak hour and 382 trips during the p.m. peak hour.

TRIP DISTRIBUTION

Project-related trips were geographically distributed over the study area roadway network. The geographical distribution of trips is based on the relative attractiveness or utility of possible destinations. Trip distribution percentages applied in this traffic impact study are presented in **Table 16**. The data presented in **Table 16** are graphically shown in **Figure 16** and **Figure 17**.

Table 14. Trip Generation Rates

Land Use	Units	Trips per Unit						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Light Industrial	Thousand Square Feet	3.42	0.11	0.07	0.18	0.08	0.14	0.22

Source: McDowell pers. comm. and City of Stockton 2014.

Table 15. Mariposa 2 Trip Generation Estimate

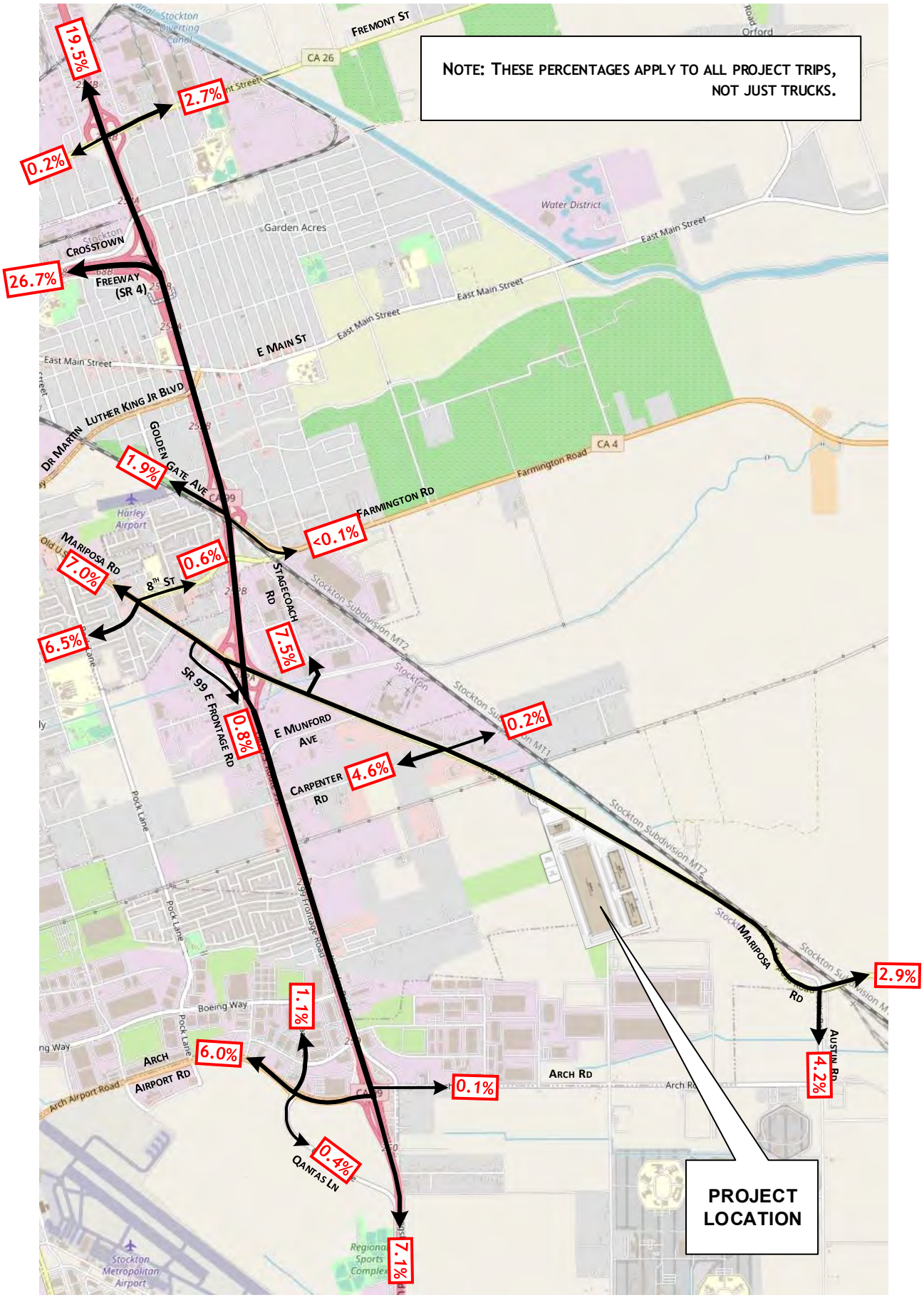
Land Use	Quantity	Trips Generated						
		Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Building 5	105.787 Thousand Square Feet	362	12	7	19	8	15	23
Building 6	1,181.040 Thousand Square Feet	4,039	130	83	213	94	165	260
Building 7	243.360 Thousand Square Feet	832	27	17	44	19	34	54
Building 8	202.800 Thousand Square Feet	694	22	14	37	16	28	45
TOTAL		5,927	191	121	313	137	242	382

Source: McDowell pers. comm. and City of Stockton 2014.
Total may not equal the sum of components due to rounding.

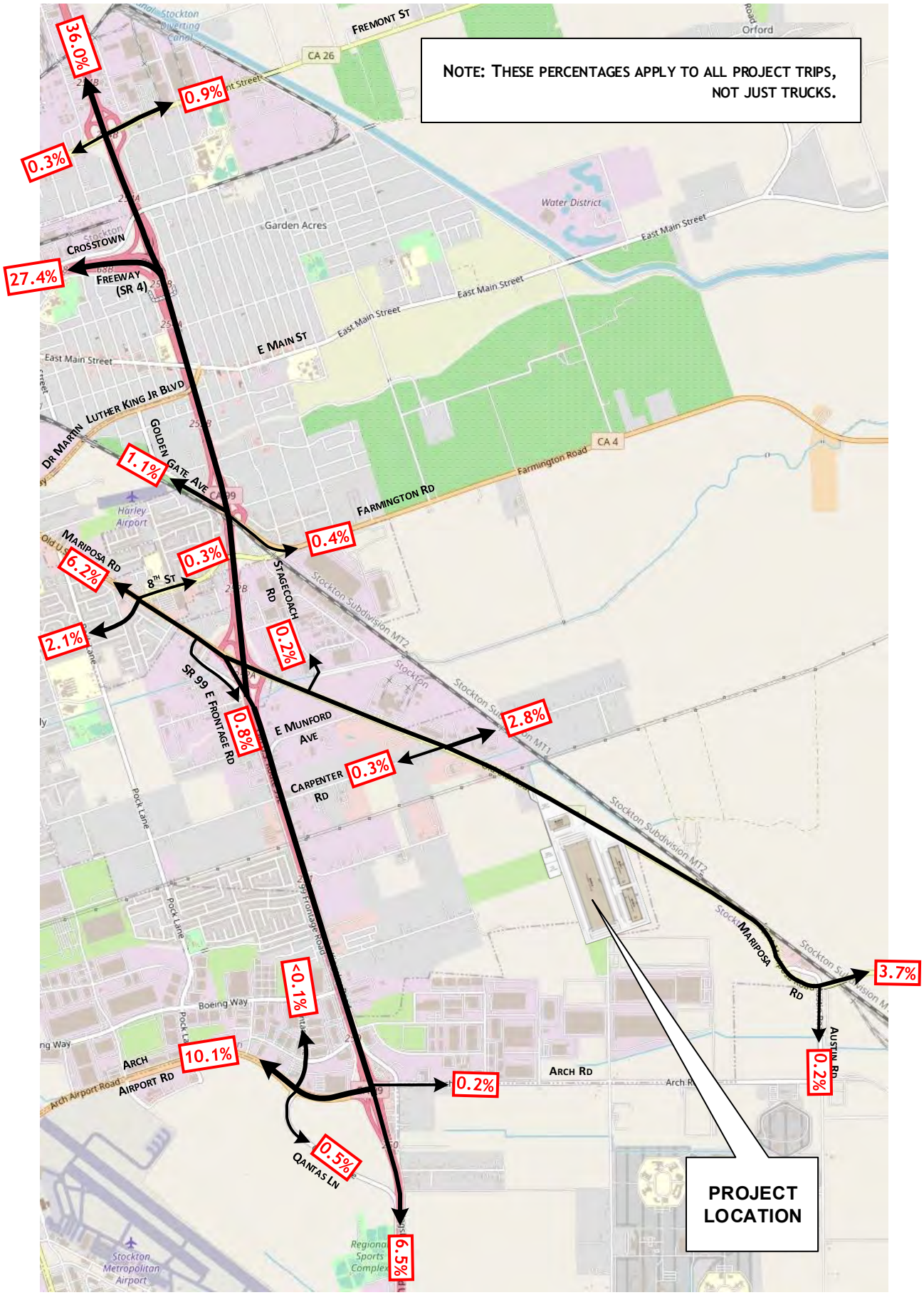
Table 16. Mariposa 2 Project Trip Distribution Percentages

Direction of Travel	Existing Plus Approved Projects Background	Cumulative Background
SR 99 North of Fremont Street	19.5	36.0
Fremont Street West of SR 99	0.2	0.3
Fremont Street East of SR 99	2.7	0.9
Crosstown Freeway West of SR 99	26.7	27.4
Golden Gate Avenue West of SR 99	1.9	1.1
Golden Gate Avenue East of SR 99	- -	0.4
8th Street West of Mariposa Road	6.5	2.1
Mariposa Rd Northwest of 8th St/Farmington Rd	7.0	6.2
Farmington Road East of Mariposa Road	0.6	0.3
SR 99 West Frontage Road South of Mariposa Road	0.8	0.8
Stagecoach Road North of Mariposa Road	7.5	0.2
Carpenter Road West of Mariposa Road	4.6	0.3
Carpenter Road East of Mariposa Road	0.2	2.8
Mariposa Road Southeast of Austin Road	2.9	3.7
Austin Road South of Mariposa Road	4.2	0.2
Arch Road West of Qantas Lane	6.0	10.1
Qantas Lane North of Arch Road	1.1	- -
Qantas Lane South of Arch Road	0.4	0.5
Arch Road East of SR 99	0.1	0.2
SR 99 South of Arch Road	7.1	6.5
TOTAL	100.0	100.0

Source: City of Stockton General Plan Travel Demand Model Select Link Analysis.
Note: Dashes ("- -") indicate value is less than one-tenth percent.



EXISTING PLUS APPROVED PROJECTS
BACKGROUND TRIP DISTRIBUTION PERCENTAGES



CUMULATIVE BACKGROUND
TRIP DISTRIBUTION PERCENTAGES

The City of Stockton travel demand model (City of Stockton 2004 and City of Stockton 2018b) was used to estimate trip distribution percentages. The travel demand model is considered to be a valid source for the trip distribution percentages because it directly addresses:

- the location of destinations of project-related trips,
- the magnitude of land uses that would attract project-related trips, and
- the quality of access to the destinations via the roadway network.

This traffic impact study includes analysis of scenarios based on two different background development conditions:

- Existing Plus Approved Projects (EPAP), and
- 2040 Cumulative Conditions.

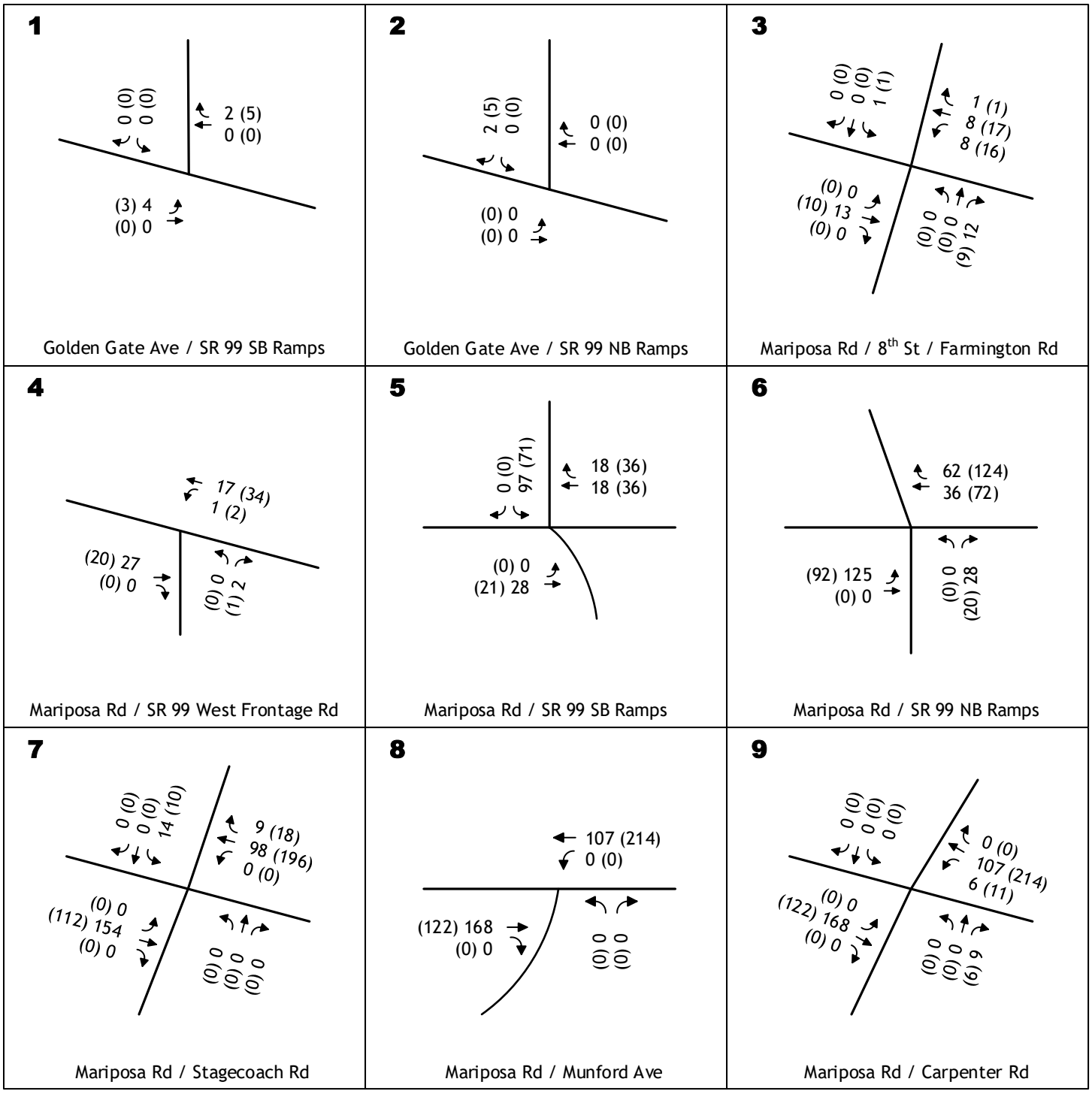
The travel demand model for each of these two scenarios was used to estimate trip distribution percentages. Background (non-project) land uses are different in each of the two travel demand models. The different land uses result in different geographic distributions of travel. As a result, the trip distribution percentages are different for each of the two background development conditions. **Table 16**, **Figure 16,** and **Figure 17** present the trip distribution percentages for each of the two background development scenarios.

A "select link" analysis was conducted using each of the two travel demand models to determine the geographic distribution of project-related travel. The select link analysis identifies vehicle trips associated with the proposed project site, and identifies the direction of travel to and from the project site.

Raw, pre-adjustment, traffic model results used in the development of trip distribution percentages are presented in the technical appendix.

TRIP ASSIGNMENT

Traffic that would be generated by the proposed project was geographically distributed over the study area roadway network using the trip distribution percentages shown in **Table 16**, **Figure 16,** and **Figure 17**. **Figure 18** and **Figure 19** display the project-related-only traffic volumes for each study intersection in the a.m. peak hour and p.m. peak hour. **Figure 20** and **Figure 21** display the resulting EPAP Plus Project traffic volumes anticipated for each study intersection in the peak hours. The a.m. peak hour and p.m. peak hour freeway ramp junction traffic volumes are presented in **Figure 22** and **Figure 23**.



Legend

XX AM Peak Hour Volume

(XX) PM Peak Hour Volume

NORTH

N.T.S.

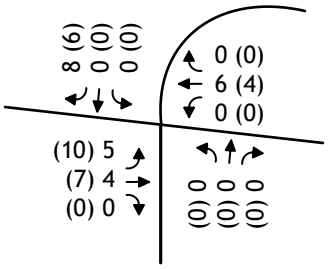
PROJECTED-RELATED INTERSECTION TRAFFIC VOLUMES

KD Anderson & Associates, Inc.
Transportation Engineers

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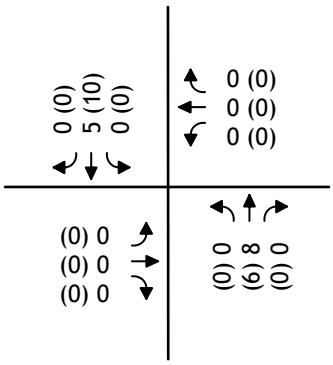
figure 18

10



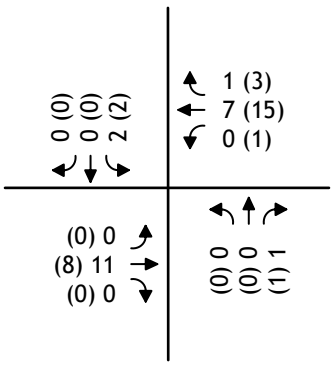
Austin Rd / Mariposa Rd

11



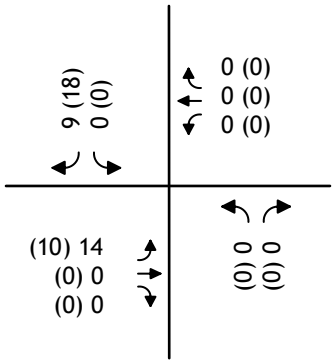
Austin Rd/ Arch Rd

12



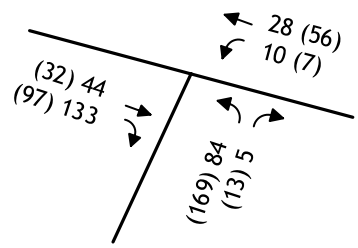
Arch Airport Rd/ Qantas Ln

13



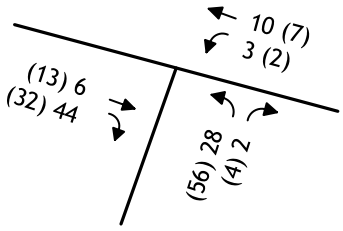
Arch Airport Rd/ SR 99

14



Mariposa Rd / Northwest Project Dwy

15



Mariposa Rd / Southeast Project Dwy

Legend

XX AM Peak Hour Volume

(XX) PM Peak Hour Volume

NORTH

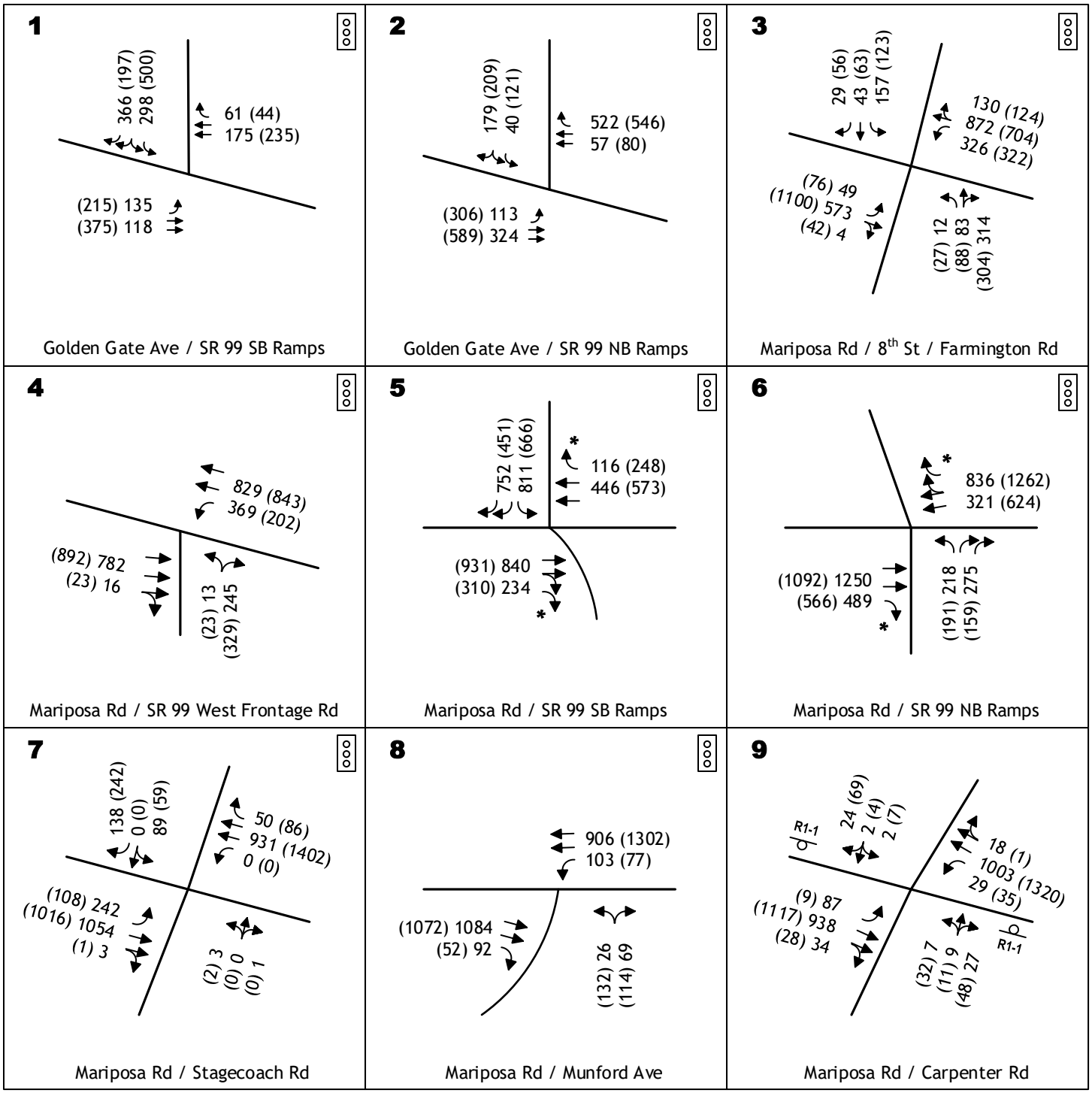
N.T.S.

PROJECTED-RELATED INTERSECTION TRAFFIC VOLUMES

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figure 19

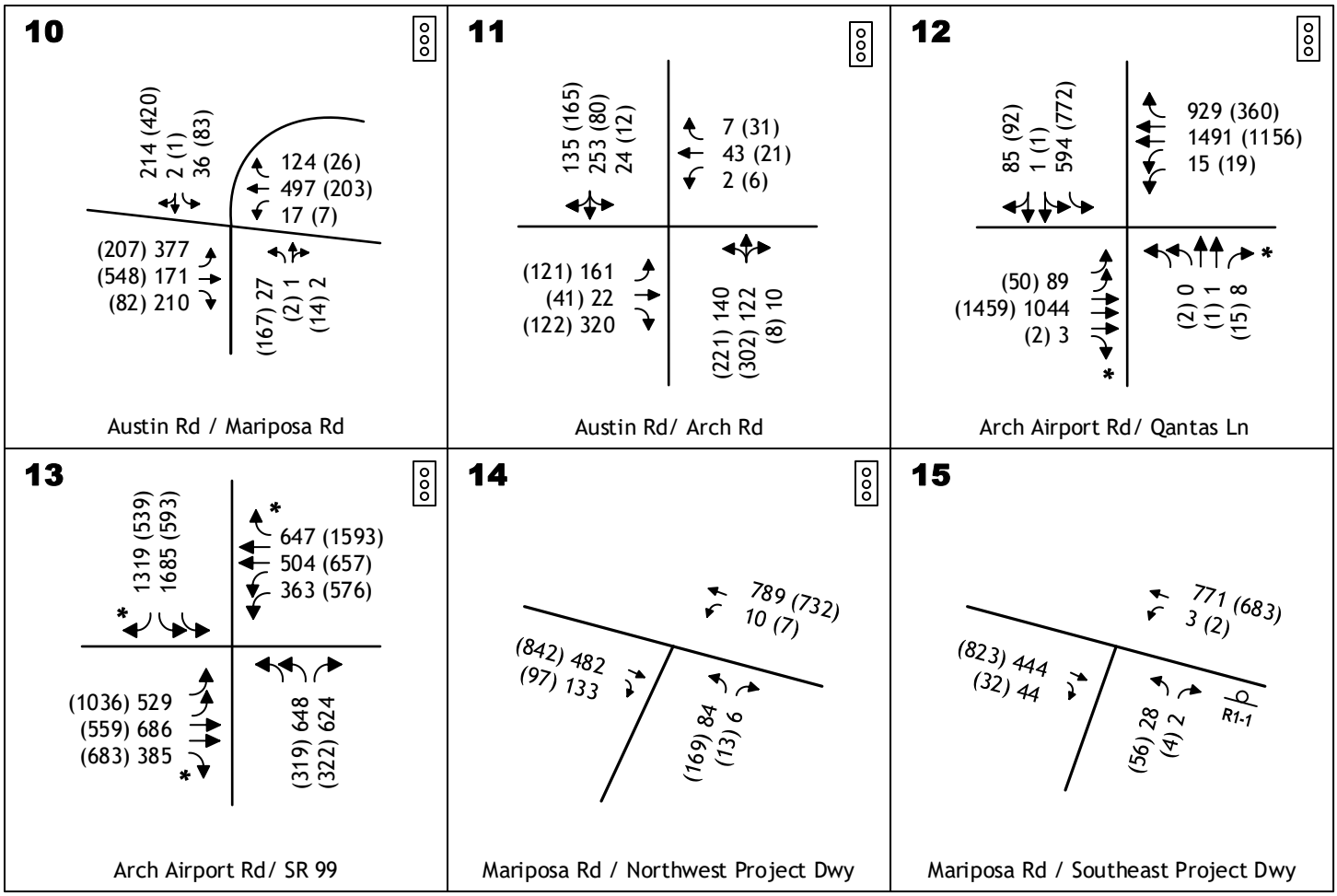


EPAP PLUS PROJECT
INTERSECTION TRAFFIC VOLUMES AND LANE CONFIGURATIONS

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figure 20



Legend

XX	AM Peak Hour Volume
(XX)	PM Peak Hour Volume
R1-1	Stop Sign
	Signalized Intersection
CWLTL	Center Two-Way Left Turn Lane
*	"Free" Right Turn

NORTH

N.T.S.

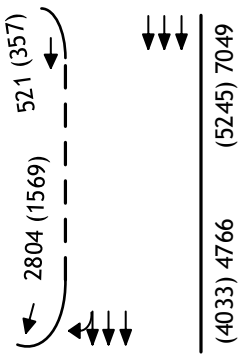
EPAP PLUS PROJECT
INTERSECTION TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
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0780-23 RA 8/30/2022

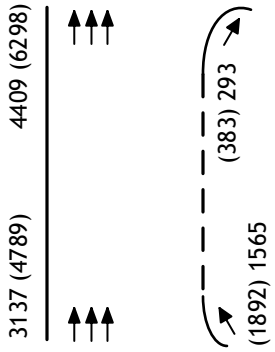
figure 21

201



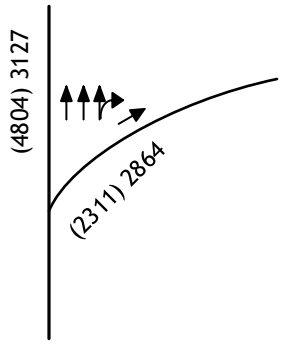
SR 99 Southbound Weave Area
Between Crosstown Freeway And Fremont St

202



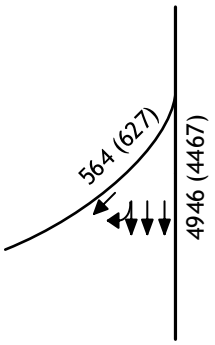
SR 99 Northbound Weave Area
Between Crosstown Freeway And Fremont St

203



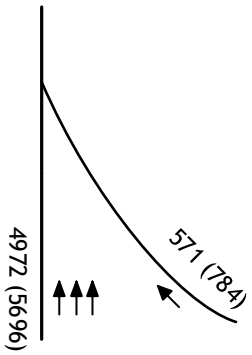
SR 99 Northbound
At Crosstown Freeway Off-Ramp Diverge

204



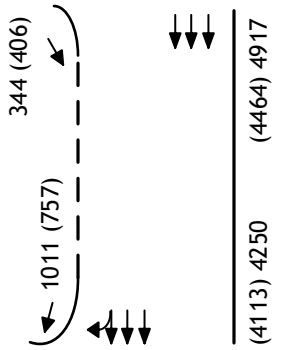
SR 99 at Golden Gate Avenue
Southbound Off-Ramp Diverge

205



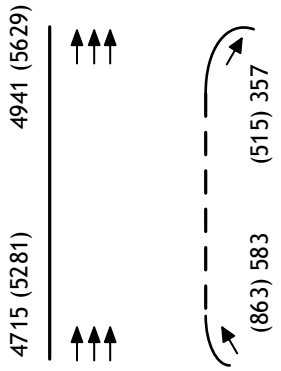
SR 99 at Golden Gate Avenue
Northbound On-Ramp Merge

206



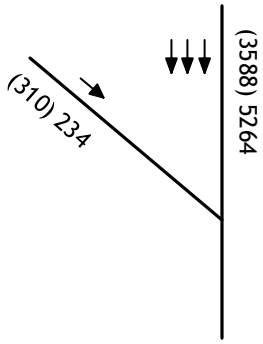
SR 99 Southbound Weave Area
Between Mariposa Rd and Golden Gate Ave

207



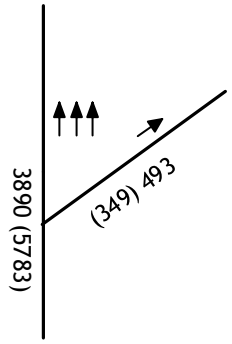
SR 99 Northbound Weave Area
Between Mariposa Rd and Golden Gate Ave

208



SR 99 at Mariposa Rd
Southbound On-Ramp (Slip) Merge

209



SR 99 at Mariposa Rd
Northbound Off-Ramp Diverge

Legend

- XX — AM Peak Hour Volume
- (XX) — PM Peak Hour Volume
- Weave Area Auxillary Lane
- Number of Arrows Indicate Number of Lanes

NORTH

N.T.S.

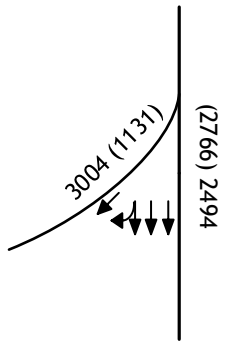
EPAP PLUS PROJECT FREEWAY RAMP MERGE, DIVERGE, AND WEAVE AREA TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0780-23 RA 8/30/2022

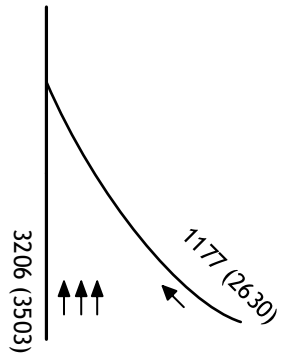
figure 22

210



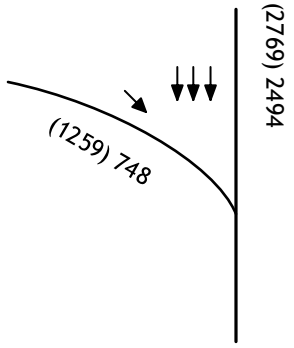
SR 99 at Arch-Airport Rd
Southbound Off-Ramp Diverge

211



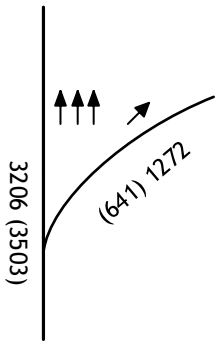
SR 99 at Arch-Airport Rd
Northbound On-Ramp Merge

212



SR 99 Northbound
At Crosstown Freeway Off-Ramp Diverge

213



SR 99 at Arch-Airport Rd
Northbound Off-Ramp Diverge

Legend

XX AM Peak Hour Volume
(XX) PM Peak Hour Volume
Weave Area Auxillary Lane
Number of Arrows Indicate Number of Lanes

NORTH
N.T.S.

EPAP PLUS PROJECT FREEWAY RAMP MERGE, DIVERGE, AND WEAVE AREA TRAFFIC VOLUMES AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
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0780-23 RA 8/30/2022

figure 23

ROADWAY IMPROVEMENTS

Implementation of the Mariposa 2 project would result in roadway improvements needed to provide access to the project site. Improvements to project site access points are shown in the proposed project site plan presented in **Figure 2**. These improvements have been previously described in more detail in the *Project Description* section of this traffic impact study.

Figure 20 and **Figure 21** display the resulting EPAP Plus Project intersection lane geometrics for each study intersection. The resulting number of travel lanes assumed for study roadway segments and daily traffic volumes are shown in **Table 17.**

INTERSECTION LEVELS OF SERVICE

Table 18 presents the a.m. peak hour and p.m. peak hour LOS at each study intersection under EPAP Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Under EPAP Plus Project conditions, LOS at 11 of the 15 study intersections would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements would be needed at these 11 intersections to achieve acceptable LOS. The following describes the four study intersections that would operate at unacceptable LOS under EPAP Plus Project conditions.

3. Mariposa Road & 8th Street/Farmington Road

Under EPAP Plus Project conditions, this intersection would operate at LOS F with 116.4 seconds of delay during the a.m. peak hour, and LOS F with 153.6 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. Compared to EPAP No Project Conditions, the project-related increase in delay would be greater than five seconds during either the a.m. peak hour or the p.m. peak hour. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered significant. The following improvement is recommended to improve operating conditions to acceptable LOS and reduce the project-related inconsistency with General Plan policies to a less than significant level:

- Split the northeastbound combined through/right-turn lane into an exclusive northeastbound through lane and a "free" northeastbound-to-southeastbound right-turn lane.

The above improvement would be consistent with the recommended improvement (described below) for Roadway Segment 105, Mariposa Road Between SR 99 and 8th Street/Farmington Road, to widen the portions of this roadway segment which are one lane in each direction to two lanes in each direction. The added southeastbound departure lane on Mariposa Road would serve vehicles departing the "free" northeastbound-to-southeastbound right-turn lane at this intersection.

Table 17. Roadway Segment Level of Service - Existing Plus Approved Projects (EPAP) Plus Project Conditions

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
101. SR 99 - North of Crosstown Freeway (SR 4)	8	172,800	115,045	0.67	C
102. Crosstown Freeway - West of SR 99	8	172,800	122,011	0.71	C
103. SR 99 - Between Crosstown Fwy and Golden Gate Avenue	8	172,800	129,752	0.75	D
104. SR 99 - Between Golden Gate Ave and Mariposa Rd	8	172,800	128,873	0.75	D
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	2	17,300	28,132	1.63	F
106. Mariposa Road - Between Carpenter Road and SR 99	4	38,200	31,316	0.82	D
107. Mariposa Road - Between the Project Site and Carpenter Road	4	38,200	32,283	0.85	D
108. Mariposa Road - Southeast of the Project Site	4	38,200	16,583	0.43	A
109. Mariposa Road - East of Austin Road	4	38,200	11,569	0.30	A
110. SR 99 - Between Mariposa Road and Arch-Airport Road	6	129,600	98,577	0.76	D
111. Arch-Airport Road - Between Qantas Lane and SR 99	6	59,300	52,259	0.88	E
112. SR 99 - South of Arch-Airport Road	6	129,600	86,375	0.67	C

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

Table 18. Intersection Level of Service -
Existing Plus Approved Projects (EPAP) Plus Project Conditions

	Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay
1	Golden Gate Avenue & SR 99 Southbound Ramps	Signal		B	14.3	B	16.1
2	Golden Gate Avenue & SR 99 Northbound Ramps	Signal		B	15.9	C	24.2
3	Mariposa Road & 8th Street/Farmington Road	Signal		F	116.4	F	153.6
4	Mariposa Road & SR 99 West Frontage Road	Signal		B	14.4	B	14.7
5	Mariposa Road & SR 99 Southbound Ramps	Signal		C	25.2	B	18.8
6	Mariposa Road & SR 99 Northbound Ramps	Signal		B	10.9	B	10.6
7	Mariposa Road & Stagecoach Road	Signal		B	18.3	B	18.7
8	Mariposa Road & Munford Avenue	Signal		B	10.4	B	16.0
9	Mariposa Road & Carpenter Road	Unsig	Yes	A	5.2	F	55.4
10	Mariposa Road & Austin Road	Signal		D	36.2	D	41.1
11	Arch Road & Austin Road	Signal		D	46.3	D	41.1
12	Arch-Airport Road & Qantas Lane	Signal		E	62.5	C	28.8
13	Arch Road & SR 99	Signal		F	193.9	E	75.5
14	Mariposa Road & Northwest Project Driveway	Signal		A	7.4	B	11.7
15	Mariposa Road & Southeast Project Driveway	Unsig	No	A	0.8	D	30.4

Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.
"Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.
Delay is measured in seconds per vehicle.
Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.

by Type of Inter

The existing northeastbound combined through/right-turn lane is approximately 23 to 24 feet wide and the single southwestbound departure lane is approximately 21 to 22 feet wide. As a result, the existing pavement width on the southwest leg of this intersection is considered wide enough to accommodate the above improvement.

As shown in **Table 19**, implementation of the above recommended improvement would improve traffic operations to LOS D with 41.5 seconds of delay in the a.m. peak hour and LOS E with 77.7 seconds of delay in the p.m. peak hour. As described in the *General Plan Policy Consistency Criteria* section of this traffic impact study, LOS D and E at this intersection are considered acceptable.

This recommended improvement is the same as the improvement recommended at this intersection for EPAP No Project conditions.

9. Mariposa Road & Carpenter Road

Under EPAP Plus Project conditions, this intersection would operate at LOS A with 5.2 seconds of delay during the a.m. peak hour, and LOS F with 55.4 seconds of delay during the p.m. peak hour. LOS F is considered unacceptable. Compared to EPAP No Project Conditions, the project-related increase in delay would be greater than five seconds during either the a.m. peak hour or the p.m. peak hour. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered significant. The following improvement is recommended to improve operating conditions to acceptable LOS and reduce the project-related inconsistency with General Plan policies to a less than significant level:

- Widen the northeastbound Carpenter Road approach. The approach is currently a single-lane approach. The approach should be widened to include an exclusive northeastbound-to northwestbound left-turn lane, and a combined through/right-turn lane.

As shown in **Table 19**, implementation of the above recommended improvement would improve traffic operations to LOS A with 3.7 seconds of delay in the a.m. peak hour and LOS D with 31.2 seconds of delay in the p.m. peak hour. LOS A and D are considered acceptable.

12. Arch-Airport Road & Qantas Lane

Under EPAP Plus Project conditions, this intersection would operate at LOS E with 62.5 seconds of delay during the a.m. peak hour, and LOS C with 28.8 seconds of delay during the p.m. peak hour. LOS E is considered unacceptable. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related change in delay would not be greater than a five second increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

Table 19. Intersection Level of Service -
Existing Plus Approved Projects (EPAP) Plus Project Conditions
With Recommended Improvements

	Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay
3	Mariposa Road & 8th Street/Farmington Road	Signal		D	41.5	E	77.7
9	Mariposa Road & Carpenter Road	Unsig	No	A	3.7	D	31.2

Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.
"Signal" = Signalized light control. "Unsig" = Unsignalized stop-sign control.
Delay is measured in seconds per vehicle.
Per City of Stockton guidelines, intersection average delay is reported for all intersections, including unsignalized intersections.

by Type of Inter

13. Arch Road & SR 99

Under EPAP Plus Project conditions, this intersection would operate at LOS F with 193.9 seconds of delay during the a.m. peak hour, and LOS E with 73.5 seconds of delay during the p.m. peak hour. LOS E and F are considered unacceptable. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related change in delay would not be greater than a five second increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

ROADWAY SEGMENT LEVELS OF SERVICE

Table 17 presents a summary of LOS on the 12 study roadway segments under EPAP Plus Project conditions. 10 of the roadway segments would operate at acceptable LOS D or better. No improvements would be needed on these 10 roadway segments to achieve acceptable LOS. The following two roadway segments would operate at unacceptable LOS.

105. Mariposa Road Between SR 99 and 8th Street/Farmington Road

Under EPAP Plus Project conditions, this roadway segment would operate at LOS F. LOS F is considered unacceptable. However, LOS would also be unacceptable under EPAP No Project

conditions, and the project-related change in traffic volume would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

111. Arch-Airport Road, Between Qantas Lane and SR 99

Under EPAP Plus Project conditions, this roadway segment would operate at LOS E. LOS E is considered unacceptable. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related change in traffic volume would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

RAMP JUNCTION LEVELS OF SERVICE

Figure 22 and **Figure 23** present the a.m. peak hour and p.m. peak hour traffic volumes at the ramp junctions under EPAP Plus Project conditions. **Table 20** presents the a.m. peak hour and p.m. peak hour LOS at each study ramp junction under EPAP Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

Under EPAP Plus Project conditions, LOS at 10 of the 13 study ramp junctions would be at acceptable LOS D or better during both the a.m. peak hour and the p.m. peak hour. No improvements would be needed on these 10 ramp junctions to achieve acceptable LOS. The following are the three ramp junctions that would experience unacceptable LOS.

201. SR 99 Southbound Weave Area Between Fremont Street and Crosstown Freeway

Under EPAP Plus Project conditions, this ramp junction would operate at LOS F during the a.m. peak hour, and LOS C during the p.m. peak hour. LOS F is considered unacceptable. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related change in freeway and ramp volumes would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

205. SR 99 at Golden Gate Avenue Northbound On-Ramp Merge

Under EPAP Plus Project conditions, this ramp junction would operate at LOS C during the a.m. peak hour, and LOS F during the p.m. peak hour. LOS F is considered unacceptable. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related change in freeway and ramp volumes would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

211. SR 99 at Arch-Airport Road Northbound On-Ramp Merge

Under EPAP Plus Project conditions, this ramp junction would operate at LOS C during the a.m. peak hour, and LOS E during the p.m. peak hour. LOS E is considered unacceptable. However, LOS would also be unacceptable under EPAP No Project conditions, and the project-related change in freeway and ramp volumes would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

Table 20. State Route 99 Ramp Merge, Diverge, and Weave Level of Service - Existing Plus Approved Projects (EPAP) Plus Project Conditions

% Increase from No Proj

Ramp Junction	AM Peak Hour				PM Peak Hour			
	Freeway Volume	Ramp Volume	Density	LOS	Freeway Volume	Ramp Volume	Density	LOS
201 SB Weave Between	7,049	521	> Capacity	F	5,245	357	27.1	C
Fremont St & Crosstown Fwy	4,766	2,804			4,033	1,569		
202 NB Weave Between	4,409	293	22.3	C	6,298	383	33.0	D
Crosstown Fwy & Fremont St	3,137	1,565			4,789	1,892		
203 NB at Crosstown Fwy Off-Ramp	3,127	2,864	< 10	A	4,804	2,311	< 10	A
204 Golden Gate Ave SB Off-Ramp	4,946	564	< 10	A	4,467	627	< 10	A
205 Golden Gate Ave NB On-Ramp	4,972	571	27.4	C	5,696	784	33.6	F
206 SB Weave Between	4,917	344	25.3	C	4,464	406	23.2	C
Golden Gate Ave & Mariposa Rd	4,250	1,011			4,113	767		
207 NB Weave Between	4,941	357	25.5	C	5,629	515	30.1	D
Mariposa Rd & Golden Gate Ave	4,715	583			5,281	863		
208 Mariposa Rd SB On-Ramp (Slip)	5,264	234	26.8	C	3,588	310	18.4	B
209 Mariposa Rd NB Off-Ramp	3,890	493	24.8	C	5,783	349	33.3	D
210 Arch-Airport Rd SB Off-Ramp	2,494	3,004	< 10	A	2,766	1,131	< 10	A
211 Arch-Airport Rd NB On-Ramp	3,206	1,177	22.9	C	3,503	2,630	38.2	E
212 Arch-Airport Rd SB On-Ramp	2,494	748	16.6	B	2,766	1,259	22.3	C
213 Arch-Airport Rd NB Off-Ramp	3,206	1,272	23.1	C	3,503	641	23.1	C

Notes: "LOS" = Level of Service. "NB" = Northbound. "SB" = Southbound.
Density is expressed in passenger cars per mile per lane. "> Capacity" = volume-to-capacity ratio greater than 1.0.
For weave areas, north freeway and ramp volumes are listed first and south volumes are listed second.

INCREASE IN DEMAND FOR TRANSIT

Implementation of the proposed Mariposa 2 project would result in an increase in demand for public transit service. Currently, there is limited direct public transit service to the vicinity of the project site, and the development of urban uses would result in an increase in demand. The frequency and proximity of future transit service is not known at this time and, as a result, demand for transit cannot be quantified. However, it is expected that SJRTD can accommodate the additional passengers the project would generate. This is considered a less-than-significant impact. No mitigation measures are required.

INCREASE IN DEMAND FOR BICYCLE AND PEDESTRIAN FACILITIES

Implementation of the Mariposa 2 project would result in an increase in demand for bicycle and pedestrian facilities. As noted in the *Project Description* section of this traffic impact study, the proposed project includes sidewalks along the project site frontage of Mariposa Road. Because sidewalks are not present along the Mariposa Road frontage of nearby properties, the sidewalks along the Mariposa 2 project site frontage would be discontinuous in the near-term. In the longer-term, sidewalks along the project site frontage would incrementally improve the safety and convenience of bicycle and pedestrian travel along Mariposa Road. The City General Plan includes widening of Mariposa Road to four lanes in the future, and the Mariposa 2 project site frontage improvements would contribute to a more continuous system of bicycle and pedestrian improvements along Mariposa Road. Therefore, the increase in demand for facilities is considered a less-than-significant impact. No mitigation measures would be required.

CUMULATIVE NO PROJECT CONDITIONS

The Cumulative No Project condition represents a long-term future background condition. Development of approved and planned land uses and roadway improvements are assumed in this condition. The Cumulative No Project condition, therefore, serves as the baseline condition used to assess the significance of long-term project-related traffic effects.

The Cumulative No Project condition does not include development of the Mariposa 2 project as proposed. Consistent with the approach described in the *City of Stockton Transportation Impact Analysis Guidelines* (City of Stockton 2003), this scenario serves as baseline condition for determining project-related impacts, and the traffic analysis of this condition assumes land uses on the project site consistent with the City of Stockton General Plan (City of Stockton 2018a).

TRAFFIC VOLUME FORECASTS

As previously described in the *Travel Forecasting* section of this traffic impact study, the City of Stockton Travel Demand Model (City of Stockton 2018b) was used to develop forecasts of background increases in traffic volumes under Cumulative No Project conditions. The increases in traffic volumes reflect development of land uses consistent with approved land use designations. The model was modified in the vicinity of the project site to add detail to the model and more accurately represent how land uses are provided access to the roadway network. Minor changes were also made to land uses in the model to reflect existing and planned development.

Cumulative No Project condition traffic volumes specifically include trips that would be generated by the Mariposa Industrial Park Project #1 (Mariposa Industrial Park project). At the time the traffic analysis presented in this Mariposa 2 traffic impact study commenced, the City of Stockton was considering approval of the Mariposa Industrial Park project.

Application of the methods described in the *Travel Forecasting* section results in the daily traffic volumes presented in **Table 21**.

Table 21. Roadway Segment Level of Service - Cumulative No Project Conditions

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
101. SR 99 - North of Crosstown Freeway (SR 4)	8	172,800	148,870	0.86	D
102. Crosstown Freeway - West of SR 99	8	172,800	135,307	0.78	D
103. SR 99 - Between Crosstown Fwy and Golden Gate Avenue	8	172,800	147,731	0.85	D
104. SR 99 - Between Golden Gate Ave and Mariposa Rd	8	172,800	177,140	1.03	F
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	6	59,300	37,820	0.64	C
106. Mariposa Road - Between Carpenter Road and SR 99	6	59,300	43,992	0.74	D
107. Mariposa Road - Between the Project Site and Carpenter Road	4	38,200	35,371	0.93	E
108. Mariposa Road - Southeast of the Project Site	4	38,200	23,965	0.63	C
109. Mariposa Road - East of Austin Road	4	38,200	13,717	0.36	A
110. SR 99 - Between Mariposa Road and Arch-Airport Road	8	172,800	117,898	0.68	C
111. Arch-Airport Road - Between Qantas Lane and SR 99	6	59,300	69,172	1.17	F
112. SR 99 - South of Arch-Airport Road	8	172,800	107,006	0.62	C

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

ROADWAY IMPROVEMENTS

The analysis of Cumulative No Project conditions assumes roadway improvements consistent with the long-term future context. These include improvements from the City of Stockton General Plan (City of Stockton 2018b), and the *Draft Environmental Impact Report - Mariposa Lakes Specific Plan - State Clearinghouse #2006022035* (City of Stockton 2007). The improvements include:

- widening of Mariposa Road northwest of Carpenter Road to six lanes,
- widening of Mariposa Road southeast of Carpenter Road to four lanes, and
- widening of SR 99 from north of the Crosstown Freeway to south of Arch Road to eight lanes.

The resulting number of travel lanes assumed for study roadway segments are shown in **Table 21**.

ROADWAY SEGMENT LEVELS OF SERVICE

Table 21 presents a summary of LOS on the 12 study roadway segments under Cumulative No Project conditions. Nine of the roadway segments would operate at acceptable LOS D or better. No improvements are needed on these nine roadway segments to achieve acceptable LOS. The following three roadway segments would operate at unacceptable LOS.

104. SR 99 Between Golden Gate Avenue and Mariposa Road

Under Cumulative No Project condition, this roadway segment would operate at LOS E. LOS E is considered unacceptable. This roadway segment is already assumed to be eight lanes wide under Cumulative conditions. In the *Transportation Concept Report State Route 99* (California Department of Transportation 2017), Caltrans describes the eight-lane width as the conceptual facility width, and this is considered to be the maximum feasible size in this traffic impact study. Therefore, improvements are not recommended.

107. Mariposa Road Between the Project Site and Carpenter Road

Under Cumulative No Project conditions, this roadway segment would operate at LOS E. LOS E is considered unacceptable. The following improvement is recommended to improve LOS on this roadway segment:

- Widen this roadway segment from four lanes to six lanes.

Implementing this recommended improvement would result in this roadway segment operating at LOS C. This LOS is considered acceptable. A summary of LOS with recommended improvements is presented in **Table 22**.

111. Arch-Airport Road, Between Qantas Lane and SR 99

Under Cumulative No Project conditions, this roadway segment would operate at LOS F. LOS F is considered unacceptable. The following improvement is recommended to improve LOS on this roadway segment:

- Widen this roadway segment from six lanes to eight lanes.

Implementing this recommended improvement would result in this roadway segment operating at LOS E. This LOS is considered unacceptable. However, eight lanes is considered to be the maximum feasible width for this roadway segment. A summary of LOS with recommended improvements is presented in **Table 22**.

Table 22. Roadway Segment Level of Service -
Cumulative No Project Conditions
With Recommended Improvements

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
107. Mariposa Road - Between the Project Site and Carpenter Road	6	59,300	35,371	0.60	C
111. Arch-Airport Road - Between Qantas Lane and SR 99	8	78,400	69,172	0.88	E

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

CUMULATIVE PLUS PROJECT IMPACTS

The analysis of Cumulative Plus Project conditions describes long-term traffic operations in the year 2040 assuming development of the proposed project. Comparing traffic operation under this condition to traffic operations under Cumulative No Project conditions allows an identification of the long-term project-related effects of the proposed project.

The development of the Mariposa 2 project would result in vehicle traffic to and from the project site. Methods used to estimate project-related travel have been previously described in the *Existing Plus Approved Projects Plus Mariposa 2 Project Impacts* section of this traffic impact study. **Table 23** displays the resulting Cumulative Plus Project roadway segment daily traffic volumes.

Development of forecasts of future year background traffic volumes has been previously described in the *Cumulative No Project Conditions* section of this traffic impact study.

Project-related roadway improvements and future year background roadway improvements assumed in this analysis have been previously described in the *Existing Plus Approved Projects Plus Mariposa 2 Project Impacts* and the *Cumulative No Project Conditions* sections of this traffic impact study.

ROADWAY SEGMENT LEVELS OF SERVICE

Table 23 presents a summary of LOS on the 12 study roadway segments under Cumulative Plus Project conditions. Nine of the 12 roadway segments would operate at acceptable LOS D or better. No improvements are needed on these nine roadway segments to achieve acceptable LOS. The following three roadway segments would operate at unacceptable LOS.

104. SR 99 Between Golden Gate Avenue and Mariposa Road

Under Cumulative Plus Project conditions, this roadway segment would operate at LOS F. LOS F is considered unacceptable. However, LOS would also be unacceptable under Cumulative No Project conditions, and the project-related change in traffic volume would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

Table 23. Roadway Segment Level of Service - Cumulative Plus Project Conditions

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
101. SR 99 - North of Crosstown Freeway (SR 4)	8	172,800	151,076	0.87	D
102. Crosstown Freeway - West of SR 99	8	172,800	136,931	0.79	D
103. SR 99 - Between Crosstown Fwy and Golden Gate Avenue	8	172,800	151,559	0.88	D
104. SR 99 - Between Golden Gate Ave and Mariposa Rd	8	172,800	181,056	1.05	F
105. Mariposa Road - Between SR 99 and 8th St./Farmington Rd	6	59,300	38,330	0.65	C
106. Mariposa Road - Between Carpenter Road and SR 99	6	59,300	49,492	0.83	D
107. Mariposa Road - Between the Project Site and Carpenter Road	4	38,200	41,065	1.08	F
108. Mariposa Road - Southeast of the Project Site	4	38,200	24,197	0.63	C
109. Mariposa Road - East of Austin Road	4	38,200	13,937	0.36	A
110. SR 99 - Between Mariposa Road and Arch-Airport Road	8	172,800	118,924	0.69	C
111. Arch-Airport Road - Between Qantas Lane and SR 99	6	59,300	69,800	1.18	F
112. SR 99 - South of Arch-Airport Road	8	172,800	107,392	0.62	C

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

107. Mariposa Road, Between the Project Site and Carpenter Road

Under long-term future Cumulative Plus Project conditions, this roadway segment would operate at LOS F. LOS F is considered unacceptable. Compared to Cumulative No Project Conditions, the project-related increase in volume would be greater than five percent. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered significant. The following improvement is recommended to improve operating conditions to acceptable LOS and reduce the project-related inconsistency with General Plan policies to a less than significant level:

- Under long-term future cumulative conditions, widen this roadway segment from four lanes to six lanes.

As shown in **Table 24**, implementation of the above recommended improvement would improve traffic operations to LOS D. LOS D is considered acceptable.

Table 24. Roadway Segment Level of Service - Cumulative Plus Project Conditions With Recommended Improvements

Roadway Segment	Number of Lanes	Daily Capacity	Daily Volume	V/C Ratio	Level of Service
107. Mariposa Road - Between the Project Site and Carpenter Road	6	59,300	41,065	0.69	D

Notes: "SR" = State Route. "V/C Ratio" = volume-to-capacity ratio.

111. Arch-Airport Road, Between Qantas Lane and SR 99

Under Cumulative Plus Project conditions, this roadway segment would operate at LOS F. LOS F is considered unacceptable. However, LOS would also be unacceptable under Cumulative No Project conditions, and the project-related change in traffic volume would not be greater than a five percent increase. Therefore, based on criteria presented in the *General Plan Policy Consistency Criteria* section of this traffic impact study, the project-related inconsistency with General Plan policies is considered less than significant and no improvements are recommended.

PROJECT SITE ACCESS

To assess the adequacy of project site access under long-term future conditions, LOS at the two project site driveway intersections were analyzed under Cumulative Plus Project conditions. These two intersections are:

14. Mariposa Road & Northwest Project Driveway
15. Mariposa Road & Southeast Project Driveway

Cumulative Plus Project a.m. peak hour and p.m. peak hour traffic volumes and intersection lane geometrics at these two intersections are shown in **Figure 24**.

Table 25 presents the a.m. peak hour and p.m. peak hour LOS at the two study intersections under Cumulative Plus Project conditions. The worksheets presenting the calculation of LOS are included in the technical appendix.

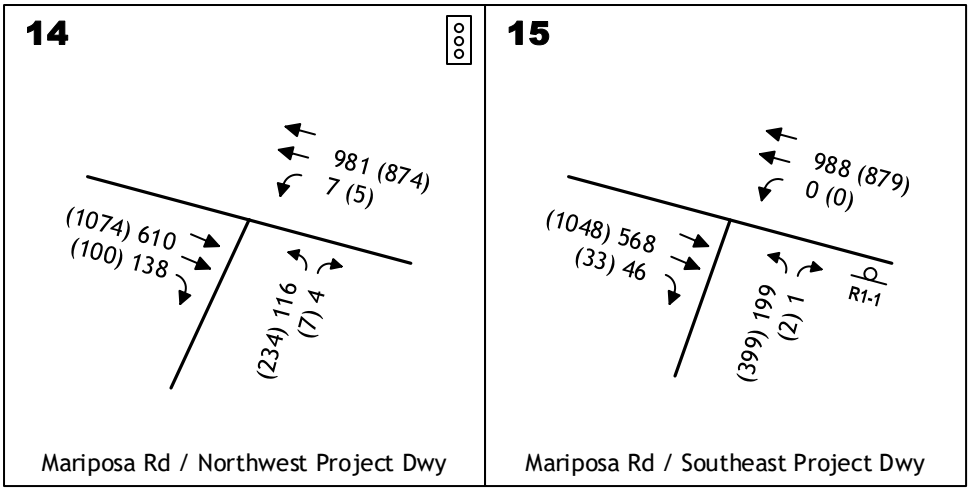
Table 25. Intersection Level of Service - Cumulative Plus Project Conditions

Study Intersections	Inters. Control	Signal Warrant Met?	AM Peak LOS	AM Peak Delay	PM Peak LOS	PM Peak Delay
14 Mariposa Road & Northwest Project Driveway	Signal		A	7.7	B	12.6
15 Mariposa Road & Southeast Project Driveway	Unsig	No	A	< 10	A	< 10

Notes: LOS = Level of Service. "Inters. Control" = Type of intersection control.
"Signal" = Signalized light control. "Unsig" = Unsignalized right-in/right-out stop sign control.
Delay is measured in seconds per vehicle.
Per City of Stockton guidelines, intersection average delay is reported for all intersections.

by Type of Inter

Under Cumulative Plus Project conditions, LOS at both of the two project site access intersections would be at acceptable LOS B or better during both the a.m. peak hour and the p.m. peak hour. As a result, traffic operations at the project site access locations are considered to be adequate. No improvements would be needed at these two intersections to achieve acceptable LOS.



Legend

XX AM Peak Hour Volume

(XX) PM Peak Hour Volume

Signalized Intersection

* "Free" Right Turn

NORTH

N.T.S.

CUMULATIVE PLUS PROJECT
INTERSECTION TRAFFIC VOLUMES
AND LANE CONFIGURATIONS

KD Anderson & Associates, Inc.
Transportation Engineers

0780-23 RA 8/30/2022

figure 24

VEHICLE MILES TRAVELED

As noted earlier in the *Significance Thresholds* section of this traffic impact study, the effects of the proposed project on VMT are determined by comparing travel associated with the Mariposa 2 project as proposed to travel associated with development of the project site with the current General Plan land use designations.

As noted earlier in the *Project Description* section of this traffic impact study, the Mariposa 2 project proposes industrial land uses on the project site. As also noted in the *Project Description* section, the project site currently has an Industrial land use designation in the City of Stockton General Plan. Therefore, in this traffic impact study, vehicle travel associated with the Mariposa 2 project would be the same as the Industrial land uses currently designated in the City of Stockton General Plan. That is, implementation of the Mariposa 2 project would result in no net change from travel associated with the current General Plan-designated land uses.

VMT is calculated by multiplying the number of vehicle trips by the length of vehicle trips. As a result, a certain percent change in the number of vehicle trips would cause an equivalent change in VMT. Therefore, for the Mariposa 2 project, a comparison of vehicle trips is considered equivalent to a comparison of VMT. Because the Mariposa 2 project would result in no net change from travel associated with the current General Plan–designated land use, the project would result in no net change in VMT.

As described in the *Vehicle Miles Traveled Significance Threshold* section of this traffic impact study,

> "Consistent with General Plan Action TR4.3A, if a project would result in a 15 percent or more reduction of vehicle travel, a project is considered to have a less-than-significant impact. A project that would not result in a reduction of 15 percent or more is considered to have a significant impact."

Because the Mariposa 2 project would not result in a reduction of 15 percent or more in VMT, the project is considered to have a significant impact on VMT. Implementation of the following mitigation measures would reduce the impact of the project on VMT. The numbering of the following mitigation measures is from the document *Quantifying Greenhouse Gas Mitigation Measures - A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* (California Air Pollution Control Officers Association 2010), which contains more detailed information on these measures. The numbering of the following mitigation measures is not sequential in this traffic impact study. The out-of-sequence numbering is provided below to allow direct reference to the California Air Pollution Control Officers Association (CAPCOA) document. The "TRT" acronym shown below is used in the numbering of the CAPCOA document and refers to Trip Reduction – Transportation.

Mitigation Measure TRT-1. Implement Commute Trip Reduction Program - Voluntary

The Mariposa 2 project will implement a Commute Trip Reduction (CTR) Program – Voluntary with employers to discourage single-occupancy vehicle trips

and encourage alternative modes of transportation such as carpooling, taking transit, walking, and biking. This is a multi-strategy program that encompasses a combination of individual measures.

The CTR program will provide employees with assistance in using alternative modes of travel, and provide both "carrots" and "sticks" to encourage employees. The CTR program should include all of the following:

- carpooling encouragement,
- ride-matching assistance,
- preferential carpool parking,
- flexible work schedules for carpools,
- half time transportation coordinator,
- vanpool assistance, and
- bicycle end-trip facilities (parking, showers and lockers).

Other strategies may also include:

- new employee orientation of trip reduction and alternative mode options,
- event promotions and publications,
- flexible work schedule for all employees,
- transit subsidies,
- parking cash-out or priced parking,
- shuttles,
- emergency ride home, and
- improved on-site amenities.

Mitigation Measure TRT-5. Provide End of Trip Bicycle Facilities

The Mariposa 2 project will provide "end-of-trip" facilities for bicycle riders including showers, secure bicycle lockers, and changing spaces. End-of-trip facilities encourage the use of bicycling as a viable form of travel to destinations, especially to work. End-of trip facilities provide the added convenience and security needed to encourage bicycle commuting.

Mitigation Measure TRT-11. Provide Employer-Sponsored Vanpool/Shuttle

The Mariposa 2 project will implement an employer-sponsored vanpool or shuttle. A vanpool will usually service employees' commute to work while a shuttle will service nearby transit stations and surrounding commercial centers. Employer-sponsored vanpool programs entail an employer purchasing or leasing vans for employee use, and often subsidizing the cost of at least program administration, if not more. The driver usually receives personal use of the van, often for a mileage fee. Scheduling is within the employer's purview, and rider charges are normally set on the basis of vehicle and operating cost.

Implementation of the measures listed above would reduce project-related VMT and reduce the significance of the impact on VMT. However, quantification of the reduction is not possible at this time. At the time this traffic impact study was prepared, potential occupants of the Mariposa 2 project were not identified. While the type of land use is expected to be industrial, specific tenants were not known. As a result, the following factors which would affect the ability to implement VMT reduction measures are not known:

- hours of operation, including times of the day when work shift would change;
- the portion of work positions which would be full-time versus part-time;
- feasibility of implementing flexible work schedules; and
- degree to which working remotely is feasible.

Because the potential occupants of the project are not known, it is not possible to establish an enforceable commitment to reduce VMT by more than 15 percent. As a result, this impact is considered significant and unavoidable.

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TECHNICAL APPENDICES

IN SEPARATE ELECTRONIC FILES

APPENDIX H
WATER SUPPLY ASSESSMENT

FINAL REPORT | MAY 2022

Mariposa Industrial Park Phase II Project
Water Supply Assessment

PREPARED FOR

City of Stockton

CITY OF STOCKTON

PREPARED BY

WEST YOST
Water. Engineered.

Mariposa Industrial Park Phase II Project
Water Supply Assessment

Prepared for

City of Stockton

Project No. 129-60-22-51



Project Manager: Elizabeth T. Drayer, PE	May 18, 2022 Date
QA/QC Review: Jim Connell, PE	May 18, 2022 Date

WEST YOST
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FINAL REPORT | MAY 2022

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LIST OF ACRONYMS AND ABBREVIATIONS

AF	Acre-Feet
AFY	Acre-Feet Per Year
Cal Water	California Water Service
City	City of Stockton
COSMUD	City of Stockton Municipal Utilities Department
County	San Joaquin County
Delta	Sacramento-San Joaquin Delta
DJWWTP	Dr. Joe Waidhofer Water Treatment Plant
DWR	California Department of Water Resources
DWTP	Delta Water Treatment Plant
EIR	Environmental Impact Report
ETo	Evapotranspiration
°F	Fahrenheit
GPU	General Plan Update
GSP	Groundwater Sustainability Plan
GWA	Eastern San Joaquin Groundwater Authority
mgd	Million Gallons Per Day
Proposed Project	Proposed Mariposa Industrial Park Phase II Project
SB	Senate Bill
SEWD	Stockton East Water District
sf	Square Feet
SGMA	Sustainable Groundwater Management Act
SOI	Sphere of Influence
SOI/MSR	City of Stockton Sphere of Influence Plan/Municipal Service Review
State Water Board	State Water Resources Control Board
USBR	United States Bureau of Reclamation
UWMP	Urban Water Management Plan
Water Code	California Water Code
WID	Woodbridge Irrigation District
WSA	Water Supply Assessment

EXECUTIVE SUMMARY

Purpose of Water Supply Assessment

The purpose of this Water Supply Assessment (WSA) is to perform the evaluation required by California Water Code sections 10910 through 10915, as established by Senate Bill (SB) 610, in connection with the proposed Mariposa Industrial Park Phase II Project (Proposed Project) located in the unincorporated area of San Joaquin County (County). The Proposed Project is anticipated to receive potable water supply from the City of Stockton Municipal Utilities Department (COSMUD) upon annexation into the City of Stockton (City) Limits.

This WSA evaluates the adequacy of the COSMUD total projected water supplies, including existing water supplies and future planned water supplies, to meet the existing and projected future water demands, including those future water demands associated with the Proposed Project, under all hydrologic conditions (Normal Years, Single Dry Years, and Multiple Dry Years).

Proposed Project Overview

The Proposed Project is bounded by Mariposa Road immediately to the northeast and is just east of the Mariposa Industrial Park Phase I project. The Proposed Project site contains approximately 107 gross acres and is proposed to be developed as warehouse/light industrial space. Upon annexation, the Proposed Project would be in COSMUD's South Stockton service area and would be served by COSMUD's South Stockton water system.

The Proposed Project meets the definition of a "Project" per California Water Code sections 10910 through 10915, as established by SB 610 in 2001, thus requiring the preparation of this WSA.

Potable and Recycled Water Demands and Supply Availability

Projected potable demands for buildout of the Proposed Project total approximately 163 acre-feet per year (AFY). No recycled water demand is expected for the Proposed Project.

It is anticipated that potable water demands for the Proposed Project, if approved by the City, would be served by the COSMUD. The inclusion of existing and planned future water supplies is specifically allowed by the California Water Code:

> *California Water Code section 10631(b): Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier over the same five-year increments described in subdivision (a).*

Pursuant to California Water Code section 10910(4) and based on the technical analyses described in this WSA, this WSA demonstrates that the COSMUD existing and additional planned future water supplies are sufficient to meet the COSMUD existing water demands, including those future water demands associated with the Proposed Project.

Determination of Water Supply Sufficiency

As described in Section 7, water demand within the COSMUD water service area is not expected to exceed the COSMUD water supplies at buildout under any hydrologic condition through 2045. To remain conservative in planning, the City's 2020 Urban Water Management Plan (UWMP) assumes no reduction in water demand during dry years. However, water conservation and demand reduction methods detailed in the adopted Water Shortage Contingency Plan, included in Appendix I of the City's 2020 UWMP, are able to reduce demands by up to and greater than 50 percent under water supply shortage conditions and other emergencies.

1.0 INTRODUCTION

1.1 Legal Requirement for Water Supply Assessment

California Senate Bill (SB) 610 amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 sought to promote more collaborative planning between local water suppliers and cities and counties. It requires detailed information regarding water supply availability to be provided to the city and county decision-makers prior to approval of specified large development projects. The purpose of this coordination is to ensure that prudent water supply planning has been conducted, and that planned water supplies are adequate to meet existing demands, anticipated demands from approved projects and tentative maps, and the demands of proposed projects.

SB 610 amended California Water Code (Water Code) sections 10910 through 10915 (inclusive) to require land use lead agencies to:

- Identify any public water purveyor that may supply water for a proposed development project
- Request a Water Supply Assessment (WSA) from the identified water purveyor

The purpose of the WSA is to demonstrate the sufficiency of the purveyor's water supplies to satisfy the water demands of the proposed project, while still meeting the water purveyor's existing and planned future uses. Water Code sections 10910 through 10915 delineate the specific information that must be included in the WSA.

1.2 Need for and Purpose of Water Supply Assessment

The purpose of this WSA is to perform the evaluation required by Water Code sections 10910 through 10915 in connection with the Proposed Project. It is not to reserve water, or to function as a "will serve" letter or any other form of commitment to supply water (see Water Code section 10914). The provision of water service will continue to be undertaken in a manner consistent with applicable policies and procedures, consistent with existing law.

1.3 Water Supply Assessment Preparation, Format and Organization

The format of this WSA is intended to follow Water Code sections 10910 through 10915 to clearly delineate compliance with the specific requirements for a WSA. The WSA includes the following sections:

- Section 1: Introduction
- Section 2: Description of Proposed Project
- Section 3: Required Determinations
- Section 4: City of Stockton Municipal Utilities Department Water Service Area
- Section 5: City of Stockton Municipal Utilities Department Water Demands
- Section 6: City of Stockton Municipal Utilities Department Water Supplies
- Section 7: Determination of Water Supply Sufficiency Based on the Requirements of SB 610
- Section 8: Water Supply Assessment Approval Process
- Section 9: References

Relevant citations of Water Code sections 10910 through 10915 are included throughout this WSA in *italics* to demonstrate compliance with the specific requirements of SB 610.

2.0 DESCRIPTION OF PROPOSED PROJECT

The Proposed Project location, description, and projected water demands are discussed below.

2.1 Proposed Project Location

The Proposed Project is located in unincorporated San Joaquin County (County), California outside the City of Stockton (City) Limits and within the City's Sphere of Influence (SOI) as shown on Figure 2-1. A close-up view of the site to be developed is shown on Figure 2-2. If approved, the Proposed Project area would be annexed into the City. Upon annexation, the Proposed Project would be served by the COSMUD.

The Envision Stockton 2040 General Plan land use designation for the Proposed Project is "Industrial"[1]. The Proposed Project is located just east of the Mariposa Industrial Park Phase I Project and is currently surrounded by industrial land uses to the north, industrial and rural residential land to the west and south, and agricultural land to the east.

2.2 Proposed Land Uses and Projected Water Demand

The Proposed Project site contains approximately 107 gross acres of land. The Proposed Project would include the construction and subsequent operation of warehouse/light industrial buildings. The Proposed Project site would also include the required circulation, parking, stormwater detention, and utility improvements.

Updated water use factors based on recent water consumption trends within the COSMUD service area were used to determine the projected water demand for the Proposed Project, which is equal to 163 acre-feet/year (AFY) as shown in Table 2-1. It is expected that all of the water demands from the Proposed Project will be served by the COSMUD South Stockton water system.

Table 2-1. Projected Water Demand for the Proposed Project

Land Use Type	Gross Area, acres	Water Use Factor, AFY/acre[(a)]	Non-Revenue Water[(a)]	Projected Water Demand, AFY
Industrial	107	1.40	8%	163

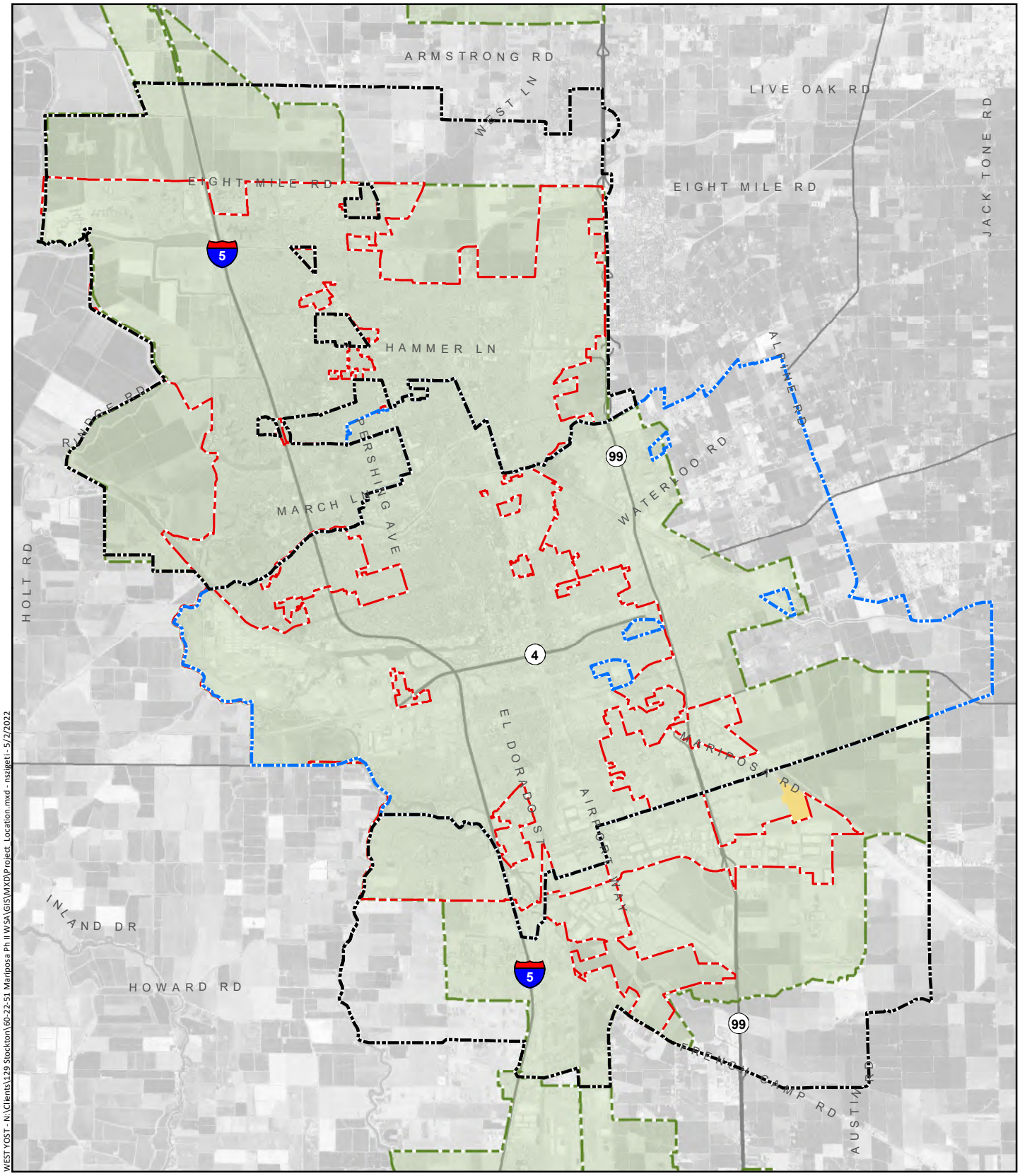
(a) Based on the City of Stockton 2021 Water Master Plan Update.

2.3 Projected Water Supply

Water demands for the Proposed Project will be served using the COSMUD existing and future portfolio of water supplies discussed in Section 6. The inclusion of existing and planned future water supplies is specifically allowed by the Water Code:

> *Water Code section 10631(b): Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier over the same five-year increments described in subdivision (a).*

[1] City of Stockton. December 2018. Envision Stockton 2040 General Plan.



Symbology

- Approximate Project Area
- Sphere of Influence
- City Limits
- COSMUD Water Service Area
- Cal Water Service Area

N

0 1 2

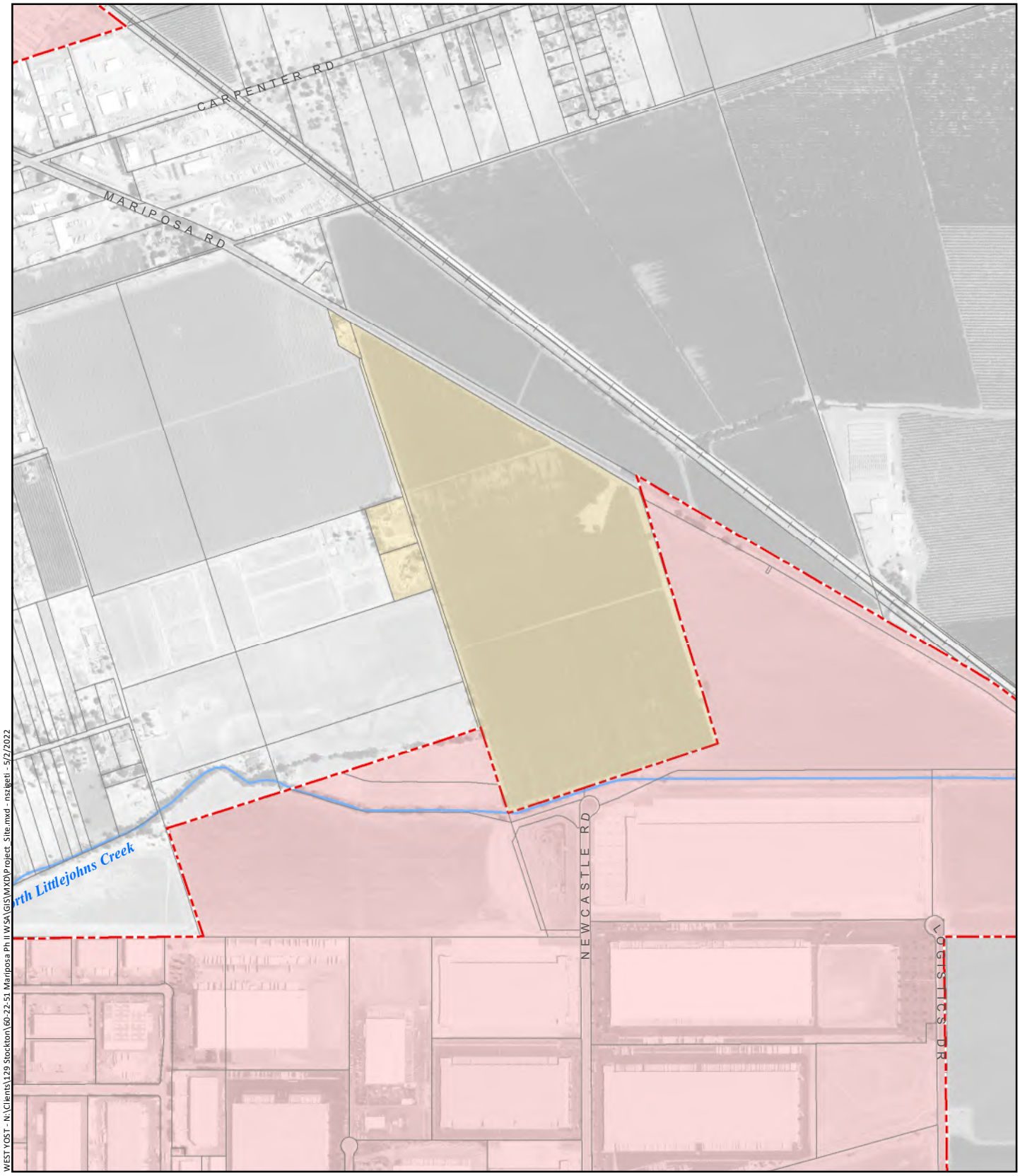
Scale in Miles

Figure 2-1

Project Location

City of Stockton
Mariposa Industrial Park Phase II
Water Supply Assessment

WEST YOST



WEST YOST - N:\Clients\129 Stockton\60-22-51 Mariposa Ph II WSA\GIS\MXD\Project_Site.mxd - nszigeti - 5/2/2022

Symbology

- Planned Project Parcels
- Parcels
- City Limits

N

0 500 1,000

Scale in Feet

Figure 2-2

Project Site

City of Stockton
Mariposa Industrial Park Phase II
Water Supply Assessment

WEST YOST

3.0 REQUIRED DETERMINATIONS

3.1 Does SB 610 apply to the Proposed Project?

Water Code section 10910 (a) Any city or county that determines that a project, as defined in Section 10912, is subject to the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) under Section 21080 of the Public Resources Code shall comply with this part.

Water Code section 10912 (a) "Project" means any of the following:

(1) A proposed residential development of more than 500 dwelling units.

(2) A proposed shopping center or business establishment employing more than 1,000 persons or having more than 500,000 square feet of floor space.

(3) A proposed commercial office building employing more than 1,000 persons or having more than 250,000 square feet of floor space.

(4) A proposed hotel or motel, or both, having more than 500 rooms.

(5) A proposed industrial, manufacturing, or processing plant, or industrial park planned to house more than 1,000 persons, occupying more than 40 acres of land, or having more than 650,000 square feet of floor area.

(6) A mixed-use project that includes one or more of the projects specified in this subdivision.

(7) A project that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling unit project.

Based on the following facts, SB 610 does apply to the Proposed Project.

- The City has determined that the Proposed Project is subject to the California Environmental Quality Act and that an Environmental Impact Report (EIR) is required
- The Proposed Project, with significantly more than 40 acres of industrial land use, meets the definition of a "project" as specified in Water Code section 10912(a) paragraph (5) as defined for an industrial development

The Proposed Project has not been the subject of a previously adopted WSA and has not been included in an adopted WSA for a larger project. Therefore, according to Water Code section 10910(a), a WSA is required for the Proposed Project.

3.2 Does SB 221 apply to the Proposed Project?

In 2001, SB 221 amended State law to require that approval by a city or county of certain residential subdivisions requires an affirmative written verification of sufficient water supply. Per California Government Code section 66473.7(a)(1), a subdivision means a proposed residential development of more than 500 dwelling units. As the Proposed Project does not include residential development, it is not subject to the requirements of SB 221.

3.3 Who is the Identified Public Water System?

Water Code section 10910(b) The city or county, at the time that it determines whether an environmental impact report, a negative declaration, or a mitigated negative declaration is required for any project subject to the California Environmental Quality Act pursuant to Section 21080.1 of the Public Resources Code, shall identify any water system that is, or may become as a result of supplying water to the project identified pursuant to this subdivision, a public water system, as defined by Section 10912, that may supply water for the project.

Water Code section 10912 (c) "Public water system" means a system for the provision of piped water to the public for human consumption that has 3,000 or more service connections…

The Proposed Project is located within the City's SOI planning area but outside of the City Limits. Once annexed into the City, the Proposed Project will be served by the COSMUD. Therefore, the COSMUD is the identified public water system for the Proposed Project.

3.4 Does the City have an adopted Urban Water Management Plan (UWMP) and does the UWMP include the projected water demand for the Proposed Project?

Water Code section 10910(c)(1) The city or county, at the time it makes the determination required under Section 21080.1 of the Public Resources Code, shall request each public water system identified pursuant to subdivision (b) to determine whether the projected water demand associated with a proposed project was included as part of the most recently adopted urban water management plan adopted pursuant to Part 2.6 (commencing with Section 10610).

The most recent COSMUD UWMP (2020 UWMP) was adopted by City Council in June 2021 and is incorporated by reference into this WSA.[2] The 2020 UWMP included water demand projections for current water demands within the COSMUD water service area (baseline demand) and anticipated water demands associated with future development projects and planning areas within the COSMUD water service area through 2045, including projected water demand for the Proposed Project.

The ability of the COSMUD to meet the projected water demands for the Proposed Project is described in Section 7 of this WSA.

[2] West Yost. June 2021. City of Stockton 2020 Urban Water Management Plan.

4.0 CITY OF STOCKTON MUNICIPAL UTILITIES DEPARTMENT WATER SERVICE AREA

4.1 Water Service Area

The City is located in north-central California, approximately 70 miles east of the San Francisco Bay Area and 50 miles south of Sacramento. California State Highway 99 and Interstate 5 run north and south through the City on the east and west boundaries, respectively, and California State Highway 4 (the Crosstown Freeway) connects the two. The San Joaquin River flows from the south and terminates at the Delta area of Central Stockton.

The COSMUD provides water service to North and South Stockton while the central portion of the City is served by California Water Service (Cal Water) (refer to Figure 2-1). North Stockton is primarily residential, and South Stockton is largely comprised of residential (on the west side), industrial and agricultural land uses. The COSMUD water service area extends beyond the City Limits into unincorporated San Joaquin County, in conjunction with the City's General Plan. The COSMUD provides water service as new developments are approved within its water service area and/or annexed into the City.

4.2 Population

The existing (2020) population for the COSMUD water service area was estimated in the 2020 UWMP to be 184,402 people. Population projections for 2025 through 2040 presented in the 2020 UWMP were estimated in the City's 2021 Water Master Plan Update[3]. These projections through 2040 were based on future land uses as defined in the City's 2040 General Plan Update (GPU) and the April 2020 *City of Stockton Sphere of Influence Plan/Municipal Service Review* (SOI/MSR). Finally, as 2045 is outside of the SOI/MSR Report and 2021 Water Master Plan Update planning horizon, an annualized growth rate of 1.44 percent was used to estimate the 2045 projected population for the 2020 UWMP. Table 4-1 shows the COSMUD historical and projected population in five-year increments from 1995 to 2045.

Table 4-1. Historical and Projected Population for the COSMUD Water Service Area

Time Frame	Year	Population
Historical[(a)]	1995	117,303
	2000	135,716
	2005	177,127
	2010	178,387
	2015	170,417
Projected[(b)]	2020	184,402
	2025	188,601
	2030	192,800
	2035	239,380
	2040	285,960
	2045	307,150

(a) City of Stockton 2015 UWMP, Table 2-2, July 2016.
(b) City of Stockton 2020 UWMP, Table 3-2, June 2021.

[3] West Yost. January 2021. City of Stockton 2021 Water Master Plan Update Chapter 3.

4.3 Climate

The COSMUD water service area is located in the Central Valley of California and generally experiences hot, dry summers with daytime temperatures well over 100 degrees Fahrenheit (°F). Winter temperatures can drop to 30°F but are generally mild. A majority of the annual average 10.4 inches of rainfall generally falls from November through March. The average reference evapotranspiration (ETo) is 52.6 inches. Table 4-2 summarizes the average temperature and rainfall data for the COSMUD water service area.

Table 3-1. Monthly Average Climate Data Summary

Month[(a)]	Standard Monthly Average ET, inches	Average Total Rainfall, inches	Average Temperature, degrees Fahrenheit	
			Maximum	Minimum
Manteca (CIMIS Station No. 70, WRCC Station No. 045303)[(a)]				
January	1.11	1.65	53.7	36.3
February	1.96	1.35	61.1	39.3
March	3.54	1.52	66.3	42.1
April	5.09	0.95	72.4	45.2
May	6.77	0.21	80.9	50.5
June	7.73	0.09	88.6	55.9
July	8.01	0.12	93.2	59.2
August	7.04	0.23	91.5	58.5
September	5.16	0.24	87.7	55.9
October	3.41	0.97	77.7	49.2
November	1.70	1.58	61.1	40.4
December	1.05	1.51	53.8	35.4
Totals	**52.57**	**10.41**	-	-

Source: City of Stockton 2020 UWMP, Table 3-1, June 2021.
(a) Period of record is 1971 to 2000.

5.0 CITY OF STOCKTON MUNICIPAL UTILITIES DEPARTMENT WATER DEMANDS

Water Code section 10910(c)(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f), and (g).

The descriptions provided below for the COSMUD water demands have been taken, for the most part, from the 2020 UWMP, which was adopted in June 2021.

5.1 Historical and Existing Water Demand

The COSMUD water demand decreased significantly from 2012 to 2015 due to drought conditions and associated conservation measures. However, water demands have rebounded somewhat in recent years with the end of drought conditions. Table 5-1 shows the COSMUD historical water demand from 2012 to 2020.

Table 5-1. Historical Potable Water Demand (includes Non-Revenue Water), AFY

Condition	2012	2013	2014	2015	2016	2017	2018	2019	2020[(b)]
Total Water Demand	37,100	36,692	31,603	26,312	27,845	29,241	30,103	30,684	34,404

(a) 2012 through 2019 source: City of Stockton 2021 Water Master Plan Update, Table 3-1, January 2021.
(b) 2020 source: City of Stockton 2020 UWMP, Table 4-2, June 2021.

5.2 Future Water Demand

Projected future water demands presented in the City's 2020 UWMP used land-use based water demand projections developed for the City's 2021 Water Master Plan Update. Water demand projections were based on the anticipated growth within the COSMUD water service area as defined by City's 2040 GPU and confirmed with the City's Community Development Department; the Proposed Project is included in these projections. Projected water demands for 2045 are assumed to be the same as projected water demands in 2040 since the development of future planned developments beyond 2040 is not defined in the City's 2040 GPU.

Projected water demands for the COSMUD water service area are summarized in Table 5-2, and indicate a 41 percent increase in water demand from 2020 to 2045.

Table 5-2. Summary of Future Water Demand (includes Non-Revenue Water), AFY

Demand Projection Source	2025	2030	2035	2040	2045
2020 UWMP	34,789	37,878	43,161	48,444	48,444

Source: City of Stockton 2020 UWMP, Table 4-3, June 2021.

5.3 Dry Year Water Demand

For planning purposes and to be conservative, the COSMUD assumes no reduction in water demand during dry years. The adopted Water Shortage Contingency Plan, outlined in Appendix I of the 2020 UWMP, includes a six-stage plan describing specific actions to reduce water demand by up to and greater than 50 percent in the event of a water supply shortage or other emergency.

6.0 CITY OF STOCKTON MUNICIPAL UTILITIES DEPARTMENT WATER SUPPLIES

Water Code section 10910(c)(2) If the projected water demand associated with the proposed project was accounted for in the most recently adopted urban water management plan, the public water system may incorporate the requested information from the urban water management plan in preparing the elements of the assessment required to comply with subdivisions (d), (e), (f) and (g).

Water Code section 10910(d)(1) The assessment required by this section shall include an identification of any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, and a description of the quantities of water received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts.

Water Code section 10910(d)(2) An identification of existing water supply entitlements, water rights, or water service contracts held by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall be demonstrated by providing information related to all of the following:

(A) Written contracts or other proof of entitlement to an identified water supply.

(B) Copies of a capital outlay program for financing the delivery of a water supply that has been adopted by the public water system.

(C) Federal, state, and local permits for construction of necessary infrastructure associated with delivering the water supply.

(D) Any necessary regulatory approvals that are required in order to be able to convey or deliver the water supply.

Water Code section 10910(e) If no water has been received in prior years by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), under the existing water supply entitlements, water rights, or water service contracts, the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), shall also include in its water supply assessment pursuant to subdivision (c), an identification of the other public water systems or water service contract-holders that receive a water supply or have existing water supply entitlements, water rights, or water service contracts, to the same source of water as the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has identified as a source of water supply within its water supply assessments.

It is anticipated that the Proposed Project, if approved by the City, would be served from the COSMUD existing and future portfolio of water supplies. The inclusion of existing and planned future water supplies is specifically allowed by the Water Code:

Water Code section 10631(b): Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier over the same five-year increments described in subdivision (a).

The water supply for the Proposed Project will have the same water supply reliability and water quality as the water supply available to the other COSMUD existing and future water customers. Proponents of the Proposed Project will provide their proportionate share of required funding to the COSMUD for the acquisition and delivery of treated potable water supplies to the Proposed Project area.

The water supplies needed to serve the Proposed Project (together with existing water demands and planned future uses) are predominantly described in the City's 2020 UWMP. When relevant, the descriptions provided below have been updated with information provided by COSMUD staff.

6.1 Existing Potable Water Supplies

The COSMUD currently receives water supply from the following sources:

- Surface water from the San Joaquin River that is diverted at the Intake Pump Station on Empire Tract located in the Sacramento-San Joaquin Delta (Delta) and treated at the City's Delta Water Treatment Plant (DWTP), supplemented by surface water from the Mokelumne River diverted and conveyed by Woodbridge Irrigation District (WID), and treated at the City's DWTP, when the City's San Joaquin River supplies are curtailed;
- Surface water from the Mokelumne River diverted and conveyed by WID, and treated at the City's DWTP;
- Potable water purchased from Stockton East Water District (SEWD); and
- Groundwater pumped from City owned and operated wells from the underlying Eastern San Joaquin Groundwater Subbasin.

Water from SEWD can be conveyed to both the North and South Stockton distribution systems. SEWD also supplies the COSMUD Walnut Plant service area that is surrounded by the Cal Water system through two interconnects. Cal Water conveys SEWD supply to the Walnut Plant service area via a wheeling agreement with COSMUD. Water supplies from local groundwater wells are used to supply both the COSMUD North and South Stockton water service areas. The Proposed Project will be served by the South Stockton water system.

The City plans to further explore the potential of surface water/stormwater capture for the Groundwater Recharge Improvement Project. The COSMUD may pursue additional water resource exchanges or transfers. The COSMUD has no sources of ocean water, brackish water, or groundwater that provide a viable opportunity for development of desalinated water as a long-term supply.

Each of the COSMUD existing water supplies is described in more detail below. Table 6-1 shows the COSMUD historical use of these existing water supplies.

Table 6-1. Existing (2020) Water Supplies

Supply Source	Additional Detail on Water Supply	Actual Volume, AFY
Purchased Water (treated surface water)	SEWD	6,939
Purchased Water (untreated surface water)	WID	8,657
Surface Water (untreated)	San Joaquin River	9,970
Groundwater	Eastern San Joaquin Subbasin	8,662
	Total	**34,228**

Source: City of Stockton 2020 UWMP, Table 6-13, June 2021.

6.1.1 Purchased Water

The City purchases treated potable water from SEWD and untreated surface water from WID as described below.

6.1.1.1 Stockton East Water District

SEWD is a wholesale water supplier that provides treated potable water to the urban water retailers within the Stockton Metropolitan Area, including COSMUD, Cal Water, and two small maintenance districts in the County (Urban Contractors). SEWD receives and treats surface water from New Melones Reservoir and New Hogan Reservoir through agreements with the United States Bureau of Reclamation (USBR). SEWD has filed several water right applications to divert excess wet weather flow from Calaveras River, Littlejohns Creek, and other tributaries. The applications are currently undergoing the permitting process with the State Water Resources Control Board (State Water Board).

To alleviate severe groundwater overdraft in the region, SEWD constructed the Dr. Joe Waidhofer Water Treatment Plant (DJWWTP) with a capacity of 30 million gallons per day (mgd) in the mid-1970s. Since then the DJWWTP has been expanded to a current capacity of 62 mgd.

6.1.1.2 Woodbridge Irrigation District

WID provides agricultural water supply north of the City boundaries. When the DWTP is curtailed from diverting water from the San Joaquin River, the COSMUD obtains untreated surface water from WID to supplement its water supply. WID's water supply is from the Mokelumne River.

In 2008, COSMUD executed a 40-year purchase agreement with WID for 6,500 AFY for municipal and industrial water use. This water augments supply to the DWTP when supply from the San Joaquin River is not available due to environmental restrictions. The water is conveyed to the DWTP through WID's Wilkerson Canal system and Pixley lateral pipeline for treatment and conveyance to the COSMUD water service area.

The COSMUD 2008 contract with WID includes a provision for increase in water supply as WID-served agricultural lands in the northern part of the City are annexed to the City for municipal and industrial use. Under this contract, an additional 6,500 AFY of WID supply will become available to the City at a rate of 3.0 AFY per acre annexed. WID supply may potentially increase from 6,500 AFY to 13,000 AFY by 2030.

6.1.2 Surface Water

Water supply from the San Joaquin River is a recent addition to the COSMUD water supply portfolio since the completion of the DWTP in 2012 and currently provides a significant portion of existing water supplies. The City has a water right to Delta water because portions of the COSMUD water service area fall within the legally defined Delta and area of origin. Water supply from the San Joaquin River and substantially all of the groundwater that the COSMUD pumps are delivered primarily to the North Stockton water system.

6.1.2.1 Water Right Permit

The City's 1996 water right application with the State Water Board requested an ultimate diversion of 125,900 AFY to address the projected long-term demands through 2050. The State Water Board bifurcated the water right application into two separate applications, Applications 30531A and 30531B.

Application 30531A proposed diversions of up to 33,600 AFY from the Delta and the Place of Use is confined to the City's 1990 General Plan boundary. Through this application, the City was granted a water right permit under Water Code Section 1485. The City's water right permit from the State Water Board was issued on March 8, 2006, under Water Right Permit 21176. Application 30531B, which proposed diversions of up to 92,300 AFY, is currently unpermitted. The City plans to continue the application process for this application to help meet the City's future water demands.

Under Water Code Section 1485, Water Right Permit 21176 allows the City to divert from the San Joaquin River as much water as the City's wastewater treatment plant discharges into the San Joaquin River under an indirect potable reuse strategy. The quantity is permitted up to 33,600 AFY from the San Joaquin River under Water Right Permit 21176. However, Section 1485 water is subject to pumping restriction in some months due to environmental restrictions.

The City's supply from the San Joaquin River is curtailed annually from February 15th to June 15th due to U.S. Department of Fish and Wildlife Service, California Department of Fish and Wildlife, and National Marine Fisheries Service restrictions. When water diversion is curtailed, COSMUD obtains supplemental water supply from WID.

If the current pumping restrictions for Water Right Permit 21176 remain in place, the City may need the additional water supply it has applied for under Part B of the City's Water Right (Application 30531B) between 2055-2060. The City estimates that planning and environmental analysis efforts related to Application 30531B would start between 2040 and 2045. The City will continue to evaluate these dates approximately every five years when it prepares future Urban Water Management Plan updates.

6.1.2.2 Delta Water Treatment Plant

Subsequent to the State Water Board water right permit issuance for Application 30531A, the COSMUD proceeded with Phase 1 of its Delta Water Supply Project with an initial treatment plant capacity of 30 mgd. The DWTP and associated water supply facilities were completed and commenced operation in 2012. Since completion of the DWTP, the City has exercised its water right to divert water through its intake facility on the San Joaquin River.

Surface water curtailments are possible in dry years and can be offset with additional groundwater use and/or demand reduction through implementation of the City's Water Shortage Contingency Plan.

6.1.3 Groundwater

Water Code section 10910(f) If a water supply for a proposed project includes groundwater, the following additional information shall be included in the water supply assessment.

Water Code section 10910(f)(1) A review of any information contained in the urban water management plan relevant to the identified water supply for the proposed project.

Water Code section 10910(f)(2) A description of any groundwater basin or basins from which the proposed project will be supplied. For those basins for which a court or the board has adjudicated the rights to pump groundwater, a copy of the order or decree adopted by the court or the board and a description of the amount of groundwater the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), has the legal right to pump under the order or decree. For basins that have not been adjudicated, information as to whether the department has identified the basin or basins as overdrafted or has projected that the basin will become overdrafted if present management conditions continue, in the most current bulletin of the department that characterizes the condition of the groundwater basin, and a detailed description by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), of the efforts being undertaken in the basin or basins to eliminate the long-term overdraft condition.

Water Code section 10910(f)(3) A detailed description and analysis of the amount and location of groundwater pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), for the past five years from any groundwater basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historical use records.

A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the public water system, or the city or county if either is required to comply with this part pursuant to subdivision (b), from any basin from which the proposed project will be supplied. The description and analysis shall be based on information that is reasonably available, including, but not limited to, historical use records.

Water Code section 10910(f)(4) An analysis of the sufficiency of the groundwater from the basin or basins from which the proposed project will be supplied to meet the projected water demand associated with the proposed project.

A water assessment shall not be required to include the information required by this paragraph if the public water system determines, as part of the review required by paragraph (1), that the sufficiency of groundwater necessary to meet the initial and projected water demand associated with the project was addressed in the description and analysis required by paragraph (4) of subdivision (b) of Section 10631.

6.1.3.1 Groundwater Overview

The COSMUD has groundwater wells located in the North Stockton and South Stockton water systems. These wells are used conjunctively to meet peak summer demands or during dry years when available surface water supplies may be limited. The City has partnered with other users through the Eastern San Joaquin Groundwater Authority (GWA) to manage the groundwater basin.

The City has determined that the sustainable groundwater yield is 0.75 AFY/acre, or approximately 50,000 AFY for the overall City area. To establish the projected groundwater supply that is reasonably available within the COSMUD service area, COSMUD assumes that the reasonably available groundwater supply for the current water service area (approximately 38,500 acres) is pumped at 0.6 AFY/acre, equivalent to an annual groundwater supply of 23,100 AFY.

6.1.3.2 Groundwater Basin Management

The groundwater basin underlying the City is the San Joaquin Valley Basin, Eastern San Joaquin Subbasin (5-22.01, Subbasin). The Subbasin is defined by the areal extent of unconsolidated to semi consolidated sedimentary deposits that are bounded by the Mokelumne River on the north and northwest; San Joaquin River on the west; Stanislaus River on the south; and consolidated bedrock on the east.

In 2014, the California legislature enacted the Sustainable Groundwater Management Act (SGMA) in response to continued overdraft of California's groundwater resources. The Subbasin is one of 21 basins and subbasins identified by the California Department of Water Resources (DWR) as being in a state of critical overdraft. SGMA requires preparation of a groundwater sustainability plan to address measures necessary to attain sustainable conditions in the Subbasin. Sustainability is generally defined as long-term reliability of the groundwater supply and the absence of undesirable results from over pumping.

The City, along with fifteen other groundwater users and groundwater sustainability agencies, formed a GWA in 2017 in response to SGMA. In 2019, the GWA completed the Eastern San Joaquin Groundwater Subbasin Groundwater Sustainability Plan (GSP) to help achieve groundwater sustainability in the Subbasin by 2040. In general, the GSP shows that groundwater elevations have declined since the 1950s. Water quality issues were detected on the west side of the Subbasin, some of which are from wells underlying the City. The GSP outlined the need to reduce overdraft conditions and identified 23 projects for potential development, along with management actions, that either replace groundwater use or supplement groundwater supplies to meet current and future water demands. The list of 23 potential projects included in the GSP represent a variety of project types including direct and in-lieu recharge, intra-basin water transfers, demand conservation, water recycling, and stormwater reuse to be undertaken by the member agencies. The GSP determined an estimated pumping offset and/or recharge need of 78,000 AFY Subbasin-wide to achieve sustainability. This amount may be reevaluated after additional data are collected and analyzed.[4]

From 2020 to 2045, members of the GWA, including the City, will be monitoring and reporting their progress on implementing projects and studies and the impacts of their outreach. Evaluation will be conducted every five years.

6.1.3.3 Groundwater Use

The COSMUD uses groundwater conjunctively with its surface water supply sources, with groundwater generally used to meet increased water demands primarily in the summer months or during dry years when available surface water supplies may be limited. Wells are also depended on for emergency supply in the event of surface water supply interruptions.

[4] Eastern San Joaquin Groundwater Authority, Eastern San Joaquin Groundwater Subbasin Groundwater Sustainability Plan, November 2019, Section 6.

Historically, the local groundwater basin provided 100 percent of the COSMUD water supply. However, with SEWD surface water deliveries beginning in the 1980s and the completion and dedication of the DWTP and associated water supply infrastructure in 2012, the reliance on groundwater has significantly reduced. The annual volume of groundwater pumped by the COSMUD is shown in Table 6-2. Groundwater supply provided an average of 4,320 AFY, approximately 14 percent of the total COSMUD water supply between 2016 and 2020.

Table 6-2. Historical Groundwater Volume Pumped by the COSMUD, AFY

Supply Source	2012	2013	2014	2015	2016	2017	2018	2019	2020
Groundwater	3,394	4,085	7,228	6,619	3,748	2,965	3,236	3,778	8,662

Source: City of Stockton 2020 UWMP, Table 6-3, June 2021.

6.1.3.4 Groundwater as a Future Water Supply

In the future, the COSMUD plans to use less groundwater in wet and average years. It plans to continue groundwater use to meet peak demand and in dry years to make up for reductions in surface water deliveries.

6.2 Additional Planned Future Potable Water Supplies

In addition to the existing potable water supplies described above, the COSMUD has additional planned future potable water supplies to meet existing and projected future water demands, including those associated with the Proposed Project. The inclusion of planned future water supplies in this WSA is specifically allowed by the Water Code:

> *Water Code section 10631(b): Identify and quantify, to the extent practicable, the existing and planned sources of water available to the supplier over the same five-year increments described in subdivision (a).*

As discussed above, the City's application for an additional water right from the San Joaquin River for up to 92,300 AFY, is currently unpermitted. The City plans to pursue this application in the future to meet the COSMUD ultimate water demand. Pursuant to the grant of this additional water right by the State Water Board, several expansion projects are planned for the DWTP, as needed, from the current capacity of 30 mgd, up to 160 mgd.

As discussed in Section 6.1.1.2, the City expects an additional 6,500 AFY of WID supply will become available to the City at a rate of 3.0 AFY per acre annexed, per the City's 2008 contract with WID. This WID supply may potentially increase from 6,500 AFY to 13,000 AFY by 2030.

6.3 Summary of Existing and Additional Planned Future Water Supplies

Table 6-3 provides a summary of the COSMUD projected water supply entitlements. A discussion of the future anticipated availability of these existing and additional planned future water supplies during dry years is provided in the next section.

Table 6-3. Projected Water Supplies

Supply Source	Additional Detail on Water Supply	Reasonably Available Volume, AFY				
		2025	2030	2035	2040	2045
Purchased Water (treated surface water)	SEWD	24,300	24,300	24,300	24,300	24,300
Purchased Water (untreated surface water)	WID	6,500	13,000	13,000	13,000	13,000
Surface Water (untreated)	San Joaquin River	23,400	24,800	25,000	25,000	25,000
Groundwater	Eastern San Joaquin Subbasin	23,100	23,100	23,100	23,100	23,100
Total		**77,300**	**85,200**	**85,400**	**85,400**	**85,400**

Source: City of Stockton 2020 UWMP, Table 6-14, June 2021.

Note: A normal year is assumed.

6.4 Water Supply Availability and Reliability

Water Code section 10910 (c)(4) requires that a WSA include a discussion with regard to "whether total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses." Accordingly, this WSA addresses these three hydrologic conditions through the year 2045. The reliability discussion presented in this section reflects Chapter 7 of the City's 2020 UWMP.

Factors contributing to potential reductions in the COSMUD water supplies include legal limitations due to water rights and contracts that may limit the quantity of water available, environmental constraints, and reductions in availability due to climatic factors. The surface water supplies delivered to the COSMUD is subject to reductions during single and multiple dry years (seasonal and climatic shortages) as discussed below.

Also, in response to drought conditions and the State of Emergency proclaimed by Governor Brown, first in January 2014 and again in April 2015, this WSA provides a discussion of the availability and reliability of the COSMUD available water supplies to meet water demands in the event that the COSMUD surface water supplies are limited under emergency water supply conditions.

6.4.1 Reliability by Water Source

6.4.1.1 SEWD Supply

Review of SEWD's water deliveries from Fiscal Years 2012 through 2018 fiscal years show that COSMUD received approximately one-third of the total SEWD water supply to the Urban Contractors.[5] SEWD estimated that approximately 72,800 AF will be available to the Urban Contractors. Thus, the normal year volume entered for the COSMUD water service area is estimated to be 24,300 AF, approximately one-third of 72,800 AF.

Per the Second Amended Contract, SEWD is required to deliver a minimum of 20,000 AF to the Urban Contractors. Thus, the water supply availability for the City during the single dry year is assumed to be approximately one-third of the SEWD contractual minimum volume of 20,000 AF.

The water supply availability for the five-consecutive-dry years reflects the City's deliveries from SEWD during the most recent Statewide drought. Available water supplies for the first and fifth years of the five-consecutive-year drought are estimated to be normal year supplies. Available SEWD supplies are reduced in the second year, and then further reduced to minimum deliveries (one-third on the contractual minimum volume) in the third and fourth years.

6.4.1.2 San Joaquin River Supply

Under Water Code Section 1485, Water Right Permit 21176 allows the City to divert from the San Joaquin River as much water as the City's wastewater treatment plant discharges into the San Joaquin River. The quantity is permitted up to 33,600 AFY from the San Joaquin River under Water Right Permit 21176. However, Section 1485 water is subject to pumping restrictions in some months due to environmental restrictions.

The City's Water Right Permit summarizes San Joaquin River water available for diversion based on the City's wastewater treatment plant discharge and pumping restrictions due to the environmental restrictions for 2012 through 2040. If the current pumping restrictions for Permit 21176 remain in place, the City may need the additional water supply it has applied for under Part B of the City's Water Right (Application 30531B) between 2055-2060. The City estimates that planning and environmental analysis efforts related to Application 30531B would start between 2040 and 2045. The City will continue to evaluate these dates approximately every five years when it prepares future Urban Water Management Plan updates.

[5] Stockton East Water District. Fiscal Years 2012/2013 to 2018/2019. Schedule D.

Since the Petition for Extension of Time was completed prior to 2020, the volumes for 2020 through 2040 are projections of the anticipated volume available for diversion from the San Joaquin River and are based on the historical volumes available under similar hydrologic years, as shown in Table 6-4.

Table 6-4. Anticipated San Joaquin River Water Supplies

Year Type	Base Year	Volume Available, AFY	Percent of Average Supply
Normal Year	2018	20,500	100
Single-Dry Year	2015	19,100	93
Consecutive Dry Year 1st Year	2013	18,300	89
Consecutive Dry Year 2nd Year	2014	19,000	93
Consecutive Dry Year 3rd Year	2015	19,100	93
Consecutive Dry Year 4th Year	2016	18,100	88
Consecutive Dry Year 5th Year	2017	21,400	104

Source: City of Stockton 2020 UWMP, Table 7-3, June 2021.

6.4.1.3 WID Supply

Raw water from WID augments supply to the DWTP if the San Joaquin River water is not available due to environmental restrictions. Consistent with the 2020 UWMP, a slight supply reduction from 6,500 AF to 4,500 AF is assumed during a single dry year and the third and fourth years of the five-consecutive-year drought.

6.4.1.4 Groundwater Supply

COSMUD plans to use its groundwater supply conjunctively with the available treated surface water supplies and purchased water supplies. Available groundwater supply is based on the projected groundwater supply that is reasonably available. COSMUD assumes that the reasonably available groundwater for the current water service area (approximately 38,500 acres) is pumped at 0.6 AFY/ac, equivalent to an annual groundwater supply of 23,100 AFY. This volume is assumed to be available under all year types.

6.4.2 Summary of Available Water Supplies Under Normal, Single Dry, and Multiple Dry Years

The reliability of each of the COSMUD existing and additional planned water supplies and their projected availability during normal, single dry, and multiple dry years, as described in Chapter 7 of the 2020 UWMP, is summarized in Tables 6-5, 6-6, and 6-7, respectively.

Table 6-5. Normal Year Water Supply, AFY

Supply Source	2025	2030	2035	2040	2045
SEWD	24,300	24,300	24,300	24,300	24,300
WID	6,500	13,000	13,000	13,000	13,000
San Joaquin River	23,400	24,800	25,000	25,000	25,000
Groundwater	23,100	23,100	23,100	23,100	23,100
Total	**77,300**	**85,200**	**85,400**	**85,400**	**85,400**

Source: City of Stockton 2020 UWMP, Table 7-6, June 2021.

Table 6-6. Single Dry Year Water Supply, AFY

Supply Source	2020	2025	2030	2035	2040
SEWD	6,700	6,700	6,700	6,700	6,700
WID	4,500	9,000	9,000	9,000	9,000
San Joaquin River	21,800	23,100	23,300	23,300	23,300
Groundwater	23,100	23,100	23,100	23,100	23,100
Total	**56,100**	**61,900**	**62,100**	**62,100**	**62,100**

Source: City of Stockton 2020 UWMP, Table 7-7, June 2021.

Table 6-7. Multiple Dry Years Water Supply, AFY					
Supply	2025	2030	2035	2040	2045
First Year					
SEWD	24,300	24,300	24,300	24,300	24,300
WID	6,500	13,000	13,000	13,000	13,000
San Joaquin River	20,900	22,100	22,300	22,300	22,300
Groundwater	23,100	23,100	23,100	23,100	23,100
Supply Total	**74,800**	**82,500**	**82,700**	**82,700**	**82,700**
Second Year					
SEWD	15,500	15,500	15,500	15,500	15,500
WID	6,500	13,000	13,000	13,000	13,000
San Joaquin River	21,700	23,000	23,200	23,200	23,200
Groundwater	23,100	23,100	23,100	23,100	23,100
Supply Total	**66,800**	**74,600**	**74,800**	**74,800**	**74,800**
Third Year					
SEWD	6,700	6,700	6,700	6,700	6,700
WID	4,500	9,000	9,000	9,000	9,000
San Joaquin River	21,800	23,100	23,300	23,300	23,300
Groundwater	23,100	23,100	23,100	23,100	23,100
Supply Total	**56,100**	**61,900**	**62,100**	**62,100**	**62,100**
Fourth Year					
SEWD	6,700	6,700	6,700	6,700	6,700
WID	4,500	9,000	9,000	9,000	9,000
San Joaquin River	20,700	21,900	22,100	22,100	22,100
Groundwater	23,100	23,100	23,100	23,100	23,100
Supply Total	**55,000**	**60,700**	**60,900**	**60,900**	**60,900**
Fifth Year					
SEWD	24,300	24,300	24,300	24,300	24,300
WID	6,500	13,000	13,000	13,000	13,000
San Joaquin River	24,400	25,900	26,100	26,100	26,100
Groundwater	23,100	23,100	23,100	23,100	23,100
Supply Total	**78,300**	**86,300**	**86,500**	**86,500**	**86,500**

Source: City of Stockton 2020 UWMP, Table 7-9, June 2021.

7.0 DETERMINATION OF WATER SUPPLY SUFFICIENCY BASED ON REQUIREMENTS OF SB 610

Water Code section 10910 states:

> *10910(c)(4) If the city or county is required to comply with this part pursuant to subdivision (b), the water supply assessment for the project shall include a discussion with regard to whether the total projected water supplies, determined to be available by the city or county for the project during normal, single dry, and multiple dry water years during a 20-year projection, will meet the projected water demand associated with the proposed project, in addition to existing and planned future uses, including agricultural and manufacturing uses.*

Pursuant to Water Code section 10910(c)(4), and based on the technical analyses described in this WSA, the total projected water supplies determined to be available for the Proposed Project during normal, single dry, and multiple dry years during a 20-year projection will meet the projected water demand associated with the Proposed Project, in addition to existing and near-term planned future uses.

Table 7-1 summarizes the projected availability of the COSMUD existing and planned future potable water supplies compared with projected water demands in normal, single dry and multiple dry years through buildout.

Table 7-1. Summary of Water Demand Versus Water Supply During Various Hydrologic Conditions

Hydrologic Condition		Normal, Single Dry, and Multiple Dry Years, AFY				
		2025	2030	2035	2040	2045
Normal Year						
Available Water Supply[a]		77,300	85,200	85,400	85,400	85,400
Total Water Demand[b]		34,789	37,878	43,161	48,444	48,444
Potential Surplus (Deficit)		42,511	47,322	42,239	36,956	36,956
Percent Shortfall of Demand		--	--	--	--	--
Single Dry Year						
Available Water Supply[c]		56,100	61,900	62,100	62,100	62,100
Total Water Demand[b]		34,789	37,878	43,161	48,444	48,444
Potential Surplus (Deficit)		21,311	24,022	18,939	13,656	13,656
Percent Shortfall of Demand		--	--	--	--	--
Multiple Dry Years						
Multiple Dry Year 1	Available Water Supply[d]	74,800	82,500	82,700	82,700	82,700
	Total Water Demand[b]	34,789	37,878	43,161	48,444	48,444
	Potential Surplus (Deficit)	40,011	44,622	39,539	34,256	34,256
	Percent Shortfall of Demand	--	--	--	--	--
Multiple Dry Year 2	Available Water Supply[d]	66,800	74,600	74,800	74,800	74,800
	Total Water Demand[b]	35,407	38,935	44,218	48,444	48,444
	Potential Surplus (Deficit)	31,393	35,665	30,582	26,356	26,356
	Percent Shortfall of Demand	--	--	--	--	--
Multiple Dry Year 3	Available Water Supply[d]	56,100	61,900	62,100	62,100	62,100
	Total Water Demand[b]	36,025	39,991	45,274	48,444	48,444
	Potential Surplus (Deficit)	20,075	21,909	16,826	13,656	13,656
	Percent Shortfall of Demand	--	--	--	--	--
Multiple Dry Year 4	Available Water Supply[d]	55,000	60,700	60,900	60,900	60,900
	Total Water Demand[b]	36,642	41,048	46,331	48,444	48,444
	Potential Surplus (Deficit)	18,358	19,652	14,569	12,456	12,456
	Percent Shortfall of Demand	--	--	--	--	--
Multiple Dry Year 5	Available Water Supply[d]	78,300	86,300	86,500	86,500	86,500
	Total Water Demand[b]	37,260	42,104	47,387	48,444	48,444
	Potential Surplus (Deficit)	41,040	44,196	39,113	38,056	38,056
	Percent Shortfall of Demand	--	--	--	--	--

(a) *Refer to Table 6-5.*

(b) *Refer to Table 5-2.*

(c) *Refer to Table 6-6.*

(d) *Refer to Table 6-7.*

8.0 WATER SUPPLY ASSESSMENT APPROVAL PROCESS

Water Code section 10910 (g)(1) Subject to paragraph (2), the governing body of each public water system shall submit the assessment to the city or county not later than 90 days from the date on which the request was received. The governing body of each public water system, or the city or county if either is required to comply with this act pursuant to subdivision (b), shall approve the assessment prepared pursuant to this section at a regular or special meeting.

Water Code section 10911 (b) The city or county shall include the water supply assessment provided pursuant to Section 10910, and any information provided pursuant to subdivision (a), in any environmental document prepared for the project pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code.

As the approving agency for the Proposed Project, the City must adopt this WSA at a regular or special meeting. Furthermore, the City must include this WSA in the EIR that is being prepared for the Proposed Project.

9.0 REFERENCES

City of Stockton. December 2018. *Envision Stockton 2040 General Plan.*

Stockton East Water District. Fiscal Years 2012/2013 to 2018/2019. Schedule D.

Eastern San Joaquin Groundwater Basin Authority. November 2019. *Eastern San Joaquin Groundwater Subbasin Groundwater Sustainability Plan*.

West Yost. January 2021. *City of Stockton Water Master Plan Update*.

West Yost. June 2021. *City of Stockton 2020 Urban Water Management Plan*.

APPENDIX I
TRIBAL CONSULTATION MATERIAL

COMMUNITY DEVELOPMENT DEPARTMENT
City Hall • 425 N. El Dorado Street • Stockton, CA 95202-1997 • 209 / 937-8444 • Fax 209 / 937-8893
www.stocktongov.com

March 27, 2023

RE: Mariposa Annexation, Phase 2
APNs #179-220-07; -14; -15; -26
Project #P22-0303

To whom it may concern,

This letter provides notice, pursuant to Public Resources Code §21080.3.1(d), that the City of Stockton is in receipt of a development application subject to the California Environmental Quality Act (CEQA). The City of Stockton recognizes the importance of preserving tribal cultural resources and respectfully invites you to consult on and participate in the review process for this project.

Project Location: The proposed Project site is located approximately 1.6 miles southeast of SR 99 along Mariposa Road. Land to the east is vacant and in agricultural use. Land to the south and west of the site is approved for industrial development. The project site consists of four (4) parcels shown on the attached Figures 1 and 2, which show the Project's regional location and vicinity.

Project Description: The Mariposa Industrial Park #2 project proposes the annexation, pre-zoning and industrial development of approximately 112.91 acres located immediate south of Mariposa Road and adjacent to the recently approved Mariposa Phase 1 project (P20-0805). The initial application for the project requests City approvals for the annexation and prezoning of the site and a tentative subdivision map. Subsequent applications will be filed requesting City review of the project site plan review and design review. CEQA documentation for the project will consider all elements of the project, including any required off-site improvements.

Upon receipt of this notice, your organization has thirty (30) days to request consultation pursuant to Public Resources Code §21083.3.1, 21083.3.2, and 21083.3. If the organization provides the City of Stockton with confidential information subject to Public Resources Code §21082.3(c), Government Code §6254.10, or Government Code Section §6254(r), we request

that it be explicitly labeled and packaged to prevent inadvertent public disclosure.

If you have any questions and/or would like to request consultation, please contact me at 323-955-5501 or Nicole.Moore.CTR@stocktonca.gov.

Sincerely,



Nicole D. Moore, LEED-AP, Contract Planner
Community Development Department
Planning and Engineering Services Division
Nicole.Moore@stocktonca.gov
(323) 955-5501

Attachments:
Attachment A – NOP

CITY OF STOCKTON
NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

DATE: March 27, 2023

TO: Responsible and Trustee Agencies, Organizations, and Interested Parties

FROM: City of Stockton, Community Development Department (Lead Agency)

SUBJECT: **PREPARATION OF ENVIRONMENTAL IMPACT REPORT, MARIPOSA INDUSTRIAL PARK #2**

PROJECT TITLE: Mariposa Industrial Park #2

CITY PROJECT FILE #: P22-0303

The City of Stockton will prepare an Environmental Impact Report (EIR) for the Mariposa Industrial Park #2 Project (hereafter, the "Project") pursuant to Section 15021 of the California Environmental Quality Act (CEQA) Guidelines. Section 15082 of the CEQA Guidelines requires the City to prepare this Notice of Preparation (NOP) to provide to the Office of Planning and Research, responsible and trustee agencies, and other interested parties with sufficient information describing the Project and its potential environmental effects to enable the agencies and other parties to make a meaningful response. The project description, location and an initial description of the probable environmental effects of the Project are on our website at http://www.stocktonca.gov/government/departments/communityDevelop/cdPlanEnv.html.

As specified by the CEQA Guidelines, the NOP will be circulated for a 30-day review period. The comment period runs from Tuesday March 27, 2023 to Wednesday April 25, 2023. The City welcomes your input during the review period. In the event the City has not received either a response or a well-justified request for additional time by a responsible agency by the end of the review period, the City may presume that the responsible agency has no response (CEQA Guidelines Section 15082[b][2]).

By virtue of size, the Project is considered a project of "statewide, regional, or areawide significance" (CEQA Guidelines Section 15206) and therefore requires a scoping meeting (CEQA Guidelines Section 15082).

A virtual scoping meeting for this project will be held from 6:00 p.m. to 7:30 p.m. on April 4, 2023. You may attend the meeting by going to www.webex.com. The meeting number is 2460 164 5496; the meeting password is JrQrKZEU333.

If you have any questions regarding this matter or would like to submit comments on behalf of your agency/organization or as an individual, please submit your comments to the City's Project Manager, Nicole Moore at: 323-955-5501 or nicole.moore.ctr@stocktonca.gov.

ATTACHMENT A

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE MARIPOSA INDUSTRIAL PARK #2 PROJECT

A.1 PROJECT LOCATION

The project site consists of a total of 114.01 acres of mostly undeveloped land. Of this total, approximately 113.54 acres are proposed to be annexed to the City of Stockton. The proposed project site includes an additional 0.47 acres proposed to construct an emergency vehicle access from the site to Newcastle Road to the south. The project site is in the unincorporated area of San Joaquin County southeast of the City of Stockton, south of Mariposa Road and north of the terminus of Newcastle Road. The site is approximately 1.6 miles southeast of SR 99 along Mariposa Road (Figures 1 through 6).

The proposed annexation area consists of four parcels shown on the attached figures and listed in Table 1 below. The additional 0.47 acres consists of portions of two other adjacent parcels, Assessor's Parcel Numbers 179-220-41 and 43 (Figure 5); these parcels are a part of the adjacent Norcal project and are already within the City of Stockton. Greenlaw Partners, LLC is the project applicant.

TABLE 1
PROPOSED ANNEXATION PARCELS

Parcels	Acres	Owner
179-220-07	107.48	Estate of Iris Galgiani et al. 4339 Misty Cove Pl. Stockton, CA 95219
179-220-14	2.48	John C. Lott Trust 5276 East Mariposa Road Stockton, CA 95215
179-220-15	2.48	Maria Tolentino 5262 East Mariposa Road Stockton, CA 95215
179-220-26	1.10	20-foot roadway strip
Total Acres	**113.54**	

The project site is bordered on the north by Mariposa Road, a County road and on the south and east by lands located within the Stockton city limits and undergoing development with industrial uses, chiefly warehouse and distribution centers. Lands immediately west of the site include the approved approximately 200-acre Mariposa Industrial Park #1 project.

The San Joaquin County General Plan designates the site A/UR: Agriculture Urban Reserve. The existing County zoning of the site is AG-40: Agriculture, 40-acre-minimum parcel size. The project site is shown on the Stockton East 7.5-minute quadrangle map within Section 69 of the Campo de los Franceses land grant subdivision in Township 1 North, Range 7 East, Mt. Diablo Baseline and Meridian. The approximate latitude of the project site is 37° 55′ 10″ North, and the approximate longitude is 121° 12′ 12″ West.

A.2 EXISTING CONDITIONS

The project site is presently within the land use planning jurisdiction of San Joaquin County. North Littlejohns Creek is located along the southern boundary of the project site, and Mariposa Road borders the site on the north. The project site is vacant except for two rural residences located in separate parcels adjacent to the western boundary of the proposed annexation area. Historically, the project site has been used for agricultural purposes. The proposed project is in an area that has been substantially developed or approved for development of industrial uses including the adjacent Mariposa Industrial Park #1 project west of the site. Land to the north and east of the site is vacant and in agricultural use; these lands are, however, designated for urban industrial development in the Stockton General Plan 2040. Land to the south of the site contains existing industrial/warehouse development.

The project site is in an industrialized portion of southeastern Stockton, which is an area that has been envisioned for and has been undergoing industrial development since at least 1990. The project site is immediately north of a 495-acre area known initially as the Arch Road Industrial Park, which was subject to environmental review in a 1988 EIR. The property south of the project site comprises the Norcal Logistics Center project, which was the subject of an updated EIR certified by the City in 2015. The project site is physically separated from the Norcal project by North Littlejohns Creek.

More recently, in December 2022, the City approved the Mariposa Industrial Park #1 project and certified its EIR. The Mariposa Industrial Park #1 project is adjacent to and west of the proposed project site and involves approved development of approximately 203 acres for warehousing and distribution land uses; LAFCo approval of the annexation of the site into the City is pending. The project applicant for the Mariposa Industrial Park #1 and #2 projects are one and the same.

A.3 PROJECT DESCRIPTION

The proposed project would annex unincorporated portions of the site into the City of Stockton. In conjunction with annexation, the site would be pre-zoned to allow development of industrial uses. Under the proposed IL zoning designation (Title 16 of the Stockton Municipal Code) industrial development of up to 60 percent of the site area, with building heights reaching a maximum of 60 feet, would be permitted. It is anticipated that the project applicant will seek either a Development Agreement or a Planned Development Permit that would allow building heights of up to 100 feet on the project site.

The conceptual site plan for the project proposes the construction of four buildings totaling approximately 1. million square feet in floor area, along with parking areas, vehicular access and circulation and City utility services. The development is expected to accommodate high-cube warehouses. A "high-cube warehouse" is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods prior to their distribution to retail locations or other warehouses.

The project would obtain its principal access from Mariposa Road. Secondary emergency vehicle access would be provided from Newcastle Road to the south; the secondary access would require a bridge crossing of North Littlejohns Creek. The project would include widening and improvements along the Mariposa Road frontage, development of an internal access road and an emergency vehicle accessway along the perimeter of the site. Industrial buildings would be connected to an existing City water line in Mariposa Road, and to water and wastewater lines that will be extended to the site vicinity in conjunction with the adjacent approved Mariposa Industrial Park #1 development. An onsite storm drainage collection system would be installed in conjunction with industrial development of the site; the storm drainage system would connect to a regional storm water detention pond, pump station and discharge outfall to North Littlejohns Creek which is being developed as part of the adjacent approved Mariposa Industrial Park #1 development.

Proposed industrial uses will require a range of further discretionary approvals, including the following approvals from the City of Stockton:

- Annexation: The proposed annexation includes all four parcels listed in Table 2-1 totaling approximately 112.44 acres (Figures 5 and 6). All the parcels are within the Stockton Sphere of Influence and have been designated Industrial in the City's recently adopted 2040 General Plan. Annexation of the site will also require the approval of the San Joaquin LAFCo.

- Pre-zoning: The proposed pre-zone would apply City IL-Industrial, Limited zoning to all the annexation parcels, consistent with the proposed industrial use (Figure 6). The proposed IL zoning is an implementing zone of the existing general plan

"Industrial" designation. Pre-zoning would become effective upon annexation of the site. The existing San Joaquin County zoning would be eliminated upon removal of the site from County jurisdiction. Under the proposed City IL zoning, industrial development of up to 60 percent of the site area, with building heights reaching 60 feet, would be permitted.

- Development Agreement: The project applicant may seek either a Development Agreement that would, among other provisions, allow building heights of up to 100 feet on the project site.

- Tentative Subdivision Map: The project may include one or more subdivision maps, which will be submitted to the City for review and approval as the type, size and configuration of future tenant development is defined.

- Site Plan Review/Design Review: The project proposes to develop the parcels with light industrial land uses. Planned industrial development is illustrated in Figure 7, a Conceptual Site Plan. Potential industrial development including nominal amounts of commercial development, estimated at 3% of the total building floor area, would total approximately 1.8 million square feet of floor area. The specifics of actual industrial development will be defined more precisely in one or more Site Plans to be submitted for formal City site plan and design review approvals.

A.4 ISSUES TO BE ANALYZED IN THE EIR

The City of Stockton has determined that an Environmental Impact Report (EIR) will be prepared for the project. The EIR, which is in preparation, will consider the potential environmental effects of the proposed development, along with mitigation measures for any significant environmental effects identified in the EIR and alternatives to the project that may avoid or reduce environmental effects. Concerns to be addressed in the EIR are summarized as follows:

Aesthetics and Visual Resources

The EIR will consider the size, height, massing and architectural character of potential industrial structures and associated site improvements, their relationship to surrounding lands and development and consistency with City of Stockton design standards. The EIR will consider potential lighting impacts on surrounding land uses and the night sky.

Agricultural Resources

Proposed development will involve conversion of agricultural land to urban uses. The EIR will consider direct agricultural land conversion that would result from the project, as well as any indirect effects the project may have on conversion of offsite agricultural lands. The analysis will occur in the context of the City's analysis of larger agricultural conversion issues in the certified 2018 Stockton General Plan 2040 EIR. The analysis will also address LAFCo standards regarding impacts on prime agricultural lands.

Air Quality

The EIR will quantify construction and operational air pollutant emissions associated with the project, their relationship to state and federal standards, exceedance of San Joaquin Valley Air Pollution Control District significance thresholds, carbon monoxide concentrations that may occur at congested intersections impacted by the project, emissions of toxic air contaminants, and odors. The EIR will report the results of a Health Risk Assessment, or a Facility Prioritization Assessment, of the project addressing potential air toxic emissions and potential health effects on residents of nearby communities and surrounding lands. The air quality analysis will consider the project's contributions to the cumulative impacts of planned urban development as discussed in the certified 2018 Stockton General Plan EIR.

Potential air quality impacts of industrial development on a nearby disadvantaged rural community were the subject of substantial discussion in the consideration of the Mariposa Industrial Park #1 project. Prior to certification of the EIR and project approval, a range of additional air quality mitigation measures were agreed to by the City, applicant, California Department of Justice and the Sierra Club and formally incorporated into the project. The Mariposa Industrial Park #2 applicant has agreed to incorporate all the mitigation measures applicable to Mariposa Industrial Park #1 into the Mariposa Industrial Park #2 project. The effectiveness of these mitigation measures in avoiding or reducing the potential air quality impacts of the project will be addressed in the EIR.

Biological Resources

The EIR will incorporate the results of a Biological Assessment (BA) of the project, which will identify the existing biological resources of the project site and describe the potential impacts of proposed industrial development on those resources. The BA will describe effects on habitat for special-status and migratory species, wetlands, riparian areas, stream channels, and other sensitive habitats, as well as potential mitigation measures available to reduce or avoid these effects. The analysis will consider existing and proposed conservation easement protections along North Littlejohns Creek, as well as the mitigating effects of required project participation in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

Cultural Resources

The EIR will incorporate the results of a cultural resources record search, survey of the project site, and cultural resources assessment of the project, including consideration of the potential impacts of proposed industrial development on any known or as yet-undiscovered historical and/or archaeological resources. The EIR will also consider the project’s potential effects on Tribal Cultural Resources, as discussed below.

Energy

The EIR will consider and discuss predicted energy consumption associated with construction and operation of the project, along with conservation measures associated with the siting and operation of the project generally and energy conservation measures that would be incorporated into proposed buildings and site improvements. The energy conserving effects of air quality mitigation measures incorporated into the project and the foregoing Mariposa Industrial Park #1 project will be described in the EIR. The EIR will identify the project's potential, if any, for wasteful or inefficient use of energy.

Geology, Soils, and Mineral Resources

The EIR will describe the general geology of the project area, geotechnical and seismic hazards, soil quality and erosion potential, suitability of soil for development, potential project impact on accessibility of mineral resources, if any, and potential effects of the project on any unique geological or paleontological resources.

Greenhouse Gas (GHG) Emissions

The EIR will quantify and identify the significance of construction and operational GHG emissions associated with the project and the project's consistency with applicable GHG emission reduction and mitigation plans, including the California Greenhouse Gas Scoping Plan, California Air Pollution Control Officers Association (CAPCOA) and San Joaquin Valley Air Pollution Control District (SJVAPCD) mitigation strategies and the Stockton Climate Action Plan. The EIR will address the mitigating effect of the air quality mitigation measures developed for the Mariposa Industrial Park #1 on greenhouse gas emissions.

Hazards and Hazardous Materials

The EIR will document the presence or absence of documented environmental contamination on and near the project site, including past uses of hazardous materials and hazardous wastes as well as potential surface soil contamination from agricultural pesticide use. The EIR will consider potential use, storage, and transportation of hazardous materials associated with future industrial uses of the site, existing hazards registration and monitoring programs, and potential for environmental contamination that may be associated with the project. The EIR also will identify potential safety hazards associated with the operations at the nearby Stockton Metropolitan Airport.

Hydrology and Water Quality

The EIR will describe the surface and groundwater hydrologic resources of the project site and vicinity, as well as exposure to 100-year and 200-year flooding hazards. Potential for project encroachment on the floodplain and floodway of North Littlejohns Creek and other direct effects to surface and groundwater resources will be described. Project generation of storm water and storm water quality will be evaluated in the context of adopted City of Stockton storm water quality protection and treatment standards.

Land Use, Population, and Housing

The EIR will analyze project consistency with the Stockton General Plan, zoning, and other applicable land use plans and ordinances, along with the potential direct and indirect effects of the project on population growth and housing needs. The EIR will discuss the project's relationship to the City's adopted Municipal Services Review (MSR), including proposed modification of the MSR associated with the Mariposa Industrial Park #1 project, any further modifications to the MSR that may be needed, and any potential environmental effects that could result therefrom. The EIR will discuss potential effects of the project on unincorporated residential areas in the general vicinity of the project along with potential environmental justice concerns, as discussed below. The EIR will also discuss the role of LAFCo and the LAFCo requirements applicable to the project.

Noise

The EIR will describe the existing noise environment, including primary noise sources, and the potential noise effects of project construction and operation, including new light vehicle and heavy truck traffic generation, on sensitive land uses near the project site and along principal access routes to and from the site. Data for this analysis will be provided in a technical study prepared by a qualified acoustical consultant.

Public Services and Recreation

The EIR will describe the providers of existing public services to the project site and vicinity and providers that would be responsible for public services upon annexation of the project site to the City of Stockton. The EIR will consider the need for new or expanded facilities required for agencies responsible for fire protection, police protection, schools, and parks and recreation, and the potential impacts of any new or expanded public facilities on these services. As was addressed in the foregoing Mariposa Industrial Park EIR, the EIR for the proposed project will describe past and ongoing discussions and planning related to large industrial development in southeast Stockton and ongoing efforts of the Stockton Fire Department and industrial developers to establish, and provide construction and operations funding for, a new south Stockton fire station that will improve fire service response times and meet growing fire protection needs in the project vicinity.

Transportation

The EIR will describe the location, nature, and operation of existing transportation systems serving the project site and vicinity. The EIR will quantify and consider the potential effects of the project on Vehicle Miles Traveled (VMT). The traffic study prepared for the project will include the estimated generation of traffic from new industrial uses for use in analyzing the project's air quality and noise impacts. Although not required by CEQA, the study will document the effects of the project on traffic flow on streets and intersections in the project vicinity and identify transportation improvements that may be needed to address their effects. The EIR will also evaluate

consistency of the project and associated road improvements with applicable transportation plans as well as impacts on or related to alternative travel modes. Transportation studies incorporated in the EIR will be prepared in coordination with and subject to the review and approval of Stockton Public Works Traffic.

Tribal Cultural Resources

The EIR will document City compliance with the AB 52 tribal cultural resource requirements, including the AB 52 notification process, tribal requests for consultation, impacts on resources of potential importance to local tribes, and the results of the consultation process.

Utilities

The EIR will describe existing and planned utility systems serving the project site and surrounding development, including the extension of existing City wastewater and potable water in conjunction with the Mariposa Industrial Park #1 project. The EIR will identify any necessary extension of water, wastewater, storm drainage, solid waste, and other utilities, their consistency with City utility master plans and the potential environmental impacts of those extensions.

Wildfire

The EIR will document existing or potential future contributions to wildfire hazards associated with the project.

Cumulative Impacts

The EIR will consider the potential cumulative impacts of the project in all the above-listed resource areas, based on both the analysis of citywide environmental effects in the recently adopted Envision Stockton General Plan 2040 EIR and on the presence of constructed or approved development projects in the vicinity.

Alternatives to the Proposed Project

The EIR will evaluate the comparative environmental effects of a reasonable range of alternatives to the proposed project, including the required No Project Alternative. The range of alternatives is to be determined.

Growth-Inducing Impacts

The EIR will summarize the environmental impacts considered significant and unavoidable, as well as the irreversible environmental commitments associated with project development. The EIR will consider the potential growth-inducing impacts of the project, including growth that may be induced through the removal of development obstacles.

Environmental Justice

The State has taken a more active role on environmental justice issues in land use and environmental planning. The EIR will discuss environmental justice as it applies to this project. It will identify any communities that may be subject to disproportionate adverse environmental impacts resulting from the project, including Disadvantaged Unincorporated Communities, and discuss any measures that may be needed to reduce these impacts.

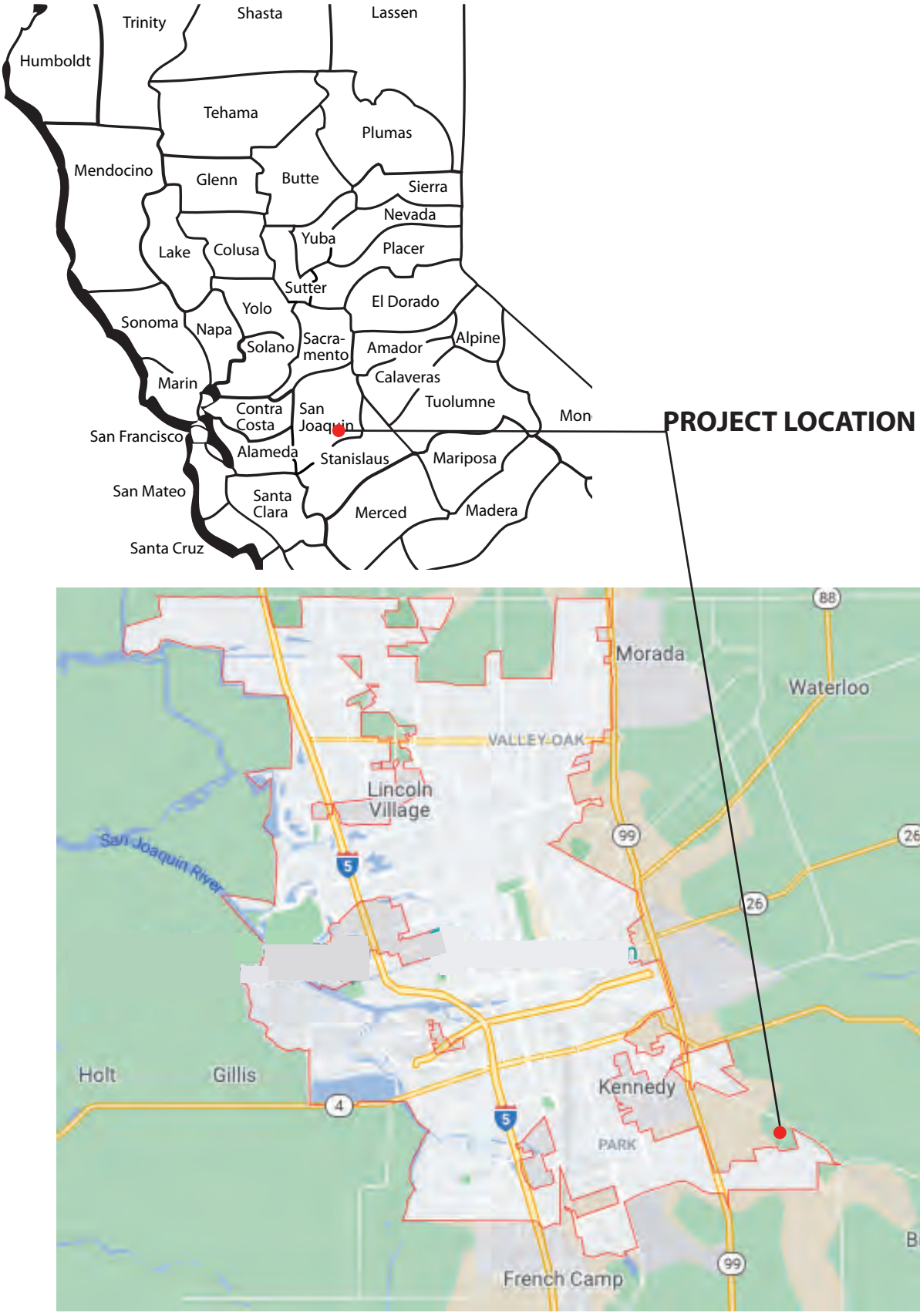
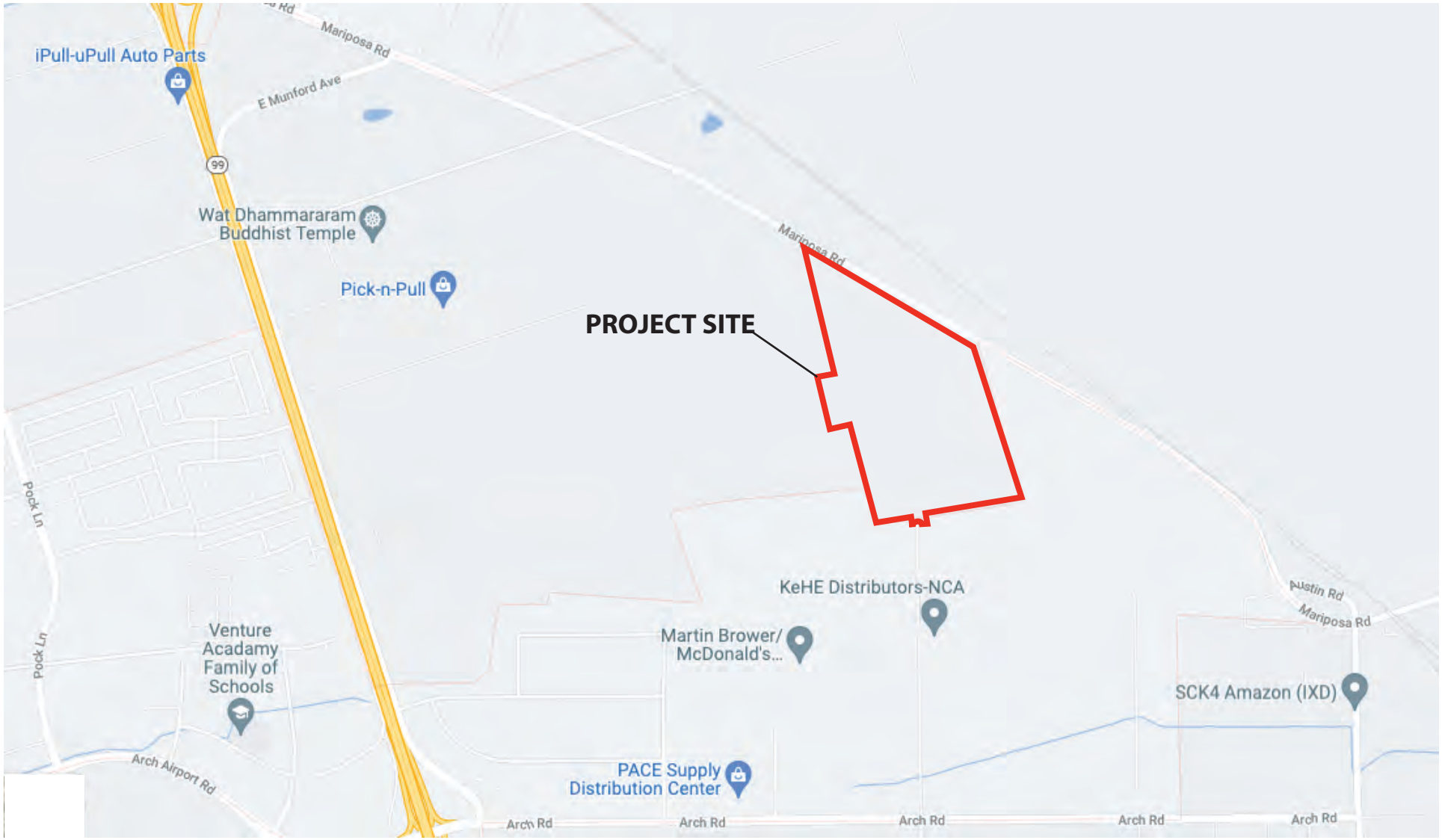


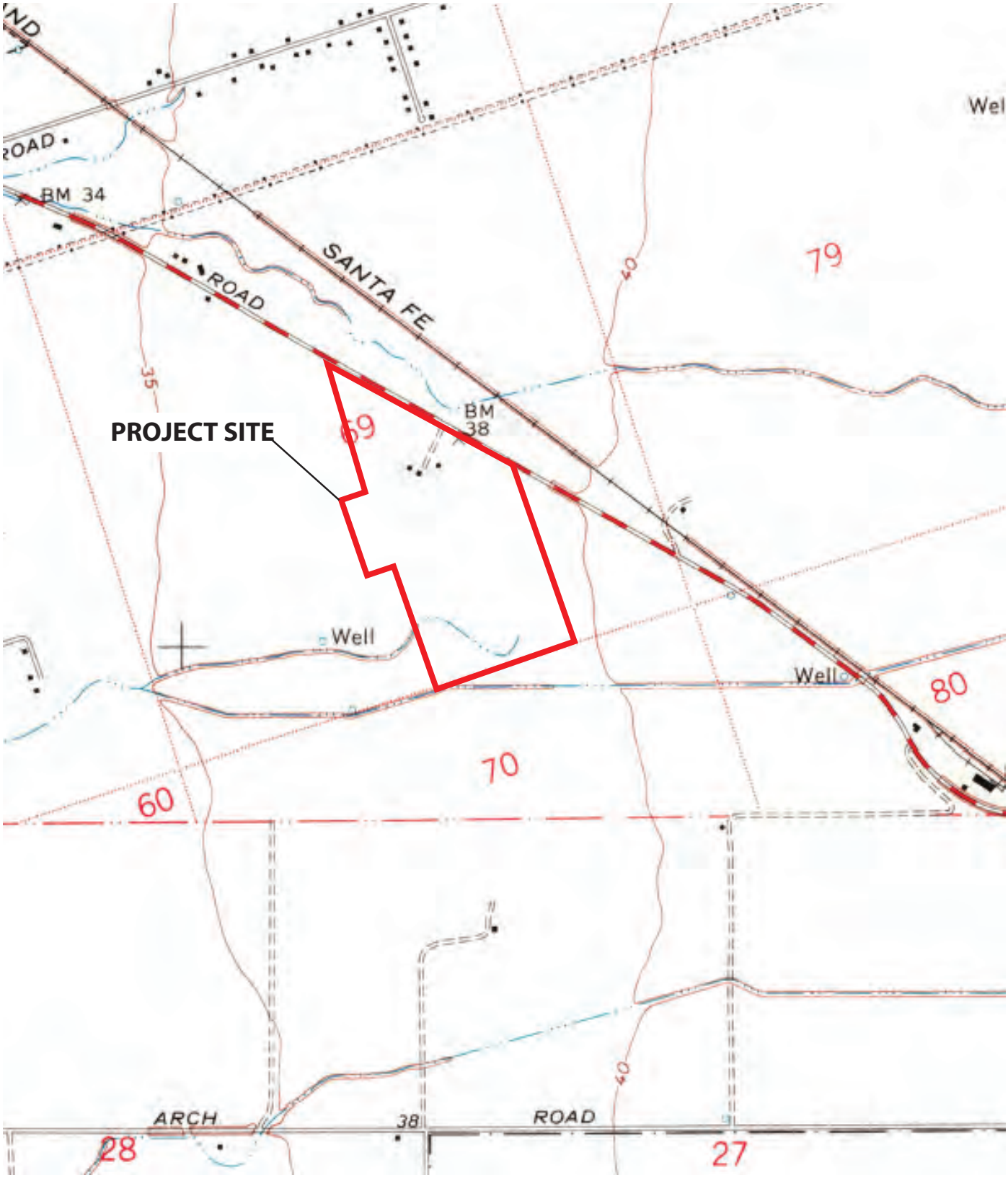
Figure 1
REGIONAL LOCATION MAP



BaseCamp Environmental

SOURCE: Google Maps

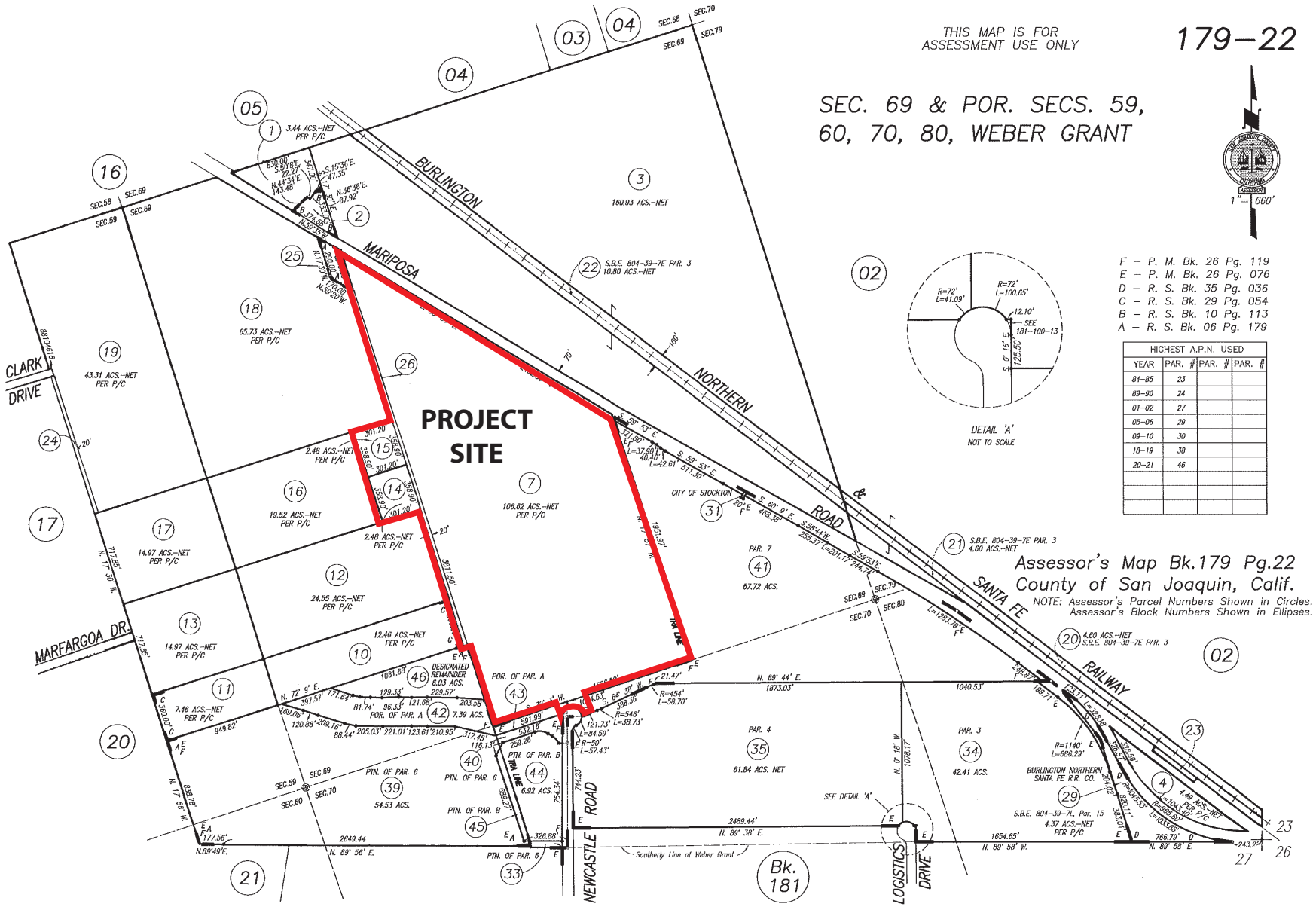
Figure 2
STREET MAP



SOURCE: USGS Quadrangle Map, Stockton East, 1968.
T 1N, R 7E, S 69



SOURCE: Google Earth



BaseCamp Environmental

Figure 5
ASSESSOR PARCEL MAP

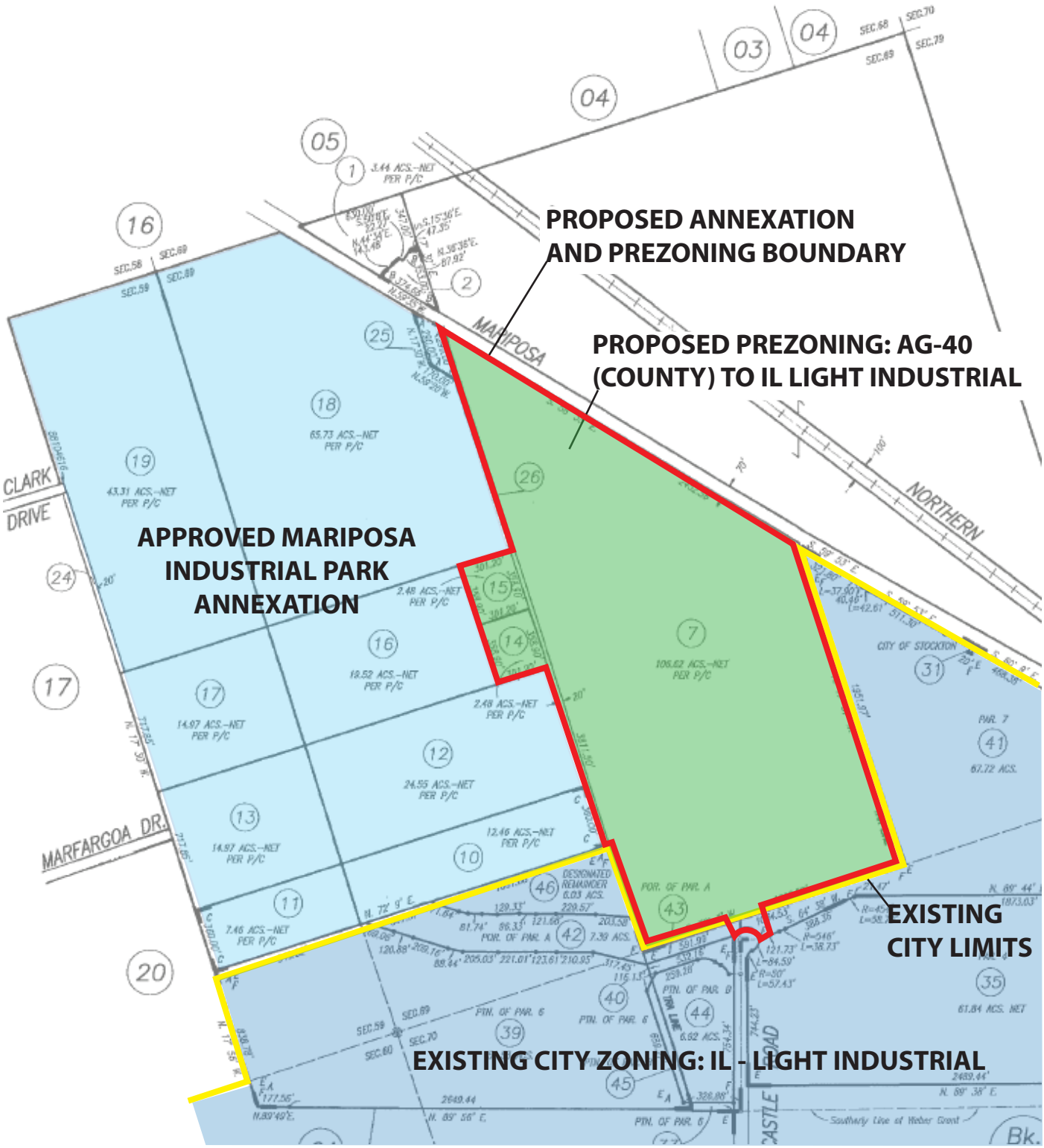


Figure 6
PROPOSED ANNEXATION AND PREZONING

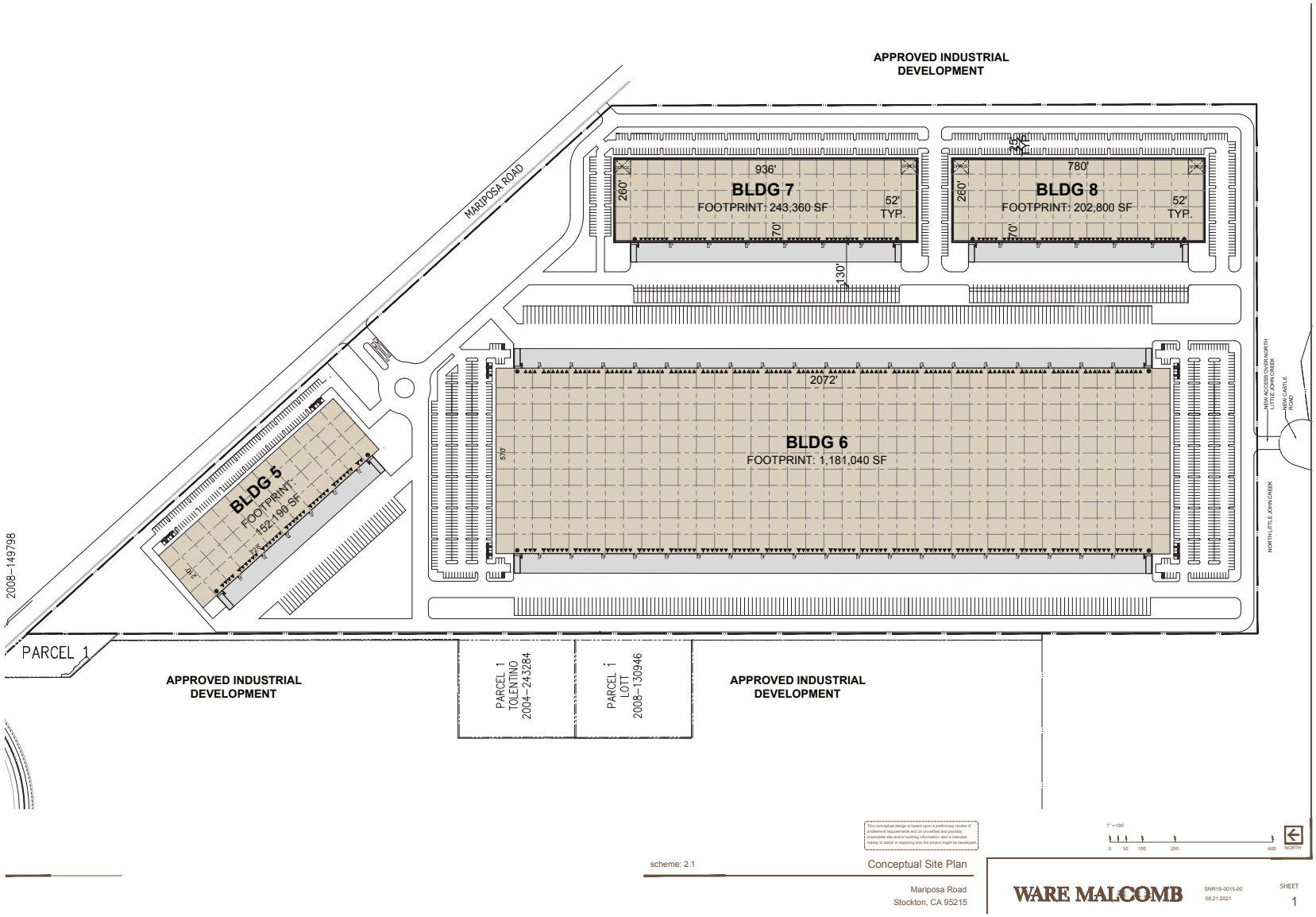


Figure 7
MARIPOSA INDUSTRIAL PARK #2
CONCEPTUAL SITE PLAN

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Buena Vista Rancheria of Me-Wuk Indians
Rhonda Pope Morningstar, Mike Despain
1418 29th Street, Suite 200
Sacramento, CA 95811

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

California Valley Miwok Tribe
Silvia Burley
14807 Avenida Central
La Grange, CA 95329

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

California Valley Miwok Tribe
Silvia Burley
4620 Shipee Ln
Stockton, CA 95212

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Chicken Ranch Rancheria of Me-Wuk Indians
Lloyd Mathiesen
P.O. Box 1159
Jamestown, CA 95327

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Guidiville Indian Rancheria
Donald Duncan
P.O. Box 339
Talmage, CA 95481

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Ione Band of Miwok Indians
Sara Dutschke, Randy Yonemura, Cultural Committee
P.O. Box 699
Plymouth, CA 95669

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Ione Band of Miwok Indians
Sara Dutschke Setshwaelo, Yvonne Miller
9252 Bush Street
Plymouth, CA 95669

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano
P.O. Box 360791
Milpitas, CA 95036

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano
20886 Redwood Road, Suite 232
Castro Valley, CA 94546

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Native American Heritage Commission
To Whom It May Concern
1550 Harbor Bouelvard, Suite 100
West Sacramento, CA 95691

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Nashville Enterprise Miwok-Maidu-Nishinam Tribe
Cosme Valdez
P.O. Box 580986
Elk Grove, CA 95758

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

North Valley Yokuts Tribe
Timothy Perez & Katherine Perez
P.O. Box 717
Linden, CA 95236

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

American Indian Council of Mariposa County
Lois Martin
P.O. Box 186
Mariposa, CA 95338

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

The Confederated Villages of Lisjan
Corrina Gould
10926 Edes Avenue
Oakland, CA 94603

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Torres Martinez Desert Cahuilla Indians
Michael Mirelez, Roland Ferrer, Thomas Tortez Jr.
P.O. Box 1160
Thermal, CA 93374

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Tule River Indian Tribe
Neil Peyron
P.O. Box 589
Porterville, CA 93258

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Tule River Indian Tribe
Neil Peyron
340 N Reservation Road
Porterville, CA 93258

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Anna Starkey
10720 Indian Hill Road
Auburn, CA 95603

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Wilton Rancheria
Antonio Ruiz, Raymond Hitchcock, Steven Hutchason, Mariah Mayberry,
Herbert "Lou" Griffin, Dahlton Brown, Jesus Tarango,
9728 Kent Street
Elk Grove, CA 95624

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Central Valley Farmland Trust
Attn: Charlotte Mitchell
8788 Elk Grove Blvd Bldg1, Ste 1
Elk Grove, CA, 95624

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

American Farmland Trust
2001 N St, Ste 110
Sacramento, CA, 95816

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SJ LAFCo
Attn: Jim Glaser
509 W Weber Avenue, Suite 420
Stockton, CA, 95203

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin County Environmental Health Services
Attn: Donna Heran
1868 Hazelton Avenue
Stockton, CA, 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin Regional Transit District (SJRTD)
Planning Division
P.O. Box 201010
Stockton, CA, 95201

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Stockton Unified School District
Attn: Steve Breakfield
1944 El Pinal Dr.
Stockton, CA, 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SJCO Community Development Department
Planning Division
1810 E Hazelton Ave
Stockton, CA, 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SJCOG INC
Proj. Dev./Habitat Plan
555 E. Weber Avenue
Stockton, CA, 95202

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin Valley Air Pollution Control District
CEQA ISR
4800 Enterprise Way
Modesto, CA, 95356

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Caltrans
District 10
PO Box 2048
Stockton, CA, 95201

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Clearinghouse (15)
Office of Planning & Research
P O Box 3044
Sacramento, CA, 95812

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Clearinghouse (15)
Office of Planning & Research
1400 Tenth Street, Suite #12
Sacramento, CA, 95812

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

US Fish and Wildlife
Ms. Jennifer Noris
2800 Cottage Way, Room W-2605
Sacramento, CA, 95825

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin COG
555 E Weber Ave
Stockton, CA, 95202

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Regional Water Quality Control Board
Central Valley , Region 5
11020 Sun Center Drive, #200
Rancho Cordova, CA, 95670

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

American Indian Council of Mariposa County
Lois Martin
1801 Airport Road
Mariposa, CA, 95338

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Buena Vista Rancheria of Me-Wuk Indians
Michael Despain
1418 20th St, Suite 200
Sacramento, CA, 95811

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

California Valley Miwok Tribe
4620 Shipee Ln
Stockton, CA, 95212

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Northern Valley Yokuts
Katherine Erolinda Perez, MLD
PO Box 717
Linden, CA, 95236

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Wilton Rancheria, Environmental Resources Department
9728 Kent St
Elk Grove, CA, 95624

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA, 95691

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

United Auburn Indian Community of the Auburn Ranch
Gene White House, Chairman
10720 Indian Hill Rd
Auburn, CA, 95603

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Ione Band of Miwok Indians
Sara Dutschke Setshwaelo
PO Box 669
Plymouth, CA, 95669

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Torres Martinez Desert Cahuilla Indians
PO Box 1160
Thermal, CA, 92274

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

EBMUD
Aqueduct Section
1804 W Main Street
Stockton, CA, 95203

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

PG&E-Stockton Division
Attn: Theresa English-Soto
4040 West Lane
Stockton, CA, 95204

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Republic Services
1145 West Charter Way
Stockton, CA, 95206

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin Joint Powers Authority (ACE)
946 E Channel St
Stockton, CA, 95202

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Stockton East Water District
PO Box 5157
Stockton, CA, 9525

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Stockton Scavenger Association
1240 Navy Drive
Stockton, CA, 95206-1167

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Stockton Terminal Eastern RR Co
1330 N. Broadway Ave.
Stockton, CA, 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Union Pacific Railroad Co.
844 E 5th Street
Stockton, CA, 95206

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Union Pacific Railroad Co.
915 L Street
Sacramento. CA, 95814

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Department of Water Resources
1416 9th Street
Sacramento, CA, 95814

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Energy Commission
Environmental Document Review
1516 9th Street, Room 200
Sacramento, CA, 95814

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Integrated Waste Management Board
Environmental Section
1001 I Street
Sacramento, CA, 95814

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Land Conservation Contracts Section
MS24-03, Dale Will
802 K Street
Sacramento, CA, 95814

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Lands Commission
100 Howe Avenue, Suite 100 South
Sacramento, CA, 95825-8202

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA, 95691

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Northern California Youth Correctional Facility
7650 S. Newcastle Rd.
PO Box 213004
Stockton, CA, 95213-9004

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, CA, 95816

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Public Utilities Commission
Energy Division-Environmental Section
505 Van Ness
San Francisco, CA, 94102

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Public Utilities Commission
Railroad Safety/Carriers Branch
505 Van Ness
San Francisco, CA, 94102

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Reclamation Board
3310 El Camino Ave., Rm. LL40
Sacramento, CA, 95821

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Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Regional Water Quality Control Board
Central Valley , Region 5
11020 Sun Center Drive, #200
Rancho Cordova, CA, 95670

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345 N. El Dorado
Stockton, CA 95202-2310

Senator Cathleen Galgiani
5th District
31 E Channel Street, Room 440
Stockton, CA, 95202

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

State Building
Attn: Gary Alexander
31 E Channel Street, Room 108
Stockton, CA, 95202

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

State Water Resources Control Board
Attn: Ahmad Kashkoli, Sr. Environmental Scientist
1001 I Street, 16th Floor
Sacramento, CA, 95814

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Deparment of Fish & Wildlife
Region 2, Environmental Services
1701 Nimbus Road, Suite A
Rancho Cordova, CA, 95670

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Department of Housing & Community Development
Attn: Randall Deems, Acting Director
2020 W El Camino Avenue
Sacramento, CA, 95833

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin Valley Air Pollution Control District
CEQA ISR
4800 Enterprise Way
Modesto, CA, 95356

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

California Air Resources Board
Robert Krieger, Branch Chief, Risk Reduction Branch
1001 I Street
Sacramento, CA 95814,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin Valley Air Pollution Control District
Mark Montelongo, Program Manager
4800 Enterprise Way
Modesto, CA 93536,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

California Department of Justice
Scott Lightig, Deputy Attorney General
1300 I Street, Suite 125, P.O.Box 944255
Sacramento, CA 94244,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Montezuma Fire District
Edward O. Martel, Fire Chief
Station 18.1, 2405 S "B" Street
Stockton, CA 95206,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin County
David Kwong, AICP, Director of Community Development
1801 E Hazelton Avenue
Stockton, CA 95205,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Sierra Club - Mother Lode Chapter
Mary Elizabeth M.S., R.E.H.S.
P.O. Box 9528
Stockton, CA 95208,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Central Valley Regional Water Quality Control Board
Nicholas White, P.E.
11020 Sun Center Drive, Suite 200
Rancho Cordova, CA 95670,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin Council of Governments
Laurel K. Boyd, Associate Habitat Planner
555 E Weber Avenue
Stockton, CA 95202,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Department of Conservation
Farl Grundy, Associate Environmental Planner
801 K Street, MS 14-15
Sacramento, CA 95814,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Blum Collins, LLP
Gary Ho
707 Wilshire Boulevard, Suite 4880
Los Angeles, CA 90017,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

San Joaquin County
Jennifer Jolley, Deputy Director of Community Development
1801 E Hazelton Avenue
Stockton, CA 95205,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Adams Broadwell Joseph & Cardozo
Lorri J. Lele, Legal Assistant
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Adams Broadwell Joseph & Cardozo
Alisha Pember
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Reeve Associates Real Estate
Gary Reeve, Broker
P.O. Box 215
Tracy, CA 95378,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Adams Broadwell Joseph & Cardozo
Maya Smith, Legal Assistant
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Adam Salcido
P.O.Box 79222
Corona, CA 92877,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

Adams Broadwell Joseph & Cardozo
Janet Laurain, Paralegal
601 Gateway Boulevard, Suite 1000
South San Francisco, CA 94080,

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

AGUILERA CYNTHIA D & QUEZADA AGUILERA JU
4451 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

ALDAPE, JOSE C ETAL
PO BOX 234
BRENTWOOD, CA 94513

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

ALEXANDER, BILL & BARBARA
4127 MARFARGOA DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

BALDWIN EDDIE LEE & LYNDA D ETAL
5332 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

BARAJAS JESUS CARDENAS & CIRILA SERRANO
4208 MARFARGOA RD
STOKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

BLUEFORD, LESHONNA
4425 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

BUFTON, JAMES B
5020 E MARIPOSA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

BURKS, RONALD DAVID SR & LINDA L TR
1261 MASSASSO ST
MERCED, CA 95341

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

CADENA LIBRADO & MARIA DE JESUS
4224 MARFARGOA DRIVE
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

CENTRAL VALLEY INDUSTRIAL CORE HOLDINGS
555 CAPITOL MALL 9TH FLR
SACRAMENTO, CA 95814

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

CORONA GLORIA ARECHIGA
4240 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

DAVIS, L C TR
15377 S AIRPORT WAY
MANTECA, CA 95336

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

DESANTIS, ANGIE TR ETAL
1010 BEAR CREEK WAY
STOCKTON, CA 95209

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

DIBATTISTA, AL & THERESA M
4232 CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

DPML MARIPOSA ROAD LLC
5500 EQUITY AVENUE
RENO, NV 89502

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

EMBAYE, YOSEF & TIMNIT T
2758 ABRUZZI CT
STOCKTON, CA 95206

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GALGIANI IRIS
PO BOX 7960
STOCKTON, CA 95267

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GODFREY, BYRAN & PEARL
5121 E MARIPOSA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GRANADOZ, LEONARD F
4440 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GUDINO, GEORGE A
4463 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GUSTAFSON, ARTHUR C
21797 N DEVRIES RD
LODI, CA 95242

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GV REP HOLDINGS LLC
18301 VON KARMAN AVENUE SUITE 25
IRVINE, CA 92612

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

HMONG CHRISTIAN MISSIONARY ALLI
4040 E CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

HUNDAL, KULDIP S & JATINDERJIT K TR
2068 SNOWBIRD DR
LODI, CA 95242

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

IDI STOCKTON LOGISTICS III LLC
1197 PEACHTREE ST STE 600
ATLANTA, GA 30361

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

IDIL STOCKTON LOGISTICS III LLC
1100 PEACHTREE ST STE 1000
ATLANTA, GA 30309

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

JOHAL SUNDEV ETAL
3338 RUTHERFORD DR
STOCKTON, CA 95212

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

JUAREZ STEPHANIE
4327 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

KOWALEWSKI, KENNETH R & DOLORES M TR
4347 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

LEE, FRANK & ELLESSE
PO BOX 4835
STOCKTON, CA 95204

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

LIPTON MARVIN H TR & DE HEER CHRISTOPHER
655 MARINERS ISLAND BLVD #30
SAN MATEO, CA 94404

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

LOZA, LONGINO H & ALTAGRACIA L TR
4330 CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

LYONS, BOYCE F EST
4328 MARFARGOA DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

MARKOWITZ ROGER ETAL
4421 CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

MARTINEZ, ARTHUR SR & ANNABELLE
4540 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

MUNOZ, SARAH F TR
4176 CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

NORCAL LANDCO LLC
4343 VON KARMAN AVE STE 200
NEWPORT BEACH, CA 92660

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

PATTERSON, BOBY G & JEANETTE TR
5228 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

PROLOGIS SECOND US PROPERTIES LP
1800 WAZEE ST
DENVER, CO 80202

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

RAYMOS, ROBERT E II & DEBBIE
4460 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

REEVE DONALD J TR & STACEY L TR
P O BOX 5202
STOCKTON, CA 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

RIENHART, DONALD J & NITA P TR
3060 CANAL DR
STOCKTON, CA 95204

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

RIGGINS, CURTIS
1546 N FILBERT ST
STOCKTON, CA 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

ROBLES, ANTONIO ORTIZ
4412 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

RODARTE, ANGEL
1703 PECOS CIR
STOCKTON, CA 95209

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

ROE, WILLIE R ETAL
4229 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SANCHEZ SILVIA JAZMIN
4145 CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SAYERS, BILLY J & ROXANNE
4340 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SEGURA, REYNALDO JR & STEPHANIE A
4566 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

SMITH, CARLA D
4508 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

STAG CA HOLDINGS LP
ONE FEDERAL STREET 23RD FLOOR
BOSTON, MA 2110

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

TANZ, JACOB & WENDY L TR ETAL
475 S SAN ANTONIO RD
LOS ALTOS, CA 94022

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

TOLENTINO WILNER
4480 MARFARGOA RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

VAZQUEZ, HECTOR P & LUZMILA
52 SEAVIEW DR
BAY POINT, CA 94565

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

VELAZQUEZ, HOMERO HURTADO ETAL
4125 CLARK DR
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

WADE SONDRA LEE
4127 CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

WALKER, SALLY E TR
1040 TOPAZ CT
MANTECA, CA 95336

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

WAT DHAMMARARAM BUDDHIST ASSN INC
3732 E CARPENTER RD
STOCKTON, CA 95215

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

DE HEER CHRISTOPHER J TR & LIPTON MARVI
655 MARINERS ISLAND BLVD #30
SAN MATEO, CA 94404

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

DPML MARIPOSA ROAD LLC
5500 EQUITY AVENUE
RENO, NV 89502

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

EGMR NORCAL LOGISTICS CENTER LLC
PO BOX 92129
SOUTHLAKE, TX 76092

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

FAI HE II LLC ETAL
969 G EDGEWATER BLVD #636
FOSTER CITY, CA 94404

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GALGIANI IRIS
PO BOX 7960
STOCKTON, CA 95267

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

GV REP HOLDINGS LLC
18301 VON KARMAN AVENUE SUITE 25
IRVINE, CA 92612

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

IDI STOCKTON LOGISTICS III LLC
1197 PEACHTREE STREET, SUITE 600
ATLANTA, GA 30361

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

LAWLEY DONALD R TR ETAL
PO BOX 728
OAKDALE, CA 95361

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

NORCAL LANDCO LLC
4343 VON KARMAN AVE STE 200
NEWPORT BEACH, CA 92660

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

RIGGINS, CURTIS
1546 N FILBERT ST
STOCKTON, CA 95205

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

TANZ, JACOB & WENDY L TR ETAL
475 S SAN ANTONIO RD
LOS ALTOS, CA 94022

CITY OF STOCKTON
Community Development Department
345 N. El Dorado
Stockton, CA 95202-2310

TOLENTINO MARIA A TR
5262 E MARIPOSA RD
STOCKTON, CA 95215