

CHAPTER TWO: EXISTING CONDITIONS

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Chapter Two: Existing Conditions

2.1 INTRODUCTION

Chapter Two includes seven subsections. The first subsection describes the geographic setting for the Tidewater Crossing Master Development Plan Area. The second subsection describes the existing land uses present in the Plan Area. The third subsection presents information regarding environmental characteristics of the Master Development Plan Area. Subsection Four describes the existing circulation within and surrounding the Plan Area. Subsection Five describes the existing provision of services and utilities. The sixth subsection discusses the ownership of parcels within the Master Development Plan Area. The seventh subsection discusses the Plan's relationship to other City documents.

2.2 MASTER DEVELOPMENT PLAN AREA

2.2.1 Regional and Local Setting

Tidewater Crossing is located west of State Route 99 and generally south to southwest of the Stockton Metropolitan Airport. Access to the Tidewater Crossing Community is provided by South Airport Way, which bisects the project area in a north-south direction, and East French Camp Road, which abuts portions of the southern boundary of the planning area in an east-west direction. East French Camp Road provides access to State Route 99 and Interstate 5, providing direct access from the Tidewater Crossing Community to the cities of Lathrop, Tracy, Ripon and Modesto to the south, and the cities of Lodi, Galt, Elk Grove, Sacramento, and other destinations to the north. Figures 2.1 and 2.2 depict the Tidewater Crossing project site in relation to the land use designations and boundaries for the City of Stockton 1990 and 2035 General Plans. Figures 2.3 and 2.4 depict the Tidewater Crossing project site in relation to the County of San Joaquin's land use and zoning designations.

The Tidewater Crossing Plan Area is east of the historic community of French Camp, one of the oldest settlements in San Joaquin County.

2.2.2 City of Stockton Boundaries

The Tidewater Crossing site is currently under the jurisdiction of San Joaquin County, but is within the City of Stockton's Urban Service Area boundaries and partially within the City's Sphere of Influence. The Urban Service Area defines "the portion of the planning area available for urbanized development."¹ Before the project can be annexed into the City boundary, the

1 Section 3.2 of the Goals and Policies Report (page 3-8).

FIGURE 2.1 CITY OF STOCKTON 1990 LAND USE MAP

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REMOVE

FIGURE 2.2 CITY OF STOCKTON 2035 LAND USE MAP

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FIGURE 2.3 COUNTY OF SAN JOAQUIN LAND USE MAP

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FIGURE 2.4 COUNTY OF SAN JOAQUIN ZONING MAP

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Local Agency Formation Commission (LAFCO) must evaluate an annexation proposal submitted by the City and project applicant. The annexation proposal does not include territory that is not a component of this Master Development Plan.

2.2.3 Visual Character

The relatively level topography, existing agricultural uses, and the other site characteristics described in this chapter establish the visual character of the Plan Area. The Plan Area has no significant visual features, and thus provides limited scenic value.



2.3 EXISTING SITE CONDITIONS

2.3.1 Existing Land Uses

Agriculture is the primary existing land use within the Tidewater Crossing Master Development Plan Area. Large-scale agricultural practices occur within the eastern and southeastern portions of the Plan Area. Smaller agricultural practices occur within the western and northwestern portion of the Plan Area. The Plan Area is bounded on its southwestern boundary by agricultural-residential properties, consisting mostly of hobby-farms and other smaller agricultural pursuits. The Plan Area is bounded on the north by lands zoned for industrial purposes. The Stockton Metropolitan Airport abuts the Plan Area on its northeastern boundary. Rural/low-density residential land uses can be found west and southwest of the project site.

The agricultural lands to the south and east of the Plan Area are separated from Tidewater Crossing by East French Camp Road, Union Pacific Railroad tracks, and some rural/low-density residential homes. These blended land uses act as a physical barrier, and therefore little or no conflict between proposed and adjacent land uses is expected. All future residents will be duly notified with purchase agreements that the City of Stockton and County of San Joaquin each have a Right-to-Farm Ordinance which set out to preserve, protect and encourage the use of viable agricultural lands for food and agricultural production and the keeping of livestock; support the right of persons and entities to farm; reduce the loss of agricultural operations by limiting the circumstances under which an agricultural operation may be considered a nuisance; and advise prospective purchasers, residents, and tenants of property adjoining or near agricultural operations of the inherent conflicts associated with the purchase of a residence near an agricultural operation including the presence of chemicals, dust, light, noise, odors, and traffic that may occur near agricultural operations.



Existing Trees

2.3.2 Opportunities and Constraints

The Plan Area for Tidewater Crossing includes a number of factors that had to be incorporated and carefully considered when formulating the Master Development Plan. Some of these opportunities and constraints are described below.



Railroad Tracks

Heritage Trees

The Tidewater Crossing Plan Area includes existing trees scattered throughout and alongside the site. Refer to Section 2.4.3 of the MDP for a description of trees present in the development area. Provisions for protecting the existing trees are included in Section 8.2.8 of the MDP. While the existing trees may affect the location of amenities and design of the community, the trees will also enhance Tidewater Crossing's environment.



Home near Plan Area

Railroad Tracks

As described in previous sections of the MDP, an agricultural spur line of occasional use by the Union Pacific Railroad bisects the Plan Area. The Tidewater Crossing Project area has used the railroad spur line as a boundary separating the residential portion of the community from the industrial portion.

Existing Residential

A few single-family residences are located outside of the Plan Area. Tidewater Crossing will have a low-density residential area in the land adjacent to the existing homes, which will act as a buffer from the more intensive land uses planned in the project.

Stockton Metropolitan Airport

Stockton Metropolitan Airport is located north/northeast of the Tidewater Crossing Plan Area.



French Camp Slough

French Camp Slough crosses through the middle of the Tidewater Crossing Plan Area. The Slough is a community amenity available for nature exploring activities.



French Camp Slough

2.4 ENVIRONMENTAL CHARACTERISTICS

2.4.1 Land Form/Topography

The existing topography within the Tidewater Crossing Master Development Plan Area is generally described as level or flat. Very little topographical differences occur over the region. French Camp Slough transects the Plan Area and separates into two segments near the site's eastern boundary (i.e., north and south forks of South Littlejohns Creek). Numerous willows, oaks, and native ash trees grow along both sides of the slough. The slough is contained within low levees on both sides.

2.4.2 Soils and Geology

The geology of the Master Development Plan Area is similar to that found within the greater San Joaquin Valley, being comprised primarily of delta fluvial and alluvial fan deposits. Soil conditions within the Plan Area consist of poorly drained to moderately drained clay (i.e., Jackstone and Stockton Clay; Hollenback Silty Clay). Soil conditions in a portion of the Plan Area consist of moderately well drained sandy loam (i.e., Veritas Fine Sandy Loam). Generally, ground water depth is approximately 40 feet below existing grade.

The City of Stockton is located in an area that is characterized by low to moderate seismic activity. The Master Development Plan Area is not located within or adjacent to any Alquist-Priolo Zones. Additionally, the Master Development Plan Area is not located within an area with faults



Example of an Oregon Ash

that displace valley alluvium. However, there are a number of active and potentially active faults located approximately 20 to 30 miles to the east and west of the Master Development Plan Area that may subject proposed development to ground shaking.

2.4.3 Vegetation and Wildlife

The waterways located within the Plan Area boundaries include irrigation canals, French Camp Slough, and Weber Slough. French Camp Slough is a narrow creek with steep banks that flows southeast to northwest through the project area. Weber Slough is a narrow channelized waterway located between the Airport and the northern boundary of the project area.

The banks of French Camp and Weber Sloughs are steep and are dominated by herbaceous weedy species. Along French Camp Slough, a scattering of trees grow along the upper- and mid-slopes of the levee and between agricultural fields. Trees growing along French Camp Slough include valley oaks, box elder, and Oregon ash. Only a few willows and cottonwoods are present. Oregon ash trees grow at the edge of the slough and large valley oaks occasionally grow between the fields.

All the parcels in the project area have been converted to agricultural uses. There is very little native habitat in the project area to support special status plants listed as potentially occurring in the area. No valley grassland habitat was observed in the project area. Because the banks of French Camp Slough are steep, and the water flows are high, there is very little marsh habitat.



2.5 EXISTING CIRCULATION

Existing vehicular access to the Master Development Plan Area is provided by South Airport Way, which has a current ROW of 110 feet and transects the project area in a north-south direction, and East French Camp Road, which has a current ROW of 80 feet and abuts the southern boundary of the planning area in an east-west direction. East French Camp Road provides access to State Route 99 and Interstate 5. The West Frontage Road associated with State Route 99 provides access to the eastern portion of the Plan Area, including direct access to the highway via a southbound on-ramp. The West Frontage Road also provides access north, linking the Plan Area with Arch Road and the Arch Road/State

Route 99 Interchange. An agricultural spur line of occasional use which was formerly owned and operated by the Tidewater Southern Railroad Company was purchased by the Union Pacific Railroad Company in 1983. Since 1983, several sections of the spur line have been abandoned; especially sections of the railroad transecting downtown Modesto. The portion of the rail line transecting the project area remains active and is served by a train approximately 3-4 times a week. These trains consist of a limited number of box cars and travel at very slow speeds (approximately 20 mph).



2.6 EXISTING UTILITIES & PUBLIC SERVICES

2.6.1 Existing Utilities

Existing residents within the Tidewater Crossing Master Development Plan Area obtain potable water from private wells and dispose of sewage via septic tank systems.



2.6.2 Existing Public Services

Police

Existing law enforcement services are provided by the San Joaquin County Sheriffs Department.

Fire Protection

Fire protection depends upon the specific parcel. French Camp Fire District protects most parcels, except for APNs 201-020-01 and 177-110-04 & 05. These parcels are unprotected. Parcel 177-100-03 is served by the Lathrop-Manteca Fire District.



2.7 EXISTING OWNERSHIP

The Tidewater Crossing Master Development Plan Area consists of ten (10) parcels. The assessor parcel numbers within the Master Development Plan include 177-050-05, 08, 09, 25; 177-100-02, 03, 07; 177-110-04 and 05; and 201-020-01. Figure 2.5 shows the parcels within the Plan Area.

2.7.1 Williamson Act Contracts

No property within the Plan Area participates in the State of California Land Conservation program (i.e., Williamson Act).

2.8 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

2.8.1 Stockton General Plan

The Tidewater Crossing Master Development Plan Area is partially within the City of Stockton Sphere of Influence. The proposed development shall be consistent with the objectives, policies, general land uses, and programs of the City of Stockton 1990 General Plan and the 2035 General Plan. The City of Stockton's General Plan serves as the "constitution for development" and defines the use of land within the City and the larger planning area. As mandated by the California Government Code, the General Plan must be a comprehensive, long-term document detailing proposals for the physical development of the City. In addition, the Plan must analyze issues of importance to the community, set forth policies in text and diagrams for conservation and development, and outline specific programs for implementing these policies.

All Specific and Master Development Plans, including the Tidewater Crossing MDP, shall be an extension of the General Plan and shall include an analysis of important issues and established policies and implementation measures for development within the City of Stockton.

A comprehensive General Plan provides a city with a consistent framework for land use decision making. The General Plan has been called the "constitution" for land use development to emphasize its importance to land use decisions. Under California law, no specific plan, area plan, zoning subdivision map, master development plan, or public works project may be approved unless the city finds that it is consistent with the adopted General Plan.

The City of Stockton adopted the 2035 General Plan in December 2007 to replace the 1990 General Plan. Therefore, the Tidewater Crossing Master Development Plan shall be consistent with the 2035 General Plan, per Government Code Sec. 65454, but shall supplement these policies with project specific information and/or direction.

In anticipation of annexation to the City of Stockton, the Tidewater Crossing Master Development Plan complies with Stockton's

FIGURE 2.35 PARCELS WITHIN TIDEWATER CROSSING

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Development Code, Street Design Guidelines, and Traffic Calming Guidelines.

2.8.2 Stockton Metropolitan Airport Land Use Plan

The Tidewater Crossing project is located within the “Area of Influence” of the Stockton Metropolitan Airport and is subject to review for its compatibility and consistency with the Stockton Metropolitan Airport Land Use Plan, a policy document adopted by the San Joaquin County Airport Land Use Commission (ALUC) pursuant to the State of California Aeronautics Act (Public Utilities Code, Section 21670 et seq.).

The industrial development of Tidewater Crossing partially falls within the noise contours for the Stockton Metropolitan Airport, as illustrated in Figure 2.4. The commercial, residential, institutional, and recreational areas within the Plan Area are entirely outside of the noise contour.

The Airport Land Use Plan prepared for the Stockton Metropolitan Airport includes an Area of Influence, which is divided into nine zones (Figure 2.6). Each zone is subject to certain permitted uses and restrictions. In each zone, different land use standards apply.

As illustrated on Figure 2.6, the proposed Tidewater Crossing Project is located in the Horizontal and Conical zones. Because of the distance of uses in these zones from the airport runways, few restrictions are necessary and no special construction standards are required.

The Tidewater Crossing Master Development Plan has proposed two school sites in the plan area which are within two miles of the Stockton Metropolitan Airport. Pursuant to state law requirements, written approval for the sites was sought and granted by the Caltrans Division of Aeronautics and the California Department of Education. Any future correspondence regarding the review and approval of the school sites can be directed to:

-Caltrans Division of Aeronautics, Aviation Safety Officer, 1120 N Street, Room 3300, Sacramento, CA 94273-0001.

-California Department of Education, Field Representative, School Facilities Planning Division, 1430 N Street, Sacramento, CA 95814-5901

FIGURE 2.46 STOCKTON METROPOLITAN AIRPORT NOISE CONTOURS

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FIGURE 2.57 STOCKTON METROPOLITAN AIRPORT AREAS OF INFLUENCE

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