VESTING TENTATIVE MAP 3732

In accordance with the Stockton Municipal Code Section 16.188.070, the following Conditions of Approval are imposed to ensure compliance with the findings of approval for a Vesting Tentative Map:

CONDITION	TIMING
1. Comply with all applicable Federal, State, County and City codes, regulations and adopted standards and pay all applicable fees.	Ongoing
2. Pursuant to Section 15091 and 15093 of the State CEQA Guidelines, the project shall be subject to all applicable mitigation measures as follows:	
Aesthetics	
2.A (Measure 3.1.1): Outdoor Lighting Requirements. All proposed outdoor lighting shall be required to meet applicable city standards regulating outdoor lighting in order to minimize any impacts resulting from outdoor lighting on adjacent properties. Lighting and glare guidelines provided in the City of Stockton's Municipal Codes for Design and Development require that all light sources be shielded and directed downwards so as to minimize trespass light and glare to adjacent residences. Additionally, all outdoor lighting sources of 1,000 lumens or greater shall be fully shielded.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought, and such requirement shall be incorporated into the building plans and made a condition of Certificate of Occupancy.
2.B (Measure 3.2.1): Compensate for Loss of Agricultural Lands. The applicant will be subject to the City's Agricultural Land Mitigation Program fees. The Agricultural Land Mitigation Program applies to all projects under the jurisdiction of the City of Stockton that would result in the conversion of agricultural land to a non-agricultural use, including residential, commercial, and industrial development. The purpose of the Agricultural Land Mitigation Program is to mitigate for the loss of agricultural land in the City of Stockton through conversion to private urban uses, including residential, commercial and industrial development. (Administration guidelines for the Agricultural Mitigation Fee were amended in 2013 to allow the option to pay the in lieu fee or acquire an easement and dedicate it to the City.)	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought, and such requirement shall be met upon building permit issuance.
Agricultural Resources	
2.C (Measure 3.3.1a): Implement Dust Control Measures During Construction Activities. The applicant shall comply with Regulation VIII Rule 8011 and implement the following dust control measures during construction: • The applicant shall submit a Dust Control Plan subject to review and approval of the SJVAPCD at least 30 days prior to the start of any construction activity on a site that includes 40 acres or more of disturbed surface area. Specific control measures for construction, excavation, extraction, and other earthmoving activities required by the Valley Air District include:	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction

• All disturbed areas, including storage piles, which are not being actively utilized for construction purposes, shall be effectively stabilized of dust emissions using water, chemical stabilizer/suppressant, covered with a tarp or other suitable cover or vegetative ground cover in order to comply with Regulation VIII's 20 percent opacity limitation. • All onsite unpaved roads and offsite unpaved access roads shall be effectively stabilized of dust emissions using water or chemical stabilizer/suppressant. • All land clearing, grubbing, scraping, excavation, land leveling, grading, cut and fill, and demolition activities shall be effectively controlled of fugitive dust emissions utilizing application of water or by presoaking. • When materials are transported offsite, all material shall be covered, or effectively wetted to limit visible dust emissions, and at least six inches of freeboard space from the top of the container shall be maintained. • All operations shall limit or expeditiously remove the accumulation of mud or dirt from adjacent public streets at the end of each workday. However, the use of blower devices is expressly forbidden, and the use of dry rotary brushes is expressly prohibited except where preceded or accompanied by sufficient wetting to limit the visible dust emissions. • Following the addition of materials to, or the removal of materials from, the surface of outdoor storage piles, said piles shall be effectively stabilized of fugitive dust emissions utilizing sufficient water or chemical stabilizer/suppressant. • Within urban areas, trackout shall be immediately removed when it extends 50 or more feet from the site and at the end of each workday. • Any site with 150 or more vehicle trips per day shall prevent carryout and trackout. Enhanced and additional control measures for construction emissions of PM10 shall be implemented where feasible. These measures include: • Limit traffic speeds on unpaved roads to 15 mph. • Install sandbags or other erosion control measures to prevent silt runoff to public roadways from sites with a slope greater than one percent. • Ins. • Install wind breaks at windward side(s) of construction areas. • Suspend excavation and grading activity when winds exceed 20 mph. • Limit area subject to excavation, grading, and other construction activity at any one time.	
2.D (Measure 3.3.1b): Implement Construction-Related Exhaust Emission Reducing Measures. The applicant shall implement control measures during construction to mitigate exhaust emissions from	Such requirement is limited to mitigate the impacts of a particular

construction equipment • Contractor shall keep all diesel equipment tuned and maintained. • Use alternative fueled or catalyst equipped diesel construction equipment where feasible. • Minimize idling time to a maximum of 5 minutes. • Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set), where feasible. • Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways. Implement activity management, such as rescheduling activities to reduce short-term impacts and limiting the hours of operation of heavy duty equipment and/or the amount of equipment in use.	building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction
2.E (Measure 3.3.1c): Implement Construction-Related Exhaust Emission Reducing Measures Consistent with Rule 9510 Indirect Source Review. As part of future site development, the applicant shall comply with Rule 9510 Indirect Source Review. Compliance with Rule 9510 would require reductions of 20% of the NOx construction emissions and 45% of the PM10 construction exhaust emissions. If onsite (construction fleet) reductions are insufficient to meet these reduction targets, the applicant shall pay mitigation fees of $9,350/ton for NOx emissions for year 2008 and beyond, and $9,011/ton for PM10 emissions for year 2008 and beyond.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.F (Measure 3.3.2a): Implement Operation-Related Exhaust Emission Reducing Measures Consistent with Rule 9510 Indirect Source Review**.** As part of future site development, the applicant shall 9510 will require reductions of 33.3% of the NOx operational emissions and 50% of the PM10 operational emissions. These reductions shall be accomplished through onsite and offsite measures, and/or through the payment of mitigation fees of $9,350/ton for NOx emissions for year 2008 and beyond, and $9,011/ton for PM10 emissions for year 2008 and beyond.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.G (Measure 3.3.2b): Interior and Exterior Coatings. As part of future site development, the applicant shall require the use of low VOC paints for interior and exterior coatings.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.

Biological Resources	
2.H (Measure 3.4.1): Nesting Raptor Protection Measures. To avoid and minimize impacts on tree-nesting raptors the following measures (consistent with the SJMSCP 2009 ITMMs) will be implemented: • If feasible, conduct all tree and shrub removal and grading activities during the non-breeding season (generally from October through February). • If grading and tree removal activities are scheduled to occur during the breeding season (generally from March through September), pre-construction surveys for Swainson's hawks and other tree-nesting raptors. The surveys shall be conducted by a qualified biologist in suitable nesting habitat within 1,000 feet of the project site for tree nesting raptors prior to project activities that will occur between March 15 and September 15 of any given year. If active nests are recorded within these buffers the project proponent shall consult with CDFW to determine and implement appropriate avoidance and mitigation measures. If known or potential Swainson's hawk nest trees (i.e., trees that hawks are known to have nested in within the past three years or trees, such as large oaks, which the hawks prefer for nesting) are located on the project site, the project applicant has the option of retaining or removing known or potential nest trees (according to Section 5.2.4.11 of the SJMSCP).	If construction takes place from February 15 through August 31, then, limited to mitigate the impacts of the construction of a particular building for which a Building Permit is sought and construction is commenced, then 30 days prior to such construction, the requirements of this Condition 2.H shall apply. Additionally, if active nest is found, monitoring schedule to be determined by qualified biologist and the California Department of Wildlife.
Cultural Resources	
2.I (Measure 3.5.1a): Stop Work in the Event of Cultural Resource Discovery. If cultural resources are encountered, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or tool-making debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the City of Stockton. An appropriate treatment plan for the resources should be developed. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources. In considering any suggested mitigation proposed by the archaeologist and Native American representative, the City will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the project area while mitigation for cultural resources is being carried out.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.J (Measure 3.5.1b): Discovery of Human Remains. If human remains are encountered unexpectedly during construction excavation and grading activities, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the San Joaquin County Coroner has made the necessary findings as to origin and disposition pursuant to PRC Section 5097.98. If the remains are	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is

determined to be of Native American descent, the coroner has 24 hours to notify the NAHC. The NAHC will then identify the person(s) thought to be the Most Likely Descendent, who will help determine what course of action should be taken in dealing with the remains.	commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
Climate Change	
2.K (Measure 3.6.1): Implement Construction-Related GHG Reduction Measures. The applicant shall require implementation of all feasible GHG reduction measures during construction of a particular building, including but not limited to the following: • Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard); • Limit idling time for commercial vehicles, including delivery and construction vehicles; and Use low or zero-emission vehicles, including construction vehicles.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.L (Measure 3.6.2): Implement Operation-Related GHG Reduction and Energy Efficiency Measures. The applicant shall require implementation of all feasible energy efficiency and GHG reduction measures during operations, including but not limited to the following: *On-site Mitigation* • Exceed Title 24 (15% improvement); • Install high-efficiency lighting (25% lighting energy reduction); • Install low-flow bathroom faucets (32% reduction in flow); • Install low-flow kitchen faucets (18% reduction in flow); • Install low-flow toilets (20% reduction in flow); • Install low-flow showers (20% reduction in flow); • Use water-efficient irrigation systems (6.1% reduction in flow); and • Institute recycling and composting services (20% reduction in waste disposed).	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
Geology, Soils, and Seismicity	
2.M (Measure 3.7.1): Conduct Geotechnical Study and Implement Design Recommendations. The applicant shall conduct a design-level geotechnical investigation of the project site to identify the characteristics of project site soils. Recommendations identified by the geotechnical investigations shall be incorporated into the design of the proposed project structures prior to approval of the building permit. Due to the expansive and corrosive nature of the soils, the geotechnical report may include recommendations for foundation design and use of materials that would not be affected by the corrosive soils, the removal of the expansive soils, or mixing the expansive soil with a non-expansive material.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a

	condition to such Building Permit issuance and its construction.
Hydrology and Water Quality	
2.N (Measure 3.9.1): Implement Best Management Practices from Stormwater Pollution Prevention Plan. The applicant shall renew its existing Stormwater Pollution Prevention Plan (SWPPP) for construction and operation of the proposed project for compliance with required NPDES construction permitting, and to reduce the intensity of potential water quality impacts associated with operation of the proposed project. The SWPPP shall identify all pollutant sources that may affect the quality of stormwater discharge, and shall require the implementation of Best Management Practices (BMPs) to reduce pollutants in storm water discharges during construction and operation. BMPs may include, but would not be limited to: • Excavation and grading activities shall be scheduled for the dry season only (to October 14), to the extent possible. This will reduce the chance of severe erosion from intense rainfall and surface runoff. • If excavation occurs during the rainy season, storm runoff from the construction area shall be regulated through a storm water management/erosion control plan that shall include temporary onsite silt traps and/or basins with multiple discharge points to natural drainages and energy dissipaters. Stockpiles of loose material shall be covered and runoff diverted away from exposed soil material. If work stops due to rain, a positive grading away from slopes shall be provided to carry the surface runoff to areas where flow would be controlled, such as the temporary silt basins. Sediment basins/traps shall be located and operated to minimize the amount of off-site sediment transport. Any trapped sediment shall be removed from the basin or trap and placed at a suitable location on-site, away from concentrated flows, or removed to an approved disposal site. • Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, check dams, geofabric, sandbag dikes, and similar measures) shall be provided until construction is complete or landscaping is established and can minimize discharge of sediment into nearby waterways. All storm drains shall be protected from sedimentation using such measures. • Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures. • No disturbed surfaces will be left without erosion control measures in place during the rainy season, from October 15th through April 30th. • Erosion protection shall be provided on all cut-and-fill slopes. Landscaping shall be initiated as soon as possible after completion of grading and prior to the onset of the rainy season (by October 15). Construction-related stormwater BMPs selected and implemented for the project shall be in place and operational prior to the onset of major earthwork on the site. The construction phase facilities shall be maintained regularly and cleared of accumulated sediment as necessary. Operation-related stormwater BMPs shall be incorporated into project design and fully implemented prior to completion	Such requirement is limited to mitigate the impacts of a particular building and/or infrastructure for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.

of construction and associated activities for the project. Effective mechanical and structural BMPs that could be implemented at the project site include the following: • Mechanical storm water filtration measures, including oil and sediment separators or absorbent filter systems such as the Stormceptor® system, can be installed within the storm drainage system to provide filtration of storm water prior to discharge. • Vegetative strips, high infiltration substrates, and grassy swales can be used where feasible throughout the development to reduce runoff and provide initial storm water treatment. • Drains shall discharge to natural surfaces, swales, or other stormwater retention features to avoid excessive peak stormwater flows. The water quality detention basins during construction shall be designed to provide effective water quality control measures including the following: • Maximize detention time for settling of fine particles; • Establish maintenance schedules for periodic removal of sedimentation, excessive vegetation, and debris that may clog basin inlets and outlets; • Maximize the detention basin elevation to allow the highest amount of infiltration and settling prior to discharge. • Hazardous materials such as fuels and solvents used on the construction sites shall be stored in covered containers and protected from rainfall, runoff, vandalism, and accidental release to the environment. All stored fuels and solvents will be contained in an area of impervious surface with containment capacity equal to the volume of materials stored. A stockpile of spill cleanup materials shall be readily available at all construction sites. Employees shall be trained in spill prevention and cleanup, and individuals shall be designated as responsible for prevention and cleanup activities. Equipment shall be properly maintained in designated areas with runoff and erosion control measures to minimize accidental release of pollutants.	
Land Use	
2.O (Measure 3.10.2): Incorporate Building Design Features Consistent with SJCALUP Guidance. Any proposed structure over 200' above ground level; or construction which includes reflective material (other than traffic markings), unusual levels of lighting, or telecommunications equipment, shall be submitted to the FAA (San Francisco Airports District Office) for review (using Form 7460-1) to determine if the proposed construction would be a hazard to navigable airspace. For new development within the Airport Influence Area, ALUC review is required for any proposed object taller than 100 feet AGL.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.

Noise and Acoustics	
2.P (Measure 3.11.1): Construction-Related Noise Measures. The City shall ensure that the project applicant or construction contractor will implement the following construction-related noise reducing measures: • Construction activities shall be limited to between 7:00 a.m. and 7:00 p.m. Monday through Saturday to avoid noise-sensitive hours of the day. Construction activities shall be prohibited on Sundays and holidays. • Construction equipment noise shall be minimized during project construction by muffling and shielding intakes and exhaust on construction equipment (per the manufacturer's specifications) and by shrouding or shielding impact tools. • Construction contractors shall locate fixed construction equipment (such as compressors and generators) and construction staging areas as far as possible from nearby residences. • Signs will be posted at the construction site that include permitted construction days and hours, a day and evening contact number for the job site, and a contact number with the City of Stockton in the event of problems. An onsite complaint and enforcement manager shall track and respond to noise complaints.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.Q (Measure 3.11.2a): Measures to Reduce HVAC Equipment Noise. The project applicant shall ensure that HVAC units on northwest buildings of Lot 7 (north map) shall be located away from nearby residences, on building rooftops, and properly shielded by either the rooftop parapet or within an enclosure that effectively blocks the line of site of the source from the nearest receivers.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.R (Measure 3.11.2b): Measures to Reduce Loading Dock Noise. The project applicant shall ensure that loading docks in northwest buildings of Lot 7 (north map) shall be located away from nearby residences (i.e., on south or east sides of buildings) or shall be shielded with appropriate wing walls that effectively block the line of site of the loading docks from the nearest receivers	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.S (Measure 3.11.2c): Measures to Reduce Traffic Noise. The applicant shall notify the homeowners along roadway segment 1 of the noise impacts associated with the traffic from project operations. With the homeowners' approval, the applicant shall construct 6-foot solid fences along the property line of	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit

affected residences. Alternatively, residential building facades can be upgraded to reduce interior noise levels (e.g., improved windows and doors). While these measures could substantially reduce the impact of increased traffic noise on the interior environment of existing noise-sensitive uses, no enforcement mechanism has been identified to ensure implementation of the measures nor has any related funding mechanism been identified.	is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
Traffic and Circulation	
2.T (Measure 3.13.1): Restripe Arch Road to Provide Second Westbound Lane. The applicant shall restripe Arch Road to provide a second westbound through lane on Arch Road from approximately 500 feet east of Newcastle Road to Fite Court.	Prior to certificate of occupancy for building that would bring project to 5,338,408 sf or more. *(Page 3.13-26 of the Draft EIR indicates that the impact is expected to occur when the proposed project is approximately 85 percent complete. The proposed project allows for up to 6,280,480 square feet of industrial uses. 85% complete would occur at 5,338,408 square feet.)*
2.U (Measure 3.13.2): Project's Fair Share Contribution to SR99 Widening. The applicant shall pay the Public Facilities Fees (PFF), which includes the Regional Transportation Impact, Street Improvements, and Traffic Signal Fees. Payment of these fees would constitute the Project's fair share contribution to on-going widening of SR 99 from SR 120 to the Crosstown Freeway to provide three travel lanes in each direction. This improvement is fully funded, including funding from Measure K as well as Regional Transportation Impact Fees. Construction is expected to be completed in 2015/2016.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, payment of the PFF on a Building Permit would constitute their fair share contribution toward the construction of planned improvements.
2.V (Measure 3.13.3a): Project's Fair Share Contribution to Arch-Airport Road/Sperry Road Specific Road Plan Road Improvements. The applicant shall pay the PFF which would constitute their fair share to the construction of planned improvements identified in the *Arch-Airport Road/Sperry Road Specific Road Plan* (August 2003), which includes the widening of Arch Road to provide two travel lanes in each direction as shown on Figure 3.13-6.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and payment of the PFF on a Building Permit would constitute their fair share contribution toward the construction of planned improvements.
2.W (Measure 3.13.3b): Construct Westbound Right-Turn Only Lane at Arch Road/Newcastle Road Intersection. The applicant shall construct 770 feet (500 feet plus 270 feet of taper) of a right-turn only	Prior to issuance of certificate of occupancy for building that would

lane for the westbound approach of the Arch Road/Newcastle Road Intersection.	bring project to 85% of completion in 2016 or earlier or 15% of completion 2017 or after. *(Per Fehr & Peers, the impact trigger is 85 percent of development in the existing condition (2012) and 15 percent of development under the near term condition (2017 to 2022). 85% of development is equal to 5,338,408 square feet and 15% of development is equal to 942,072 square feet.)*
2.X (Measure 3.13.9a): Provide Adequate Vehicle Storage. At Arch Road/Newcastle Road, the eastbound left-turn lane should be designed to provide approximately 350 feet of vehicle storage. At Arch Road/Logistics Drive, the eastbound left-turn lane should be designed to provide 300 feet of vehicle storage, and the southbound right-turn lane should be designed to provide 300 feet of vehicle storage. At Mariposa Road/Newcastle Road, the eastbound right-turn should be designed to provide 150 feet of vehicle storage and the northbound left-turn should be designed to provide 300 feet of storage.	Prior to certificate of occupancy for first building or any site development that results in project traffic generation.
2.Y (Measure 3.13.9b): Provide Adequate Driveway Access on Newcastle Road. The first driveway on Newcastle Road, serving Southern Lot 1 should be at least 300 feet from the Arch Road/Newcastle Road intersection, or restricted to right-in/right-out operation.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced on Southern Lots 1-6, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
2.Z (Measure 3.13.9c): Provide Adequate Emergency Vehicle Access**.** For each developable lot, the applicant shall consult with the City of Stockton fire department to ensure that the site plan provides adequate emergency vehicle access.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
3. The Owner, Developer and/or Successors in Interest (ODS) shall be responsible for the City's legal and administrative costs associated with defending any legal challenge of the approvals for this project or its	Ongoing

related environmental document.	
4. In order to minimize any potential adverse financial impact on the City of Stockton, associated with development and/or use of the subject site, the ODS agrees that it will not challenge or protest any applicable and/or appropriate existing or future fees associated with the development of the site, provided such fees comply with controlling law.	Ongoing
5. The ODS shall record a Deed of Aviation Hazard Easement. This easement would grant San Joaquin County a perpetual, assignable easement permitting over flight of the property by aircraft, together with any inherent noise or other emissions which are inherent in the operation of aircraft. This easement shall be recorded as a deed restriction flowing in perpetuity to all successor property owners.	Prior to recordation of any final map(s).
6. The ODS of the parcel in question shall be responsible for maintaining all landscaping located along the project site's public street frontage in the City right's- of-way.	Ongoing
7. The ODS shall dedicate Parcel "B" identified on VTM 3733, to the City in fee title for the purposes of the storm water detention basin and pump station upon acceptance by City in accordance with pre-approved plans, specifications and permits.. Further, the ODS shall be responsible for design and construction of the storm water detention basin, pump station and discharge outfall prior to the overall project (Norcal Logistics Center) exceeding 50% or more build out of the drainage watershed area, identified in the Arch Road Industrial Park North (Opus Logistics Center) – Storm Drain Master Plan.	Per existing requirements for the north watershed.
8. The ODS shall be responsible for obtaining easements and all required Federal, state and local permits for the force mains outfall /pump station discharges into North Little Johns Creek.	Prior to constructing pump station.
9. Any on-site wells and septic tanks shall be abandoned and destroyed prior to recordation of any phased final map, if located on land being subdivided by that final map. Standards for abandonment and destruction shall be as required by San Joaquin County Department of Environmental Health.	Prior to recordation of any phased final map for parcel containing wells or septic tanks.
10. The ODS shall be responsible for 100% of the design and construction costs of onsite roadway, and intersection improvements and roadway extensions, and the public utilities identified on the Vesting Tentative Map and/or included in the project EIR (P12-110), project description or as mitigation measures, unless said improvements are not required due to adjustments or reductions of parcels or easements created through the final map. Improvements shall include but are not limited to all sewer, water and storm drain lines, street lighting, street paving, curb, gutter, sidewalk, landscaping and intersection improvements.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.

11. Prior to the recordation of any phased final map adjacent or contiguous to Weber Slough, the owner/developer shall dedicate aneasement to the San Joaquin County Flood Control and Water Conservation District for drainage and flood control purposes. No structures, fences and/or power poles shall be constructed within said easement. Easement limits shall be as follows: a. The entire channel of Weber Slough that lies within the property, and b. A minimum of 25-feet measured at right angles landward from the top of each bank of Weber Slough that lies within the property or to the property line, whichever is less.	Prior to recordation of phased final map.
12. A Watercourse Encroachment Permit shall be obtained from San Joaquin County for any work done within 25-feet measured at right angles landward from the top of either bank of Weber Slough.	Such requirement is limited to mitigate the impacts of a particular building or site development for which a Building Permit may or may not be sought and construction is commenced, and such requirement shall be incorporated into the building plans, if a building permit is required and made a condition to such Building Permit issuance and its construction.
13. Any post-development storm drainage discharge to Weber Slough shall be attenuated to not exceed pre-development levels.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought and construction is commenced, and such requirement shall be incorporated into the building plans and made a condition to such Building Permit issuance and its construction.
14. The ODS shall dedicate 82' of right of way width and design and construct street improvements to extend Newcastle Road from its current terminus north to East Mariposa Road. Improvements shall include but are not limited to all sewer, water and storm drain lines, street lighting, street paving, curb, gutter, sidewalk, landscaping and intersection improvements. The timing of the construction shall be allowed to occur in phases, and triggered by lot development requiring Newcastle Road as a means for ingress/egress.	Prior to issuance of building permit which would exceed 70% of project (Norcal Logistic Center) build-out (4,396,330 sf) or City approval of any building permit occupancy on property containing either lots 11, 12, 13, 14, or 15 identified on VTM

	3233 whichever occurs first.
15. The ODS shall dedicate and improve the proposed parcels' frontage along Arch Road in conformance with the Arch-Sperry Road Precise Road Plan and any project mitigation identified in the FEIR for the Norcal Logistics Center project.	Prior to recordation of final map including Arch Rd. frontage
16. The ODS shall design and construct site access improvements at Arch Road/Newcastle Road intersection and Arch Road/Logistics Drive intersection as identified in the FEIR for the Norcal Logistics Center Project prior to approval of any occupancy for a building permit on the proposed parcel fronting the improvement.	Such requirement is limited to mitigate the impacts of a particular building for which a Building Permit is sought, and such requirement shall be incorporated into the building plans and made a condition of Certificate of Occupancy.
17. The life (term) of this Vesting Tentative Map (VTM) and any extensions of that life shall be that and those set forth in the Subdivision Map Act, and any amendments thereto.	
18. This VTM has met the prerequisites of the Government Code Section 66452.6(a) and 66456.1, and therefore, the Subdivider has the right to employ multiple (phased) final maps, the recording of which shall extend the life of the VTM as provided for in Government Code Section 66452.6(a). The Conditions of Approval to the VTM have been organized to reflect this phased final map approach. The subdivider shall have the right to combine multiple separate phased final maps together into fewer phased final maps, at subdivider's sole discretion, provided the Conditions of Approval for each such combined phase map have been properly accounted for and satisfied as required by the VTM Conditions of Approval relevant to each combined phased final map	