

NOTICE OF PREPARATION  
OF AN  
ENVIRONMENTAL IMPACT REPORT

FOR THE

BEAR CREEK SOUTH  
MASTER DEVELOPMENT PLAN  
Northeast of West Lane and Morada Lane Intersection  
Stockton, CA

Universal File: P10-038

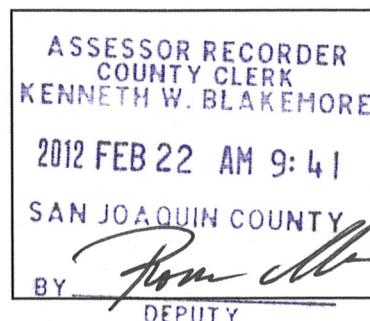
February 17, 2012

Prepared for:  
CITY OF STOCKTON  
Community Development Department  
Planning Division  
345 N. El Dorado Street  
Stockton, CA 95202  
(209) 937-8266



**CITY OF STOCKTON  
NOTICE OF PREPARATION**

City of Stockton  
c/o Community Development Dept.  
Planning and Engineering Services  
Division  
425 North El Dorado Street  
Stockton, CA 95202-1997



**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT PURSUANT TO PUB. RES. CODE SEC. 21080.4 AND CAL. CODE OF REGULATIONS TITLE 14, SEC 15082(a) FOR THE BEAR CREEK SOUTH MASTER DEVELOPMENT PLAN PROJECT (P10-038)**

The City of Stockton will be the Lead Agency and will prepare a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The project description, location and the probable environmental effects are contained in the NOP. A copy of the Initial Study is  is not  attached to this document.

PROJECT TITLE: Bear Creek South Master Development Plan Project

UNIVERSAL FILE #: P10-038

APPLICANT(S): Pardee Homes, et al

PROJECT DESCRIPTION/LOCATION: The Bear Creek South Master Development Plan project is located in San Joaquin County immediately north of the current Stockton city limits and is bounded on the north by Bear Creek, on the east by the Union Pacific Railroad tracks, on the south by Morada Lane, and on the west by West Lane. The project would involve the development of six parcels, totaling approximately 504 acres with up to 3,622 residential dwelling units. The proposed project would also involve approximately twelve (12) acres of commercial development, twelve (12) acres of K-8 school, and approximately forty-eight (48) acres of parks, parkways as well as public utility facilities. Proposed entitlements would include annexation, general plan amendment, rezoning, master development plan, development agreement, and precise road plan amendment.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. We respectfully request that you return your comments to the above-noted Lead Agency address no later than **March 23, 2012 by 5:00 p.m.** If no comments are received by the date indicated, it will be assumed that the document is acceptable. The NOP is available on the City's website: <http://www.stocktongov.com/environmental> or Community Development Department at the above-noted address. If you have any questions regarding this matter, please contact Jenny Liaw, Senior Planner (209) 937-8266.

MICHAEL E. LOCKE, DEPUTY CITY MANAGER/  
INTERIM COMMUNITY DEVELOPMENT DIRECTOR

By Jenny Liaw  
Jenny Liaw, Senior Planner

Date: February 22, 2012

JL  
**AFFIDAVIT OF MAILING AND POSTING**

I declare that on \_\_\_\_\_, I deposited in the United States mail facilities in the City of Stockton, State of California, a true copy of the above Notice of Preparation (NOP) with any attachments, with the postage thereon prepaid, addressed to each public agency and other interested parties on the attached distribution list. A copy of the NOP has also been mailed or delivered to the San Joaquin County Clerk who is required to post said NOP for a period of 30 days in accordance with Public Resources Code Section 21092.3.

Jenny Liaw  
Signature

DEPUTY COUNTY CLERK  
Title

03/28/12  
Posting Period Ending Date

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### **Purpose of Initial Study**

The proposed project involves the adoption and implementation of the proposed Bear Creek South (BCS) Master Development Plan (MDP). The BCS MDP proposes a mix of residential, commercial, school and park uses on approximately 504 acres of land located northeast of the intersection of West Lane and Morada Lane, north of the Stockton metropolitan area. Development of the entire BCS MDP, at maximum residential densities under low, medium and high densities, would yield a total of 3,622 residential units. The project would also involve approximately 12 acres of commercial development, a K-8 school (12 acres), and approximately 48 acres of parks, parkways (both linear and creek side), and public utility facilities. The project involves applications for City of Stockton approval of the Master Development Plan, as well as applications for annexation into the City of Stockton, general plan amendment, precise road amendment, pre-zoning, development agreements and other entitlements.

The California Environmental Quality Act (CEQA) requires that public agencies document and consider the potential environmental effects of any agency 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. Guidelines for an agency's implementation of CEQA are found in the State's CEQA Guidelines (California Code of Regulations Title 14, Chapter 3).

Provided that a project is not found to be exempt from CEQA, the first step in the agency's evaluation of the potential environmental effects of the project is the preparation of an Initial Study. The purposes of an Initial Study are to determine whether the project would involve "significant" environmental effects as defined by CEQA, and if necessary to describe feasible mitigation measures that would avoid the significant effects or reduce them to a less than significant level. In the event that the Initial Study does not identify significant effects, or identifies mitigation measures that would reduce all of the significant effects of the project to a less than significant level, the agency may prepare a Negative Declaration. If this is not the case, the agency must prepare an Environmental Impact Report (EIR). The agency may also decide to proceed directly with the preparation of an EIR without preparation of an Initial Study.

The adoption of the BCS MDP, the approval of other required entitlements, and the subsequent development of the project site is a "project" as defined by CEQA. The City of Stockton has determined that the project involves the potential for significant environmental effects and that an EIR will be prepared for the project. This Initial Study has been prepared by the City of Stockton pursuant to its decision to prepare an EIR.

The purpose of this Initial Study is to describe the proposed project, briefly describe the environmental setting of the project, discuss the potential environmental effects of the

project, and describe the proposed scope of the EIR. The City of Stockton has also elected to prepare this Initial Study in conjunction with the Notice of Preparation (NOP) that is required when the City prepares an EIR. The Initial Study is intended to be attached to the NOP for the City's EIR; the NOP will be circulated to agencies with potential permit or approval responsibility for the project (responsible agencies) as well as agencies that are responsible for the management of public trust resources (trustee agencies).

### **Scope of Initial Study**

This Initial Study evaluates the project's potential to result in significant environmental effects, as defined by CEQA, in the following issue areas.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities and Service Systems
- Mandatory Findings of Significance

Where the City can identify feasible mitigation measures that would avoid or reduce the potential significant effects of the project, they are identified, at least briefly in this Initial Study. The proposed scope of the EIR (i.e., the issues that the City will address in the EIR) is identified in each of the above-listed environmental issue areas. The subsequent preparation of the EIR will involve detailed analysis of each of the environmental issues identified, as well as detailed consideration of any mitigation measures that may be needed to address those issues. The EIR will also address alternatives, cumulative impacts and other topics as required by CEQA.

## **Environmental Evaluation Checklist Terminology**

The potential environmental effects of the proposed project are evaluated in Chapter 3.0 of this document, which is the Environmental Evaluation Checklist. The checklist includes a list of environmental considerations against which the project is evaluated. For each question, the agency determines whether the project would involve: 1) No Impact, 2) a Less Than Significant Impact, 3) a Less Than Significant Impact With Mitigation Incorporated, or 4) a Potentially Significant Impact.

A Potentially Significant Impact occurs when there is substantial evidence that the project would involve a substantial adverse change to the physical environment, i.e. that the environmental effect may be significant, and mitigation measures have not been defined that would reduce the impact to a less than significant level. If there are one or more Potentially Significant Impact entries in the Initial Study, an EIR is required. The Potentially Significant issues will be addressed in detail in the EIR.

A Less Than Significant Impact occurs when the project would involve effects on a particular resource, but the project would not involve a substantial adverse change to the physical environment, and no mitigation measures are required. These issues will be addressed in the EIR but would not be treated to the same extent as Potentially Significant Impacts.

An environmental effect that is Less Than Significant With Mitigation Incorporated is a Potentially Significant Impact that can be avoided or reduced to a less than significant level with the application of mitigation measures. These issues as well as the mitigation measures needed to address them will receive detailed consideration in the EIR.

A determination of No Impact is self-explanatory.

## **Initial Study Organization**

Chapter 1.0, Introduction, briefly summarizes the project, the purposes of the Initial Study, the terminology used in the Initial Study, and the organization of the document.

Chapter 2.0, Project Description, describes the proposed project - its location, planned land uses and the improvements required to serve the planned development, as well as required permits and approvals.

Chapter 3.0, the Environmental Checklist, contains additional information describing the project, the environmental evaluation of the project in the environmental issue areas described above, documentation of the resources used to prepare the Initial Study, and the lead agency's formal determination that an EIR is required. The proposed scope of the EIR evaluation is also described within each of the issue areas.

## Chapter 2.0 Project Description

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This chapter of the Initial Study provides a brief summary description of the project followed by project location; setting and background information; detailed description of the project elements; and proposed entitlements being requested of the City of Stockton and other responsible agencies.

### **Project Summary**

The proposed project involves the adoption and implementation of the proposed Bear Creek South (BCS) Master Development Plan (MDP). The BCS MDP proposes a mix of residential, commercial, school and park uses on approximately 504 acres of land located northeast of the intersection of West Lane and Morada Lane, north of the Stockton metropolitan area. Development of the entire BCS MDP, at maximum residential densities under low, medium and high densities, would yield a total of 3,622 residential units. The project would also involve approximately 12 acres of commercial development, a K-8 school (12 acres), and approximately 48 acres of parks, parkways (both linear and creek side), and public utility facilities. The project involves applications for City of Stockton approval of the Master Development Plan, as well as applications for annexation into the City of Stockton, general plan amendment, precise road amendment, pre-zoning and development agreements.

### **Project Location**

The proposed project consists of approximately 504 acres of private land. The project site is bounded on the north by Bear Creek, on the east by the Union Pacific Railroad tracks, on the south by Morada Lane, and on the west by West Lane. The location of the project site and lands located within it are shown on Figures 2-1 through 2-5 at the end of this Chapter.

The project site is located within Section 11, Township 2 North, Range 6 East, MDBM. The project site is located in the Lodi South, California, 7.5-minute series U.S. Geological Survey quadrangle map. The approximate latitude and longitude are 38° 02' 34" North and 121° 17' 10" West.

### **Project Setting and Background**

The project site is located adjacent to the Stockton city limits in the northern portion of the Stockton Metropolitan Area. The project site currently is in agricultural use, mainly field and row crops. Surrounding areas to the east and south have been developed with urban residential uses. An existing commercial use and elementary school are located south of the project site, adjacent to Morada Lane, and McNair High School and a regional community park are located to the west, adjacent to West Lane. Bear Creek forms the project's northern boundary. The area north of Bear Creek is in agricultural use.

The project site is connected to the metropolitan area through West Lane and Morada Lane, two arterial roadways. The project site is approximately one mile west of SR 99, a major interregional highway. Railroad tracks managed by the Union Pacific Railroad define the eastern boundary of the project site, and Bear Creek defines the site's northern boundary.

The project is located within the planned urban growth areas and the Urban Service Boundary defined in the City of Stockton's General Plan 2035, adopted in 2007. Lands surrounding the project site are also located within these areas. Lands north of the project site and Bear Creek include the proposed Bear Creek East Specific Plan. The City is currently processing entitlements for the Bear Creek East project. Lands to the northwest have been proposed for inclusion in a Bear Creek West Specific Plan; however, this proposed project is currently inactive. Lands northeast of the project site are included in the Cannery Park development project, which has been approved by the City and is currently being developed.

It should be noted that three major transportation projects are currently under construction in northern Stockton. These projects consist of three grade separated structures at existing railroad crossings. Two are located along Eight Mile Road and both will be constructed as above ground crossings; and the third is an undercrossing along Lower Sacramento Road. Eight Mile Road remains open to existing traffic while Lower Sacramento Road has been closed until completion of the project which is estimated to be 2013. Figure 2-2, Vicinity Map shows the location of the three grade separated projects in relation to the BCS project area.

## **Project Details**

The proposed project consists of a request for City approval of the BCS Master Development Plan and annexation of the 504-acre MDP area into the City of Stockton. Adoption of the proposed Master Development Plan would also involve a series of related actions, including approval of a general plan amendment; pre-zoning of the project site; one or more development agreements; and approval of a West Lane Precise Road Plan amendment. The required approvals would be needed in order to maintain required consistency within and between the City of Stockton's land use and infrastructure planning documents and implementing ordinances, as well as consistency with state regulations governing annexation. These actions are described in more detail below.

The proposed Master Development Plan provides a planning framework for future development of the BCS site. The various land use designations and other provisions of the MDP will form the primary basis for future City evaluation of development proposals within the project site, including any tentative maps or other entitlements. The Master Development Plan will be subject to CEQA review in an Environmental Impact Report. Pursuant to CEQA Guidelines Section 15183, future development projects that are consistent with development densities established by the Master Development Plan may be exempt from further CEQA review, unless there are significant effects peculiar to the development project.

Approval of the BCS MDP and related approvals would entitle the project site for urban development in accordance with the proposed land use plan (Figure 2-6 at the end of this chapter). The purpose of the BCS MDP is to guide the development of the proposed land uses. At the time of publication of this NOP, a draft site plan had been prepared; land use plans and potential development quantities are generalized and subject to change. The proposed land uses and maximum number of residential units that could occur within the BCS MDP are listed below in Table 1 and are based on available land use information provided by the project applicant.

**Table 1  
BCS MDP Quantities**

<b>Proposed Land Use</b>	<b>Acres (Gross)</b>	<b>Units (Max)</b>
Low Density Residential (LDR)	205.2	1,220
Medium Density Residential (MDR)	133.7	1,708
High Density Residential (HDR)	30.0	694
<b>Total Residential</b>	<b>368.9</b>	<b>3,622</b>
Commercial	12.0	
Elementary School	12.0	
Parks/Trails	48.2 (Net)	
Public Utility Facilities	1.0	
Major Roads	36.1	
Bear Creek and Levee Setback Area	25.6	
<b>Total Site Area (Gross Acres):</b>	<b>503.8</b>	

*Residential.* As indicated above in Table 1, the predominant land use within the BCS MDP would be residential. The land use plan proposes low-density residential areas in the central portion of the site. Medium-density residential is proposed adjacent to West Lane, Morada Lane, and along the project's eastern boundary. Three high-density residential areas are proposed, one in the northwest corner of the site adjacent to West Lane, and two sites located adjacent to Morada Lane. Planned residential development within the BCS MDP would result in the development of a maximum of 3,622 residential units.

*Non-Residential.* The BCS MDP includes an approximately 12-acre commercial development located in the southwestern corner of the project site, at the intersection of West Lane and Morada Lane. The specific commercial development is not indicated, although presumably neighborhood or general commercial uses would be allowed. More specific information will be provided during preparation of the EIR.

The BCS MDP reserves one site for a 12-acre elementary school for students from kindergarten to the 8<sup>th</sup> grade. This school would be developed as warranted by the Lodi Unified School District.

*Parks and Trails.* The project proposes approximately 48 acres of parks and trails. Approximately 37 acres would consist of neighborhood and community parks that would be interspersed throughout the plan area. Approximately 9 acres of trails would be linear parkways located along designated street segments. Another 3 acres of trails would consist of a linear parkway located along the toe of the southern levee of Bear Creek.

*Circulation.* The project proposes the construction of a street system that would provide access from West Lane and Morada Lane into the project site itself. Another proposed access point would be a street extension from the Bear Creek East Specific Plan area north of the site, crossing over Bear Creek via a new bridge (Lt. Col Mark Taylor Street). This bridge would serve both the Bear Creek South and Bear Creek East developments. Lt. Col Mark Taylor Street would continue east across the Union Pacific Railroad tracks at a future grade separated structure, into the existing Cannery Park subdivision project east of the BCS MDP area. Specific circulation improvements, including pedestrian and bicycle paths or lanes, will be defined in the application process and analyzed in the EIR.

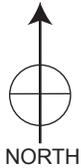
*Infrastructure.* All necessary infrastructure - including water, wastewater, non-potable water and storm drainage lines and facilities - would be constructed on the project site. The City of Stockton Municipal Utilities Department would provide water service (both potable and non-potable) to the site. The City also would provide wastewater treatment and collection services, as well as stormwater drainage collection and disposal services. Electrical, natural gas, telephone and cable television lines and facilities would also be extended to the project site from existing facilities in the vicinity.

## **Project Entitlements**

Along with approval of the Master Development Plan, the project would require other discretionary approvals. These would include annexation of the project site into the City of Stockton, amendment of the Stockton General Plan 2035, pre-zoning of the project site in accordance with approved BCS MDP designations, and approval of one or more development agreements. The project also would require a Precise Road Plan amendment for work involving West Lane. Annexation would require approval by the San Joaquin Local Agency Formation Commission (LAFCO); all other entitlements would require City approval. In addition to these approvals, it is anticipated that individual landowners will submit tentative subdivision maps for City consideration and approval following adoption of the BCS MDP. Each of the tentative maps will be required to conform to all applicable requirements of the BCS MDP. Other permits and approvals that may be required in conjunction with the development of the project site are discussed in Chapter 3.0 of this document.



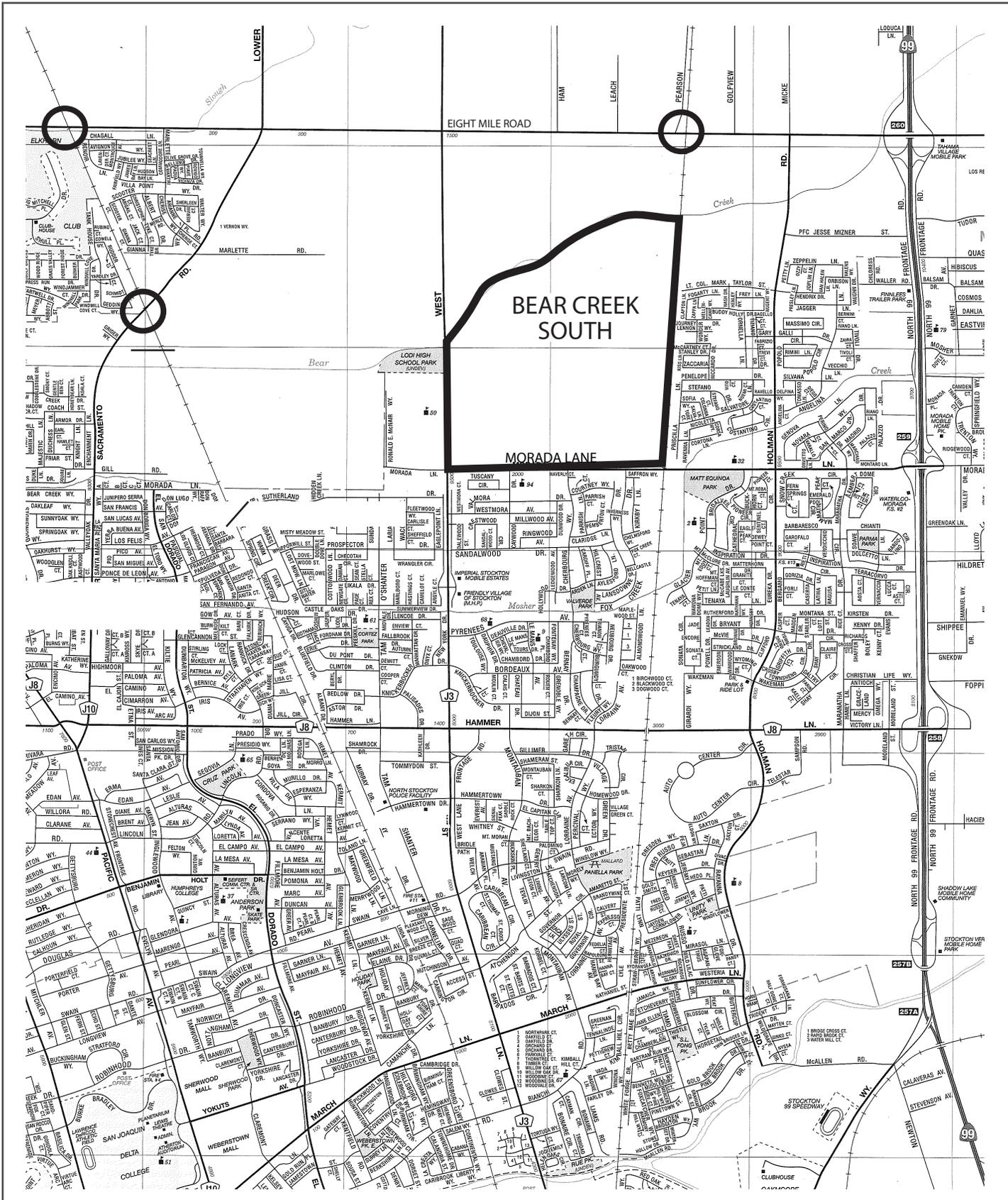
PROJECT LOCATION



Source: INSITE ENVIRONMENTAL, INC.

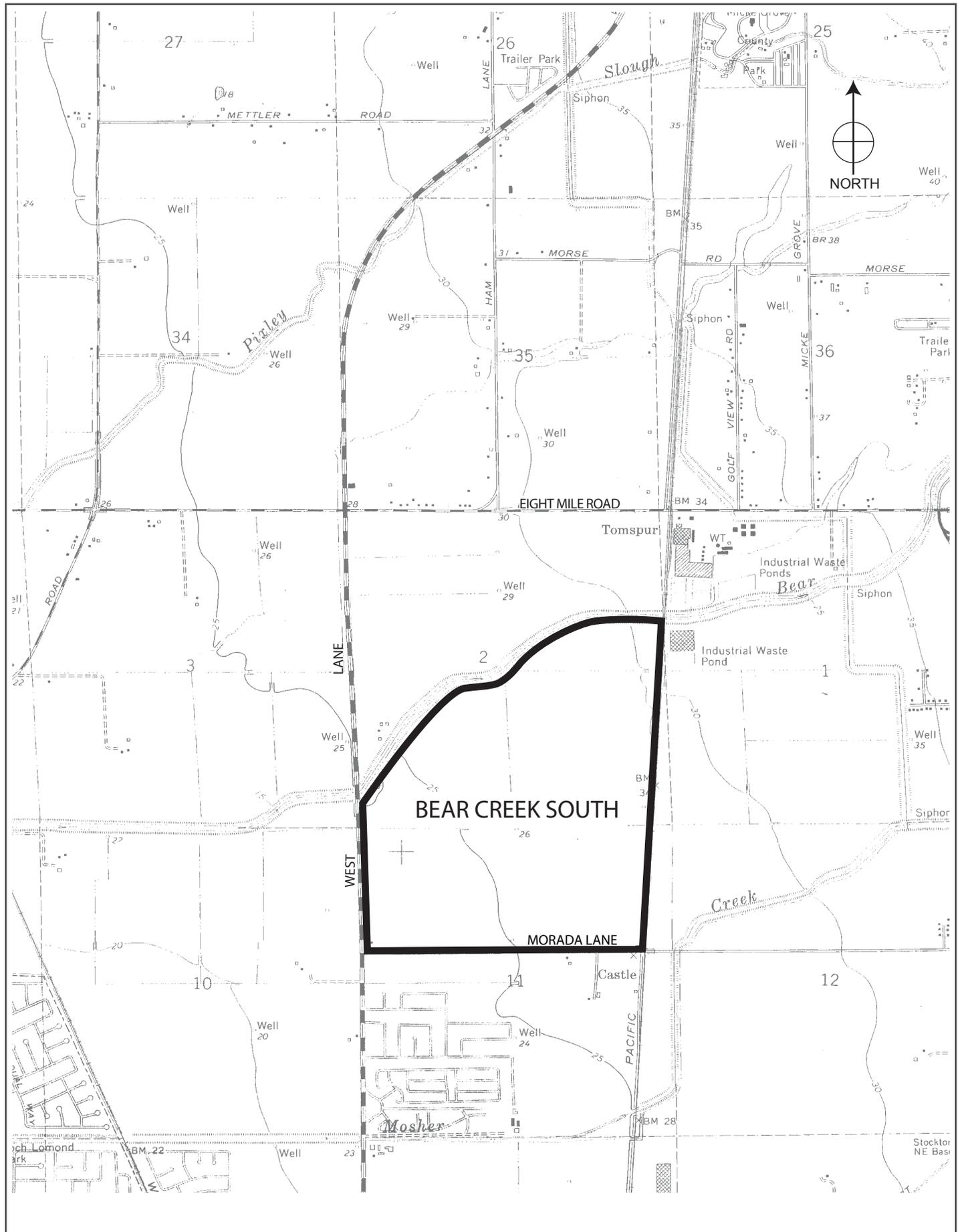


Figure 2-1  
REGIONAL MAP



— Project Site

○ Rail Crossings under Construction



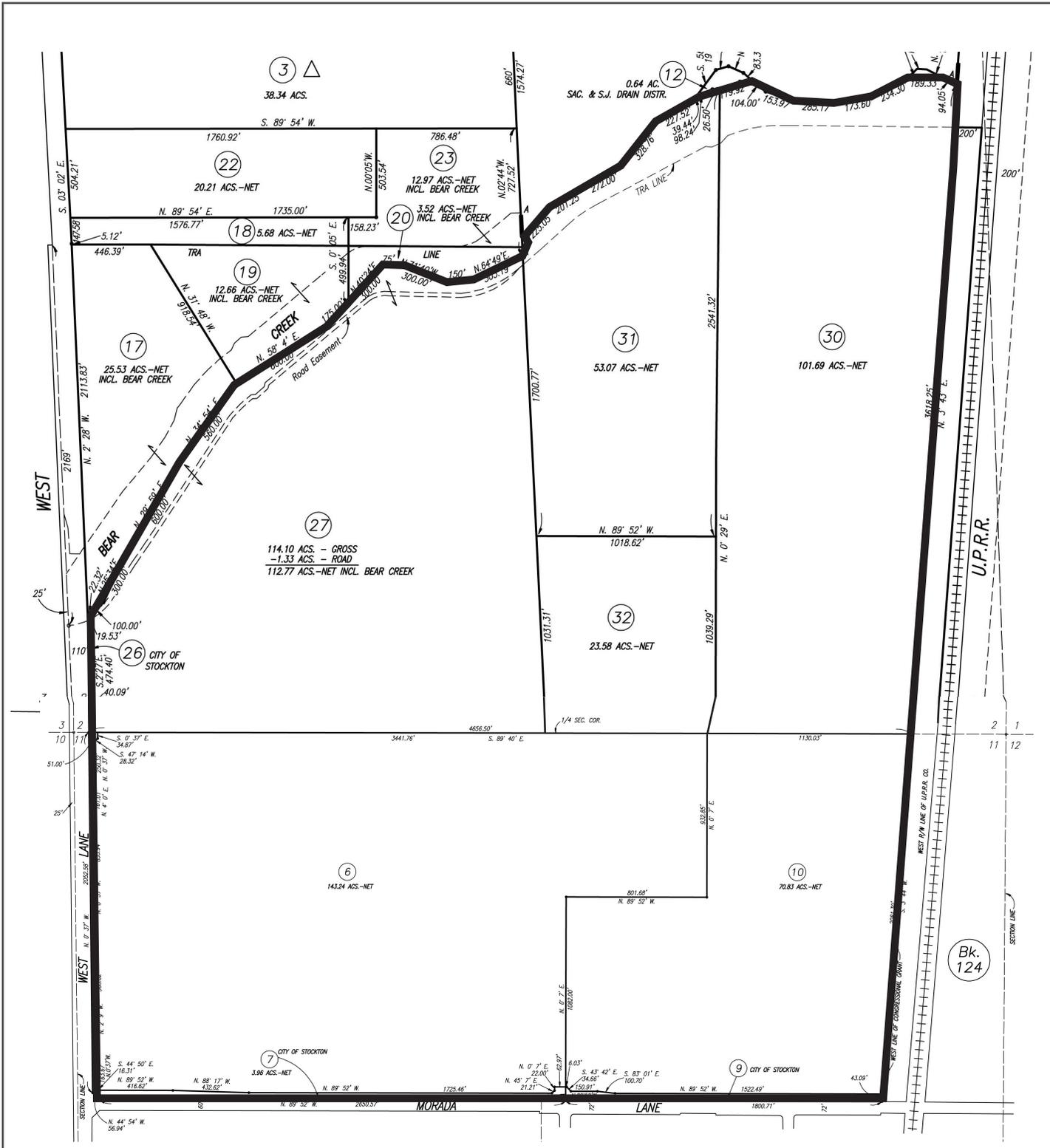
SOURCE: US GEOLOGICAL SURVEY, LODI SOUTH QUADRANGLE



BEAR CREEK SOUTH



NORTH



**BEAR CREEK SOUTH**



SOURCE: SAN JOAQUIN COUNTY ASSESSOR'S OFFICE



Figure 2-5  
ASSESSOR PARCEL MAP

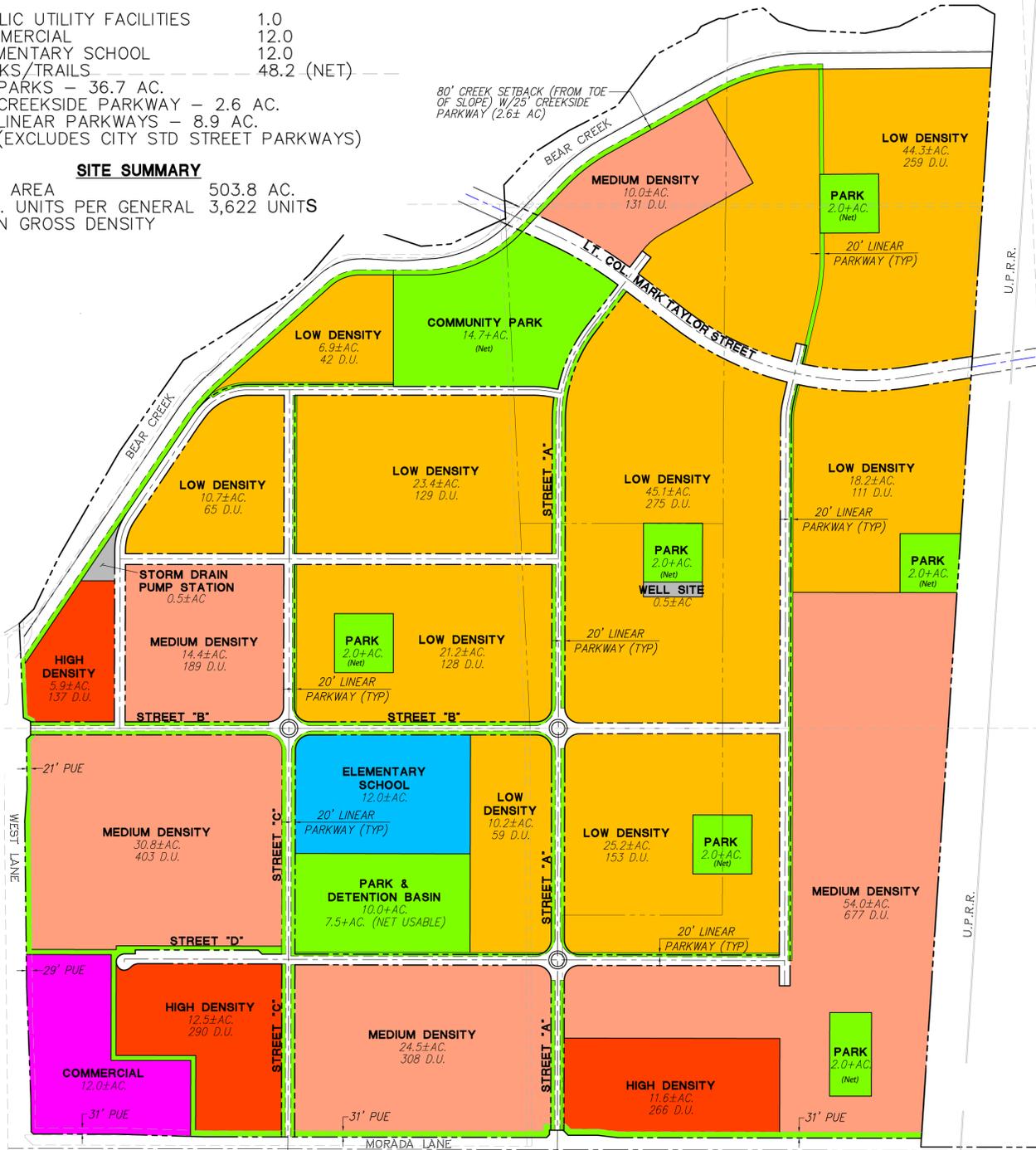
**DWELLING UNITS SUMMARY**

TYPE	MAX DENSITY (DU/AC)	AREA (AC)	UNITS
LOW DENSITY	6.1	205.2	1,220
MEDIUM DENSITY	13.1	133.7	1,708
HIGH DENSITY	23.2	30.0	694
<b>TOTAL</b>		<b>368.9</b>	<b>3,622</b>

PUBLIC UTILITY FACILITIES 1.0  
 COMMERCIAL 12.0  
 ELEMENTARY SCHOOL 12.0  
 PARKS/TRAILS 48.2 (NET)  
 PARKS - 36.7 AC.  
 CREEKSIDE PARKWAY - 2.6 AC.  
 LINEAR PARKWAYS - 8.9 AC.  
 (EXCLUDES CITY STD STREET PARKWAYS)

**SITE SUMMARY**

SITE AREA 503.8 AC.  
 MAX. UNITS PER GENERAL 3,622 UNITS  
 PLAN GROSS DENSITY



**LEGEND:**

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- ELEMENTARY SCHOOL
- COMMERCIAL
- PARK/ COMMUNITY PARK/ LANDSCAPE PARKWAYS
- PUBLIC FACILITIES

Chapter 3  
Environmental Evaluation Form

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CITY OF STOCKTON  
ENVIRONMENTAL INFORMATION AND INITIAL STUDY FORM  
(Pursuant to Cal. Code of Regulations, Title 14, Sections 15063-15065)

<b>INITIAL STUDY FILE NO:</b>	N/A	<b><u>LEAD AGENCY</u></b>
<b>UNIVERSAL FILE NO:</b>	<b><u>P10-038</u></b>	City of Stockton Community Development Dept. Planning Division 345 North El Dorado Street Stockton, CA 95202 (209) 937-8266

**Note:** *The purpose of this document is to describe the project, its environmental setting, any potentially significant adverse environmental impacts which may be caused by the project or which may affect the project site and/or surrounding area, and any mitigation measures which will be incorporated into the project. Please complete all applicable portions of Section A (General Information/Project Description) and as much of Section B (Project Site Characteristics) as possible. If a question is not applicable, then, respond with "N/A". After completing Sections A and B, please sign the certification following Section B and attach any supplemental documentation and exhibits as deemed necessary. The completed form and applicable fees should be filed at the above-noted Lead Agency address. PLEASE TYPE OR PRINT IN DARK INK.*

**A. GENERAL INFORMATION/PROJECT DESCRIPTION**

1. **Project Title:** Bear Creek South Master Development Plan (BCS MDP)
  2. **Property Owner(s):** 1) Pardee Homes  
2) La Morada Partnership, Ltd.  
3) Bear Creek Family Limited Partnership
- Address:** 1) c/o John Arvin  
10880 Wilshire Boulevard, Suite 1900, Los Angeles, CA  
**Zip:** 90024 **Phone:** (310) 475-3525
- 2) c/o Matt Arnaiz  
3400 Eight Mile Road, Stockton, CA **Zip:** 95212  
**Phone:** (209) 599-8377
- 3) c/o Ben Rishwain, Attorney at Law, P.O. Box 1567  
Lodi, CA **Zip:** 95241 **Phone:** (209) 952-3577

3. **Applicant/Proponent:** Pardee Homes  
**Contact Person:** John Arvin  
**Address:** 10880 Wilshire Boulevard, Suite 1900, Los Angeles,  
CA **Zip** 90024 **Phone:** (310) 475-3525

4. **Consulting Firm:** Ruggeri-Jensen-Azar (RJA)  
**Contact Person:** John Zellmer  
**Address:** 2541 Warren Drive, Suite 100, Rocklin, CA **Zip** 95677  
**Phone:** (916) 630-8900

**Consulting Firm:** Kleinfelder  
**Contact Person:** Trevor Smith  
**Address:** 2001 Arch-Airport Road, Stockton, CA **Zip** 95206  
**Phone:** (209) 948-1345

5. **Project Site Location:**

a. **Address (if applicable) or Geographic Location:** The proposed project consists of approximately 504 acres of private land. The project site is bounded on the north by Bear Creek, on the east by the Union Pacific Railroad tracks, on the south by Morada Lane, and on the west by West Lane. The project site is located within Section 11, Township 2 North, Range 6 East, MDBM. The project site is located in the Lodi South, California, 7.5-minute series U.S. Geological Survey quadrangle map. The approximate latitude and longitude are 38° 02' 34" North and 121° 17' 10" West.

b. **Assessor's Parcel Number(s):** 120-020-27, -30, -31, -32; 120-030-06, -10; 122-010-05; and, 124-010-03, -07.

c. **Legal Description:**

To be submitted in conjunction with annexation and pre-zoning applications.

6. **General Project Description:**

The proposed project involves the adoption and implementation of the proposed Bear Creek South (BCS) Master Development Plan (MDP). The BCSMDP proposes a mix of residential, commercial, school and park uses on approximately 504 acres of land located northeast of the intersection of West Lane and Morada Lane, north of the Stockton metropolitan area. Development of the entire BCS MDP, at maximum residential densities under low, medium and high densities, would yield a total of 3,622 residential units. The project would also involve approximately 12 acres of commercial development, a K-8 school (12 acres), and approximately 48 net acres of parks, parkways (both linear and creek side), and public utility facilities. The project involves applications for City of Stockton approval of the Master Development Plan, as well as applications for

annexation into the City of Stockton, general plan amendment, pre-zoning, development agreements and West Lane Precise Road Plan amendment. The proposed project is described in Chapter 2.0 of this Initial Study.

**7. Applications Currently Under City Review: File Number(s):**

Universal File	P10-038
Master Development Plan	
General Plan Amendment	
Pre-Zoning	
Development Agreement	
Precise Road Plan Amendment	
Annexation (Authorization to File Petition)	

**8. Other Permits/Reviews Required By The City, County, State, Federal Or Other Agencies For Project Implementation:**

<b>Agency:</b>	<b>Permits/Reviews:</b>
Local Agency Formation Commission	Annexation
US Army Corps of Engineers	Section 404 Permit
California Dept. of Fish and Game	Streambed Alteration Agreement
Regional Water Quality Control Board	401 Water Certification
Public Works Department	On- and Off-Site Improvement Plans

**9. Describe Proposed General Plan (GP) Amendments and/or Prezoning/Rezoning (Zoning) Requests, If Applicable:**

The following listing of proposed general plan amendment and pre-zoning actions is based on the designations of the adopted City of Stockton General Plan 2035.

Existing GP Designation	Proposed GP Designation	Acres	Existing Zoning	Proposed Zoning	Acres
LDR	LDR	205.2	AU-20 (County)	RL	205.2
LDR	MDR	133.7	AU-20 (County)	RM	133.7
LDR	HDR	30.0	AU-20 (County)	RH	30.0
LDR & HDR	Commercial	12.0	AU-20 (County)	CG	12.0
LDR	No Designation (School)	12.0	AU-20 (County)	PF	12.0
LDR	Parks and Recreation	36.7	AU-20 (County)	PF	36.7
LDR	Open Space	11.5	AU-20 (County)	OS	11.5

**10. Describe Any Site Alterations Which Result From The Proposed Project:**

The project would require the conversion of existing agricultural lands to urban uses. Development of planned urban areas would require grading to prepare proposed streets, utilities and sites for new development. However, the topography of the project area is relatively flat, and significant cuts and fills would not be required. Development of the project site would involve the abandonment or relocation of existing irrigation canals on the project site.

**11. Specific Project Description/Operational Characteristics:**

**a. Describe Proposed Commercial, Industrial, Institutional, and Recreational Uses (*all non-residential uses*):**

The BCS MDP provides for development of the southwestern corner of the project site for commercial land uses. A general concept for future commercial uses will be addressed in the DEIR and Master Development Plan. The project also includes development of a K-8 school and parks and parkways, as shown on Figure 2-6 in Chapter 2.0.

(1)

Proposed Land Uses(s)	Zoning	Site Acreage	Structure Sq. Ft.	Required Parking	Parking Provided
Commercial	CG	12.0	Min 100,000	400 (Min)	562
K-8 School	PF	12.0	52,000	District Standards	No Plan Available (District Standards)
Public Parks/Trails	PF/OS	48.2 (net)	None	On-Street Parking	On-Street Parking
Note: Parking requirements will vary by use					

- (2) Describe Project Phasing (*location/timing*): Detailed phasing plan will be provided in the BCS MDP. The Draft EIR will review and discuss the phasing plan.
- (3) Days/Hours of Operation: To Be Determined; Work Shifts Per Day: To Be Determined
- (4) Total Number of Employees: To Be Determined; Number Of Employees Per Work Shift: To Be Determined
- (5) Number of Company Vehicles/Trucks: Addressed in the Transportation and Traffic section.
- (6) Estimated Number Of Vehicle Trip Ends (TE) Per Day Generated By Project: Traffic generation associated with the project will be defined in detail in a traffic study to be prepared in conjunction with the project EIR.

- (7) Estimated maximum number of TE/Day based on Proposed General Plan Designation:

Refer to #6 above.

- (8) Will land use-related noise produced on site exceed adopted noise standards (*i.e.*: 45 Leq db during nighttime or 55 Leq db during daytime hours at nearest residential property line; 75 Lmax db at nearest commercial property line; and/or 80 Lmax db at nearest industrial property line)? If yes, describe sources and levels of noise:

To be reviewed in detail in the Project EIR. The BCS MDP will designate portions of the project site for additional commercial development and establish sites for schools and parks, all of which may generate noise in excess of City standards. Potential noise impacts will be evaluated in detail in the EIR based on the specific land use proposals of the BCS MDP.

- (9) Other operational or design characteristics:

Commercial, institutional and recreational land uses are only generally described at this stage of project planning. Additional detail that is available during the planning process will be reflected in the EIR.

**b. Describe Proposed Residential Land Uses: [check (√) or specify applicable types]**

The BCS MDP would provide for single-family and multi-family residential development of varying densities.

**(1) Residential Land Use Summary:**

Types of Unit	Zoning	Acreage	Proposed Units (MAX)	Units/Gross Acre	Max. Unit Allowed/Max. Density
Low Density	RL	205.2	1,220	6.1	1,220/6.1
Medium Density	RM	133.7	1,708	13.1	1,703/13.1
High Density	RH	30.0	694	23.2	694/23.2
Totals		368.9	3,622		3,622/9.8

**(2) Describe Project Phasing:**

Detailed phasing plan will be provided in the BCS MDP. The Draft EIR will review and discuss the phasing plan.

**(3) Population Projection for the Proposed Project: 11,264**

**Projected Population Density (Person/Unit): 3.11**

**(4) Student Generation Projected for Proposed Project: 2,246**

**Projected Student Density (K-12 Student/Unit): 0.62**

**(5) Estimated Total Number Of Vehicle Trip Ends (TE) Per Day Generated By Proposed Project:**

Traffic generation associated with the project will be defined in detail in a traffic study to be prepared in conjunction with the project EIR.

**(6) Estimated Maximum Number of TE/Day Based On Proposed General Plan Designations**

Refer to #5 above.

**12. Will the project generate any substantial short-term and/or long-term air quality impacts, including regional/ cumulative contributions? Yes If so, estimate the type and amount of emissions below (e.g., tons per year of PM10, ROG, Nox, and CO):**

Development of proposed land uses would involve substantial construction and operational emissions. The potential air quality impacts of the project are addressed briefly in Section C(3), Air Quality, and will be addressed in detail in the project EIR.

**a. Construction Emissions:** See Section C(3), Air Quality

**b. Stationary Source Emissions:** See Section C(3), Air Quality

**c. Mobile Source Emissions:** See Section C(3), Air Quality

**B. PROJECT SITE CHARACTERISTICS**

1. **Total Site Acreage (Ac.) (or) Square Footage (S.F.):** 503.8 Ac.

2.

Existing General Plan Designations	Acres (Net)	Existing Zoning (City or County)	Acres
Low Density Residential	497.5	AU-20 Agricultural/Urban Reserve	497.5
High Density Residential	6.3	AU-20 Agricultural/Urban Reserve	6.3

3. **Identify and describe any specific plans, redevelopment areas, and/or other overlay districts/zones which are applicable to the project site:** None

4. **Identify Existing On-Site Land Uses and Structures:**

The project site is in agricultural use, predominantly field and row crops.

5. **Prior Land Uses if Vacant:** Agriculture

6. **Describe Any On-Site and Adjacent Utility/Infrastructure Improvements and Right-Of-Ways/Easements:**

Some irrigation canals operated by the Woodbridge Irrigation District are located on the project site, along with the easements associated with these facilities. Off-site improvements include water lines along West Lane and Morada Lane, and a wastewater line along Morada Lane. Easements/rights-of-way along West Lane, Morada Lane and Bear Creek are located on the project site itself, as well as a Congressional Land Easement along the railroad tracks to the east.

7. **Adjacent Land Uses, Zoning and General Plan Designations:**

Adjacent Uses	Zoning	General Plan Designations
<b>North:</b> Agriculture	AU-20 (County)	R/L (County) Low Density Residential (City) High Density Residential (City) Industrial (City) Commercial (City)
<b>South:</b> Single-Family Residential, Commercial and School	RL, RM, CN (City)	Low Density and Medium Density Residential, Commercial (City)
<b>East:</b> Agriculture, Single-Family Residential	RL (City)	Low Density Residential (City)
<b>West:</b> Agriculture, High School, Park	AU-20 (County), RL (City)	R/L (County) Village (City)

8. If site contains at least ten (10) acres of undeveloped and/or cultivated agricultural land, complete the following:

a. Is the land classified as "Prime Farmland" and/or "Farmland Of Statewide Importance" (as identified on the San Joaquin County "Important Farmland Map")? Yes, see Section C(2), Agriculture.

b. Is the site under a Williamson Act Land Conservation contract? No

c. If the site is under contract, has a "Notice of Non-Renewal" been filed? N/A

9. Describe important on-site and/or adjacent topographical and water features:

On-Site: WID Irrigation canals.

Adjacent: Bear Creek.

10. Describe any important on-site and/or adjacent vegetation/wildlife habitat:

On-Site: None – project site is used for agriculture purposes.

Adjacent: Potential riparian habitat along Bear Creek. See Section C(4), Biological Resources.

11. Describe any general and special status wildlife species known to inhabit the site or for which the site provides important habitat:

Several special-status species had been previously identified as potentially occurring on the project site, including western burrowing owl, giant garter snake, Swainson's hawk, tricolored blackbird, mountain plover, white-tailed kite, long-billed curlew, western pond turtle and white-faced ibis. See Section C(4), Biological Resources.

12. Identify and describe any significant cultural resources on or near the site (attach a "Records Search", "Site Survey", and/or other documentation, if applicable):

Two previously documented cultural resources are located within the boundaries of the project site. One is a Southern Pacific Railroad bridge that was determined ineligible for the National Register of Historic Places. The other is a prehistoric site. See Section C(5), Cultural Resources.

13. Identify and describe any on-site or nearby public health and safety hazards or hazardous areas (attach a "Preliminary Site Assessment" and/or "Remediation Plan", if applicable):

Phase I and Phase II Environmental Site Assessments have been prepared for the project site. Results indicated potential contamination in a former barn area in the northwest corner of the project site. See Section C(7), Hazards and Hazardous Materials for additional discussion.

**14. Identify and describe any potentially hazardous geologic/soil conditions:**

The site has a medium to high potential for expansive soils. See Section C(6), Geology and Soils.

**15. Is any portion of the site subject to a 100-year flood? No If so, what flood zone? N/A**

**16. Identify and describe, below, any existing and/or projected on-site ambient noise levels which exceed adopted noise standards (*plot noise contours on proposed tentative maps or on a site plan for the project, if applicable*):**

**a. Do on-site ambient noise levels from existing land uses (locally regulated noise sources) located on-site or off-site exceed adopted noise standards? Yes If so, describe:**

The railroad along the eastern boundary of the project site may generate elevated noise levels due to rail traffic. The EIR will address this issue.

**b. Does or will transportation-related noises exceed 60 dB Ldn at any exterior location or 45 dB Ldn at any interior location? Yes If so, describe:**

In addition to the railroad described in #16a above, adjacent arterial roadways (West Lane, Morada Lane) may generate elevated noise levels due to traffic. The EIR will address this issue.

**17. Indicate by checking (✓) whether the following public facilities/infrastructure, utilities, and services are presently or will be readily available to the project site and whether the proposed project can be adequately served without substantial improvements or expansion of existing facilities and services. If new or expanded/modified facilities or services are necessary, explain below.**

	Yes	No	N/A
<b>a. Water Supply/Treatment Facilities</b>	✓		
<b>b. Wastewater Collection/Treatment Facilities</b>	✓		
<b>c. Storm Drainage, Flood Control Facilities</b>	✓		
<b>d. Solid Waste Collection/Disposal/Recycling</b>	✓		
<b>e. Energy/Communication Services</b>	✓		
<b>f. Public/Private Roadway and Access Facilities</b>	✓		

- g. Public/Private Parking Facilities ✓
- h. Other Public/Private Transportation Services (public transit, railway, water or air transport, etc.) ✓
- i. Fire and Emergency Medical Services ✓
- j. Police/Law Enforcement Services ✓
- k. Parks and Recreation Services ✓
- l. Library Services ✓
- m. General Government Services ✓
- n. School Facilities ✓

Explanation(s): None.

**SIGNATURE (Completed by Owner or Legal Agent)**

I certify, under penalty of perjury, that the foregoing is true and correct and that I am (check one):

Legal property owner (owner includes partner, trustee, trustor, or corporate officer)

Owner's legal agent, authorized project applicant, or consultant (attach proof of consent to file on owner's behalf)

  
 \_\_\_\_\_  
 Trevor Smith, Senior Professional  
 Kleinfelder

2-17-2012  
 \_\_\_\_\_  
 Date

## C. ENVIRONMENTAL SIGNIFICANCE CHECKLIST

*In completing this Checklist, the Lead Agency shall evaluate each environmental issue based on the preceding Sections A and B of this Initial Study and shall consider any applicable previously-certified or adopted environmental analysis. The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in light of the whole record before the Lead Agency. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.*

- *Following each section of this Checklist is a subsection to incorporate environmental documentation and to cite references in support of the responses for that particular environmental issue. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Agency cites (in parentheses) at the end of each section. This subsection provides (a) the factual basis for determining whether the proposal will have a significant effect on the environment; (b) the significance criteria or threshold, if any, used to evaluate each question; and (c) the new or revised mitigation measures and/or previously-adopted measures that are incorporated by reference to avoid or mitigate potentially significant impacts. Mitigation measures from Section D, "Earlier Analyses", may be cross-referenced. In addition, background and support documentation may be appended and/or incorporated by reference, as necessary. This section is required to support a "Mitigated Negative Declaration". If an Environmental Impact Report (EIR) will be prepared, this section shall provide an "EIR Scope of Work" in order to focus on issues to be addressed in the Draft EIR.*
- *A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project site is not subject to flooding). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).*
- *Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is "Potentially Significant", "Less-than-Significant with Mitigation Incorporated", or "Less-than-Significant". "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant and mitigation measures to reduce the impact to a less-than-significant level have not been identified or agreed to by the project applicant. If there are one or more "Potentially Significant Impact" entries upon completing the Checklist, an Environmental Impact Report (EIR) is required.*
- *The "Less-than-Significant with Mitigation Incorporated" category applies when revisions in the project plans or proposals made, or agreed to, by the applicant would avoid or mitigate the effect(s) of the project to a point where, clearly, no significant adverse environmental effect would occur. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Upon completing the Checklist, if there is no substantial evidence in light of the whole record before the Lead Agency that the project, as revised, may have a significant effect on the environment, then, a "Mitigated Negative Declaration" shall be prepared.*
- *The Checklist shall incorporate references to common or comprehensive information sources [e.g., the City's General Plan, redevelopment plans, infrastructure master plans, zoning ordinance/development code(s), and related environmental documents, etc.] for potential regional (Citywide) and cumulatively considerable impacts. In addition, any prior site-specific environmental documents and/or related studies (e.g., traffic studies, geo-technical/soils reports, etc.) should be cited and incorporated by reference, as applicable. Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated. Referenced documents shall be available for public review in the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado St., Stockton, CA.*
- *Supporting Information Sources: A source list should be attached and other sources used and/or individuals contacted should be cited in the discussion.*

NOTE: ALL SUPPORTING INFORMATION FOR THE CHECKLIST IS PROVIDED IN THE DISCUSSION FOLLOWING EACH SEGMENT OF THE CHECKLIST. SOURCE DOCUMENTATION IS LISTED IN SECTION F.

# 1. AESTHETICS

Would the project:

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
			√
			√
√			
	√		

## NARRATIVE DISCUSSION:

- a) **No Impact** - The proposed project site does not contain any scenic vistas, nor is the site located within or adjacent to a state-designated scenic highway. The site is bounded on the north by Bear Creek, which is considered to provide scenic value. However, Bear Creek is located approximately five to fifteen feet below-grade, is surrounded by levees which restrict views of the creek, and does not contain large mature trees or other such vegetation in the vicinity of the proposed project site that would serve as a scenic vista from nearby roadways or residences. Therefore, there would be no potential impacts to scenic vistas, and no further analysis is required in the Draft EIR.
- b) **No Impact** - The proposed project site is not located along a state-designated scenic highway, nor is it readily visible from such a roadway. As a result, there is no impact and no further analysis is required in the Draft EIR.
- c) **Potentially Significant Impact** - The proposed project site includes large open space areas for agricultural use. The development of the proposed project site would result in the elimination of agricultural land, thereby altering its landscape. Moreover, the proposed project would convert the existing agricultural landscape to urban land uses similar to those existing east and south of the project site. As a result, the potential to degrade the existing visual character or quality of the site and surrounding areas is considered potentially significant. The Draft EIR will evaluate the potential impacts to existing visual character or quality of the site and its surroundings.
- d) **Less-Than-Significant Impact with Mitigation Incorporated** - The proposed project would result in new sources of light and glare, with the construction of homes, commercial buildings and a school on a predominantly undeveloped property. The lighting is expected to be in the form of street lights and other low-level lighting, such as security lighting, signage, and landscape lighting that may be used to illuminate localized areas. Use of the proposed recreational opportunities at the proposed project site would be generally restricted to daylight hours. As such, lighting of these facilities would be similar to the lighting scheme for the rest of the proposed project site (e.g. low-level

lighting.) The proposed development would also be required to comply with the mandatory obligations related to lighting and glare contained in Section 16.32.070 of the Stockton Municipal Code. As a result, the potential to significantly affect day or nighttime views from light or glare is considered less than significant with mitigation incorporated, and no further analysis is required in the Draft EIR.

## 2. AGRICULTURAL RESOURCES

In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation And Site Assessment Model (1997), prepared by the California Department Of Conservation.

Would the project:

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?
- c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
√			
			√
√			

### NARRATIVE DISCUSSION:

**a) & c) Potentially Significant Impact** - Currently, the proposed project site is comprised of cultivated fields lined with irrigation canals. Two portions of the proposed project site (approximately 64 acres) are designated as "Prime Farmland" by the Farmland Mapping and Monitoring Program prepared by the California Department of Conservation. Thus, development of the proposed project would convert prime farmland to a non-agricultural/residential use. The Draft EIR will evaluate the potential impacts related to the loss of prime farmland and recommend mitigation measures as appropriate.

**b) No Impact** - Per the California Department of Conservation, no portions of the proposed project site are currently under Williamson Act contracts. Furthermore, the proposed project site is currently zoned as AU (Agricultural/Urban Reserve), which anticipates future urban development. Therefore, development of the proposed project would not conflict with the current urban reserve zoning of the proposed project site. As a result there is no impact, and no further analysis is required in the Draft EIR.

Supporting Documentation/References Cited:

- California Department of Conservation, Division of Land Resource Protection. *San Joaquin County Important Farmland 2004*. September 2005.
- California Department of Conservation, Division of Land Resource Protection. *Stockton, San Joaquin County L 1984 to 2002 Time Series*. [http://www.consrv.ca.gov/DLRP/fmmp/time\\_series\\_img/stockton.htm](http://www.consrv.ca.gov/DLRP/fmmp/time_series_img/stockton.htm). Accessed on November 7, 2005.

**3. AIR QUALITY**

When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
√			
√			
√			
√			
		√	

**NARRATIVE DISCUSSION:**

**a)-d) Potentially Significant Impact** - The proposed project site is located within the San Joaquin Valley Air Basin, which is identified as a federally designated non-attainment area for ozone, particulate matter 10 microns or smaller (PM10), and particulate matter 2.5 microns or smaller (PM2.5). The Air Basin is also a state-designated non-attainment area for ozone and PM10. As a result, any new ozone or particulate matter emissions generated within the Air Basin are considered potentially significant impacts. The proposed project would result in construction activities. Additionally, because the proposed project would result in increased vehicular trips in the area, long-term impacts on air quality could result from the increased emissions of ozone, carbon monoxide, and other pollutants associated with these vehicular trips. The Draft EIR will address the potential exceedance of the San Joaquin Valley Air Pollution Control District (SJVAPCD) thresholds of significance, any potential conflicts with existing SJVAPCD air quality plans, and any violation of local and regional air quality standards during construction and operation. The Draft EIR will also assess the temporary localized air quality impacts that may occur in the project area during project construction.

- e) **Less-Than-Significant Impact** - The proposed project does not propose, and would not facilitate, uses that are significant sources of objectionable odors. Rather, the project would remove agricultural operations from the site, which are an existing source of potential odors. Earthmoving activities during construction could create objectionable odors related to the use of heavy pieces of diesel-powered construction equipment and paving. However, standard construction requirements would address any potential odors from construction equipment, which would be removed once project construction is completed. Proposed residential and commercial uses are not likely to create any objectionable odors. Because any potential odors would only be created in the short-term, less-than-significant impacts would result, and no further analysis is required in the Draft EIR.

Supporting Documentation/References Cited:

- SJVAPCD, *Enhanced CEQA Review*.

**4. BIOLOGICAL RESOURCES**

Would the project:

- a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?
- b. 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 California Department of Fish and Game or U.S. Fish and Wildlife Service?
- c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?
- d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?
- e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?
- f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	√			
b.	√			
c.	√			
d.	√			
e.	√			
f.	√			

## NARRATIVE DISCUSSION:

- a) **Potentially Significant Impact** - Implementation of the proposed project would convert agricultural uses to urban related uses. According to the two biological resources technical reports previously prepared for the project, several sensitive plant and wildlife species were identified as having the potential to occur within the area. Several federal- and/or state-listed endangered, threatened, or candidate species, were determined to have the potential to occur on-site including the following: Western burrowing owl, giant garter snake, Swainson's hawk, tricolored blackbird, mountain plover, white-tailed kite, long-billed curlew, western pond turtle, and white-faced ibis. As a result of the special status species identified as potentially occurring on the project site, impacts on such species could be significant. However, the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP) does provide mitigation measures to protect candidate, sensitive or special-status species in the proposed project area. The Draft EIR will include an analysis of potential impacts to candidate, sensitive, or special status species, and recommend mitigation measures pursuant to the SJMSCP to reduce any potentially significant impacts, where feasible.
- b) **Potentially Significant Impact** - As discussed in the two previous biological resources technical reports, Bear Creek would be potentially impacted by implementation of the proposed project. Therefore, the Draft EIR will address the potential impacts of the proposed project on riparian habitat or other sensitive natural communities in or near Bear Creek and, where feasible, recommend mitigation measures (i.e., temporary fencing during construction) to reduce impacts to these natural communities.
- c) **Potentially Significant Impact** – The project site is located adjacent to Bear Creek, near which wetlands and other Waters of the U.S. subject to the Section 404 permit process of the U.S. Army Corps of Engineers (ACOE) may exist. The Draft EIR will include an analysis of potential impacts to wetlands resulting from project implementation. If impacts on wetlands are determined to potentially occur as a result of project implementation, the project applicant would be required to work with the ACOE to obtain a Section 404 permit, which would include mitigation measures to protect any on-site wetlands.
- d) **Potentially Significant Impact** - As discussed above, several sensitive wildlife species were identified as having the potential to occur within the project site boundaries. One of these, Swainson's hawk, was observed foraging at the project site on August 24, 2005 by Moore Biological Consultants. As part of the Draft EIR process, a biological resources assessment will be performed to further assist in the evaluation of potential impacts on wildlife movement or corridors as a result of implementing the proposed project.
- e) **Potentially Significant Impact** – A previous EIR for the project identified the presence of valley oak trees, which are subject to the provisions of the City of Stockton's Heritage Oak Tree Ordinance. The Draft EIR will identify any local policies or ordinances related to the protection of biological resources, including the Heritage Oak Tree Ordinance, and evaluate the applicability of these policies or ordinances to the proposed project.

- f) **Potentially Significant Impact** - The proposed project site is located within the boundaries of the SJMSCP. The SJMSCP provides mitigation measures to protect specified biological resources in San Joaquin County, including the proposed project area. The applicability of the SJMSCP to the proposed project will be fully described in the Draft EIR.

Supporting Documentation/References Cited:

- Converse Consultants, *Biological and Cultural Assessment - Pardee Homes*, October 6, 2004.
- Gianelli Company, *Tree Assessment*, September 19, 2005.
- Moore Biological Consultants, *Baseline Biological Resources Assessment at the 'Bear Creek South' Project Site, Stockton, California*, September 19, 2005.
- San Joaquin Council of Governments, *San Joaquin Multi-Species Habitat Conservation and Open Space Plan*.

**5. CULTURAL RESOURCES**

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	√			
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	√			
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	√			
d. Disturb any human remains, including those interred outside of formal cemeteries?	√			

**NARRATIVE DISCUSSION:**

- a)-c) **Potentially Significant Impact** - To date, one historic resources report has been prepared for the proposed project site. According to this report, two previously documented cultural resources are located within the boundaries of the proposed project site. The first, a Southern Pacific Railroad Bridge, has been determined ineligible for consideration for the National Register of Historic Places, due to modifications to the original structure that have altered the architectural integrity of the bridge. The second site, a prehistoric site, was comprised of a pattern of scattered chert debris and a millstone fragment. In addition, five other archaeological resources have been identified within a 1/2-mile radius of the proposed project site. The Draft EIR will analyze the potential for adverse change to archaeological and paleontological resources as a result of project implementation.
- d) **Potentially Significant Impact** - Based on the cultural assessment prepared for the proposed project, the potential for discovery of human remains is not anticipated at the proposed project site. However, the EIR will identify any

necessary mitigation measures, including construction monitoring, to ensure that impacts related to the discovery of human remains would be less than significant.

Supporting Documentation/References Cited:

- Converse Consultants, *Biological and Cultural Assessment - Pardee Homes*, October 6, 2004.

**6. GEOLOGY AND SOILS**

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	√			
(2) Strong seismic groundshaking?	√			
(3) Seismic-related ground failure, including liquefaction?			√	
(4) Landslides?				√
b. Result in substantial soil erosion or the loss of topsoil?	√			
c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	√			
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1998), creating substantial risks to life or property?	√			
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?				√

**NARRATIVE DISCUSSION:**

- a)
- i) **Less-Than-Significant Impact with Mitigation Incorporated** - Similar to the rest of California, the proposed project site is located in a seismically active area, thus potentially exposing residents and others within the project site to seismic events. The

site is not located within a delineated Alquist-Priolo Earthquake Fault Zone. Impacts associated with seismic hazards would generally be addressed through adherence to applicable regulations (i.e., California Building Code) and design, grading, and structural recommendations identified in a preliminary geotechnical investigation previously conducted for the project. As such, impacts would be less than significant with the incorporation of such measures.

- ii) Less-Than-Significant Impact with Mitigation Incorporated** - As described under item 6.a)i), the project site is located within a seismically active area. However, the potential for seismic groundshaking is similar to the majority of California. The nearest fault is located approximately 22.8 miles from the project site. Based on the locations of faults within the region, the project site could be subjected to moderate ground shaking in the event of a major earthquake along a nearby fault. However, to further ensure that potential impacts to the proposed project as a result of a seismic event would be less than significant, the project would be designed and constructed in accordance with seismic safety provisions of the California Building Code and other applicable federal, state, and/or local requirements.
  - iii) Less-Than-Significant Impact** - Liquefaction is a physical process that takes place during some earthquakes that may lead to ground failure. As a consequence of liquefaction, water-saturated, well-sorted, fine-grain sands and silts behave as viscous fluids rather than solids. The probability of liquefaction occurring in the proposed project area is considered to be a low to moderate hazard, due to the substantial distance of the project site from the active Hayward and Calaveras Fault zones, and the type of ground shaking expected from those faults. Furthermore, the geotechnical investigation previously conducted for the project determined that, based on the depth to groundwater and potential seismic ground motions that could occur at the project site, the potential for liquefaction to occur is very low. As such, potential impacts are considered less than significant, and no further analysis is required in the Draft EIR.
  - iv) No Impact** - The proposed project site is located in an area of generally level terrain that would not produce a landslide. Average grade within the proposed project area is between zero and five degrees, and the soils are generally characterized as Quaternary-aged alluvium, lake playa, and terrace deposits. As a result, no impacts related to landslides would occur, and no further analysis is required in the Draft EIR.
- b) Potentially Significant Impact** - Erosion in all its forms involves the dislodgement of soil particles, their removal and eventual deposition away from the original position. Typically, erosion is caused by one of three things: wind, water, and tillage. Based on its topography and existing land uses, the project site may be subject to erosion from occasional high wind conditions and is already subject to regular watering and tilling. Development of the proposed project has the potential to subject a large area to further wind and water erosion during the construction phase. However, because the proposed project would involve the removal of agricultural fields, which typically have higher erosion potential, and the installation of impervious surfaces, the overall erosion potential at the project site may decrease as a result of the proposed project. Nevertheless, construction impacts are considered potentially significant. The Draft EIR will evaluate the potential impacts associated with erosion, and recommend measures to reduce or avoid any potential

effects.

**c) & d) Potentially Significant Impact** - The proposed project site is underlain by a variety of soil types that could exhibit shrink-swell potential, or experience differential settlement or other changes that could affect the structural integrity of proposed structures. In addition, a clay layer is located approximately 1.5 to 3.5 feet below ground surface, with an average thickness of 2.5 feet across the proposed project site. This clay layer has a medium to high expansion potential. However, based on the geotechnical investigation previously conducted, several measures could address the potential soil instability at the project site, including over-excavation, re-compaction, and mixing of different soils. The Draft EIR will further address the aforementioned potential soil stability concerns. In addition, the Draft EIR will address the ability of engineering controls to appropriately address geologic stability and compliance with applicable building codes.

**e) No Impact** – The project proposes to connect to the City of Stockton’s wastewater collection and treatment system. The project would not use any septic systems or other alternative wastewater disposal systems. Therefore, the project would have no impact on this issue, and no further analysis is required in the Draft EIR.

Supporting Documentation/References Cited:

- Converse Consultants, *Phase 1 Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Converse Consultants, *Phase 11 Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- City of Stockton, General Plan, Background Report, February 2004, Chapter 11, Public Health and Safety, 11.3 Geologic and Seismic Hazards, pp. 11-27 to 11-37.
- Geocon Incorporated, *Bear Creek Development-Klein and Arnaiz Properties-Stockton, California-Due Diligence Geotechnical Study, September 2004.*

**7. GREENHOUSE GAS EMISSIONS**

Would the project:

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

	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	√			
b.	√			

**a)-b) Potentially Significant Impact** - Global climate change is understood to be the result of atmospheric concentrations of greenhouse gases (GHGs) that trap heat in the earth’s atmosphere. GHGs are both naturally occurring and are emitted by

human activity. Concerns related to global climate change include the direct consequences of an altered, warmer climate with more days of intense heat in California. They also include reduced air quality, reduced snowpack with impacts on water supply, potentially higher-intensity storms and associated flood threats, and rising sea levels. In turn, these changes may affect agricultural production, viability of existing ecosystems and the species that depend on them, energy production and consumption, and public health.

GHG emissions are associated with the combustion of carbon-based fuels. Major GHG sources in California include transportation (40.7%), electric power (20.5%), industrial (20.5%), agriculture and forestry (8.3%) and others (8.3%). An inventory of GHG emissions conducted by the City of Stockton, recently revised, indicated that the City generated approximately 2.36 MMT CO<sub>2</sub>e in 2005. Transportation accounted for approximately 64% of the GHG emissions in Stockton. Commercial and industrial activities accounted for approximately 18.4% of emissions, and residential land uses accounted for approximately 14.8% (City of Stockton, 2009).

The State of California, in accordance with AB 32, adopted a Global Climate Change Scoping Plan in December 2008. The Scoping Plan proposes to achieve a 29% reduction in projected business-as-usual emission levels for 2020, which is assumed to achieve the 2020 goal of reducing GHG emissions to 1990 levels. The SJVAPCD has taken an active role in facilitating compliance with AB 32 for land use agencies and businesses. A Final Staff Report on addressing GHG emission impacts under CEQA, issued in December 2009, describes an approach to GHG emission reduction that relies on the use of Best Performance Standards. For projects not implementing Best Performance Standards, or for any projects requiring an EIR, demonstration of a 29% reduction in GHG emissions from business-as-usual conditions is required to determine that a project would have a less than cumulatively significant impact. The City of Stockton is independently addressing the issue of global climate change and the need to reduce GHGs, through the adoption of the Green Building Ordinance in August 2010 and committing to development of a Climate Action Plan that would identify potential for GHG reduction city-wide as a result of its 2008 Settlement Agreement with the California Attorney General. City staff has proposed that a draft Climate Action Plan be made available for public review in late 2011, with adoption in spring 2012. In the interim, the City has set an interim GHG reduction target of 28.7%, pending completion of its CAP.

The proposed project, through its land use activities and the vehicular trips generated by them, is expected to contribute GHG emissions. Since GHG emission reduction is a State goal, the additional GHGs contributed by the project would be a potentially significant impact. The Draft EIR will estimate the potential GHG emissions associated with the project, both with and without potential mitigating project features. It will recommend mitigation measures, if necessary, to reduce GHG emissions and determine if project GHG emissions after mitigation would be consistent with state and local GHG emission reduction plans.

#### Supporting Documents/References Cited:

- California Air Resources Board. Climate Change Scoping Plan: A Framework for

Change. Adopted December 2008.

- California Energy Commission. Inventory of California Greenhouse Gas Emissions and Sinks: 1990 to 2004. Staff Final Report. CEC-600- 2006-013-SF, December 2006.
- City of Stockton. 2009. "Adoption of Interim Community Greenhouse Gas Emission Reduction Target for the City of Stockton." Memorandum from Michael M. Niblock, Director, Community Development Department to City Council. September 1, 2009.
- San Joaquin Valley Air Pollution Control District. 2009. Final Staff Report – Climate Change Action Plan: Addressing Greenhouse Gas Emissions Impact under the California Environmental Quality Act. December 17, 2009.

## 8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

- 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 involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?
- Be located within the vicinity of a private airstrip and result in a safety hazard 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?
- Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a.			√	
b.	√			
c.	√			
d.			√	
e.				√
f.				√
g.	√			
h.				√

## NARRATIVE DISCUSSION:

- a) **Less-Than-Significant Impact** - Construction and operation of the proposed project would not require extensive or on-going use of materials that would create a significant hazard. Some examples of hazardous materials handling during construction activities include fueling and servicing construction equipment on-site and the transport of fuels, lubricating fluids and solvents. These materials are generally disposed of at non-hazardous Class II and III landfills, along with traditional solid waste. In addition, use of these hazardous materials would cease once construction activities are completed. Proposed project operations would not involve the transportation or disposal of hazardous materials. Small amounts of cleaning agents, pesticides, and fertilizers associated with residential uses may be used, but this is not expected to create a significant hazard. As a result, a less-than-significant impact related to acutely hazardous materials would occur, and no further analysis is required in the Draft EIR.
- b) **Potentially Significant Impact** - Historical information indicates that the project site has been occupied primarily by agricultural uses since at least 1952. Agricultural chemical residues may potentially be found in the soil. The Phase I Environmental Site Assessments (ESA) previously conducted for the project site concluded that a potential for soil contamination from pesticides and herbicides exists, due to on-site agricultural uses.

In October 2004, Limited Phase II ESAs were conducted to evaluate the potential for subsurface contamination at specific locations across the agricultural fields of the project site and in the vicinity of a barn located on site. Analytical results of collected soil samples indicated that total petroleum hydrocarbons were detected within the subsurface of the south and west sides of the barn, as well as under two aboveground storage tanks. It was recommended that further assessment be conducted to delineate the extent of the impacted soil in the vicinity of the agricultural equipment area on the proposed project site. In addition, due to the nature of agricultural fields, there is potential for the existence of underground storage tanks, hazardous materials, and/or vehicle maintenance areas on the project site. In accordance with applicable state and local guidelines, a Remedial Action Workplan will be prepared, which will detail a plan for the safe removal of any contaminated soil or other hazardous materials present on the site.

Based on the results of the Phase I and Phase II ESAs that have been conducted for the proposed project, impacts will likely be mitigated to less than significant levels. Nevertheless, this issue will be evaluated further in the Draft EIR, to specify potential soil contamination and other hazardous material issues and any necessary mitigation.

- c) **Potentially Significant Impact** - The project site is located directly east of Ronald McNair High School and directly north of Westwood Elementary School. The proposed project would develop residential units, a school, a commercial area and parks, and does not propose to process or store any acutely hazardous materials. However, if soils are contaminated, disturbance of the soil during construction activities could result in potential hazardous emissions that could affect nearby schools. Thus, the Draft EIR will evaluate the potential effects of hazardous emissions on the existing schools and proposed school, and recommend mitigation measures to reduce or eliminate any potential impacts.

- d) **Less-Than-Significant Impact** - The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, the proposed project would not create a significant hazard to the public or the environment. Impacts would be less than significant, and this issue will not require further analysis in the Draft EIR.
- e) **No Impact** - The Stockton Metropolitan Airport is located approximately nine miles south of the project site. Thus, the proposed project site is not located within two miles of a public airport. Therefore, further analysis of potential safety hazards related to the proposed development being located within two miles of a public airport is not required in the Draft EIR.
- f) **No Impact** - The project site is not located in the vicinity of a private airstrip that could result in a safety hazard for people residing in the project area. The nearest airstrip, the Lodi Airpark, is located approximately 2.5 miles northwest of the project site. Therefore, there would be no impact related to private airstrips, and no further analysis is required in the Draft EIR.
- g) **Potentially Significant Impact** - The proposed project would add residential structures, which would contribute associated traffic to roadways in the project vicinity. It is anticipated that the existing and future roadway infrastructure, both on-site and off-site, will have suitable capacity to accommodate emergency response and emergency evacuation situations. The Draft EIR will examine compatibility of the project with adopted emergency response and evacuation plans.
- h) **No Impact** - There are no known wildlands on the proposed project site or in the vicinity of the proposed project site. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildland fires are adjacent to urbanized areas. As such, there would be no impact, and no further analysis is required in the Draft EIR.

Supporting Documentation/References Cited:

- Converse Consultants, *Phase I Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Converse Consultants, *Phase II Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Converse Consultants, *Phase I Environmental Site Assessment Report, Stockton Acquisition-Klein Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Converse Consultants, *Phase II Environmental Site Assessment Report, Stockton Acquisition-Klein Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*

**9. HYDROLOGY AND WATER QUALITY**

Would the project:

- a. Violate any water quality standards or waste discharge requirements?
- b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?
- c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?
- d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?
- e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?
- f. Otherwise substantially degrade water quality?
- g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?
- h. Place within a 100-year flood hazard area structures that would impede or redirect floodflows?
- i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?
- j. Contribute to inundation by seiche, tsunami, or mudflow?

	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	√			
b.	√			
c.	√			
d.	√			
e.	√			
f.	√			
g.	√			
h.	√			
i.	√			
j.				√

**NARRATIVE DISCUSSION:**

**a)-f) Potentially Significant Impact** - The project site is currently primarily agricultural land with irrigation canals. The proposed project site is bounded on the north by Bear Creek. The irrigation canals would be removed during construction of the proposed project, while the project would be set back from the toe of the Bear Creek southern levee. Only the construction of Lt. Col. Mark Taylor Street would encroach into Bear Creek. Development of the project site would substantially alter the on-site drainage pattern and require installation of on-site storm water conveyance features and

modification or installation of off-site drainage facilities, due to the increased amount of storm water runoff from impervious surfaces. The exact size and location of the proposed on-site detention facilities have yet to be determined at this stage of the planning/environmental review process, pending approval by the City's Municipal Utilities Department. A different rate of groundwater recharge through percolation would result, due to the addition of impervious surfaces as a result of the project. Due to the conversion of the proposed project site to urban uses, mainly residential development, the potential for adverse water quality impacts to storm water discharged off-site would occur. The Draft EIR will evaluate potential impacts related to flooding, groundwater, drainage, runoff, and water quality.

Groundwater within the vicinity of the proposed project site has the potential to contain high concentrations of salt and chemicals, due to past agricultural activities. In addition, the high organic content of soils on the proposed project site has contributed incrementally to the degradation of groundwater quality. Thus, the proposed project is not anticipated to further degrade water quality. However, the Draft EIR will include an evaluation of this issue. The Draft EIR also will evaluate the proposed project's compliance with the requirements of the Regional Water Quality Control Board (RWQCB) related to the National Pollutant Discharge Elimination System (NPDES) and any appropriate Best Management Practices (BMPs).

- g)-i) Potentially Significant Impact** - According to the Federal Emergency Management Agency, the proposed project site is located within Flood Zone X, which is designated as those areas protected by levees from 1% annual chance flood (100-year flood; also known as the base flood). The Locally Constructed Flood Control Project of the San Joaquin Area Flood Control Agency constructed flood protection facilities on Bear Creek, Pixley Slough, Upper Mosher Creek, the Mosher Diversions and the Calaveras River. Even though the majority of the area is protected from riverine flooding during a 100-year storm event, there are other potential problems such as structural failures of levees and upstream water control dams. The project site shares its northern boundary with Bear Creek, a leveed waterway. Since levee failures are a threat in any system that depends on levees for flood protection, the proposed project could place people and structures in a potential flood hazard. The Draft EIR will evaluate potential impacts related to flooding and the placement of housing within an area subject to potential flooding, and recommend any necessary mitigation measures to reduce potential impacts to less than significant levels.

It should be noted that State of California Department of Water Resources (DWR) and the Central Valley Flood Protection Board under SB 5 is to prepare and adopt a Central Valley Flood Protection Plan (CVFPP) by mid-2012. The flood legislation establishes the 200-year flood event as the minimum level of flood protection to be provided in urban and urbanizing areas. The DEIR for the BCS MDP will address the CVFPP and identify potential mitigation measure, as required.

- j) No Impact** - The project site is bounded on the north by Bear Creek, a leveed waterway. According to the City of Stockton General Plan Background Report, if a nearby fault were to experience substantial movement, a seiche could be produced, which could potentially damage nearby levees. Due to the presence of a levee directly north of the project site, the proposed project could create a potential

hazard. However, since the water level of Bear Creek is relatively shallow, an expected seiche wave would be no more than a few feet in height and thus would have no impact. This issue will not be analyzed further in the Draft EIR.

Supporting Documentation/References Cited:

- Converse Consultants, *Phase I Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Converse Consultants, *Phase I Environmental Site Assessment Report, Stockton Acquisition-Klein Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Federal Emergency Management Agency Panel No. 06077C0320F.
- Stockton General Plan, Background Report, February 2004, Chapter 11, Public Health and Safety, 11.6 Flood Hazards, pp. 11-77 to 11-81.

**10. LAND USE AND PLANNING**

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?				√
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	√			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?			√	
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	√			

**NARRATIVE DISCUSSION:**

- a) No Impact** - The project site is currently developed with agricultural fields and does not support a residential community. The project will be an expansion of residential land uses that are consistent with residential uses to the south of the project. In addition, an existing high school is located immediately to the west of the proposed project site. As such, the proposed project would not divide an established community. No impact would occur, and no further analysis is required in the Draft EIR.
- b) Potentially Significant Impact** - The proposed project would require annexation into the City of Stockton. Therefore, the project would be required to be consistent with the City of Stockton General Plan 2035 and other applicable land use plans of the City. The Draft EIR will analyze the consistency of the proposed project with the policies contained in the City of Stockton General Plan 2035 and other applicable plans. The Draft EIR will recommend any necessary mitigation measures to ensure

that the proposed project does not conflict with any applicable land use plans, policies or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

- c) **Less-Than-Significant Impact** - As mentioned in the Biological Resources section, the project site is located within the jurisdictional area of the SJMSCP. The proposed project would comply with the SJMSCP; therefore, it would not conflict with applicable habitat or natural community conservation plans. Impacts are considered less than significant, and no further analysis is required in the Draft EIR.
- d) **Potentially Significant Impact** - The project site is bordered on the east by a partially built residential subdivision known as Cannery Park, on the south by an existing residential development, and on the west by a high school and regional park. Since the proposed project would involve primarily new residential uses, implementation of the proposed project would not introduce a new type of land use that would not be consistent with the area's surrounding residential land uses. However, the existing railroad tracks that divide the BCS MDP and Cannery Park; potential traffic related impacts; and the interim continuation of agricultural uses in the plan area could lead to land use/operational conflicts. As such, this impact is considered potentially significant, and further analysis will be included in the Draft EIR.

Supporting Documentation/References Cited:

- San Joaquin Council of Governments, *San Joaquin County Multi-Species Habitat Conservation and Open Space Plan*.

**11. MINERAL RESOURCES**

Would the project:

- a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
			√
			√

**NARRATIVE DISCUSSION:**

**a)-b) No Impact** - The proposed project site is categorized by Quaternary-aged recent alluvium, lake playa, and terrace deposits that range from unconsolidated to semi-consolidated. The project site is not known to contain any mineral resources, including sand and gravel that could be used for construction. The Stockton General Plan 2035 does not identify any mineral resources on the project site. As a result, no impact to mineral resources would result, and no further analysis of this issue is required in the Draft EIR.

Supporting Documentation/References Cited:

- Converse Consultants, *Phase I Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*
- Converse Consultants, *Phase II Environmental Site Assessment Report, Stockton Acquisition-Arnaiz Property, Stockton, California, prepared for Pardee Homes, October 5, 2004.*

## 12. NOISE

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?	√			
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	√			
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	√			
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	√			
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?				√
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?				√

### NARRATIVE DISCUSSION:

**a) & d) Potentially Significant Impact** - Existing noise levels in the proposed project area are dominated by local traffic. Additionally, there is noise associated with train horns at the existing Morada Lane and Union Pacific Railroad crossing located adjacent to the project site. Nearby noise-sensitive receptors include existing residences located south and east of the project site, Ronald McNair High School located west of the project site, and Westwood Elementary School located south of the project site. Over the long term, increased noise levels would be generated at the project site due to increased traffic from land use activities at the site once it is occupied. The traffic noise could affect the existing sensitive receptors identified above. The noise generated by vehicles and human activities associated with operation of the proposed project operations (e.g., children playing outside, persons entering/exiting their residences, etc.) could exceed established thresholds of significance for noise.

Noise from mechanical equipment associated with particular project operations, such as air conditioning systems, would be required to comply with City requirements pertaining to noise attenuation such that interior noise levels do not exceed 45 dB in any habitable room, and adequate buffering of such equipment. The Draft EIR will include an analysis of the interior and exterior noise levels for residential uses on the proposed project site in relation to the City's established noise criteria set forth in Section 16.60.040 of the Stockton Municipal Code and the City of Stockton General Plan 2035. The evaluation will also identify the location of noise barriers at residential and non-residential (i.e., parks near railroad right-of-way) locations on the proposed project site. The Draft EIR will recommend appropriate mitigation measures to reduce or eliminate any potential noise impacts during operation of the proposed project.

- b) Potentially Significant Impact** - Groundborne vibration or noise could temporarily occur, due to some construction activities. However, long-term project operations would not include uses that would result in groundborne vibration. However, the proposed project site is bordered on the east by the Union Pacific Railroad right-of-way. The location of residential structures in such close proximity to the railroad track may expose residents at the proposed project site to vibration levels in excess of those established by the Federal Railway Administration. Vibration impacts will be addressed in the Draft EIR, and appropriate mitigation measures will be recommended to help reduce or eliminate any potential noise vibration impacts from the nearby railroad activity.
- c) Potentially Significant Impact** - Project construction activities would cause a temporary increase in ambient noise; however, Section 16.60.040 of the Stockton Municipal Code would regulate construction noise. Noise impacts from construction will be addressed in the Draft EIR, and appropriate mitigation measures will be recommended to reduce or eliminate any potential noise impacts during construction of the proposed project. Increased trips on future and existing roadways will increase noise levels. The Draft EIR will assess long-term noise impacts associated with the project and appropriate mitigation measures will be recommended and evaluated in terms of reducing potential impacts to less than significant levels.
- e)-f) No Impact** – As noted in the Hazards and Hazardous Materials section, the project site is approximately nine miles north of the Stockton Metropolitan Airport. The nearest private airstrip is Lodi Airpark, approximately 2.5 miles to the northwest. As a result, no impacts from excessive noise levels related to airport/airstrip operations would occur, and no further analysis is required in the Draft EIR.

Supporting Documentation/References Cited:

- City of Stockton Municipal Code Section 16.60.040.

### 13. POPULATION AND HOUSING

Would the project:

- a. Induce substantial 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)?
- b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?
- c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?

Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
√			
			√
			√

#### NARRATIVE DISCUSSION:

- a) **Potentially Significant Impact** - The project proposes development of approximately 3,622 residential units that would represent a growth of approximately 11,264 residents (assuming 3.11 individuals per household). This is considered a potentially significant impact. The Draft EIR will evaluate the potential impact of such a growth in local population and the consistency of that projected growth with local and regional population projections, primarily those in the Stockton General Plan 2035.
- b)-c) **No Impact** - Implementation of the proposed project would result in the replacement of existing agricultural uses with residential uses. No residential structures are currently located at the project site. As such, no displacement of existing housing or people would occur as a result of implementation of the proposed project. The proposed project would increase the available housing stock in Stockton, which may be considered a beneficial impact as it would provide greater choice in housing units for both existing and new City residents. No impact related to the displacement of housing and population would occur, and no further analysis is required in the Draft EIR.

**14. PUBLIC SERVICES**

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or 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 any of the following public services:				
(1) Fire protection?	√			
(2) Police protection?	√			
(3) Schools?	√			
(4) Parks?		√		
(5) Other public facilities?	√			

**NARRATIVE DISCUSSION:**

a)

**1)-3) Potentially Significant Impact** - The project site is currently developed as agricultural fields. Conversion of the proposed project site to urban uses would require an increase in the provision of public services. Although public services such as police and fire are available to serve the proposed project site, the development of approximately 3,622 residential units would significantly increase the demand for these services. The Draft EIR will include an evaluation of the existing level of service provision and the potential impacts to these service providers that could result from the proposed project. Specifically, the Draft EIR will evaluate what additional service requirements are necessary, if new facilities or modifications to existing facilities related to the provision of public services are required, and the timing of the provisions of these public services. The Draft EIR will also recommend mitigation measures that may be required to reduce potentially significant impacts below the level of significance.

**4) Less Than Significant w/ Mitigation Incorporated** – The project proposes the installation of parks throughout the proposed residential areas, along with a creek side parkway along Bear Creek. The total park area acreage on-site would be approximately 48.2 net acres. An additional credit of existing park acreage will be assigned to the project (approximately 6 acres) associated with the Silvio (Sib) Misasi Community Park adjacent to McNair High School. It is expected that these on- and off-site parks would accommodate the demand generated by new residents

on the project site, thereby eliminating the need to develop or expand parks elsewhere in the City or in San Joaquin County. Therefore, the project would have a less than significant impact on existing park facilities, and no further analysis is required in the Draft EIR. As discussed in the Recreation section, these proposed parks may have other operational impacts that will be analyzed in the Draft EIR.

5) **Potentially Significant Impact** – Please refer to discussion in a) 1)-3) above.

**15. RECREATION**

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. 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?			√	
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	√			

**NARRATIVE DISCUSSION:**

- a) **Less Than Significant Impact** - Development of the proposed project would increase local and regional population and thereby the use of local/neighborhood and regional parkland. The proposed project involves the development of 48.2 net acres of parkland, including a network of parks and bicycle trails, intended to serve future residents of the proposed project. An additional credit of existing park acreage will be assigned to the project (approximately 6 acres) associated with the Silvio (Sib) Misasi Community Park. Because the proposed project does include enough acreage of new parks and other recreational opportunities, residents from the proposed development would not need to rely on other neighborhood and community parks. The proposed project would comply with the 2035 General Plan, which includes a required provision of approximately five acres of local parkland per thousand residents, and all City policies and other requirements regarding parkland.
- b) **Potentially Significant Impact** - The proposed development includes a network of parks and pedestrian trails intended to serve future residents of the proposed project. These parks and other recreational facilities are intended to serve the proposed residences. Nevertheless, these facilities are new construction on a currently undeveloped area; therefore, installation of these parks could have a potentially significant impact. The Draft EIR will evaluate the potential environmental impacts of the new parks and trails, and recommend mitigation measures if necessary.

Supporting Documentation/References Cited:

- City of Stockton General Plan 2035.

**16. TRANSPORTATION/TRAFFIC**

Would the project:	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	√			
b. Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	√			
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				√
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	√			
e. Result in inadequate emergency access?			√	
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	√			

**NARRATIVE DISCUSSION:**

- a)-b) Potentially Significant Impact** - Development of the proposed project would result in an increase in traffic and modifications to existing roadways. A traffic analysis will be prepared to assist in the evaluation of the potential impacts related to traffic that would result from project implementation. During construction of the proposed project, impacts on traffic from construction vehicles queuing at and entering and exiting the site could occur. In addition, operation of the proposed project would generate additional vehicular trips that could potentially result in a substantial traffic increase in the area. This increase in traffic would further add to the existing traffic load and could impact the existing capacity of the street system. The potential impacts due to increased trip generation, changes to the volume to capacity ratio on roads, and congestion at intersections will be analyzed in the Draft EIR.
  
- c) No Impact** - The southern boundary of the proposed project site is approximately nine miles north of the Stockton Metropolitan Airport. In addition, the increase in residential population that would result from the development is not anticipated to

increase use of this airport to a level that would significantly increase air traffic levels or require a change in air traffic patterns. As a result, no impacts related to air traffic patterns or traffic levels would occur, and no further analysis is required in the Draft EIR.

- d) **Potentially Significant Impact** - The proposed project is not anticipated to include any design features that would result in roadway hazards. Development would include pathways that would link the proposed residential units, and the traditional neighborhood setting would be designed with appropriate streets and roadways for vehicular circulation. However, potential design hazards will be analyzed further in the Draft EIR, including access to the project site from the main roads in the vicinity (West Land and Morada Lane).
- e) **Less-Than-Significant Impact** - The residential development proposes several internal residential streets (currently unnamed) accessible from West Lane, Morada Lane, and from across Bear Creek. The placement of access points to the proposed project site would not interfere with existing emergency access routes in the vicinity of the proposed project. Further, the proposed project's internal roadway system would be designed in a manner that allows for adequate emergency access as per City of Stockton design standards. As a result, significant impacts related to emergency access would not occur, and no further analysis is required in the Draft EIR.
- f) **Potentially Significant Impact** – It is expected that the project, with its new residences, would generate a demand for public transportation services. The Draft EIR will evaluate the proposed project's alternative transportation elements and evaluate the proposed project as it relates to the existing alternative transportation infrastructure, including existing transit operations in the area. In addition, it is expected that bicycle and pedestrian facilities would be provided as part of the project. The Draft EIR will evaluate the proposed project as it relates to the proposed bicycle and pedestrian facilities.

**17. UTILITIES AND SERVICE SYSTEMS**

Would the project:

- a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?
- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

	Potentially Significant Impact	Less than Significant w/Mitigation Incorporated	Less Than Significant Impact	No Impact
a.	√			
b.	√			
c.	√			

- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?
- e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

√			
√			
√			
√			

**NARRATIVE DISCUSSION:**

- a) **Potentially Significant Impact** - The Regional Water Quality Control Board (RWQCB) will be contacted as part of the Draft EIR process to ensure that the wastewater treatment capacity required by the proposed project is in compliance with the RWQCB's requirements. Conclusions of this compliance will be documented in the Draft EIR.
- b)-f) **Potentially Significant Impact** – The project is expected to require the installation of facilities such as water and sewer lines, a non-potable water system, power lines, storm drainage collection facilities and other infrastructure. The on-site facilities would be connected to utility systems existing in the area. The Draft EIR will analyze project-related impacts to utility and service systems. The analysis will incorporate the input of local utility providers regarding existing infrastructure and capacities. City departments and other service providers will provide data on current and planned capacities for their respective service type. These services will include water, wastewater (sewer), storm drainage and other utilities. Current and anticipated future service capacities will be evaluated with respect to the proposed project. A water supply assessment is currently being conducted for the proposed project to meet the requirements of Senate Bills 610 and 221. This information will be summarized in the Draft EIR and included as an appendix to the Draft EIR, as appropriate. The Draft EIR will also recommend mitigation measures that may be required to reduce potentially significant impacts.
- g) **Potentially Significant Impact** - The proposed project is required to comply with federal, state, and local statutes and regulations related to solid waste. Therefore, impacts related to these statutes and regulations are considered less than significant. Nonetheless, as part of the Draft EIR process, solid waste service providers (i.e., landfills) will be contacted to provide data on current and planned capacities, as with other utilities. Current and anticipated future service capacities will be evaluated with respect to the proposed project in the Draft EIR.

## 18. MANDATORY FINDINGS OF SIGNIFICANCE

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

### NARRATIVE DISCUSSION:

- a) **Potentially Significant Impact** – As previously noted above, the project could have potentially significant impacts on various biological resources, including special-status species, waters of the U.S. and oak trees. In addition, the project could have potentially significant impacts on cultural resources. These issues will be further analyzed in the Draft EIR.
- b) **Potentially Significant Impact** - The proposed project site is located in an area that is undergoing conversion from agricultural to urban uses. As a result of this conversion to more intensive urban uses, the Draft EIR will discuss the potential for cumulative impacts to all resource areas analyzed in the Draft EIR, particularly biological resources. In addition, as discussed previously, the proposed project could have a potentially significant impact on air quality, noise, population and housing, and transportation, some of which may be cumulative in character. Impacts to any of the issue areas described above for which potentially significant impacts have been identified may also have cumulative effects. The Draft EIR will evaluate the potential cumulative impacts of the project, including the identification of any cumulatively considerable effects and mitigation measures for such effects if feasible.
- c) **Less-Than-Significant Impact** - The proposed project includes residential development that would be required to conform to mandatory obligations related to human safety. Therefore, implementation and operation of the proposed project would not cause substantial adverse effects on human beings, and impacts are considered less than significant. Thus, no further analysis is required in the Draft EIR.

**D. EARLIER ANALYSIS**

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Initial Study/Negative Declaration [Section 15063(c)(3)(d) of the State CEQA Guidelines]. The previously-certified or adopted environmental document(s) and any applicable adopted mitigation measures, CEQA “findings”, Statements of Overriding Considerations, and mitigation monitoring/reporting programs are incorporated by reference, as cited below, and discussed on attached sheet(s) to identify the following:

- (a) Earlier Analysis Used - - Identify earlier analyses that may adequately address project impacts and that are available for review at the City Of Stockton Community Development Department, Planning Division, 345 N. El Dorado Street, Stockton CA:

Final EIR File No.: 4-88	Title: City Of Stockton General Plan Revision
State Clearinghouse No.: 1988072506	and Infrastructure/ Public Facilities Master Plans
Final EIR File No.: 6-03	Title: Environmental Impact Report for
State Clearinghouse No.: 2203102149	Wastewater Collection System No. 9
EIR File No.: 4-05	Title: City Of Stockton General Plan Update
State Clearinghouse No.: 2004082066	2035, Draft Environmental Impact Report

The above documents provide background information to this Initial Study and may be used to support the preparation of the EIR. These documents have not been used to classify potential project impacts as less than significant at this time.

- (b) Impacts Adequately Addressed - - Identify which effects from the above checklist (Section C) were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards.

No such effects have been identified in this Initial Study. Potential coverage of the environmental effects of the project by prior EIRs will be considered in the EIR to be prepared for the BCS MDP project.

- (c) Mitigation Measures - - For effects that are “Less Than Significant With Mitigation Incorporated,” specify whether any applicable mitigation measures are incorporated or refined from the earlier document to address site-specific conditions for the project.

No such mitigation measures have been identified in this Initial Study.

- (d) CEQA Findings, Statements Of Overriding Considerations, And Mitigation Monitoring/Reporting Programs – Indicate whether applicable previously adopted CEQA Findings, Overriding Considerations, and Mitigation Monitoring Provisions have been relied upon and incorporated into the proposed project, pursuant to Sections 15150 (incorporation by reference) and 15152 (Tiering) of the State CEQA Guidelines.

No such findings have been made in this Initial Study.

## **E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED**

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a “Potentially Significant Impact”), as indicated in the preceding Checklist (Section C) and the Earlier Analysis (Section D):

√ Aesthetics	√ Agricultural Resources	√ Air Quality
√ Biological Resources	√ Cultural Resources	√ Geology/Soils
√ Hazards and Hazardous Materials	√ Hydrology/Water Quality	√ Land Use/Planning
√ Mineral Resources	√ Noise	√ Population/Housing
√ Public Services	√ Recreation	√ Transportation/Traffic
√ Utilities/Service Systems	√ Greenhouse Gas Emissions	√ Mandatory Findings of Significance

## **F. REFERENCES CITED AND PERSONS CONSULTED**

### **1. REFERENCES CITED**

California Department of Conservation, Division of Land Resource Protection. 2008. San Joaquin County Important Farmlands (map). 2008.

California Department of Finance. 2011. Report E-5 City/County Population and Housing Estimates, 1/1/2011.

ESA. 2006. Environmental Impact Report, Stockton General Plan 2035. Draft – December 1, 2006.

FEMA. 2002. Flood Insurance Rate Map, San Joaquin County, California (Unincorporated Areas). Community Panel Number 06077C0320F. Revised October 16, 2009.

InSite Environmental. Revised Draft Environmental Impact Report, Northeast Stockton High School. September 14, 2001.

- Mintier and Associates. 2006. Stockton General Plan Update 2035, Goals and Policies Report, Draft. December 1, 2006. Adopted December 2007.
- Mintier and Associates and Matrix Design Group. 2007. City of Stockton, Stockton General Plan 2035 Background Report. December 2007.
- Paoli, Michael, and Associates. Final Environmental Impact Report City of Stockton General Plan Revision and Infrastructure/Public Facilities Master Plans. SCH#1988072506. Prepared for City of Stockton. December 6, 1989.
- PBS&J. 2008. Bear Creek South Environmental Impact Report, Public Review Draft. May 2008.
- San Joaquin County Department of Community Development. 2011. On-Line District Viewer.
- San Joaquin County Department of Public Works – Flood Control and Water Conservation District. Groundwater Report. Spring 1999.
- San Joaquin Valley Air Pollution Control District. 2002. Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI). January 10, 2002.
- USDA Soil Conservation Service. 1992. Soil Survey of San Joaquin County, California. October 1992.
- Walker, Larry and Associates. City of Stockton Stormwater Management Plan. September 2003
- Walker, Larry and Associates. City of Stockton Stormwater Quality Criteria Plan. November 2003.

## **2. PERSONS CONSULTED**

Anderson, John; J.B. Anderson Land Use Planning  
Arvin, John; Pardee Homes  
Brennan, Jim; j.b. brennan & Associates  
Farmer, Terry; Kleinfelder  
Liaw, Jenny; City of Stockton  
Niskanen, Mark; J.B. Anderson Land Use Planning  
Shijo, Wayne; KD Anderson  
Simpson, Charlie; Kleinfelder  
Smith, Trevor; Kleinfelder  
Stagnaro, David; City of Stockton  
Zellmer, John; RJA

**G. DETERMINATION**

On the basis of this initial evaluation and on substantial evidence in light of the whole record before the Lead Agency:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, however, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent (see attached Mitigation Agreement). A MITIGATED NEGATIVE DECLARATION or an ADDENDUM to a MITIGATED NEGATIVE DECLARATION will be prepared.

- √ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR), SUBSEQUENT EIR, SUPPLEMENT to an EIR, or an ADDENDUM to an EIR is required.

I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or MITIGATED NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or MITIGATED NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required. Specifically, the environmental documentation for the proposed project is provided by the following document(s):

(Pursuant to the State and City Guidelines for Implementation of CEQA, the determination of the Community Development Director may be appealed to the City Planning Commission by submitting a written appeal with the applicable fee to the Community Development Department within ten (10) calendar days following this date of the determination.)

MICHAEL E. LOCKE, DEPUTY CITY MANAGER/  
INTERIM COMMUNITY DEVELOPMENT DIRECTOR

ORIGINAL SIGNED BY:

By: Jenny Liaw  
Jenny Liaw, Senior Planner

Date: February 17, 2012