



# NOTICE OF PREPARATION

FOR THE

## TRA VIGNE DEVELOPMENT PROJECT

P16-0052

JULY 2017

*Prepared for:*

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

*Prepared by:*

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



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

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A Land Use Planning, Design, and Environmental Firm





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## NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT AND SCOPING MEETING

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

**FROM:** Brian Millar, Project Manager  
City of Stockton  
345 N. El Dorado Street  
Stockton, CA 95202  
(530) 902-9218  
brian@landlogistics.com

**DATE:** July 7, 2017

**SUBJECT:** Notice of Preparation – Tra Vigne Development Project

**EIR CONSULTANT:**

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

**Notice of Preparation:** This is to notify public agencies and the general public that the City of Stockton, as the Lead Agency, will prepare an EIR for the Tra Vigne Development Project. The City of Stockton is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Responsible/trustee agencies will need to use the EIR prepared by the City of Stockton when considering applicable permits, or other approvals for the proposed project.

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

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

4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information;
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

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

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30-day review period ends on August 7, 2017.

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

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

July 26, 2017 at 6:00 PM in the Large Conference Room at the City's Permit Center  
(located at 345 N. E Dorado Street)

Please send your response to Brian Millar, Project Manager at the City of Stockton, 345 N. El Dorado Street, Stockton, CA 95202. If you have any questions, please contact Brian Millar at (530) 902-9218 or via email at: [brian@landlogistics.com](mailto:brian@landlogistics.com).

## PROJECT LOCATION AND SETTING

### *PROJECT LOCATION*

The proposed Project site is located in the northeastern portion of the City of Stockton Metropolitan Area, within the unincorporated area of San Joaquin County. The Project area is adjacent to the City of Stockton city limits to the east, within the Stockton Sphere of Influence (SOI) (as defined in the 2035 Stockton General Plan), and within the City of Stockton Urban Services Boundary.

The Project site is immediately southeast of the intersection of West Lane and Eight Mile Road. The Project site is bounded on the north and west by Eight Mile Road and West Lane, which are existing regional arterials, on the east by the Union Pacific Railroad (UPRR), and on the south by Bear Creek and the associated Bear Creek Levee. An irrigation catch pond runs along the north, side of the Project site. The Project site is located within a portion of Section 2 of Township 2

North, Range 6 East MDBM. The site is shown on the Lodi South, California, 7.5-minute series quadrangle map. Figures 1 and 2 show the Project's regional location and vicinity.

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

### *SITE TOPOGRAPHY*

The Project site is relatively flat and ranges in elevation from approximately 25 to 35 feet above sea level. Figure 4 shows the USGS Topographic Map of the Project site.

### *EXISTING SITE USES*

The Project site consists largely of active agricultural fields (roughly 253 acres in production). The Project site includes 15.57 acres of industrial uses in the north-central portion of the Project site (APN's 120-02-13, and 120-02-14); uses within these industrial lots include Pacific Bell, and Bragg Investment Company. Figure 5 shows aerial imagery of the current existing site uses within the Project site.

**TABLE 1: PARCELS WITHIN THE PROJECT AREA**

APN	LEGAL OWNERS	ACREAGE
<b><i>Tra Vigne West</i></b>		
120-02-01	MCD South Parcel, LLC	0.75
120-02-02	MCD North Parcel, LLC	80.50
120-02-03	Western States Land, LLC	38.34
120-02-17	MCD South Parcel, LLC	25.53
120-02-18	MCD South Parcel, LLC	5.68
120-02-19	MCD South Parcel, LLC	12.66
120-02-20	MCD South Parcel, LLC	3.52
120-02-22	MCD South Parcel, LLC	20.21
120-02-23	MCD South Parcel, LLC	12.97
<b><i>Tra Vigne East</i></b>		
120-02-13	Pacific Bell	5.29
120-02-14	Bragg Investment Company	10.28
120-02-15	Woodside Teresi LLC	98.02
122-01-02	UPRR	2.84
122-01-04	UPRR	2.23
<b><i>Total Project Area Parcels</i></b>		
<i>Tra Vigne West</i>	--	200.16
<i>Tra Vigne East</i>	--	118.66
<b><i>Subtotal - Development Area</i></b>		<b>318.82</b>
<b><i>Total Annexation Area</i></b>		
<i>Right-of-Way</i>	Existing County Public ROW	22.35
<b><i>Total - Annexation Area</i></b>		<b>341.17</b>

NOTE: THE 318.82-ACRE DEVELOPMENT AREA REFLECTS THE TOTAL ACREAGE OF THE LEGAL PARCELS WITHIN THE DEVELOPMENT AREA. THE TOTAL DEVELOPMENT AREA ACCORDING TO THE ASSESSOR PARCELS IS APPROXIMATELY 321.57 ACRES, FOR A TOTAL DISCREPANCY OF +2.75 ACRES. THIS DISCREPANCY APPLIES TO APNS 120-02-01 (+0.17 ACRE DISCREPANCY) AND 120-02-02 (+2.58 ACRE DISCREPANCY).

### *EXISTING SURROUNDING USES*

Uses immediately adjacent to the Project site include a truck and trailer repair service establishment to the northwest across Eight Mile Road. Other existing uses north of the Project site include large-lot single family residences and agricultural land. Immediately to the east of the Project site is industrial land uses, including several large warehouses and a large storage lot. Farmland lies immediately west and south of the Project site. Other nearby uses include Ronald McNair High School located immediately southwest of the Project site.

### **GENERAL PLAN LAND USE DESIGNATIONS**

The Project site is currently located within San Joaquin County. The Project site is outside the Stockton city limits, but within the City's SOI.

#### *EXISTING CITY OF STOCKTON GENERAL PLAN LAND USE DESIGNATIONS*

The City of Stockton General Plan (2035) designates the Project site as Low Density Residential (LDR maximum 8.7 dwelling units per acre [du/ac]), High Density Residential (HDR maximum 29.0 du/ac), Commercial (C Maximum FAR: 0.3, maximum 29 du/ac), and Industrial (I maximum FAR 0.6).

Figure 6 depicts the 2035 Stockton General Plan land use designations for the Project site and the surrounding areas. The General Plan contains the following standards to guide development for these land uses:

**Low Density Residential (LDR):** Allowed uses: single-family residential units, duplexes, triplexes, semi-detached patio-homes, townhomes, public and quasi-public uses, second units, and other similar and compatible uses.

- Maximum dwelling units per gross acre: 6.1 du/ac.
- Maximum dwelling units per net acre: 8.7 du/ac.

**High Density Residential (HDR):** Allowed uses: Multifamily residential units, apartments, dormitories, group homes, guest homes, public and quasi-public uses, and other similar and compatible uses.

- Maximum dwelling units per gross acre: 23.2 du/ac outside the downtown area; 69.6 du/ac inside downtown.
- Maximum dwelling units per net acre: 29 du/ac outside the downtown area; 87 du/ac inside downtown.

**Commercial (C):** Allowed uses: a wide variety of retail, service, and commercial recreational uses, business, medical and professional offices, residential uses, public and quasi-public uses and other similar and compatible uses. Community or regional commercial centers as well as freestanding commercial establishments are permitted.

- Maximum floor area ratio (FAR): 0.3 outside the Downtown area. 5.0 inside the Downtown area.

- Maximum dwelling units per gross acre: 23.2 du/ac outside the downtown area; 69.6 du/ac inside downtown.
- Maximum dwelling units per net acre: 29 du/ac outside the downtown area; 87 du/ac inside downtown.

**Industrial (I):** Allowed uses: a wide variety of industrial uses including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, retail sales, service businesses, public and quasi-public uses, and other similar and compatible uses. Residential uses are prohibited.

- Maximum FAR: 0.6

### *SAN JOAQUIN COUNTY GENERAL PLAN LAND USE DESIGNATIONS*

The San Joaquin County General Plan currently designates the project site for Low Density Residential (R/L), Residential/High Density (R/H), Community Commercial (C/C), Limited Industrial (I/L), and General Industrial (I/G) uses. Below is a general description of County Designated land uses within the project site. The County General Plan land use designations for the project site and surrounding area are shown on Figure 7a.

**Low Density Residential (R/L):** This designation is appropriate for single family neighborhoods. The typical housing type is detached, single family dwelling units. The density is 2 to 6 primary dwelling units per gross acre.

**Residential/High Density (R/H):** This designation provides for apartments, condominiums, and other multi-family housing located near central business districts, major commercial areas, and major transportation routes. The density ranges from 15 to 40 units per gross acre depending on the zoning (R/H zoning allows 20 du/ac).

**Community Commercial (C/C):** This designation provides for a full range of retail and service establishments, allowing comparison shopping and serving Urban Communities or regional markets. Typical uses include a full range of retail sales, public buildings, eating and drinking establishments, personal services, and limited administrative and professional offices. Community Commercial areas are permitted only in central business districts or extensive commercial areas in Urban Communities; other development locational criteria also apply.

**Limited Industrial (I/L):** This designation provides for a range of industrial activities, including production, assembly, warehousing and distribution. Typical uses are light impact manufacturing, warehousing, wholesaling, corporation yards, and distribution. Development and locational criteria apply.

**General Industrial (I/G):** This designation provides for a full range of industrial activities whose location and operation tend to have moderate to high nuisance characteristics and therefore require segregation from other land uses. Typical uses include manufacturing, distribution, storage, and wholesaling. Development and locational criteria apply.

### *SAN JOAQUIN COUNTY ZONING DESIGNATIONS*

The San Joaquin County Zoning Ordinance currently designates the project site for General Industrial (I-G), Limited Industrial (I-L), and Agriculture-Urban Reserve (AU-20) uses. Below is a general description of County zoning within the project site. The County General zoning designations for the project site and surrounding area are shown on Figure 7b.

**I-G Zone (General Industrial):** This zone provides for a wide range of manufacturing, distribution and storage uses which have moderate to high nuisance characteristics such as noise, heat, glare, odor, and vibration, and which require segregation from other land uses, and/or may require outside storage areas. New lots in this zone are a minimum of 10,000 square feet.

**I-L Zone (Limited Industrial):** This zone is intended to provide for light impact manufacturing, warehousing, wholesaling, construction contracting, and distribution uses. Activities within this zone have external physical effects that are generally restricted to the immediate area, are compatible with surrounding uses, are conducted entirely within enclosed buildings, and have outdoor storage areas that are screened. Business and professional offices may also be appropriate within this zone. New lots in this zone are a minimum of 10,000 square feet.

**AU Zone (Agriculture-Urban Reserve):** This zone is intended to retain in agriculture those areas planned for future urban development in order to facilitate compact, orderly growth and to assure the proper timing and economical provision of services and utilities. The minimum parcel size within the AU zone is 20 acres.

### *SURROUNDING GENERAL PLAN DESIGNATIONS*

Lands to the north of the Project site (within the county) consist of General Agriculture (A/G). Adjoining lands to the east of the Project site (within the City of Stockton) are designated for Industrial uses. Areas surrounding the Project site to the south and west (within the SOI) have a City designation of LDR and Village H. The City of Stockton and San Joaquin County General Plan land use designations for the Project site and surrounding areas are shown on Figures 6 and 7a.

## **PROJECT DESCRIPTION**

### *PROJECT OBJECTIVES*

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the proposed Project shall be discussed. The principal objective of the proposed Project is the approval and subsequent implementation of the Tra Vigne Development Project (the proposed Project). The quantifiable objectives of the proposed Project include annexation of 341.17 acres of land into the Stockton city limits, and the subsequent development of 318.82 acres of land, which will include: General Commercial, Low Density Residential housing, High Density Residential housing, and Open Space Parkland.

The Tra Vigne Development Project identifies the following objectives:

- **Commercial:** Establish a commercial site that strategically maximizes the high visual exposure of Eight Mile Road and West Lane to capitalize on commuter traffic, while also catering to the neighborhood needs of the residents within the development.
- **Low Density Residential:** Provide low density residential housing in accordance with the General Plan land use map, while ensuring that there is flexibility in the lot and housing size to accommodate real market demands throughout the housing cycle. Ensure that all housing is designed with architectural form that is visually attractive.
- **High Density Residential:** Provide high density residential housing in accordance with the General Plan land use map in order to provide a mix of housing types and accommodate real market demands throughout the housing cycle. Ensure that all housing is designed with architectural form that is visually attractive.
- **School:** Provide a site that could accommodate a K-8 school in the event that the School District desires to build a school within the Project site. Alternatively, understanding that the School District may not desire to build a school within the Project site, ensure that there is a design alternative that would accommodate low density residential housing consistent with the form and design of the residential units planned throughout the balance of the Project site.
- **Industrial:** Retain the existing industrial uses within the Project site.
- **Phasing:** Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet city standards.

### *PROJECT CHARACTERISTICS*

The Project site has been designed with two sub-planning areas (Tra Vigne West and Tra Vigne East). Figure 8a provides a conceptual site plan that illustrates the development of Tra Vigne West and Tra Vigne East with 1,413 residential units (995 Tra Vigne West and 418 Tra Vigne East), a 15.57 existing Industrial area, a 10.5-acre commercial area, 15.07 acres of park space, and 20.36 acres of open space, mainly located along Bear Creek.

**Tra Vigne East:** The proposed Project includes a large lot tentative map that would subdivide the Tra Vigne East (APN 120-02-15) property consistent with the proposed land uses. Tra Vigne East only proposes a large lot tentative map at this time, and it is estimated that 418 units would be developed under the proposed scenario. Within this portion of the Project site, approximately 15.57 acres of existing industrial land would be retained.

**Tra Vigne West:** The proposed Project includes a large lot and small lot tentative map that would subdivide the Tra Vigne West property consistent with the proposed land uses. As shown on Figure 8a, the approximately 205-acre Tra Vigne West includes a detailed lot layout of 655 single family residential units. Residential lot sizes in the vesting tentative map range from 5,000 to 6,000 sf. Additionally, the Tra Vigne West site would include up to 340 high density residential units on 11.7 acres to the east of the proposed commercial area.

The proposed Project establishes a site for a 14.7-acre K-8 school to be developed by the Lodi Unified School District (LUSD). The development of a K-8 school at this site is the discretionary decision of the LUSD, and while the proposed Project has planned for a school at this location, it



will be determined by LUSD at a later date through their decision-making process. If the LUSD decides to not pursue building a school at this site then the site would be developed for residential in accordance with the General Plan land use designation. Construction of homes in this location would increase the number of LDR units by 90 units when compared to the proposed Project with the school site. Figure 8b illustrates this variation of the site plan without the school and with the increased residential units in its place. The total combined units would increase from 1,413 under the proposed Project to 1,503 units under this variation.

Figure 8c provides a proposed conceptual commercial site plan that illustrates a more detailed design for the 10.5-acre commercial area in the northwest portion of the Project site. As shown on Figure 8c, the commercial site is proposed to include a 70,000-sf grocery store, 22,000 sf of retail shops, a 3,500-sf quick service restaurant, a 3,500-sf convenience store with attached fueling facility, and a 2,500-sf wine tasting room.

### *RESIDENTIAL CHARACTERISTICS TRA VIGNE WEST*

As shown on Figures 8a and 8b, typical residential lots within the Project site range from 5,000 sf to 6,000 sf. Typical lots are generally uniform in nature (rectangle shaped). Corner lots, and lots adjacent to cul-de-sacs are generally not uniform in shape.

### *RESIDENTIAL DEVELOPMENT AREAS AND PHASING*

Residential lots within the Project site are proposed to be developed in several phases. The proposed phasing indicates early development would be located along the southwest portion of the Project site along West Lane and would develop to the east, and then expand to the north.

### *PARKS AND OPEN SPACE*

Approximately 9.5 acres of traditional park space is proposed for Tra Vigne West. Two park areas are proposed within Tra Vigne West including a centrally located 5.8-acre park and a 3.7-acre park in the southwest corner of the Tra Vigne West site. Additionally, a 6.24-acre detention basin area would be located in the southwestern portion of the Project site, adjacent to the 3.7-acre park.

Tra Vigne East includes plans for an additional 5.57 acres of traditional park space. One traditional park area, totaling 5.57 acres, would be located in the southern portion of Tra Vigne East, adjacent to the Bear Creek open space area. Additionally, a 3.75-acre detention basin area would be located in the southwestern portion of the Tra Vigne East within the Project site.

In addition to dedicated parkland within the Project site, 20.36 acres of non-traditional park/open space areas (13.75 acres at Tra Vigne West, and 6.61 acres at Tra Vigne East) are planned along the Bear Creek corridor (19.53 acres) and east of the existing industrial area (0.83 acres).

### *GENERAL PLAN AMENDMENTS*

The proposed Project would require a City of Stockton General Plan Amendment to the Land Use Element to change land uses on the Project site, and to the Circulation Element to remove



an unbuilt bridge crossing over Bear Creek. Changes to the Land Use Element would include maintaining approximately 260.69 acres of LDR uses; maintaining approximately 15.57 acres of I uses; changing approximately 1.5 acres of LDR to C uses; changing approximately 1.03 acres of LDR to HDR uses; and changing 20.36 acres of LDR to Open Space/Agriculture (OSA) along Bear Creek. Changes to the Circulation Element would include the removal of a bridge crossing over Bear Creek associated with what is shown on the Future Roadways Map as an extension of Marlette Road from the west through the Project site and ultimately traveling eastward through the Bear Creek South project to Holman Road. Figure 6 illustrates the current Stockton General Plan land uses within the Project site, including the Marlette Road extension. Proposed General Plan land uses are shown on Figure 9.

### *ANNEXATION*

The Project site is currently within San Joaquin County, and within the City of Stockton's SOI. The proposed Project would result in the annexation of the APN's described in Table 1 into the City of Stockton, as well as the roadway right-of-way for Eight Mile Road and West Lane. As shown in Table 1, the total annexation area would be 341.17 acres. The proposed Project includes property owner initiated annexation for all parcels except for APN 120-02-13 (Pacific Bell) and 120-02-14 (Bragg Investment Company). At the time the initial development applications to the City of Stockton (January 2016), Pacific Bell and Bragg Investment Company have not signed applications for annexation. As a result, there are three annexation options for these two parcels: 1) City initiated annexation, 2) property initiated annexation, or 3) these two parcels are excluded from the annexation. The EIR intends to analyze the potential annexation of the parcels into the City of Stockton unless it is determined that these parcels will not be annexed under this development proposal. Annexation of the Project site, including the Pacific Bell and Bragg Investment Company parcels, is consistent with the growth plans for the City of Stockton. In summary, the annexation area would include the Project development site, as well as portions of Eight Mile Road, West Lane, the UPRR rail line, and portions of Bear Creek.

### *PREZONING*

The Project area is currently within the jurisdiction of San Joaquin County. Current county zoning for all parcels is I-G, I-L, and AU-20. The San Joaquin County Local Agency Formation Commission (LAFCo) will require the Project site to be pre-zoned by the City of Stockton in conjunction with the proposed annexation.

The City's pre-zoning will include the following zoning designations: Residential, Low Density (RL), Residential, High Density (RH), Industrial, Limited (IL), Commercial, General (CG), and Open Space (OS). The pre-zoning would go into effect upon annexation into the City of Stockton. The proposed pre-zoning for the Project site is shown on Figure 10.

### *UTILITIES AND PLANNED INFRASTRUCTURE IMPROVEMENTS*

The construction of onsite and offsite infrastructure improvements would be required to accommodate development of the proposed Project, as described below. Figures 11 and 12 illustrate the location of offsite infrastructure improvements.

**Potable Water System:** Development areas proposed by the Project would be served by a new potable water distribution system. The water system would consist of 24- and 30-inch lines along West Lane and Eight Mile Road, respectively, and a looped network of 18-, 16-, and 12-inch lines located within the Project site. Local service lines, eight inches in diameter or larger would extend along proposed streets to provide water service to all proposed land uses at their street frontage. The proposed Project would include the dedication of a new City potable water well to be located at the southwest corner of the site, adjacent to Bear Creek and West Lane; the proposed Project intends to dedicate the site for future well development.

The proposed potable water system is shown on Figure 11. One off-site element of the overall proposed Project would involve potable water pipeline construction. The off-site water pipeline would include extension of a 30-inch water pipeline from the existing 12-inch water line along Eight Mile Road east 1,200 linear feet (LF) to Lower Sacramento Road and along Eight Mile Road to West Lane. This pipeline would ultimately connect to an existing water main at Marlette Road.

**Wastewater System:** Wastewater services would be provided by existing and planned City of Stockton collection and treatment system. Wastewater treatment would be provided at the City's existing Regional Wastewater Control Facility (RWCF) on Navy Drive in southwest Stockton. Wastewater collection would be provided by the City's existing Wastewater Collection System No. 10 (System 10). System 10 facilities were extended into lands in the Project vicinity in conjunction with the North Stockton Pipelines project. Within the Project site, the wastewater collection system would consist predominantly of 8-inch to 10-inch lines installed within proposed local streets. Collection System 10 discharges to the 14-Mile Slough Sanitary Sewer Pump Station, located in northwest Stockton. Due to rapid increase in System 10 flows, the City of Stockton Municipal Utilities Department completed an expansion of the pump station in 2008.

The proposed sewer system is shown on Figure 12. A second off-site element of the overall proposed Project would involve sewer construction through existing agricultural lands including approximately 3,028 LF of 24-inch sewer main in West Lane, and approximately 3,500 LF of 24-inch sewer main along the north side of Bear Creek to connect to the existing 48-inch trunk sewer main northwest of Ronald McNair High School. The development of the 24-inch sewer main along the north side of Bear Creek is required to comply with the City's Sewer Master Plan.

**Storm Drainage:** Development of the proposed Project would include construction of a new storm drainage system, including a drainage collection system, and two detention basins (one in the southwestern corner of Tra Vigne West, and one at the southwestern corner of Tra Vigne East). It is anticipated that a pump station that would discharge to Bear Creek would be installed at the Tra Vigne West detention basin.

The proposed storm drainage system is shown on Figure 13. Proposed storm drain lines would range from 12 inches to 60 inches in diameter. Collection lines would flow generally west and south to the proposed detention basins located in the southwest corners of Tra Vigne East and Tra Vigne West.

The City will require that a maintenance entity be established to provide for the operation, maintenance, and replacement costs of the detention pond system and other water quality features of the Project. The perimeter of the detention facilities will be landscaped to temper and screen views of the detention basins. Additionally, fencing would be constructed around the detention basin areas for safety and security purposes.

Areas of proposed development within the Project site will be required to meet the "volume reduction" requirements of the City's most recent stormwater National Pollutant Discharge Elimination System (NPDES) permit. Units of development would incorporate design features that would divert storm water to the groundwater system and/or detain runoff before it reaches the collection system. These design features would include measures also described as Low Impact Development (LID) and Volume Reduction Measures, such as grassy swales and porous pavement, among others. Compliance with the City's stormwater standards will require that storm drainage from new development be reduced below "existing runoff" rates.

Disposal of storm water collected to the Tra Vigne West detention basin would be handled by a new on-site storm water pump station and discharge outfall to Bear Creek. The pump station would operate when storm water quality and detention objectives have been met. The pump station is expected to consist of a concrete sump, trash screen and two or more pumps that would deliver storm water flow over or through the Bear Creek levee to an outfall facility. The pump station facility may include an emergency generator to supply electrical power to the pump station during power outages. Disposal of storm water collected to the Tra Vigne East detention basin would be conveyed to the Tra Vigne West detention basin via a 24- and 30-inch storm drain line.

The outfall structure would consist of two or more pipelines directed southeasterly to a point inside the Bear Creek levee. Outfall pipelines would likely terminate at a concrete headwall and energy dissipators set into the toe of the Bear Creek levee; storm drainage would be discharged to a concrete, gunite or riprap apron to flow into the Bear Creek channel. Outfall pipes would terminate in a "tideflex" or a comparable check valve system.

**Regulated Public Utilities:** Electrical, gas, phone, cable and related internet services would be extended to all portions of the Project site from existing facilities located along West Lane and Eight Mile Road, or other utility systems in the Project area. Proposed utilities would be located within public utility easements to be dedicated along street frontages. Utility improvements would be installed in conjunction with planned street improvements. Existing electrical distribution (i.e., 12 kilovolt), phone and cable lines along the West Lane and Eight Mile Road frontages of the Project site would be undergrounded or relocated in conjunction with required street improvements.

### *DEVELOPMENT AGREEMENTS*

The proposed Project includes a request for approval of one or more Development Agreements (DA) governing the relationship between the City and the Project applicants. The DA may be used to establish City/applicant agreements related to the Project. Such agreements may include commitments to Project entitlements and development standards as well as any administrative and/or financial relationships that may be defined during the review of the

development plan. These relationships have not been defined at present and would be developed during the review of the proposed Project and incorporated into the DA prior to Project approval.

## **REQUESTED ENTITLEMENTS AND OTHER APPROVALS**

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

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of City of Stockton General Plan Amendments (Land Use/Circulation Elements);
- Approval of City of Stockton Pre-zoning;
- Approval of annexation;
- Approval of Large Lot Tentative and Final maps;
- Approval of Small Lot Tentative and Final maps;
- Approval of Improvement Plans;
- Approval of Grading Plans;
- Approval of Building Permits;
- Approval of future site plan and design review for Tra Vigne East;
- Approval of design review for Tra Vigne West;
- Approval of Development Agreements;
- Approval of a Conditional Use Permit for the gas station and wine tasting room at the Commercial site;
- Issuance of grading, encroachment, and building permits;
- City review and approval of Project utility plans;
- Formation of a finance district (i.e. CFD or other finance district); and
- Formation of, or annexation into, a Lighting and Landscape District.

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

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

- California Department of Fish and Wildlife – Streambed Alteration Agreement pursuant to Section 1602 of the California Fish and Game Code;
- Approval by the Central Valley Flood Protection Board (CVFPB);
- Central Valley Regional Water Quality Control Board (CVRWQCB) – Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- CVRWQCB – Permitting of State jurisdictional areas, including isolated wetlands pursuant to the Porter-Cologne Water Quality Act;

- CVRWQCB – Water quality certification pursuant to Section 401 of the Clean Water Act;
- Approval by the San Joaquin County Flood Control;
- Native American Heritage Commission (NAHC);
- San Joaquin Local Agency Formation Commission (LAFCo) – Annexation;
- Sacramento & San Joaquin Drain District (SSJDD) – Approval for construction of an outfall;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) – Approval of construction-related air quality permits;
- SJVAPCD – Authority to Construct, Permit to Operate for stationary sources of air pollution (auxiliary power, storm drainage pump station);
- SJCOG, Inc. (SJCOG) – Issuance of incidental take permit under the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP); and
- United States Army Corps. Of Engineers (USACE) – Permitting of federal jurisdictional areas pursuant to Section 404 of the Clean Water Act.

## PROJECT ALTERNATIVES DESCRIPTIONS

Five alternatives to the proposed Project were developed based on input from City staff and the technical analysis performed to identify the environmental effects of the proposed Project. The alternatives analyzed in this EIR include the following five alternatives in addition to the proposed Project.

- No Build Alternative
- With Bridge Alternative
- General Plan 2035 Alternative
- Reduced Project Alternative
- Reduced Intensity/Density Alternative

### *NO BUILD ALTERNATIVE*

Under the No Build Alternative, development of the Project site would not occur, and the Project site would remain in its current existing agricultural condition. It is noted that the No Build Alternative would fail to meet the Project objectives identified by the City of Stockton.

### *WITH BRIDGE ALTERNATIVE*

Under the With Bridge Alternative, the Project site would be developed with similar land use designations and circulation facilities as the proposed Project. However, unlike the proposed Project, this alternative would include construction of the bridge crossing over Bear Creek associated with what is shown on the Future Roadways Map as an extension of Marlette Road from the west through the Project site and ultimately traveling eastward through the Bear Creek South project to Holman Road.

This alternative would result in the same number of HDR units as the proposed Project (340 units), and would reduce the number of LDR units from 1,073 under the proposed Project to 1,066 units, for a total of 1,406 units. This would result in a reduction of seven units when

compared to the proposed Project. Additionally, this alternative would dedicate an equal amount of commercial and non-traditional park areas as the proposed Project, and would increase the amount of traditional park area from 15.07 acres under the proposed Project to 15.37 acres. The anticipated commercial uses and utility improvements under the With Bridge Alternative would be similar to the proposed Project.

This alternative also establishes a site for a 14.7-acre K-8 school to be developed by the LUSD at their discretion. If the LUSD decides to not pursue building a school at this site then the site would be developed for residential in accordance with the General Plan land use designation which would result in the construction an additional 90 units in place of the school. Under this variation, the total residential units would increase from 1,406 to 1,496 units. The balance of the Project site would be developed as proposed under the Proposed Project.

Figures 14 and 15 illustrate the With Bridge Alternative site plan, both with and without the school.

#### *GENERAL PLAN 2035 ALTERNATIVE*

Under the General Plan 2035 Alternative, the Project site would be developed with the same land use designations and circulation facilities as described in the City's General Plan 2035. This alternative would not require a General Plan amendment. The balance of the Project site would be developed as proposed under the proposed Project. Under this alternative, the high density residential area would be decreased from 11.7 acres under the proposed Project to 10.67 acres. Additionally, the commercial area would be decreased from 10.5 acres under the proposed Project to 9.0 acres. This alternative would not include dedication of a K-8 school site. This alternative would include construction of the bridge crossing over Bear Creek, which is currently reflected in the Circulation Element of the General Plan 2035. The bridge crossing would change the trip distribution when compared to the proposed Project by providing an alternative access way to the south.

Based on the existing land use designations, the Project site would support approximately 15.7 acres of industrial use (406,937 sf – 0.6 FAR), approximately 9.0 acres of commercial use (117,612 sf – 0.3 FAR), 1,730 (6.1 units per gross acre) to 2,467 (8.7 units per gross acre) low density residential units, and 248 (23.2 units per gross acre) to 309 (29.0 units per gross acre) high density residential units. This alternative would result in 1,978 to 2,776 residential units (low and high density), which is 475 to 1,273 (without school site) to 565 to 1,363 (with school site) more units than under the proposed Project. These are considered maximum development assumptions and would likely be less due to the need for parks, roadways, detention basins, etc. This alternative is illustrated on Figure 6.

#### *REDUCED PROJECT ALTERNATIVE*

Under the Reduced Project Alternative, the Project site would be developed with the same components as the proposed Project, but the area utilized for the development would be reduced by approximately 33 percent. The total Project site would be reduced by approximately 106.2 acres, and the existing 15.57-acre industrial area would be eliminated from the Project site. This approximately 197.05-acre alternative would result in up to 715 LDR units (with



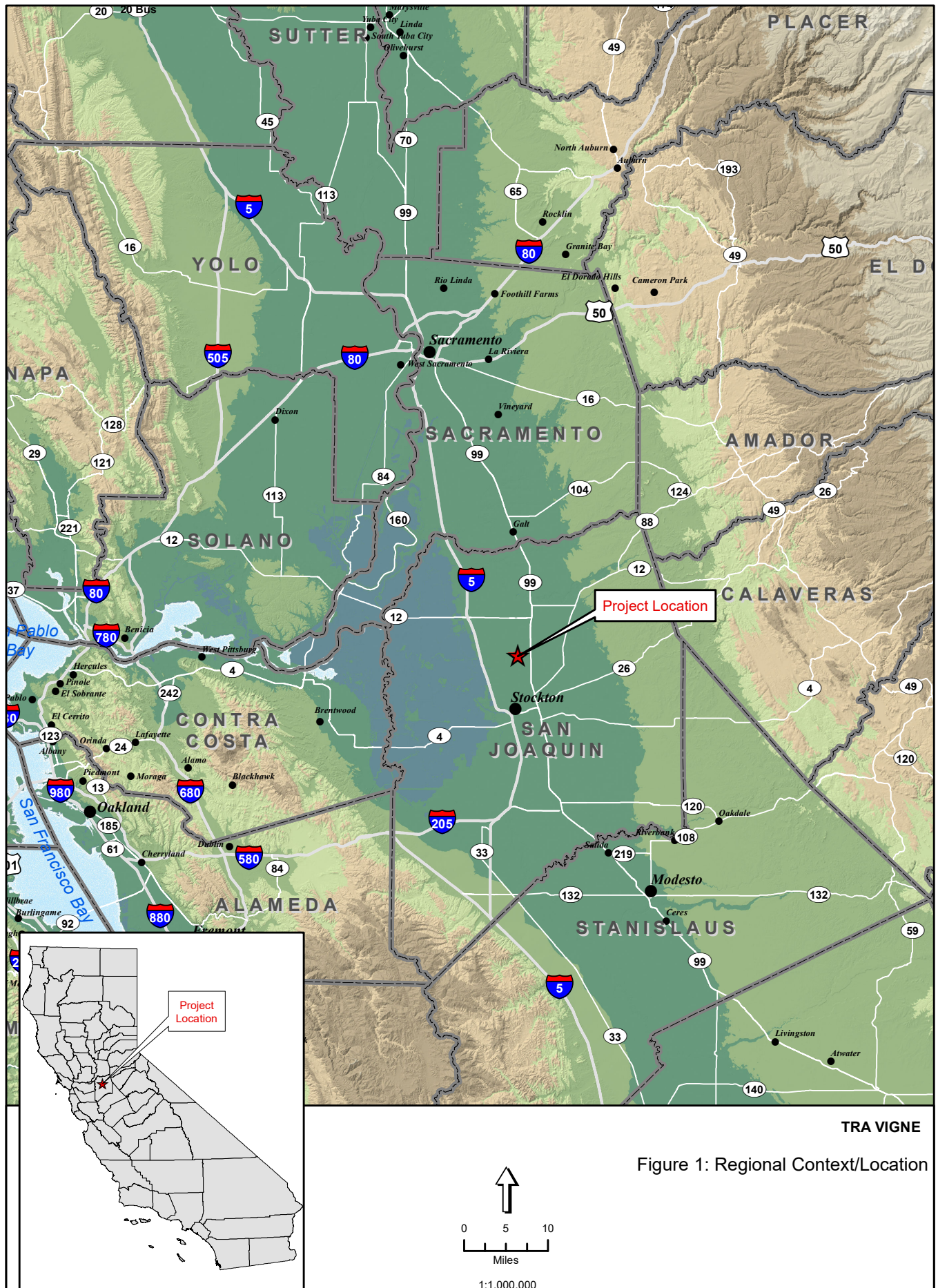
school) to 805 LDR units (without school) and up to 226 HDR units (with or without school), for a total of 941 units (with school) to 1,031 units (without school). This would result in a reduction of 472 (with or without school) units when compared to the proposed Project. The 10.5-acre commercial area in the northwest portion of the Project site would be eliminated. This would eliminate a 70,000-sf grocery store, 22,000 sf of retail shops, a 3,500-sf quick service restaurant, a 3,500-sf convenience store with attached fueling facility, and a 2,500-sf wine tasting room. This alternative would still establish a site for a 14.7-acre K-8 school to be developed by the LUSD. However, if the LUSD decides against the K-8 school siting, the area will instead include the development of single family residential units.

#### *REDUCED INTENSITY/DENSITY ALTERNATIVE*

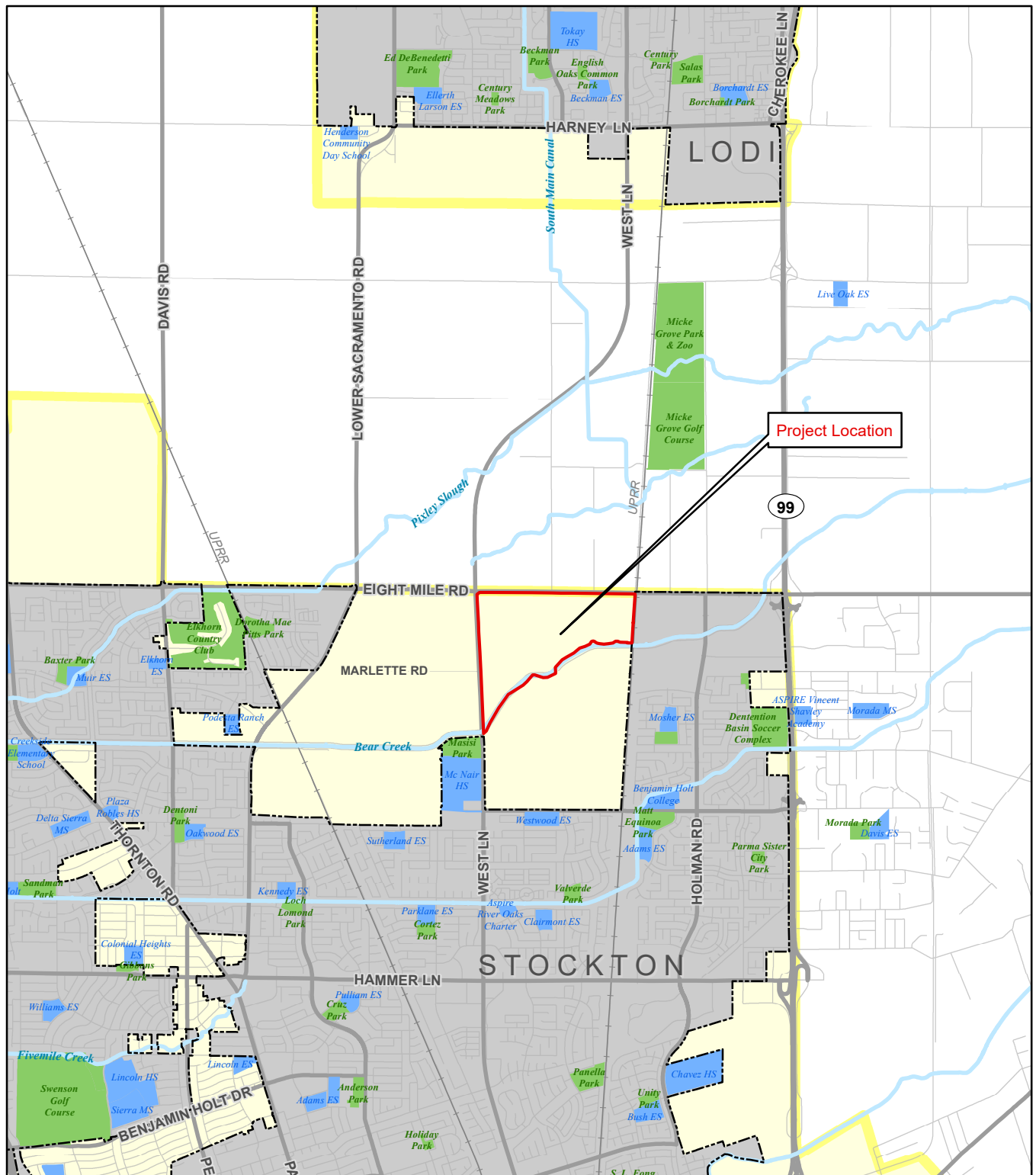
Under this alternative, the Project site would be developed with a reduction in the overall Project intensity/density while maintaining the approximate overall Project footprint. For the purposes of discussion, this option considers a 20 percent reduction in the intensity/density of the Project while maintaining the approximately 318.82-acre Project footprint. Typical residential lots would increase from 5,000 to 6,000 sf to 6,000 to 7,400 sf. This alternative would result in up to 858 LDR units (with school) to 930 LDR units (without school) and up to 272 HDR units (with or without school), for a total of 1,130 units (with school) to 1,202 units (without school). This would result in a reduction of 283 (with school) to 301 (without school) units when compared to the proposed Project. The 10.5-acre commercial area in the northwest portion of the Project site would be eliminated. This would eliminate a 70,000-sf grocery store, 22,000 sf of retail shops, a 3,500-sf quick service restaurant, a 3,500-sf convenience store with attached fueling facility, and a 2,500-sf wine tasting room. This alternative would still establish a site for a 14.7-acre K-8 school to be developed by the LUSD. However, if the LUSD decides against the K-8 school siting, the area will instead include the development of single family residential units.

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Figure 2: Project Vicinity

### Legend

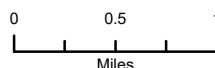
City Limits

Sphere of Influence

Public School

Park

USGS Stream/River



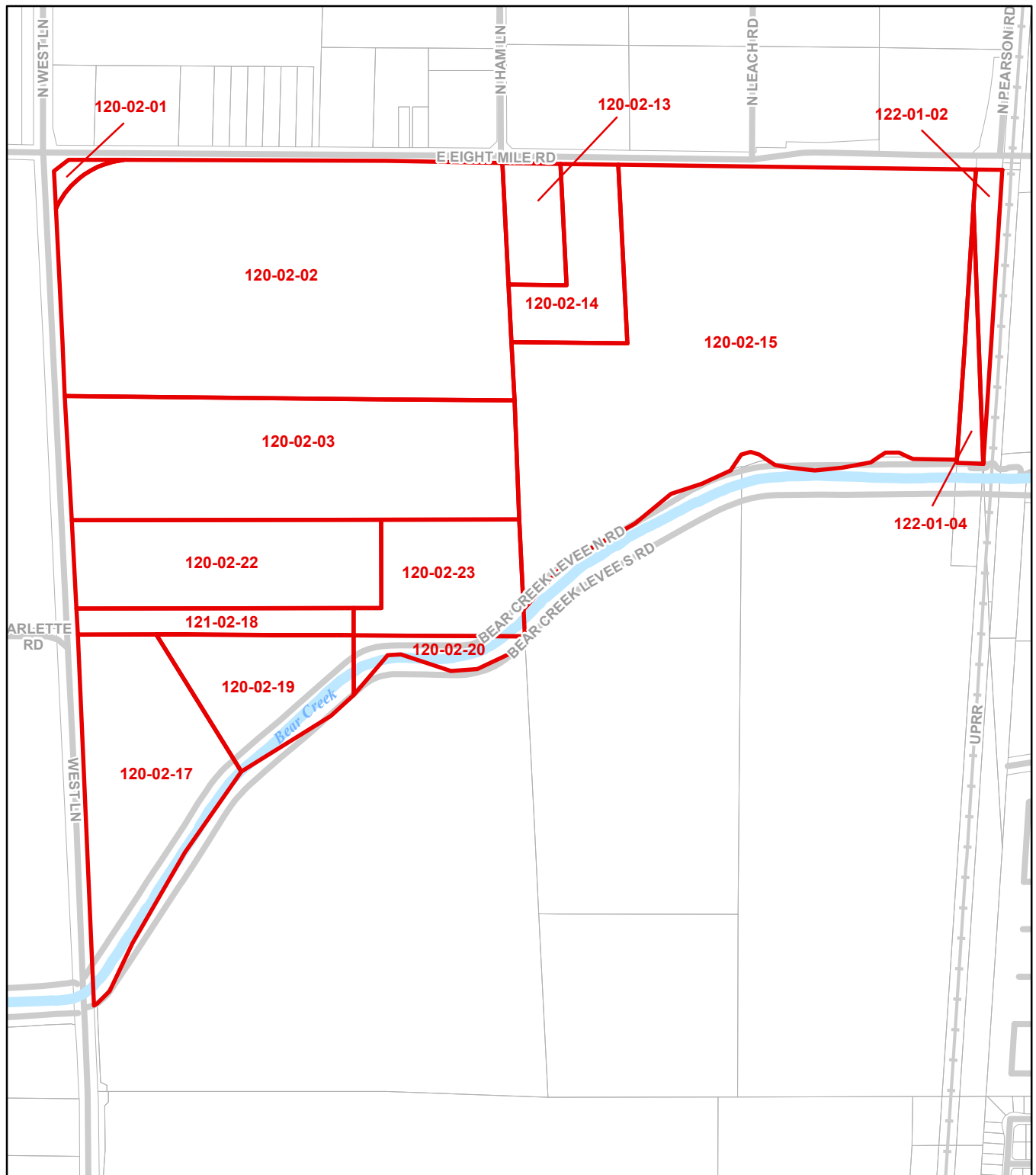
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Data sources: North Star Engineering Group, Inc., December 16, 2015; San Joaquin County GIS; USGS National Hydrography Data Set. Map date: May 17, 2016.

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Figure 3: APN Map

### Legend

Project Site Parcels



0 250 500  
Feet  
1:10,000

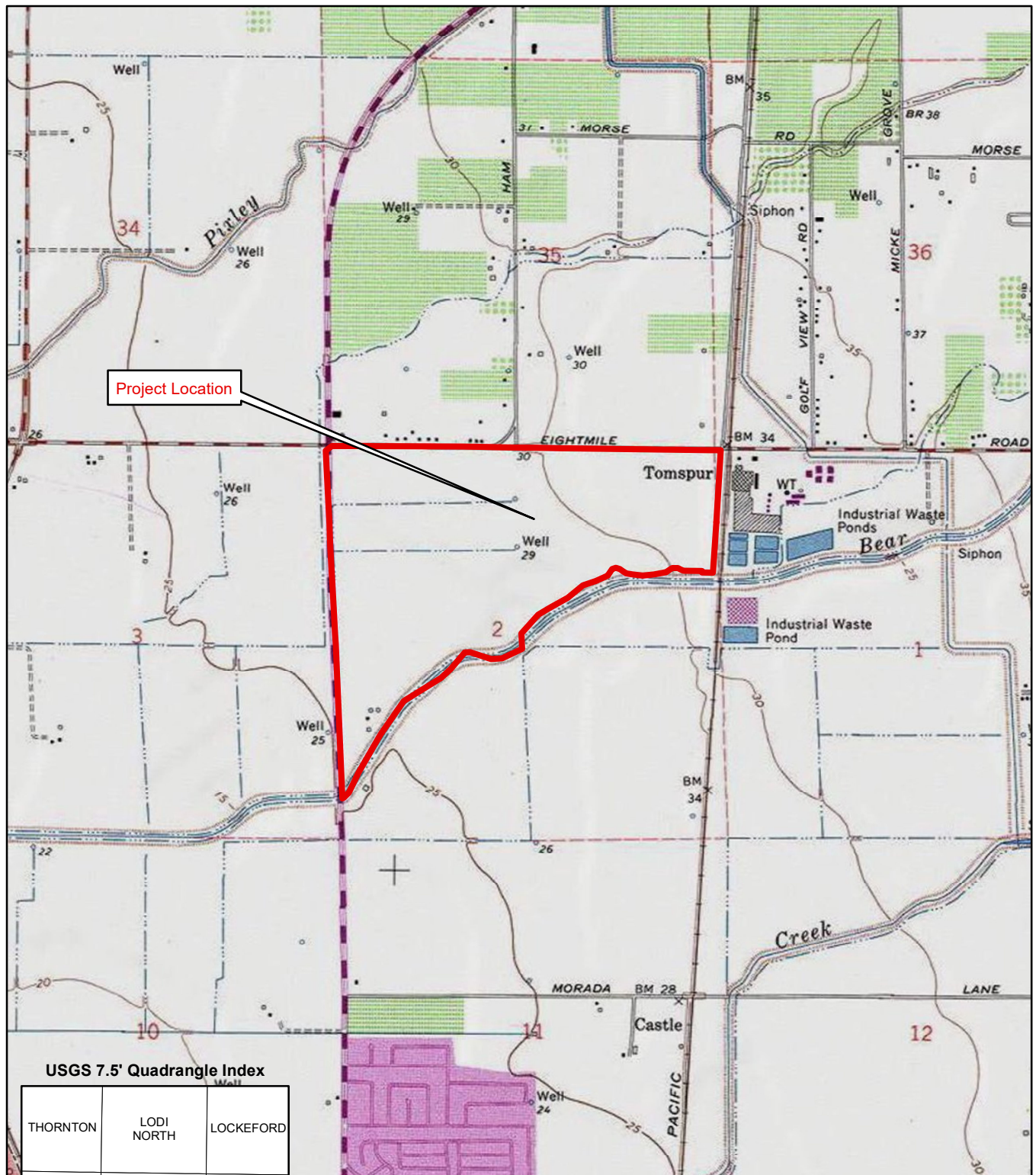
Data sources: San Joaquin County GIS; City of Stockton GIS.  
Map date: May 17, 2016.

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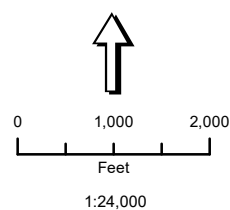


USGS 7.5' Quadrangle Index

THORNTON	LODI NORTH	LOCKEFORD
TERMINOUS	LODI SOUTH 	WATERLOO
HOLT	STOCKTON WEST	STOCKTON EAST

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Figure 4: USGS Topographic Map  
Lodi South Quadrangle



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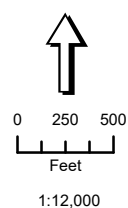


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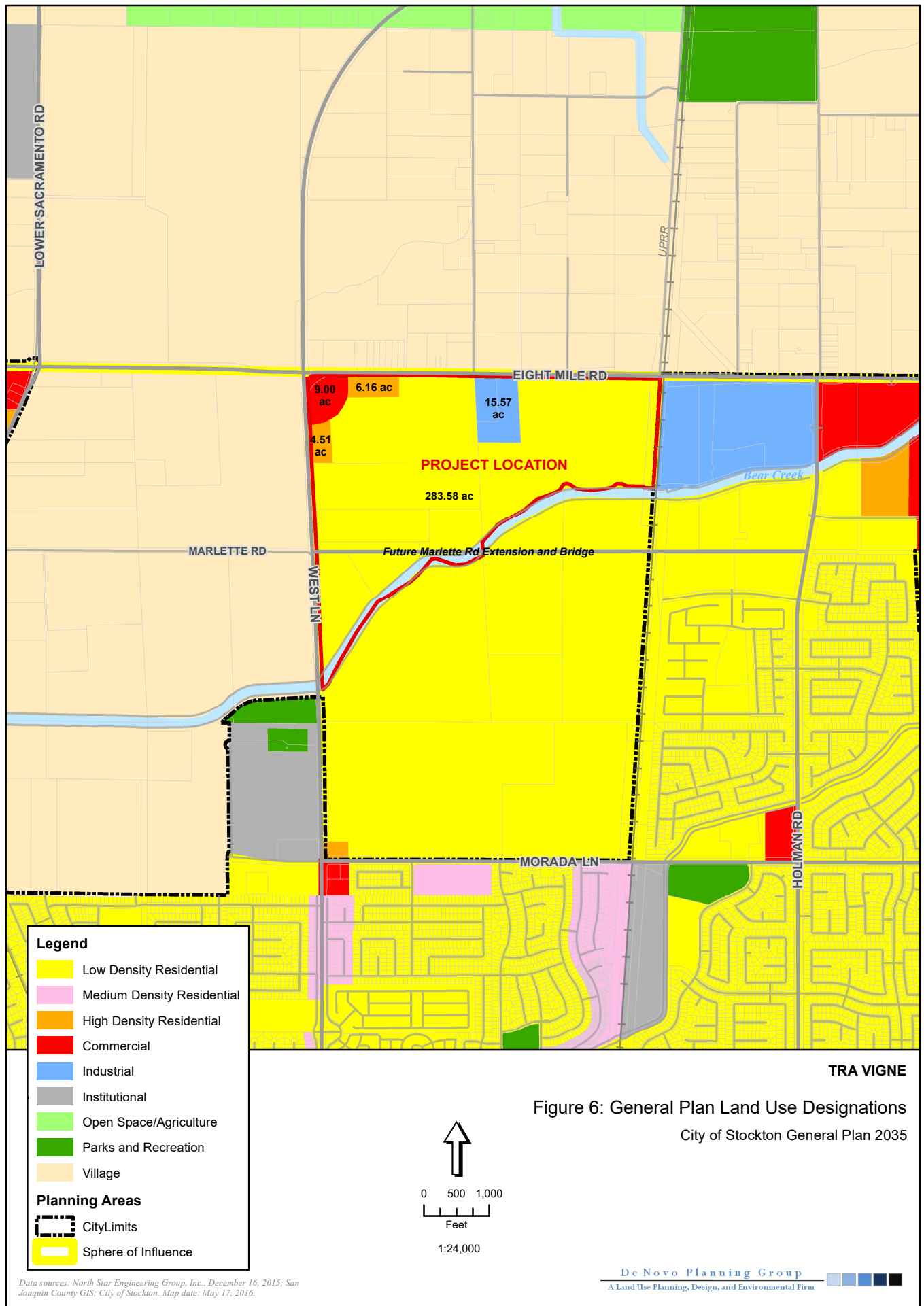
Figure 5: Aerial View of Project Site

**Legend**

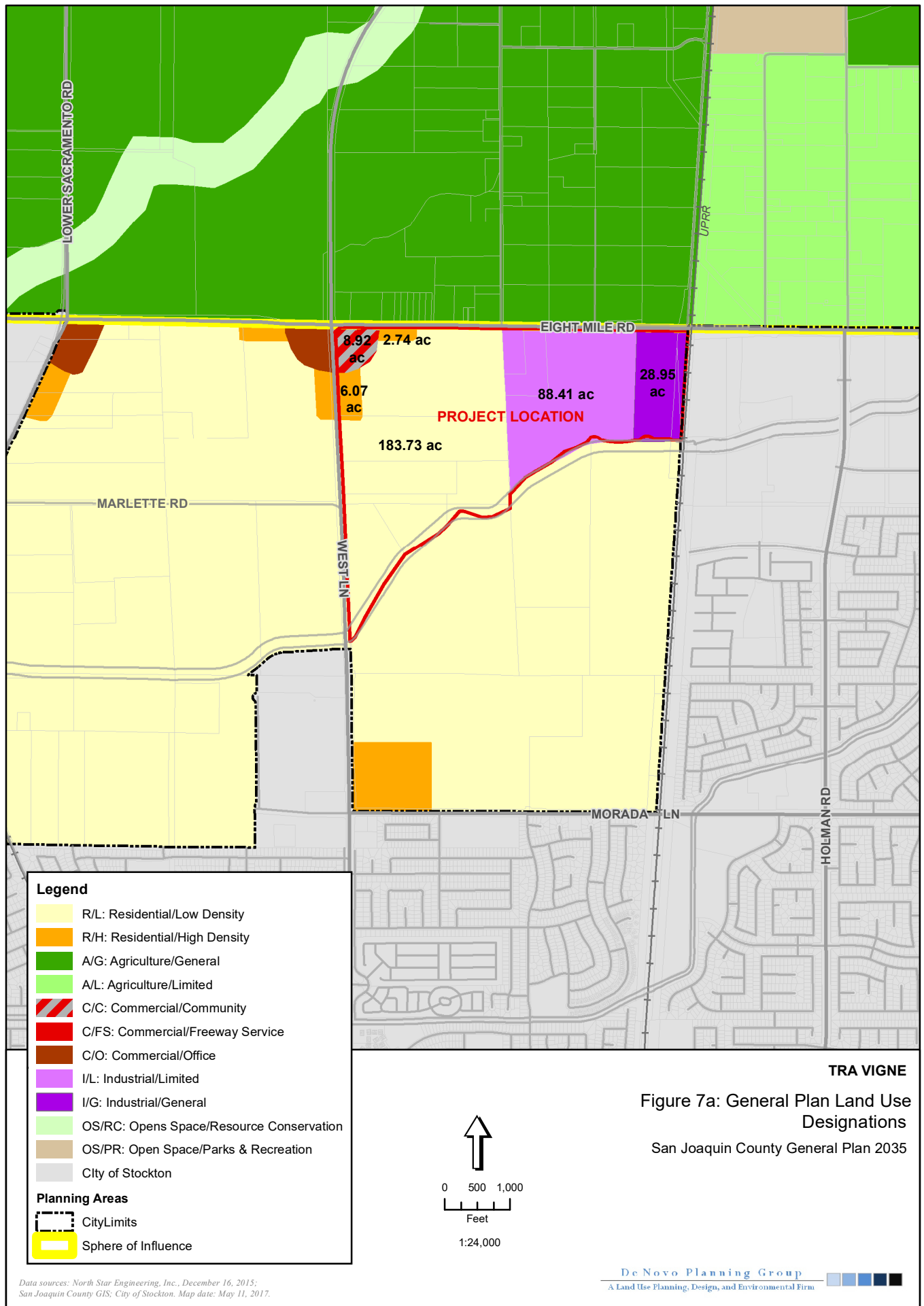
Project Boundary



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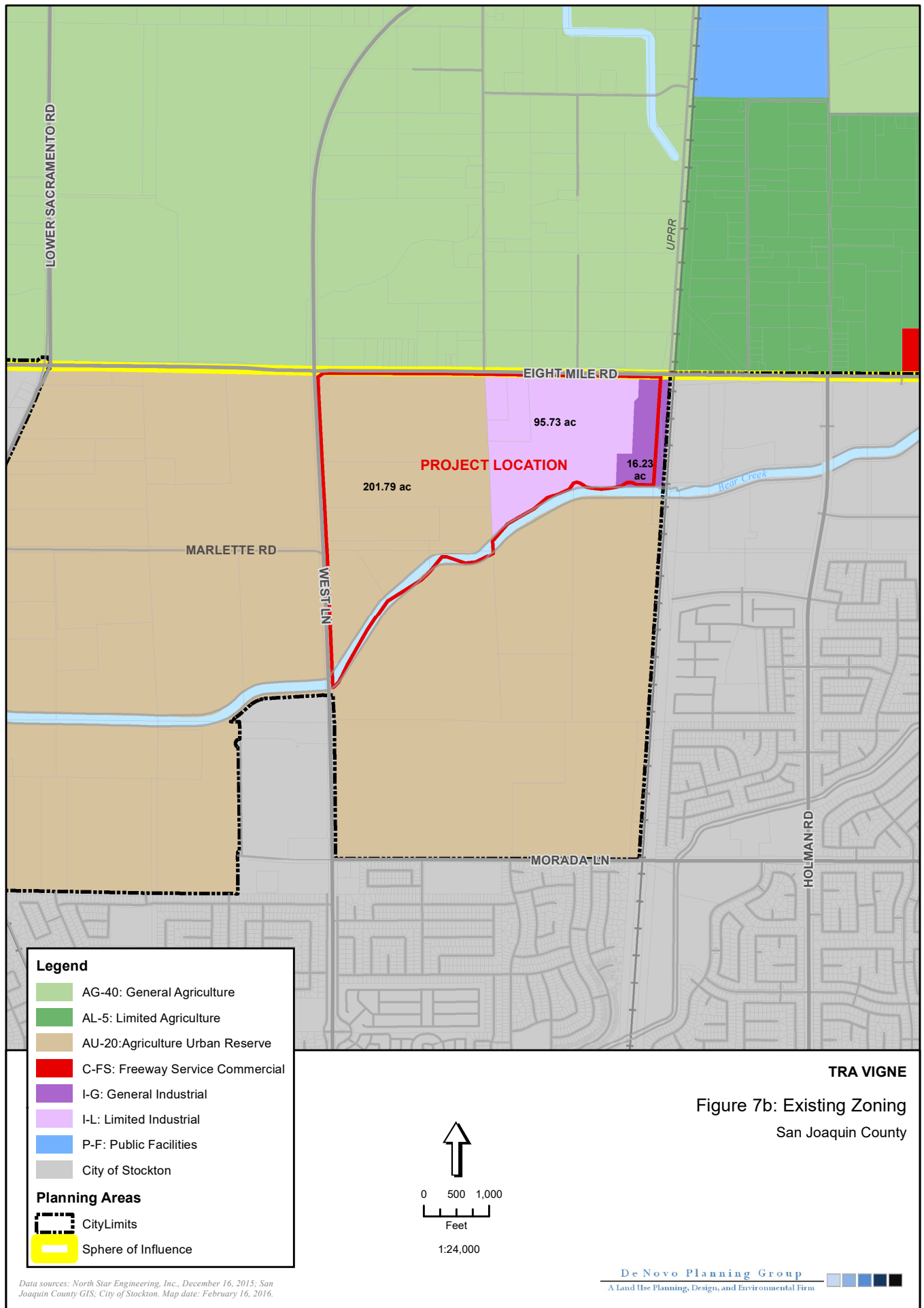
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Data sources: North Star Engineering, Inc., December 16, 2015;  
San Joaquin County GIS; City of Stockton. Map date: May 11, 2017.

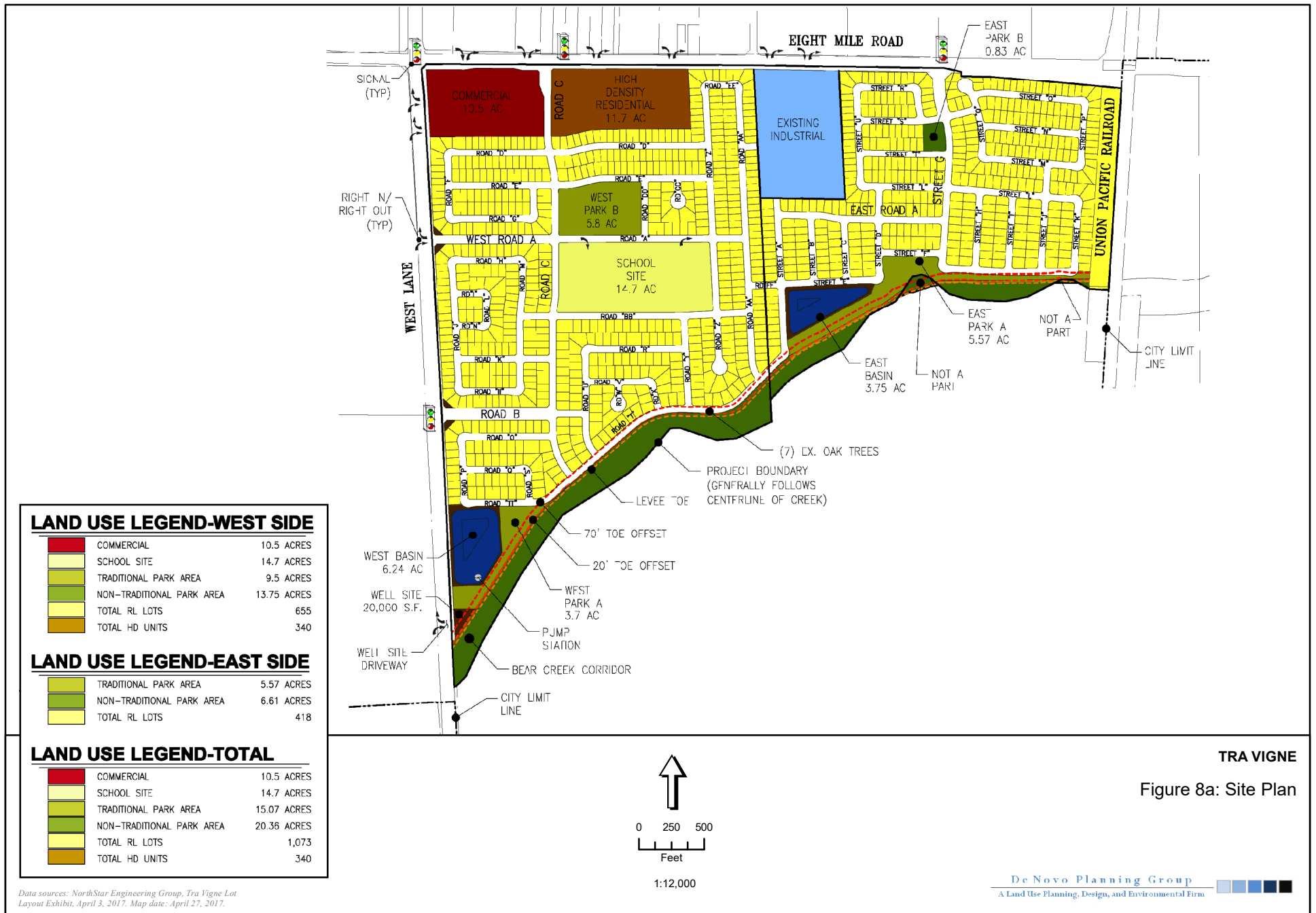
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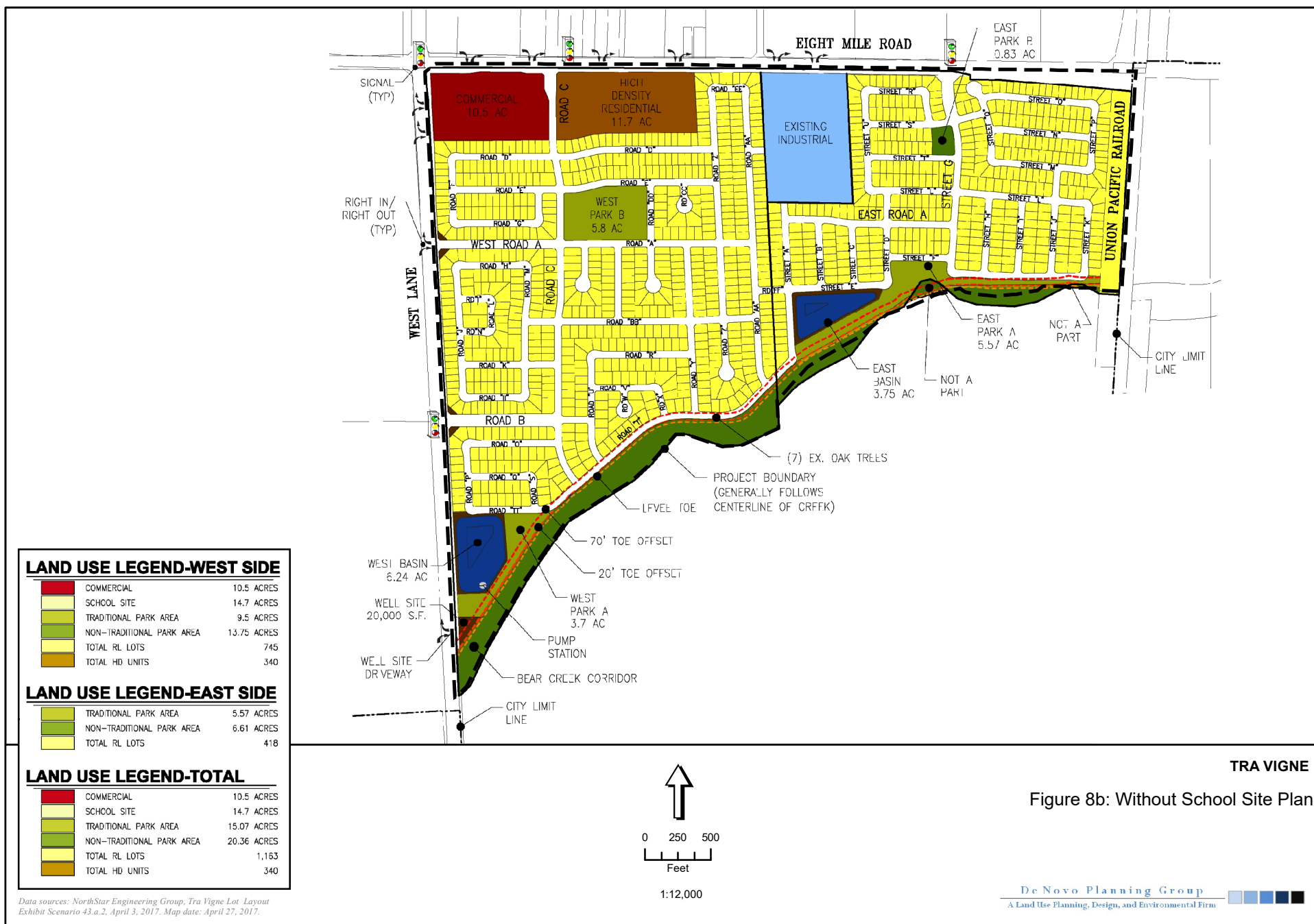


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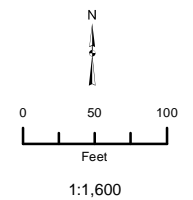
Data sources: NorthStar Engineering Group, Tra Vigne Lot Layout Exhibit Scenario 43.a.2, April 3, 2017. Map date: April 27, 2017.

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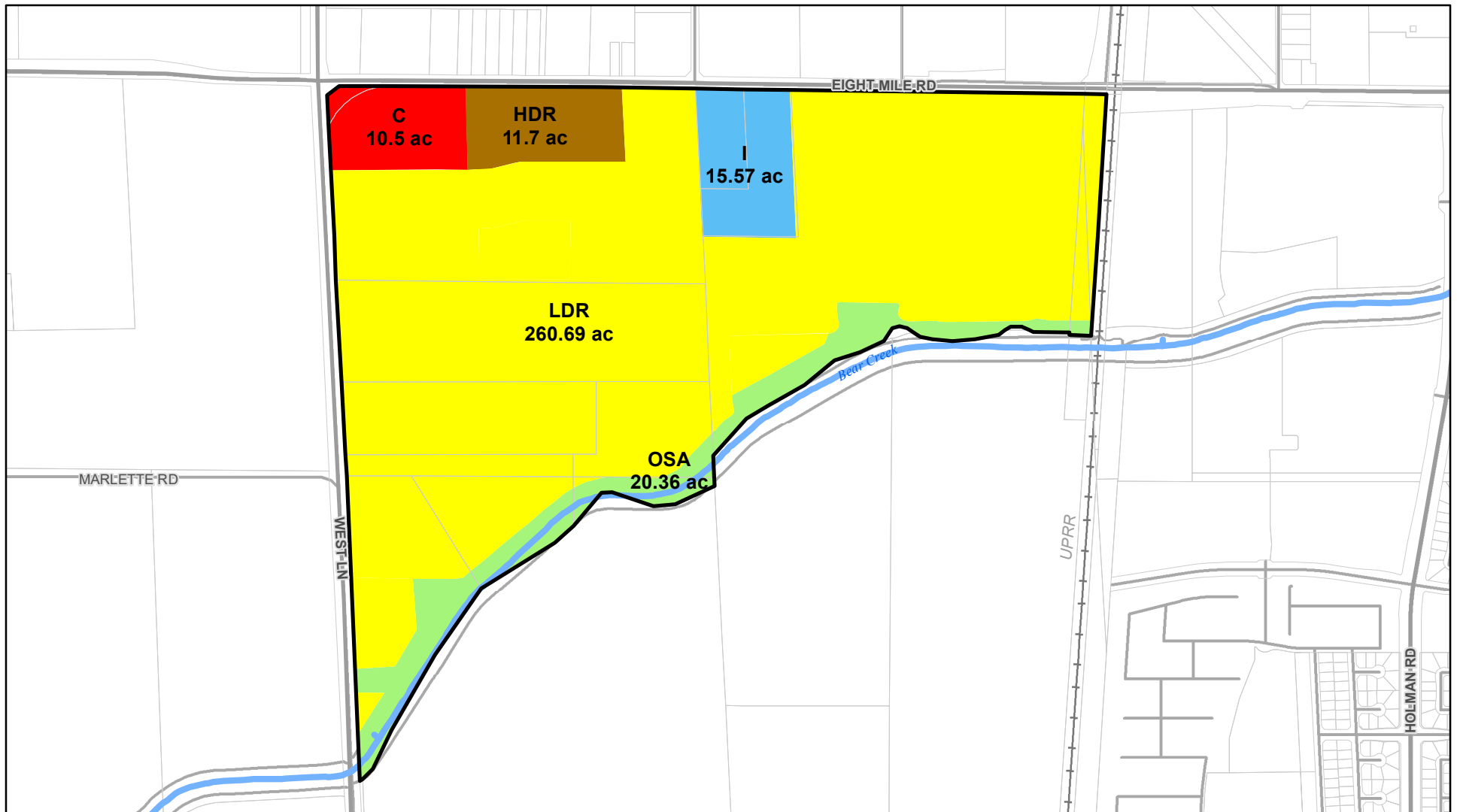
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Figure 8c:  
Commercial Site Plan



Data sources: TWA Architect, 4-27-2017.  
Map date: May 4, 2017.

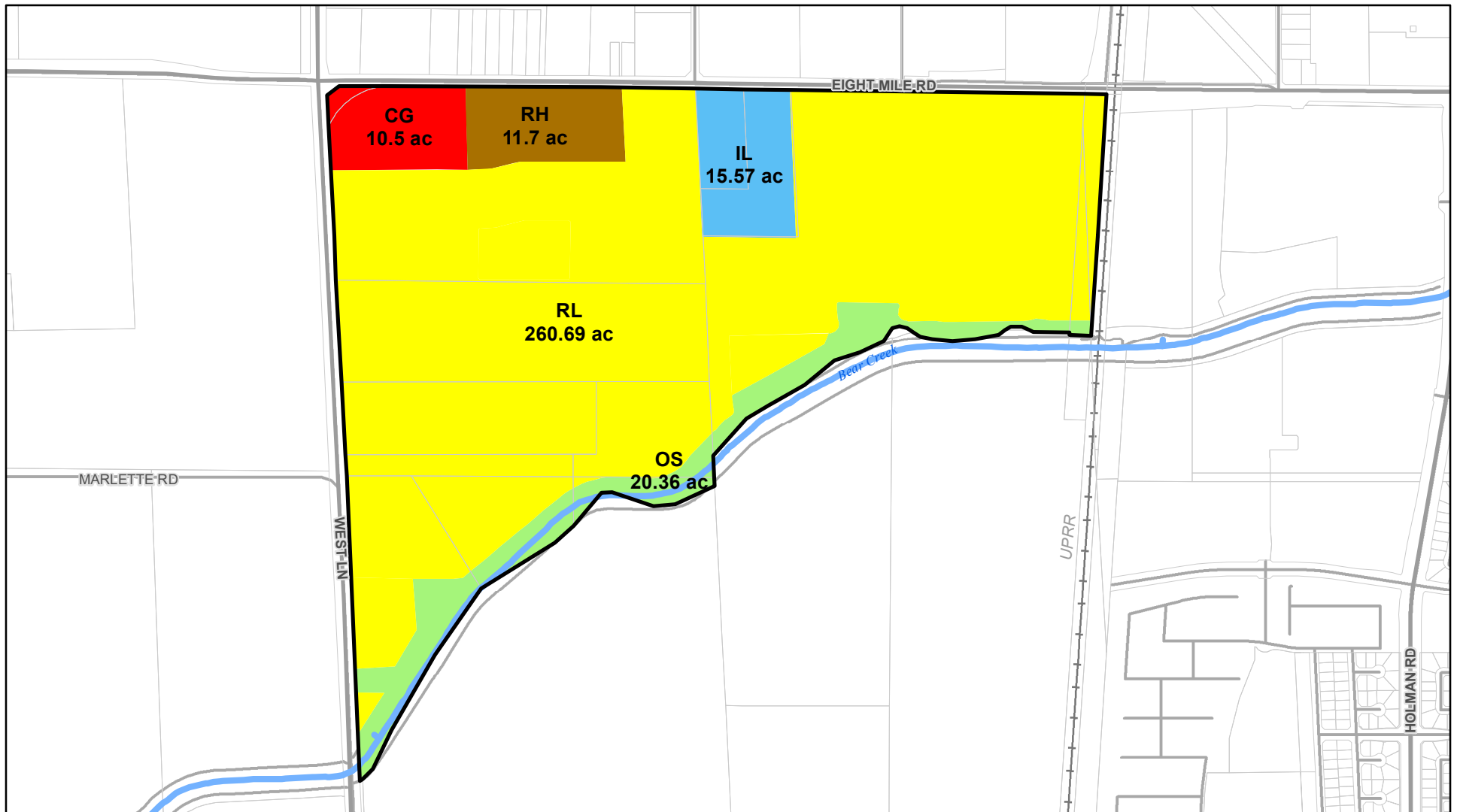
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Data sources: NorthStar Engineering Group; San Joaquin County; USGS National Hydrography Dataset. Map date: April 27, 2017.

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#### Legend

- RL - Residential, Low Density
- RH - Residential, High Density
- CG - Commercial, General
- IL - Industrial, Limited
- OS - Open Space

Data sources: NorthStar Engineering Group; San Joaquin County; USGS National Hydrography Dataset. Map date: April 27, 2017.



0 250 500  
Feet

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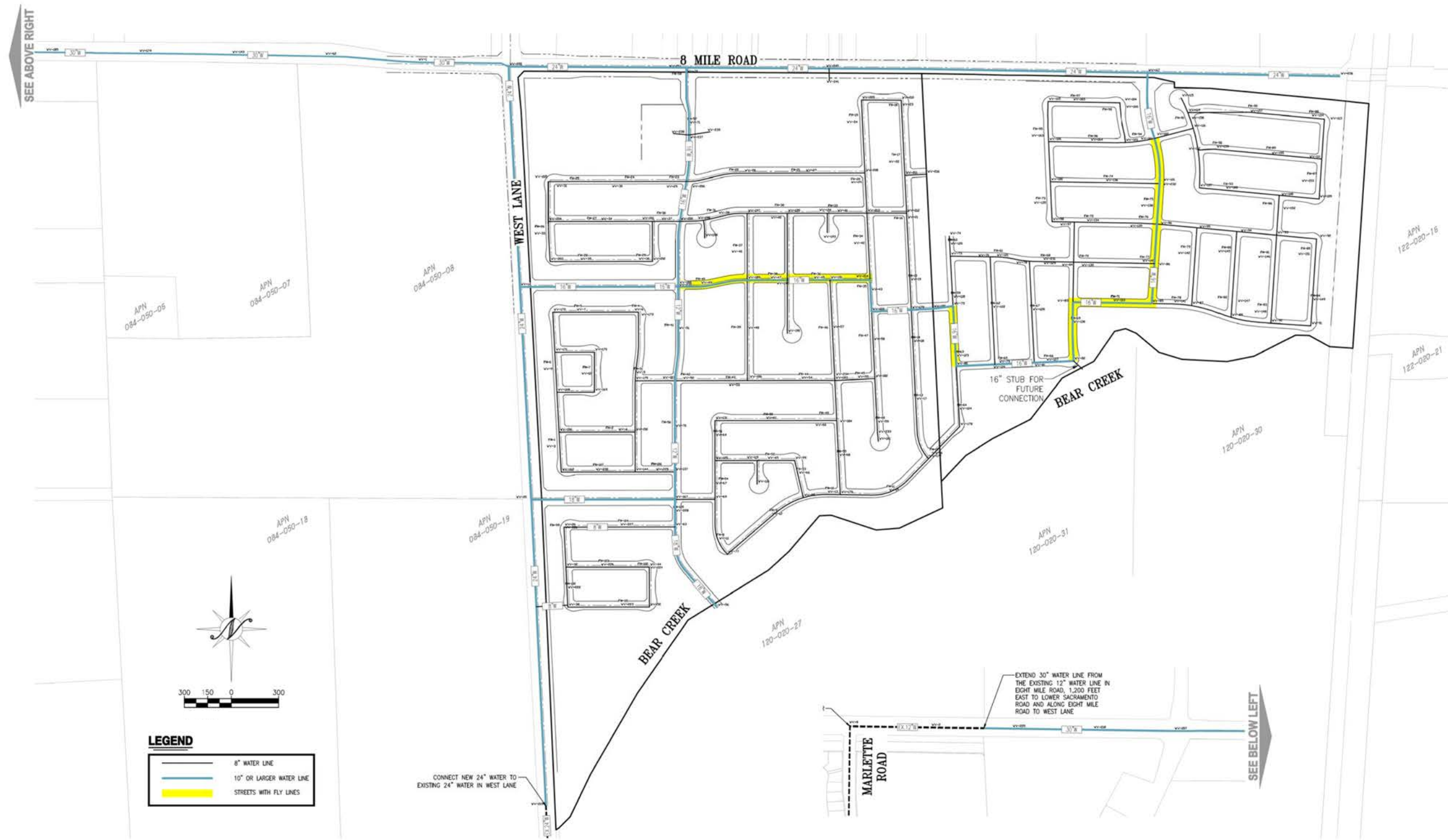
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Figure 10: Pre-Zoning Designations

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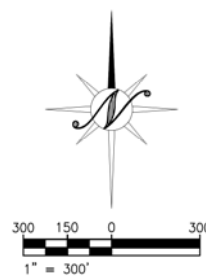
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Figure 11. Water Exhibit



## LEGEND

- BACKBONE TRUNK SEWER LINES
- 8" DISTRIBUTION SEWER LINES
- STREETS WITH FLYLINES



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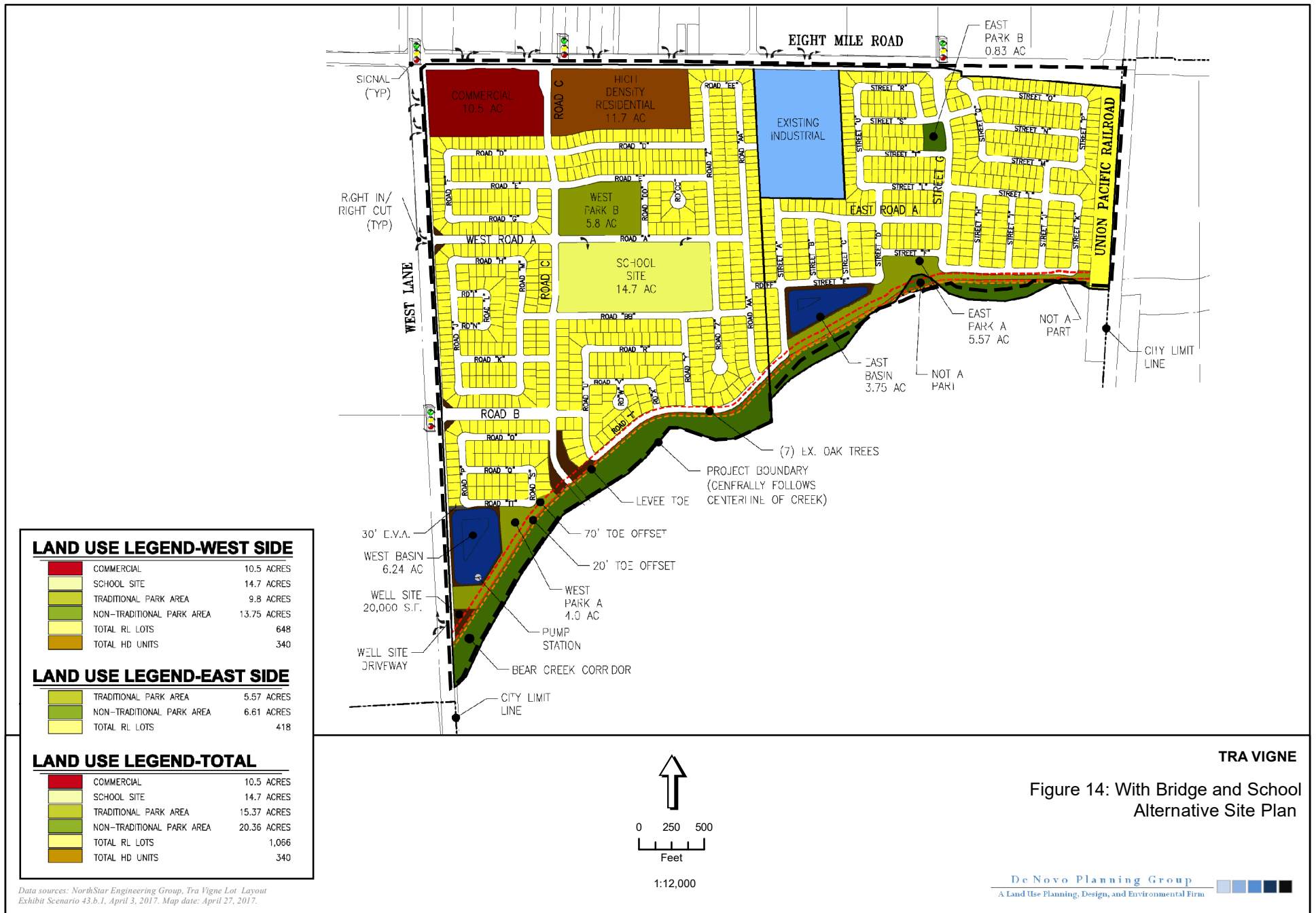
Figure 12. Sewer Exhibit





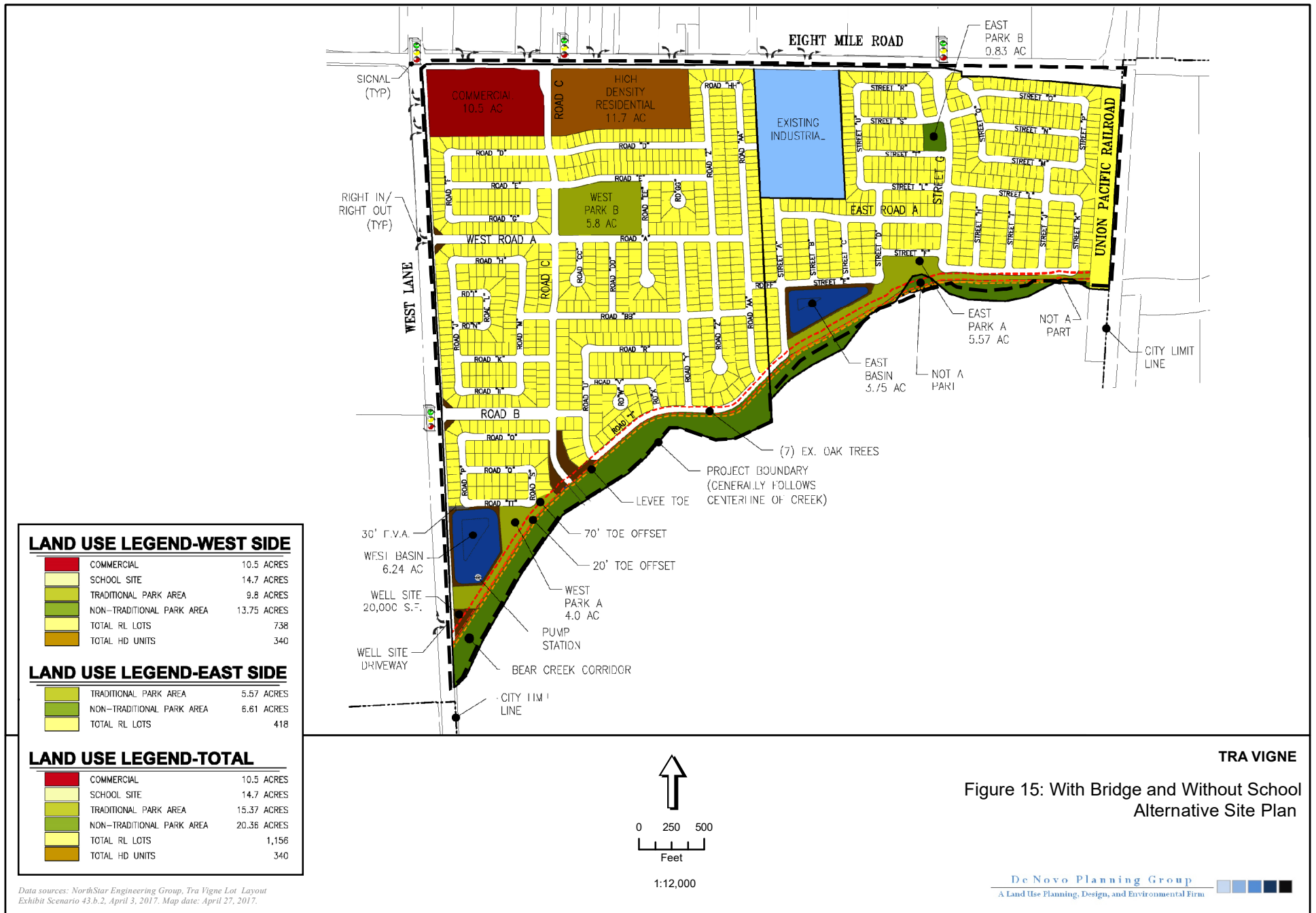
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Figure 13. Storm Water Exhibit



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