

ANNEXATION PLAN

FOR THE

BEAR CREEK SOUTH PROJECT

MAY 12, 2026

Prepared for:

San Joaquin County Local Agency Formation Commission
509 West Weber Avenue, Suite 420
Stockton, CA 95203
(209) 468-3198

and

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

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

A Land Use Planning, Design, and Environmental Firm

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BEAR CREEK SOUTH PROJECT –ANNEXATION PLAN

EXECUTIVE SUMMARY

Introduction

This Annexation Plan is designed to provide important background information to allow for a thorough justification of this annexation proposal and to ensure compliance with all San Joaquin Local Agency Formation Commission (LAFCo) rules and regulations and other all applicable regulatory requirements (including the California Government Code).

The City of Stockton (City) proposes to annex 15 parcels in an unincorporated area of San Joaquin County (County), totaling 530.18 acres. This includes the proposed 503.89-acre Development Area (including future right-of-way and existing roadway right-of-way along West Lane and Morada Lane) and 26.29-acre Non-Development Area.

The annexation area is within the City of Stockton’s 10-Year planning horizon per the City’s Sphere of Influence (SOI) Map and is a logical extension of the existing City limits. Each of the three components of the annexation proposal (hereinafter “Annexation Project”) are described below.

A Notice of Completion was filed with the State Clearinghouse for the Bear Creek South Project Environmental Checklist on April 16, 2025.

DEVELOPMENT AREA

The Development Area includes a total area of 503.89 acres that is intended for the development of up to 2,241 residential units, five parks, a lineal open space area along Bear Creek and public infrastructure.

NON-DEVELOPMENT AREA

The Non-Development Area includes six parcels (or a portion of) totaling 26.29 acres consisting of City of Stockton rights-of-way, a UPRR easement area (via Congressional Grant), and two Sacramento-San Joaquin Drainage District easement areas. While the proposed Project does not propose development in this area at this time, any changes in land use designations within 2 years of annexation approval will require the City to notify LAFCo of the intended changes in land use designations.

ANNEXATION AREA

The Annexation Area includes the whole of the Project, including the Development and Non-Development Areas (totaling 530.18 acres).

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Annexation Plan Contents

This Annexation Plan includes the following sections:

OPEN SPACE CONVERSION STATEMENT

The **Open Space Conversion Statement** provides background on the Annexation Project, describes the existing agricultural characteristics and uses of the annexation area, provides an analysis of the agricultural and conservation-related fees that the City would be required to pay, and provides a description of the type of soils located within the annexation area. This section also discusses the Annexation Project with regard to the following (pursuant California Government Code Section 56377):

- a) Development or use of land other than open space uses shall be guided away from existing prime agricultural lands in open space use and towards areas containing non-prime agricultural lands, unless that action would not promote the planned orderly, efficient development of an area.
- b) Development of existing vacant or non-prime agricultural land for urban uses within the existing jurisdiction of a local agency or within the SOI of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open space uses which are outside of the existing jurisdiction of the local agency or outside the existing SOI of the local agency.

RESIDENTIAL ENTITLEMENT MATRIX

The **Residential Entitlement Matrix** provides a discussion of the relationship between the additional population and units proposed as part of this Annexation Plan and the total number of units that the City has planned to accommodate, to demonstrate consistency with the California Department of Housing and Community Development's (HCD) Regional Housing Needs Assessment (RHNA) allocation.

CITY SERVICES PLAN

The **City Services Plan** has been prepared to fulfill the following requirement:

"Pursuant to California Government Code Section 56653, the San Joaquin Local Agency Formation Commission (LAFCo) requires that any application for a change of organization or reorganization be accompanied by a plan for providing services. In accordance with Section 56653, the plan shall include:

- an enumeration and description of services to be extended to the affected territory;
- the level and range of those services;
- an indication of when those services can feasibly be extended to the affected territory;
- an indication of any improvements or upgrading of structures, roads, sewer or water facilities, or other conditions that the local agency would impose or require within the affected territory if the change of organization or reorganization is completed; and

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- information with respect to how those services will be financed.”

Overall, existing public services, with improvements proposed as a part of the Bear Creek South Project, would be adequate to serve the Annexation Project. The Bear Creek South Project, including the Annexation Project would require extension of services provided by the City, including public safety and utility services. The level and range of these public services is described in this document and in additional detail in the Bear Creek South Environmental Checklist. The design, engineering, and construction of these services and infrastructure improvements will be financed by the developer, subject to approval by the City of Stockton.

As noted by San Joaquin LAFCo, an update to the MSR may be required before LAFCo prior to approval of the annexation plan. The San Joaquin LAFCo will also rely on the environmental analysis of the Environmental Checklist prepared for the proposed Project when evaluating any necessary boundary changes for the project.

TIMELY AVAILABILITY OF WATER SUPPLIES

The **Timely Availability of Water Supplies** section describes the City’s ability to serve the annexation area with adequate water supplies. Eventual build out of the Bear Creek South Project would total approximately 2,241 residential units on approximately 503.89 acres in the Development Area. The General Plan designates the Project site for Residential use and the proposed Project is consistent with that land use designation. Furthermore, the City of Stockton General Plan Environmental Impact Report (EIR) concluded that the City of Stockton will have sufficient water supplies to meet the projected demands from development allowed by the General Plan, and therefore has sufficient water supplies available to serve the proposed Project from existing entitlements and resources, and would not require new or expanded entitlements during normal, dry, and multiple dry years. The proposed Project is considered planned growth and to the extent that the proposed Project would require additional water supply, this was previously considered by the General Plan EIR. Therefore, water supplies were determined to be sufficient to serve the annexation area in a timely manner.

FAIR SHARE HOUSING NEEDS

The **Fair Share Housing Needs** section describes the extent to which this proposed annexation will affect the City’s ability to achieve its respective fair share of regional housing needs, as determined by the San Joaquin Council of Governments (SJCOG) (consistent with Article 10.6 [starting with Section 65580] of Chapter 3). The City of Stockton has a surplus of sites available to meet its 2023-2031 RHNA allocation by income category, as the above-moderate income RHNA allocation is satisfied by units that have been previously approved or already built.

Justification and Findings

The Cortese-Knox-Hertzberg (CKH) Local Government Reorganization Act of 2000 is the section of the California Government Code (Section 56000 et seq.) that provides LAFCo with its authority, procedures, and functions. The CKH Act gives LAFCo power to “approve or disapprove with or without amendment, wholly, partially or conditionally” proposals concerning the formation of cities

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and special districts, annexation or detachment of territory to cities and special districts, and other changes in jurisdiction or organization of local government agencies.

Consistent with the requirement for LAFCo to review the proposed annexation request pursuant to the criteria provided in California Government Code Section 56337, the following justifications and findings are made in support of approval of the annexation request.

- 1) Lands within the annexation area are planned for urban uses in the Stockton General Plan.
- 2) The Project is located within the City of Stockton 10-year Planning Horizon.
- 3) The Project proposes an orderly and logical boundary for annexation and is contiguous to the City limits.
- 4) The Project creates a logical extension of the City boundaries and can be served by existing infrastructure.

1. OPEN SPACE CONVERSION STATEMENT

The annexation area is in San Joaquin County, bounded by the limits of the City of Stockton on the west and east. The annexation area is immediately northeast of the intersection of West Lane and Morada Lane. The annexation area is bounded on the north by Bear Creek, on the west by West Lane, which is an existing regional arterial, on the south by Morada Lane, and on the east by the Union Pacific Railroad (UPRR) right of way. The Envision Stockton 2040 General Plan Land Use Map (Figure 5) designates the entire Project site as Low Density Residential (LDR). The entire Project site is surrounded by the City of Stockton. Within the City, lands to the east and north are designated LDR. Lands to the south are designated Commercial, LDR, and Medium Density Residential. Lands to the west are designated Parks and Recreation, and Institutional. The San Joaquin County General Plan designates the annexation area as Low Density (R/L) and High Density (R/H).

In reviewing to approve or deny proposals which could reasonably be expected to induce, facilitate, or lead to the conversion of existing open space lands to uses other than open space uses, the San Joaquin County LAFCo shall consider, pursuant to California Government Code Section 56377, the following:

- a) Development or use of land other than open space uses shall be guided away from existing prime agricultural lands in open space use and towards areas containing non-prime agricultural lands, unless that action would not promote the planned orderly, efficient development of an area.
- b) Development of existing vacant or non-prime agricultural land for urban uses within the existing jurisdiction of a local agency or within the sphere of influence of a local agency should be encouraged before any proposal is approved which would allow for or lead to the development of existing open-space lands for non-open space uses which are outside of the existing jurisdiction of the local agency or outside the existing sphere of influence of the local agency.

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Agricultural Lands

The development of a 2,241 single-family lot residential subdivision would change the existing character of the Project site from predominately agricultural fields to a residential neighborhood. The Project site contains areas designated as Prime Farmland, Unique Farmland, Farmland of Local Importance, and Farmland of Statewide Importance and is zoned for Agriculture Urban Reserve by San Joaquin County. Most of the Project site is currently vacant and disturbed land and is generally located in an area of the city that includes developed areas, residential and some undeveloped lands. The City's General Plan designates approximately 16,160 acres of agricultural land for development to non-agricultural/urban uses, including the annexation area (See General Plan EIR, pp. 4.2-10-4.2-12; Figure 4.2-4). Specifically, the City's General Plan designates the Project site Low Density Residential and the proposed Project includes a request for a pre-zone to RL (Residential, Low Density) District that supports residential development at densities and configurations, compatible with the areas that surround the Project site. The General Plan designates the Project site for urban land uses and the General Plan EIR already identified the Project site as an area for potential farmland conversion.

The Project site is not under a Williamson Act contract. The proposed Project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.

The proposed Project is subject to the requirements of the Stockton Agricultural Lands Mitigation Program which will involve a contribution of conservation easement-protected land or payment of in-lieu fees to the Mitigation Program as compensation for the agricultural land conversion impacts of the Project. The City of Stockton adopted the Agricultural Land Mitigation Program in 2007. The Program applies to projects that would convert agricultural lands, as defined by the most-recent Important Farmland Maps published by the California Department of Conservation. Projects may provide "agricultural mitigation land" on a 1:1 basis for each acre of land converted, including administrative costs of approximately \$1,000 per acre, or pay the established Agricultural Land Mitigation Fee of \$12,822 (San Joaquin Council of Governments [SJCOG] San Joaquin County Multi-Species Habitat Conservation and Open Space Plan [SJMSCP] Habitat Fees, 2020) per acre. The Agricultural Land Mitigation Program provides that agricultural mitigation lands will be dedicated to a qualifying management entity such as the Central Valley Farmland Trust. The fees would be collected by the City, held in a dedicated account, and then expended by the City to acquire agricultural mitigation land or pay for the monitoring and administrative costs of the program. The fees may also be transferred to a qualifying entity for the same purpose.

The purchase of conservation easements and/or deed restrictions through the City's Agricultural Land Mitigation Program and the SJMSCP allows the agricultural landowner to retain ownership of the land and continue agricultural operations, preserving such lands in perpetuity.

In addition to the agricultural mitigation fee, the City has adopted Municipal Code Chapter 16.36, which establishes the City's "Right-to-Farm" ordinance. The intent of this ordinance is to protect agricultural uses in the City. Specifically, Municipal Code Chapter 16.36.040 establishes the City's policy to preserve the City and County's agricultural operations while minimizing conflicts to new urban development. The City's "Right-to-Farm" ordinance serves to protect farmers from nuisance

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complaints. The ordinance requires owners and builders to notify their successors-in-interest of the potential conflicts and effects of agricultural activities, and the ordinance specifies that typical agricultural practices shall not be considered a nuisance.

In addition, prior to issuance of a City building permit for construction of a residential building, the owner of the property upon which the building is to be constructed is required to file a disclosure statement acknowledging the proximity of agricultural operations and the potential for inconvenience or nuisance associated with those uses. The disclosure statement notifies the purchaser that the property being purchased may be located close to agricultural lands and operations and that the purchaser may be subject to inconvenience or discomfort arising from the lawful and proper use of agricultural chemical and pesticides and from other agricultural activities, including, without limitation, cultivation, plowing, spraying, irrigation, pruning, harvesting, burning of agricultural waste products, protection of crops and animals from depredation, and other activities which occasionally generate dust, smoke, noise and odor.

The City of Stockton is a participant in the SJMSCP, which provides comprehensive measures for compensation and avoidance of impacts on various biological resources, including ancillary benefits to agricultural resources. For instance, many of the habitat easements that are purchased or facilitated by the SJMSCP are targeted for the protection of Swainson's hawk or other sensitive species habitat that are dependent on agricultural lands. The biological mitigation for these species through the SJMSCP includes the purchase of certain conservation easements for habitat purposes; however, the conservation easements are placed over agricultural land, such as alfalfa fields and row crops (not vines or orchards).

Soils

There are several methods for classifying soil quality for agricultural uses. One method involves a soil capability rating provided the National Resources Conservation Service (NRCS). This classification shows, in a general way, the suitability of soils for most kinds of field crops. Crops that require special management are excluded. The soils are grouped according to their limitations for field crops, the risk of damage if they are used for crops, and the way they respond to management. The criteria used in grouping the soils do not include major and generally expensive landforming that would change slope, depth, or other characteristics of the soils; nor do they include possible but unlikely major reclamation projects. In the soil capability system rating, soils are generally grouped at three levels, which are capability class, subclass, and unit. Capability classes, the broadest groups, are designated by the numbers 1 through 8. The numbers indicate progressively greater limitations and narrower choices for practical use.

- Class 1 soils have slight limitations that restrict their use.
- Class 2 soils have moderate limitations that restrict the choice of plants or that require moderate conservation practices.
- Class 3 soils have severe limitations that reduce the choice of plants or that require special conservation practices, or both.
- Class 4 soils have severe limitations that restrict the choice of plants or that require special very careful management, or both.

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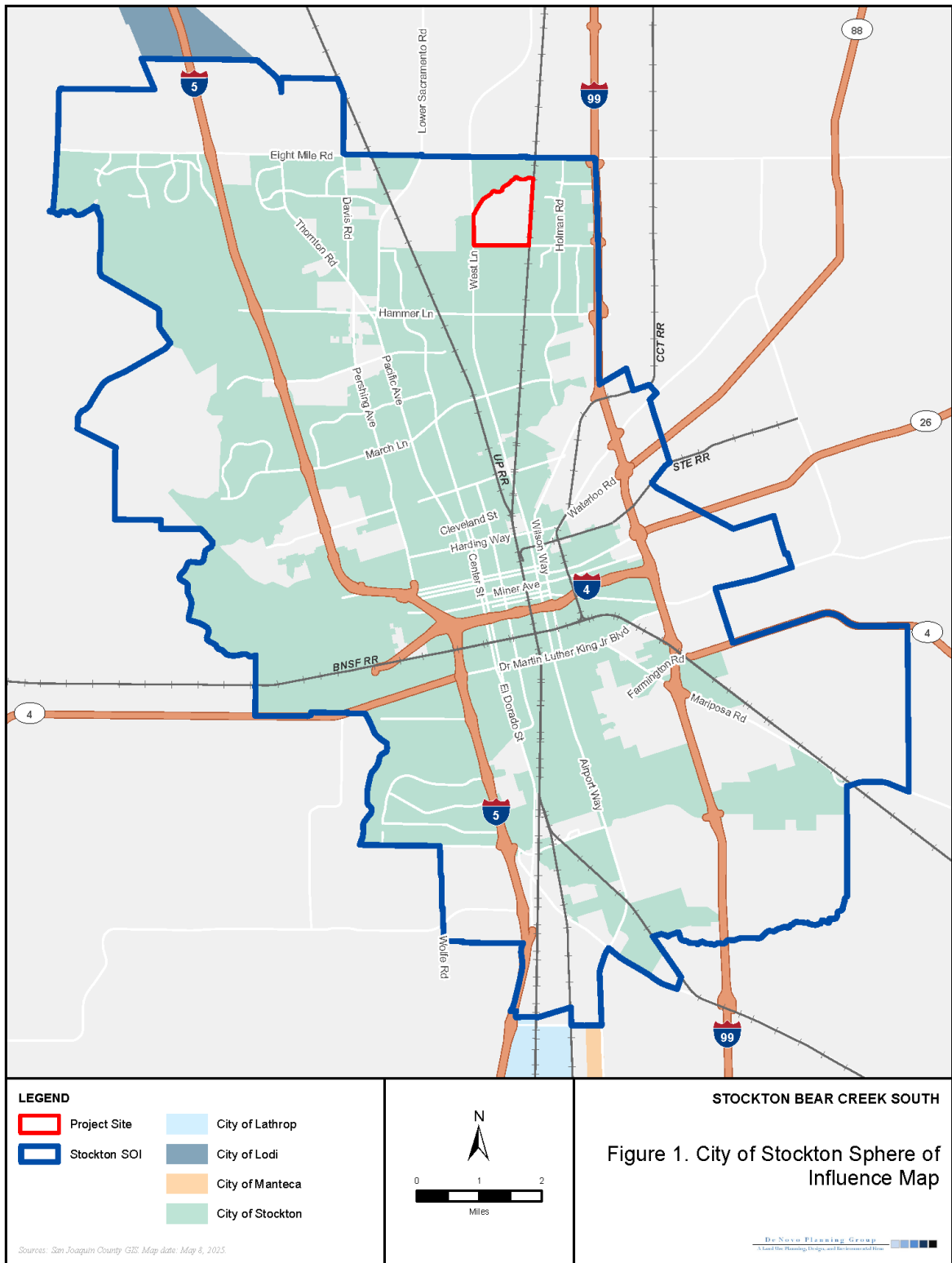
Based on this classification system, the entirety of Annexation Project soils fall under Class 2 (irrigated), Class 3 (irrigated), or Class 4 soils (non-irrigated).

Justification for Approval

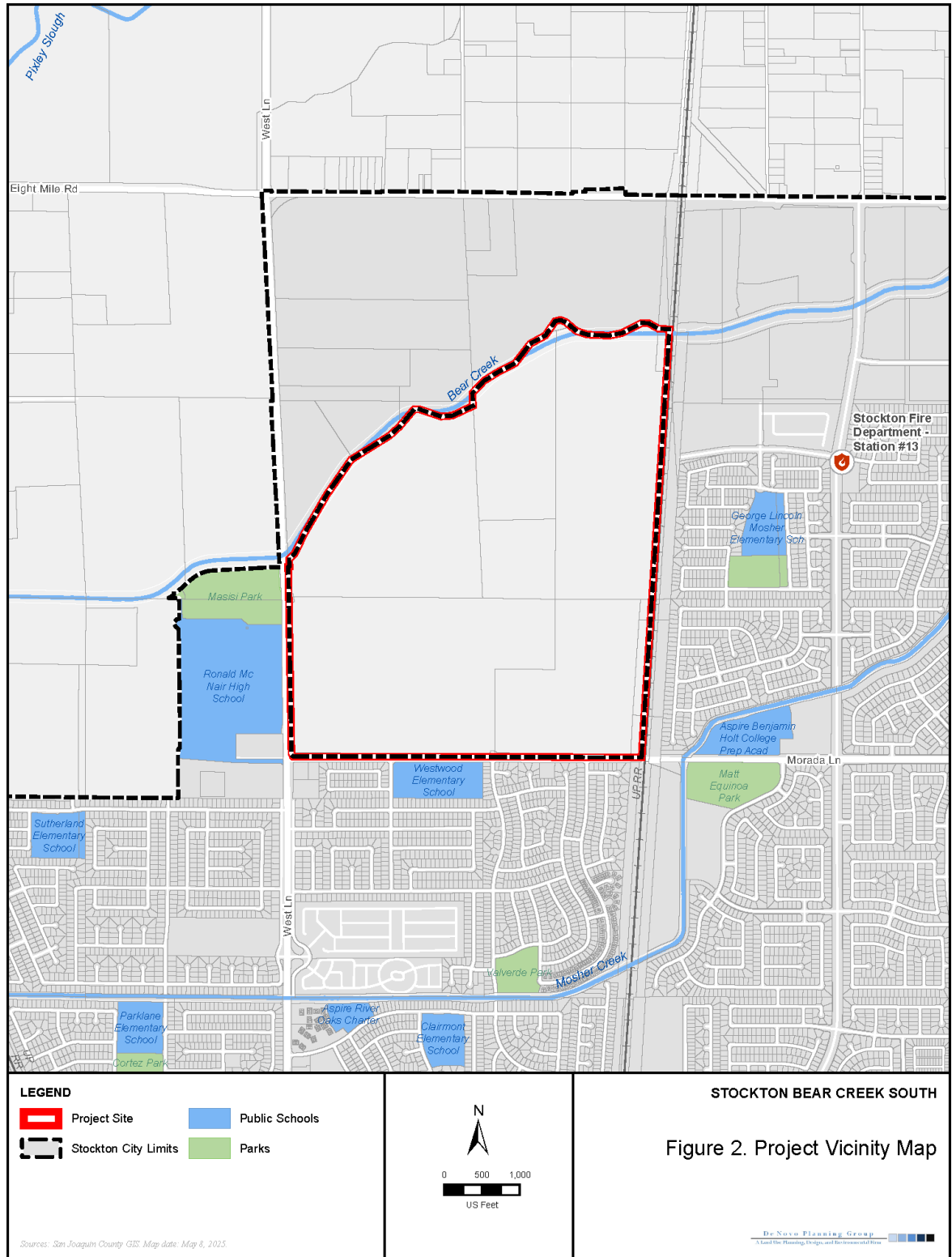
The annexation area is planned for urban uses in the Stockton General Plan. The Project is also located within the City of Stockton 10-year Planning Horizon. Despite the impacts to agricultural land in San Joaquin County, the Project will promote planned, orderly, and efficient development. Lastly, the Project proposes an orderly and logical boundary for annexation and is contiguous to the City limits. Consistent with the requirement that LAFCo review the proposed annexation request pursuant to the criteria provided in California Government Code Section 56337, the following justification and findings are made in support of approval of the annexation request:

- 1) Lands within the annexation area are planned for urban uses in the Stockton General Plan.
- 2) The Project is located within the City of Stockton 10-year Planning Horizon.
- 3) The Project proposes an orderly and logical boundary for annexation and is contiguous to the City limits.
- 4) The Project creates a logical extension of the City boundaries and can be served by existing infrastructure.

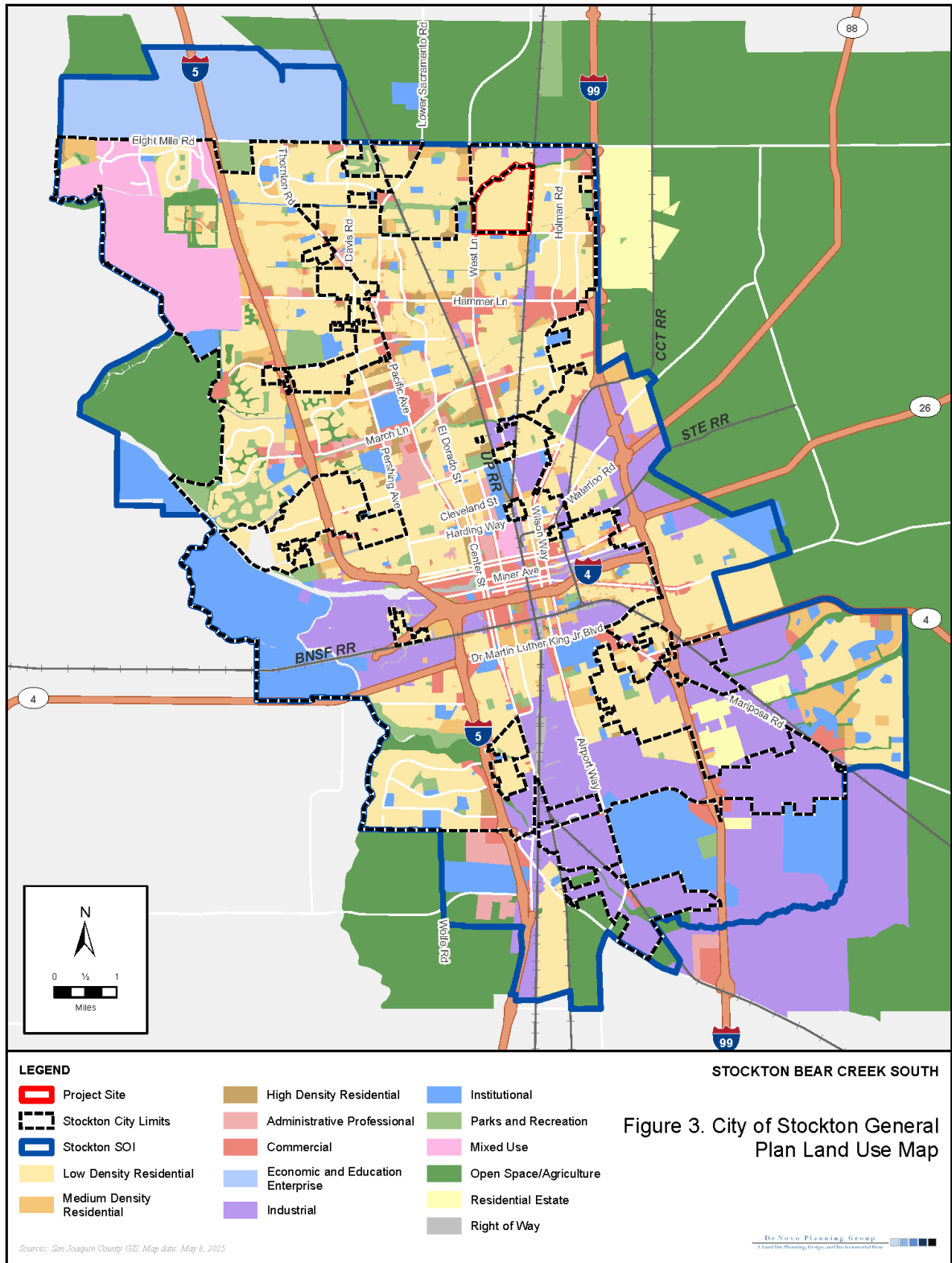
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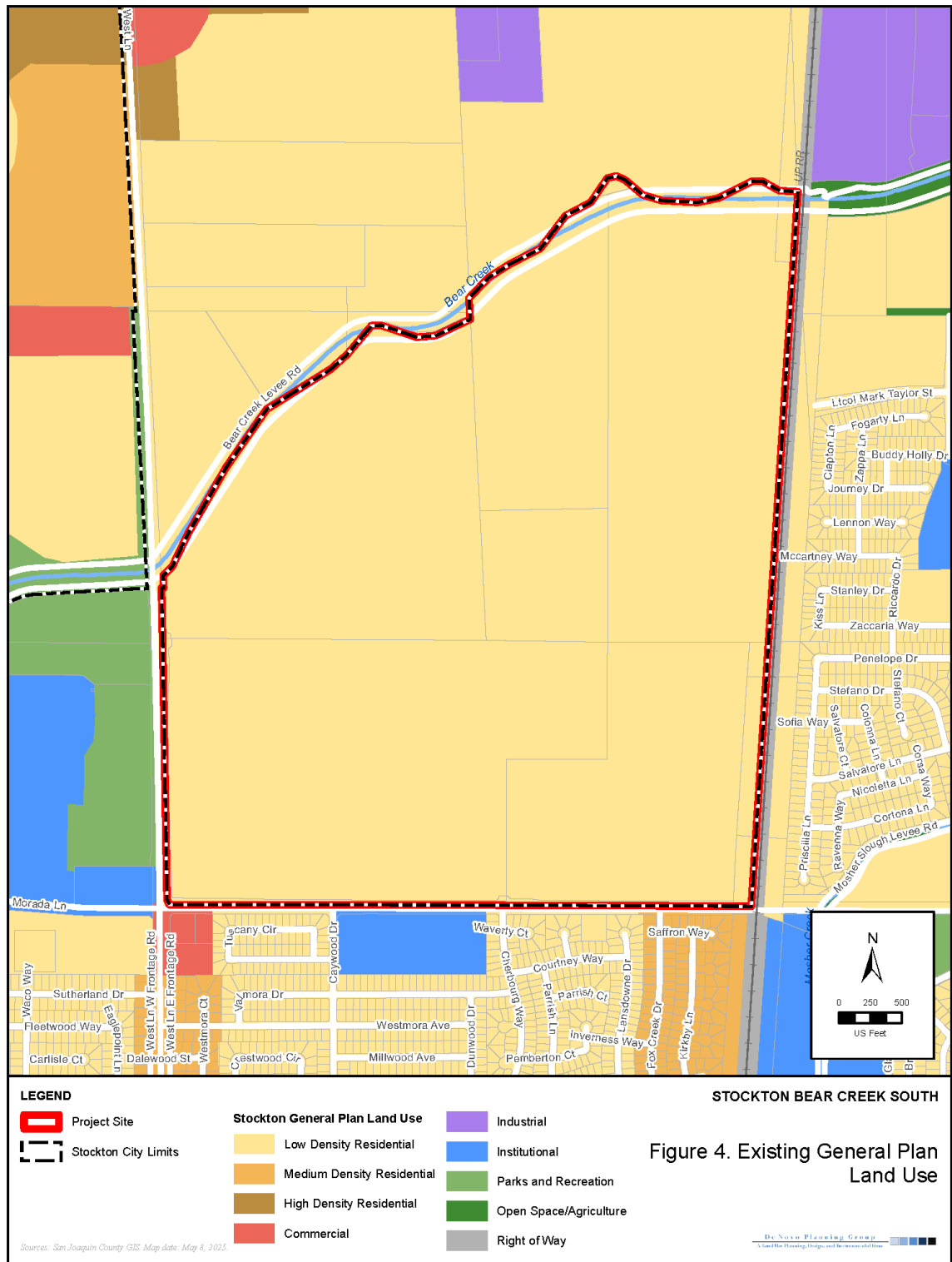
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2. RESIDENTIAL ENTITLEMENT MATRIX

The City’s approach to meeting its RHNA allocation relies on pending/under application (pipeline projects), vacant sites, and anticipated development of accessory dwelling units (ADU) and junior ADUs (JADU). Using this approach, the City has a surplus of sites available to meet its 2023-2031 RHNA allocation by income category. The City currently has 17 pipeline projects, for a total of 14,388 units that can be built. Anticipated units are based on the project design as approved by the City of Stockton or as submitted by the applicant. Of the 17 pipeline projects, five are 100 percent affordable. Of the total 14,388 units, 394 are in the lower-income category, 353 are in the moderate-income category, and the remaining 13,641 are in the above moderate-income category. Table 1 provides the City’s list of pipeline projects.

TABLE 1 - PIPELINE PROJECTS SUMMARY

PIPELINE PROJECTS	TOTAL ACRES	LOWER INCOME CAPACITY	MODERATE INCOME CAPACITY	ABOVE MODERATE INCOME CAPACITY	TOTAL CAPACITY
Calaveras Quarters Motel Conversion	2.14	68	1	0	69
Cannery Park	291.82	0	3,267	490	3,757
Crystal Bay	174	0	67	1,276	1,343
Delta Cove	359.52	0	77	1,468	1,545
Elderberry Residential Project	18.8	0	0	42	42
Grand View Village	0.79	75	0	0	75
Harding Apartments	1.02	0	4	18	22
Hunter House New Apartments	0.69	120	0	0	120
La Passeggiata Affordable Housing Project	0.83	94	0	0	94
Mobile Homes on El Dorado	7.06	0	18	104	122
Sanctuary	1,950.46	0	0	5,758	5,758
Sonora Square Apartments	0.92	37		0	37
Swain Crossing Apartments	1.58	0	5	31	36
Tra Vigne	318.05	0		1,503	1,503
Trinity Parkway Apartments	4.32	0	18	102	120
University Park	103.47	0		359	359
Westlake at Spanos Park	361.31	0	131	2,490	2,621
Total	3,621.10	394	353	13,641	14,374

SOURCE: CITY OF STOCKTON, 2023

The Bear Creek South Project includes the addition of 2,241 new residential units to the City of Stockton. As noted previously, the Stockton General Plan EIR (the EIR) provides the Development Projections that are used in the EIR (See General Plan Draft EIR, pp. 3-20). The EIR explains that it uses a “horizon-year projection,” which is based on an estimate of the amount of development that would occur by 2040. The EIR also uses a Buildout Projection which represents full buildout of the General Plan, but with a date uncertain. Each projection is described below:

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The horizon-year projection includes the following (See General Plan Draft EIR, pp. 3-20):

- 40,900 new dwelling units, including:
 - 26,300 new single-family units
 - 14,600 new multi-family units
- 132,200 new residents
- 13.8 million square feet of new commercial and office space
- 35.6 million square feet of new industrial space

The full buildout projection includes the following (See General Plan Draft EIR, pp. 3-22):

- 119,700 new dwelling units, including:
 - 43,800 new single-family units
 - 75,900 new multi-family units
- 386,700 new residents
- 50.9 million square feet of new commercial and office space
- 242.4 million square feet of new industrial space

The EIR indicates that there are almost 7,000 acres of vacant within the SOI (i.e. the EIR Study Area) (See General Plan Draft EIR, pp.3-22), which specifically includes the 530.18-acre Project site. The EIR indicates that a land use demand forecast (prepared as part of a Market Analysis that supports the projections for the General Plan) for Stockton in 2040 results in between 19,800 and 41,000 new housing units, including between 13,800 and 28,700 new single-family units and between 5,900 and 12,300 new multi-family units (See General Plan Draft EIR, pp. 3-24). These projections are based in part on the land use inventory from the General Plan land use map, in addition to market and economic factors that drive growth. The Project site provides approximately 5% of the total housing demand through the Horizon-Year Projection, and approximately 1.8% of the total housing demand through the Full Buildout Projection. There is nothing peculiar about the Project as it relates to house capacity/demand provided in the Horizon-Year Projection, Full Buildout Projection, or the Market Study Projections.

The current annexation area is adjacent to existing infrastructure and could serve the local demand, as well as providing the connection for other pending and entitled projects to develop subsequently.

3. CITY SERVICES PLAN

Introduction

Pursuant to California Government Code Section 56653, the San Joaquin LAFCo requires that any application for a change of organization or reorganization be accompanied by a plan for providing services. In accordance with Section 56653, the plan shall include:

- an enumeration and description of services to be extended to the affected territory;
- the level and range of those services;
- an indication of when those services can feasibly be extended to the affected territory;

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- an indication of any improvements or upgrading of structures, roads, sewer or water facilities, or other conditions that the local agency would impose or require within the affected territory if the change of organization or reorganization is completed; and
- information with respect to how those services will be financed.

This Annexation Plan has been prepared to fulfill this requirement.

Discussion

The proposed Project consists of 2,241 single-family residential units dispersed throughout multiple neighborhoods, linked by a system of parks and open spaces. Minimum lot sizes will be 5,000 square feet (sf).

Additionally, the Project includes the following components:

- **Parks:** Approximately 27.7 acres of parks, five in total, are proposed around a centrally located park/basin, which provides each neighborhood an opportunity to access these spaces through a network of enhanced walkways, also referred to as wellness walks (see bullet below for more detail regarding wellness walks). The parks are themed with differing types of uses and amenities within each park to encourage park users to use the wellness walks to explore the opportunities and activities within each park.
- **Open Space Areas:** Approximately 27.2 acres of open spaces are included within the Project site. The open space is utilized for detention (4.9 acres) and a linear buffer area along Bear Creek (22.3 acres). The basin will include an enhanced walkway around the perimeter of the basin and a linear multi-use trail will be provided along the Bear Creek corridor. Wellness walks will connect the parks to each other and the linear open space area along Bear Creek.
- **Wellness Walks:** The Project area has designated streets with enhanced walkways (i.e., wide sidewalks and landscaped areas) that will encourage pedestrians to walk to parks and open space features.
- **Project Entries:** Enhanced Project entries would be provided along the Project site access points along West Lane and E. Morada Lane. These are visual opportunities for making a statement and creating a sense of place.
- **Perimeter Improvements:** The Project includes buildout of the West Lane and Morada Lane rights-of-way to include bike lanes, additional travel lanes, perimeter landscaping, and signalized intersections.

Table 2 summarizes the total unit count and acreage for each proposed land use in the Project site.

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TABLE 2: GROSS LAND USE SUMMARY – GROSS LAND USE SUMMARY – OVERALL PROJECT AREA

<i>PROPOSED LAND USE DESIGNATIONS</i>	<i>APPROXIMATE ACRES</i>	<i>NUMBER OF UNITS</i>
Low Density Residential (min. 5,000 sf lots)	301.1	2,241
Parks	27.7	--
Storm Basin	4.9	--
Bear Creek Open Space	22.3	--
Project Streets	140.8	--
WID Future Easement (Parcel 1)	3.8	--
Morada Lane (Parcel 2)	0.4	--
Morada Lane (Parcel 3)	0.8	--
Morada Lane (Parcel A)	0.6	--
Morada Lane (Parcel B)	0.6	--
Total	503.0	2,241

SOURCE: VVH CONSULTING ENGINEERS, 2024.

The City provides a full range of municipal services, including public safety (fire, police, and building), sanitation (wastewater treatment and collection), libraries, parks, and recreation services. Municipal services would be extended to the annexation area upon development of the annexation area. The following discussion includes a description of existing City public services and utilities (including those to be extended), the level and range of these services (where applicable), when these services can feasibly be extended into the affected territory, improvements, or other conditions that the local agency would improve or require within the affected territory, information on how these services would be financed, and planned improvements.

The construction of on-site infrastructure improvements would be required to accommodate development of the Development Area, as described below.

Water

The City of Stockton will be the water purveyor for the Bear Creek South Project. The City's 2020 Urban Water Management Plan (UWMP) included existing and projected water demands for existing and projected future land uses to be developed within the City's SOI through 2040. The water demand projections in the City's 2020 UWMP included existing City water demands and future water demands within the service area.

A comparison of the City's projected water supplies and demands is shown in Table 3 for Normal, Single Dry, and Multiple Dry Years, which shows that there is no supply deficit projected under hydrologic conditions through 2040.

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TABLE 3: SUMMARY OF PROJECTED WATER SUPPLY DURING HYDROLOGIC NORMAL, SINGLE-DRY, AND MULTI-DRY YEARS FOR CITY OF STOCKTON AT 2040 (AF)

	<i>NORMAL YEAR</i>	<i>SINGLE DRY YEAR</i>	<i>MULTIPLE DRY YEARS – YEAR 1</i>	<i>MULTIPLE DRY YEARS – YEAR 3</i>	<i>MULTIPLE DRY YEARS – YEAR 5</i>
Stockton East Water District (SEWD)	24,300	6,700	24,300	6,700	24,300
Woodbridge Irrigation District (WID)	13,000	9,000	13,000	9,000	13,000
San Joaquin River	25,000	23,300	22,300	23,300	26,100
Groundwater	23,100	23,100	23,100	23,100	23,100
TOTAL SUPPLY	85,400	62,100	82,700	62,100	86,500
DEMAND TOTAL	48,444	48,444	48,444	48,444	48,444
DIFFERENCE	36,956	13,656	34,256	13,656	38,056

SOURCE: STOCKTON 2020 UWMP (2021), TABLES 7-6, 7-7, AND 7-9.

Based on the analysis described above, the City’s existing and projected potable water supplies are sufficient to meet the City’s existing and projected future potable water demands, including those future water demands associated with the Project, through year 2040, under all hydrologic conditions.

A. GROUND WATER

The City of Stockton Municipal Utilities Department (COSMUD) operates groundwater wells in both the North and South Stockton water service areas. Both water service areas generally rely on treated surface water year-round for their primary supply, but it is supplemented with groundwater to meet increased water demands primarily in the summer months or during dry years when available surface water supplies may be limited. Wells are also depended on for emergency supply in the event of surface water supply interruptions. The two water service areas are connected to one another by the Stockton Aqueduct; however, water supplies in the two water service areas do not currently comingle due to the higher pressure from SEWD in South Stockton, which prevents water from North Stockton from flowing into the South Stockton area.

COSMUD has 12 operational (i.e., active or standby) groundwater wells in North Stockton with design capacities ranging from 800 to 3,200 gallons per minute (gpm). The 10 active wells have a total production capacity of 29.1 million gallons per day (mgd) and the two standby wells have a total production capacity of 4.5 mgd, for a total available capacity of approximately 33.6 mgd. Inactive wells are currently not permitted by the Division of Drinking Water (DDW). Although the total active well capacity is 29.1 mgd, actual groundwater production is less due the fact that the Delta Water Treatment Plant (DWTP) provides the majority of the supply in North Stockton.

COSMUD also has four operational (i.e., active or standby) groundwater wells in South Stockton. The design capacities range from 1,010 to 2,800 gpm. The two active wells have a total production capacity of 6.9 mgd, and the two standby wells have a production capacity of 3.3 mgd. Similar to North Stockton, although the total active well capacity is 6.9 mgd, actual groundwater production is

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less due to the fact that the SEWD's Dr. Joe Waidhofer Water Treatment Plant (DJWWTP) provides the majority of the supply in South Stockton.

B. SURFACE WATER

The City's surface water supply is from three primary sources: surface water diverted from the San Joaquin River treated at the City's DWTP; surface water from the Mokelumne River diverted and conveyed by the WID and treated at the City's DWTP; and treated surface water from SEWD.

The City exercises its water rights to the Sacramento-San Joaquin River Delta (Delta), using an intake facility on the San Joaquin River. Under the in-direct potable reuse program, the City may take as much water from the San Joaquin River as the City's wastewater treatment plant discharges into the San Joaquin River. When water pumping is curtailed from the Delta due to environmental restrictions, the City purchases raw water from WID. Raw water is treated at the City's DWTP. The City also purchases treated water from SEWD and pumps groundwater to supplement its supplies.

Due to differing disinfection processes that present water quality issues related to low chlorine residual and the potential for formation of disinfection byproducts, COSMUD provides water from the DWTP only in its North Stockton water distribution system. Water from SEWD can be conveyed to both the North Stockton and South Stockton distribution systems. SEWD also supplies the City's Walnut Plant service area in Central Stockton. Cal Water conveys SEWD supply to the Walnut Plant service area via a wheeling agreement with COSMUD. Water supplies from local groundwater wells are used to supply both the COSMUD North Stockton and South Stockton water service areas.

At time of preparation of the City's 2020 UWMP, COSMUD was in the process of implementing the North Stockton Pipeline Hypochlorite Facility that will allow SEWD supplies to be conveyed to the North Stockton system and combined with the DWTP-produced water supply.

The San Joaquin River provides the largest portion of the City's potable water supply. When the City received its water right permit in 2006, the City implemented the Delta Water Supply Project to construct its DWTP north of Stockton, the Intake Pump Station (IPS) at the southwest tip of Empire Tract, and associated water supply infrastructure. The DWTP was completed in 2012. Since that time, the COSMUD has diverted water from the San Joaquin River via the IPS and treats the water at the DWTP for an increasing portion of its water supply.

The DWTP has a current treatment capacity of 30 mgd. In 2020, it produced approximately 55 percent of the COSMUD water supply. The treatment process includes ozone oxidation and disinfection and membrane filtration with free chlorine added as a residual disinfectant. Treated water is stored in a four-million-gallon storage tank before being pumped to the North Stockton water service area.

The City's water supply from the San Joaquin River is curtailed annually from February 15th to June 15th, due to U.S. Department of Fish and Wildlife Service, California Department of Fish and Wildlife, and National Marine Fisheries Service (NMFS) environmental restrictions. During that period, the City obtains raw water from WID to supplement its water supply.

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The DWTP, located just north of Stockton, was completed in 2012, and currently has the capacity to treat up to 33,600 AFY of raw water from the Delta and WID. The DWTP is planned to be expanded as needed by the City and as permitted by the State Water Board. Water from DWTP is provided primarily to the COSMUD North Stockton water system and supplemented by groundwater.

C. EXISTING TRANSMISSION AND DISTRIBUTION SYSTEM

The COSMUD water transmission system consists of pipelines that are 16 to 48 inches in diameter. The North Stockton water service area is connected to the SEWD DJWWTP via a 48-inch diameter pipeline and connected to the DWTP via a 42-inch-diameter pipeline. The South Stockton water service area is connected to the SEWD DJWWTP via the 42-inch-diameter pipeline. The COSMUD water distribution system consists of pipelines with diameters less than 16 inches. Most of the service laterals branch off of eight-- and 12-inch-diameter pipelines.

D. WATER CONSERVATION

Consistent with California Water Code Sections 11950 – 11954, the City has implemented various water conservation efforts, as well as a Water Shortage Contingency Plan which identifies actions that can be taken to respond to catastrophic interruption of water supply.

The City Council adopted a Water Conservation Ordinance in 1988, enacted in the Stockton Municipal Code, Sections 13.28 and 13.32, which include both voluntary and mandatory conservation stages. From 1990 to 1992, mandatory water reduction stages were in force due to the prolonged years of drought. The City initiated a voluntary reduction stage in 1993 and has maintained a voluntary reduction stage since that time.

E. GENERAL PLAN

The City's General Plan includes policies and implementation programs related to maintaining an adequate water supply for the City's population. Following adoption of the General Plan, the City updated its Water Management Plan based on the growth projections of the General Plan. Based on existing water use patterns, the water supply is projected to be available through 2040. The area served would include all potential development within the 10-year planning horizon which includes the Annexation Project location.

F. TIMING AND EXTENSION OF WATER SUPPLY TO THE ANNEXATION AREA

The Development Area will construct a potable water distribution system with pipe sizes ranging from six inches to 12 inches. Stubs from the transmission pipelines will be constructed as required by the City to connect to the Project potable water distribution system.

The developer's contribution to water connection and supply as part of the Annexation Plan has been estimated based on an approximate total development impact fee of \$21,114,702 for domestic water supply and \$5,073,624 for domestic water connection. This development impact fee is allocated proportionately at a rate of \$9,422 and \$2,264 per residential unit, respectively.

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Stormwater

The City provides and maintains a system of storm drains, detention basins, and pumping facilities, as well as monitoring and operational control of the storm drain system. Additionally, the City enforces storm drain regulations established by the U.S. Environmental Protection Agency and the State of California.

Urban stormwater drainage in the City is provided by a storm drain system that is separate from the municipal sewer system. COSMUD operates and maintains approximately 620 miles of pipe, 72 pump stations, and more than 100 discharge pipes. The local storm drain facilities collect and route runoff from the streets and gutters through surface canals and stormwater retention basins, as well as through a network of underground gravity and force mains (pipelines), pump stations, and outfalls into rivers, creeks, and the Delta, including outfalls to the San Joaquin River, Bear Creek, Pixley Slough, Mosher Slough, Five Mile Slough, Fourteen Mile Slough, Calaveras River and Stockton Diverting Canal, Smith Canal, French Camp Slough, Walker Slough, Weber Slough, North Littlejohns Creek, and Duck Creek (City of Stockton, 2018).

Currently, the City operates two small basins located near Eight Mile Road and Highway 99 (Cannery Park Northeast and Northwest basins), in cooperation with WID, as dual function facilities for stormwater detention and groundwater recharge. Water from WID is supplied to the basins during the summer months. In addition, the City is planning to complete feasibility analysis and preliminary design plans to upgrade the La Morada stormwater detention basin number 2, in northeast Stockton, into a dual function facility for groundwater recharge using recovered stormwater during the winter and WID supply in the summer months (City of Stockton, 2021).

The City operates under Municipal Stormwater Permit Requirements Order No. R5- 2016-0040. The Stormwater Utility Division also manages the City's National Pollutant Discharge Elimination Permit (NPDES) and all the monitoring, testing, education, and programs required under the permit.

The NPDES Stormwater Program regulates stormwater discharges from three potential sources:

- construction activities;
- industrial activities; and
- the municipal stormwater system.

A. EXISTING STORMWATER DRAINAGE SYSTEM

The City of Stockton SOI is situated just east of the Delta, a low-lying region of sloughs and channels connecting local waterways with the Suisun Bay and the San Francisco Bay. The City and surrounding areas within the SOI depend on creeks, rivers, and sloughs to collect and convey storm runoff to the San Joaquin River and the Delta. The primary watercourses that drain the SOI include the San Joaquin River, Bear Creek, Mosher Slough, Five Mile Slough, Fourteen Mile Slough, Calaveras River and Stockton Diverting Canal, Smith Canal, and French Camp and Walker Sloughs. Most storm drains and pump stations within the service area have adequate capacity to collect stormwater drainage (City of Stockton, 2020).

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Stormwater runoff occurs when precipitation from rain and snow melts and does not absorb into the ground. As the runoff flows over the land or impervious surfaces (paved streets, parking lots, and building rooftops), it accumulates debris, chemicals, sediment, and other pollutants that could adversely affect water quality. Stockton's stormwater is collected in catch basins and transported untreated directly into our local rivers, creeks, and sloughs, and eventually to the Delta. Best management practices (BMPs) are the primary method to stop contaminants from entering the system.

Municipal Separate Storm Sewer System (MS4) permits are required under the Clean Water Act and require the discharger to develop and implement a Storm Water Management Plan to reduce the discharge of pollutants to the Maximum Extent Practicable (MEP). The management plans specify what BMPs will be used to address certain program areas: such as public education and outreach, illicit discharge detection and elimination, construction and post-construction, and good housekeeping for municipal operations.

Each year, the City is required to provide an annual report to the State on their stormwater program and BMPs.

B. FUTURE STORMWATER DRAINAGE DEMANDS AND SYSTEM IMPROVEMENTS

200-Year Flood Protection in the Central Valley

Portions of the City of Stockton lie within the 200-year flood hazard area; however, the annexation area is not located within the 200-year flood hazard area. State floodplain legislation (Senate Bill [SB] 5) for the San Joaquin River region has resulted in stricter development standards that began in early 2016. Urban areas that depend on levee protection are required to have a 200-year level of flood protection. SB 5 prohibits a city or county within the Central Valley Flood Protection Plan area from approving a development agreement, discretionary permit or entitlement, tentative map, or parcel map for any property within a flood hazard zone unless they can demonstrate any of the following:

- the project has already achieved the applicable level of flood protection,
- conditions have been imposed on the project approval that will eventually result in the applicable level of flood protection, or
- adequate progress is being made towards achievement of the applicable level of flood protection.

Adequate progress is defined as meeting all the following:

- The project scope, cost and schedule have been developed;
- In any given year, at least 90 percent of the revenues scheduled for that year have been appropriated and expended consistent with the schedule;
- Construction of critical features is progressing as indicated by the actual expenditure of budget funds;
- The city or county has not been responsible for any significant delay in completion of the system; and

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- The above information has been provided to the Department of Water Resources (DWR) and the Central Valley Flood Protection Board and the local flood management agency shall annually report on the efforts to complete the project.

Section 16.90.020(B) requires the review authority's decision to approve a project in accordance with the City's established criteria for development in 200-year floodplains, which are consistent with accepted State and federal floodplain management practices. According to the City's established criteria, the annexation area would be considered an urban area, as it is located within the City's corporate limits. Thus, the Annexation Project may be approved provided that all properties within the annexation area would meet the urban level of flood protection.

C. TIMING

Drainage improvements will be constructed in to maintain the service level standard. This is accomplished by constructing the storm drainage and flood protection facilities for each new area that is developed, and by ensuring that necessary facilities are developed efficiently prior to and during construction activities.

D. STORM DRAINAGE WITHIN THE ANNEXATION AREA

Development of the Bear Creek South Project would include storm drainage infrastructure which consist of an engineered network of inlets, storm drainage pipes, maintenance holes, storm water quality treatment systems/devices, a detention basin, a basin discharge pump station, and discharge line for conveying storm water from the detention basin to an existing outfall at Bear Creek. All drainage collection and conveyance infrastructure would be sized and constructed according to adopted City of Stockton storm drainage hydrologic and hydraulic design criteria, design standards, and specifications. Onsite stormwater runoff would be directed into an underground pipe system which would collect the runoff and direct it to the central storm drainage basin. Stormwater from this basin would be discharged via a new pump station and discharge line into Bear Creek through an existing 24-inch diameter outfall structure located on the south side of Bear Creek, just east of the West Lane overcrossing. The basin drawdown rate would meet City of Stockton Municipal Utilities Department (COSMUD) standards to discharge the 100-year, 24-hour design storm volume over a period of 48 hours and would be less than predeveloped runoff rates from the Project area.

The Development Area would incorporate site design measures, landscape features, and approved engineered treatment facilities (bioretention facilities or COSMUD-approved equivalent) for water quality treatment that minimizes imperviousness, retains or detains stormwater, slows runoff rates, and reduces pollutants in post-development runoff consistent with the City of Stockton NPDES SWMP and the City of Stockton and County of San Joaquin Stormwater Quality Control Criteria Plan.

The Project would alter the existing drainage through grading and development of urban uses within the Development Area of the site. Additionally, the Project would result in increased impervious surfaces and result in an incremental reduction in the amount of natural soil surfaces available for infiltration of rainfall and runoff, with the potential to generate additional runoff during storm

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events. Additional runoff could contribute to increased erosion, siltation, and pollution, as well as an increase in flood potential or runoff that could exceed the capacity of the City's drainage system.

The overall design of Project's drainage infrastructure, including the storm basin, would be required to comply with the City of Stockton NPDES Stormwater Management Plan, which includes existing and enhanced program control measures for controlling the discharge of pollutants to the municipal storm drain system to the maximum extent practicable. In addition, General Plan Action SAF-3.2B requires new development to employ low impact development (LID) approaches that conserve natural areas and reduce impervious areas. The term LID means a storm water management and land development strategy that emphasizes conservation and the use of on-site natural features integrated with engineered, small-scale hydrologic controls to more closely reflect predevelopment hydrologic functions. The Annexation Project would be required to integrate LID measures throughout the Development Area to provide stormwater quality treatment. These LID measures would likely include both volume-based BMPs (i.e., bioretention, infiltration features, pervious pavement, etc.) and flow-based BMPs (i.e., vegetated swales, stormwater planter, etc.). The use of these features would be dependent upon the location and setting within the annexation area.

According to the City of Stockton and San Joaquin County Stormwater Quality Control Criteria Plan (SWQCCP), the Project would be considered both a Priority Project and a PLU Project, as the Project includes a residential subdivision of 10 housing units or more (Priority Project) and contains land uses with at least 10 developed dwelling units per acre (Priority Land Use [PLU] Project). Priority projects are required to prepare and submit a Project Stormwater Quality Control Plan with the initial building permit submittal, that demonstrates the Project incorporates site design measures, landscape features, and engineered treatment facilities (typically, bioretention facilities) that will minimize imperviousness, retain or detain stormwater, slow runoff rates, and reduce pollutants in post-development runoff. In particular, the Project Stormwater Quality Control Plan would specify BMPs required to be implemented by the Project and design specifications for selected BMPs. The Project Stormwater Quality Control Plan must be submitted for review and approval by the City of Stockton Department of Municipal Utilities.

Wastewater

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). The RWCF provides secondary and tertiary treatment of municipal wastewater throughout the City. The remainder of the City is served by on-site private septic systems or lie outside the urban service area. The existing wastewater collection system service area includes residential, commercial, industrial, municipal, and mixed-use areas within the City, as well as 17 unincorporated County areas.

A. WASTEWATER COLLECTION

Municipal wastewater treatment and collection services in the Stockton City limits are provided by COSMUD. The existing City of Stockton wastewater collection system is divided into 10 designated sub-areas or "systems." The City's wastewater collection system comprises just over 1,000 miles of

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gravity mains ranging from four to 84 inches in diameter, as well as 35 pump stations and approximately 37 miles of active force mains ranging from two to 42 inches in diameter. The Project site is located within Collection Service Area No. 10 (City of Stockton, 2022).

Current City standards call for all gravity sewers to be designed for full-pipe gravity flow. Surcharging results in sewers that do not meet this criterion under a given flow condition. For planning purposes, the available capacity is zero in gravity sewers, with a predicted peak flow equal to or greater than the full-pipe gravity flow capacity. The following standards are used in the design of gravity sewers. Pipes must be sloped to produce a minimum of two feet per second (fps) at peak flow. Flatter slopes (as low as 0.0006 foot per foot) have been allowed for some designs in Stockton to accommodate project-specific constraints. It can be difficult to maintain the desired grade during construction of pipelines at slopes less than 0.001 foot per foot. Initial flows during the early years will be lower than the design flows, causing velocities to be lower. During design, steeper slopes should be considered where feasible. Additional maintenance or other measures may be required to control odors in sewers with initially low velocities.

Force mains convey flow from pump stations to a downstream gravity sewer. There are approximately 158,000 lineal feet of force mains in the City's model, representing all City-owned force mains of significant length, as well as some private pumping and force main systems. City design standards recommend that force main velocities should be limited to "around seven (7) fps" for lengths up to 300 feet, and "around five (5) fps" for lengths in excess of 1,000 feet.

Wastewater pumping stations are located throughout the City and are integral to the wastewater collection system. Most of the pump stations discharge to pressure sewers (force mains) that convey flow under pressure either directly to the RWCF or to a downstream gravity sewer. An existing sewer pump station is located to the south of the annexation area at Thorton Road and Davis Road.

B. WASTEWATER TREATMENT PLANT PERMITTING AND CAPACITY

Wastewater from the City is currently treated at the City of Stockton RWCF, which is owned and operated by the City. The City's *Wastewater Master Plan Update* (City of Stockton, 2022), *City of Stockton Sphere of Influence Plan/Municipal Service Review*, *San Joaquin Local Agency Formation Commission Final Draft* (City of Stockton, 2020), and *CRWQCB Central Valley Waste Discharge Requirements for the City of Stockton Regional Wastewater Control Facility* are the primary documents that outline the City's long term strategy for meeting future discharge and capacity requirements for a planning horizon that extends to build-out of the General Plan. The RWCF effluent is currently regulated by Central Valley Regional Water Quality Control Board (CVRWQCB) Order No. R5-2020-007, NPDES CA0079138. Currently, RWCF is designed to treat and provide a discharge of up to 55 mgd of tertiary treated wastewater to the San Joaquin River, within the Delta. RWCF collects and treats an average of 33 mgd of wastewater, from approximately 116,000 sewer connections in the City and nearby San Joaquin County areas. The City of Stockton RWCF sewer treatment plant is undergoing the Modifications Project to modernize the facility, accommodate growth through 2035 (with the ability to expand through 2045 and beyond), change the sewer treatment to an activated sludge process, and replace equipment and processes that are beyond their useful life. Modifications to the RWCF are required to maintain compliance with the RWCF

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NPDES permit, extend the useful life of existing facilities, improve working conditions for facility staff, and implement components of the City's Capital Improvement and Energy Management Plan. The City initiated the RWCF Modifications Project to (1) increase the reliability of the liquid and solids treatment processes, (2) improve reliability in treating existing and projected flows, (3) reduce energy costs and provide reliable renewable energy alternatives, and (4) reduce nitrate plus nitrite concentrations in the final effluent to comply with the RWCF NPDES permit. All existing and planned development areas and the unincorporated islands are expected to be served by the RWCF under the Envision Stockton 2040 General Plan buildout development conditions, regardless of water source, as a prudent planning assumption for the purposes of the City's Wastewater Master Plan Update (City of Stockton, 2023).

C. WASTEWATER QUALITY

The City's wastewater treatment plant is governed by a federal NPDES permit. The City is required by law to have its permit reviewed every five years by the Regional Water Quality Control Board (the State's regulating agency for the NPDES permit program). On February 20, 2020, the Central Valley CVRWQCB issued a wastewater discharge permit to the City of Stockton for the operation of its regional wastewater treatment facility.

D. WASTEWATER SYSTEM WITHIN THE BEAR CREEK SOUTH ANNEXATION AREA

The Project would construct wastewater infrastructure in accordance with the 2022 Wastewater Master Plan Update, which shows a 21-inch diameter future gravity sewer connection from the Project to existing City of Stockton gravity sewer located in Morada Lane. Effluent from all tributary areas would be collected and conveyed through gravity sewer pipelines. All sewer collection and conveyance infrastructure would be sized and constructed according to adopted City of Stockton sewer hydrologic and hydraulic design criteria, design standards, and specifications.

City's wastewater treatment facility is approaching its functional capacity, and expansion of RWCF to meet anticipated demands resulting from growth in Stockton is the subject of an ongoing planning and engineering effort. RWCF has adequate capacity to serve anticipated short-term development within the City, and expansion plans provide for creation of additional capacity over time to meet anticipated demands generated from the annexation area and other growth areas of the City.

Occupancy of the Bear Creek South Project would be prohibited without sewer allocation, as required by Stockton Municipal Code Section 13.12.100, Mandatory Sanitary Service Required. An issuance of sewer allocation from the City's available capacity would ensure that there would be a final determination by the wastewater treatment and/or collection provider that there is adequate capacity to serve the proposed Project's projected demand, in addition to the provider's existing commitments. Additionally, any planned expansion to the RWCF with a subsequent allocation of capacity to the proposed Project would ensure that there would not be a determination by the wastewater treatment and/or collection provider that there is inadequate capacity to serve the proposed Project's projected demand in addition to the provider's existing commitments.

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Solid Waste

The City of Stockton Public Works Department (Solid Waste & Recycling Division) provides solid waste hauling service for the City and would serve the proposed Project. Waste collection services are provided weekly, as specified by the waste haulers that serve the City, which include Republic Services and Waste Management.

Solid waste from Stockton is taken to Forward Landfill in Manteca or the North County Landfill in Lodi. During inclement weather, occasional loads are taken to the Lovelace Material Recovery Facility in Manteca. Solid waste from Lovelace is disposed at Foothill Landfill in Linden. Construction and demolition materials and some commercial loads are processed at the East Stockton Transfer Station. Residuals from the East Stockton Transfer Station are disposed at Forward Landfill.

The permitted daily maximum disposal at the Forward Landfill is 8,668 tons per day. The total permitted capacity of the Forward Landfill is 59.16 million cubic yards, which was expected to accommodate an operational life until January 1, 2036. The remaining capacity of Forward Landfill is 24.7 million cubic yards.

The permitted daily maximum disposal at the Foothill Landfill is 1,500 tons per day. The remaining capacity is 125,000,000 cubic yards with an anticipated closure year of 2082. The permitted daily maximum disposal at the North County Landfill is 825 tons per day. The remaining capacity is 35,400,000 cubic yards with an anticipated closure year of 2048.

The Annexation Project would not generate significant or abnormal volumes of solid waste. Because the General Plan EIR determined that solid waste capacity is adequate to serve the demand resulting from General Plan build-out and the proposed Project's use is consistent with the General Plan land use designation for the Project site. Should additional solid waste disposal needs become necessary, there would be available capacity at both Foothill Landfill and North County Landfill to accommodate the additional waste generated. Solid waste collection services would continue to be made available to new residents, owners, and tenants of the Project as units begin to become occupied.

The developer's contribution to sanitary connection as part of the Annexation Plan has been estimated based on an approximate total development impact fee of \$4,706,100 for combined fees and \$7,171,200 for project fees. This development impact fee is allocated proportionately at a rate of \$2,100 and \$3,200 per residential unit, respectively.

Electricity and Natural Gas

Pacific Gas and Electric Company (PG&E) is responsible for provision of electricity and natural gas to the City and the annexation area. PG&E delivers approximately 86,179 million kilowatt-hours (kWh) of electricity to its 15 million customers throughout the 70,000-square-mile service area in northern and central California. The PG&E service area is divided into seven distribution areas, with Stockton located in the Stockton Division of PG&E's Operations, Maintenance, and Construction Area 5.

PG&E is also responsible for the provision of natural gas to the City. Gas is delivered to the City and the City Planning Area through portions of PG&E's 48,198 miles of natural gas pipelines. Residents,

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owners, and/or tenants would be responsible for paying for electricity and natural gas services, based on the amount of energy used.

Police Services

Law enforcement services for the City of Stockton are provided by the Stockton Police Department (SPD). The SPD service area covers over 65 square miles. The average response time to in-progress life threatening emergencies is between three and five minutes. Depending on the nature of the call, the time of day, the location, and the number of on-duty personnel, response times to non-emergency calls can exceed 25 minutes. SPD serves the area to the City limits, while the San Joaquin County Sheriff's Department serves all adjacent unincorporated areas within the Stockton SOI (City of Stockton, 2020). Through a mutual aid agreement, SPD and the County Sheriff's Department can call upon each other to provide service when requested.

SPD consists of 485 sworn police officers and 227 civilian staff. Stockton's 2019 population was approximately 316,400, which resulted in a ratio of 1.533 sworn staff per 1,000 residents (City of Stockton, 2020). This ratio exceeds the City's General Plan Safety Element minimum standard of 1.5 sworn officers per 1,000 residents.¹ Although the Stockton General Plan states that the City strives to achieve a ratio of 1.5 sworn officers per 1,000 population, staffing levels in the City of Stockton ultimately are determined each year by the City Council in consultation with the City Manager and Chief of Police based on the needs of the City. Additional officers are planned to be hired, as the City population grows. The City's goal is to respond to all priority one emergency calls within an average of five minutes or less.

SPD is organized into two bureaus, Logistics and Operations, and five divisions, including Administrative Services, Field Operations Investigations, Special Operations, and Technical Services. Divisions are coordinated out of two facilities: the Headquarters, located at 22 E. Weber Avenue, and Operations, located at 22 E. Market Street (City of Stockton, 2020).

The SPD management team consists of the Chief of Police, who oversees Professional Standards, Fiscal Affairs and Planning, and Public Information Sections, an Assistant Chief of Police (currently vacant), and two Deputy Chiefs of Police, each overseeing a bureau, and five Police Captains, each overseeing a division (City of Stockton, 2020).

SPD has both traditional and specialized transportation equipment that it uses to conduct patrols, respond to emergencies, and provide programs. The transportation types include bicycles (16 units), marked vehicles (217 units), unmarked vehicles (208 units), motorcycles (27 units), animal control (8 units), and miscellaneous (9 units) (City of Stockton, 2020).

The City of Stockton General Plan includes policies and actions to ensure that SPD continues to provide adequate facilities and staffing levels. Below is a list of relevant policies and actions:

- Carefully plan for future development and proactively mitigate potential impacts (Policy LU-6.1).

¹ City of Stockton General Plan, Public Facilities and Services Element, PFS-7.2.

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- Maintain adequate staffing levels to support achieving the City’s service level goals for police and fire protection (Action LU-6.1.G).
- Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs (Policy LU-6.3).
- Require development to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels (Action LU-6.3.A).

The Fiscal Year 2024-2025 budget for SPD is \$16,453,310. The need for additional personnel in the future will be addressed by the Chief of Police, the City Manager, and the City Council as response times are reassessed annually and as budget allows. The budget for SPD is expected to increase, as development of the City of Stockton continues. Development of the area to be added to the 10-year planning horizon as part of the annexation to the SOI would provide additional revenues to SPD.

SPD has sufficient resources to serve the annexation area. Staffing levels at the SPD are adjusted based on Police Department response times and new hiring is expected to occur as the population of Stockton grows. Additional revenue would be provided directly to SPD, through the payment of development fees, by the applicants of the Bear Creek South Project. Furthermore, the proposed developments would be more easily accessible by improved road infrastructure that would be developed in the future. This extension of services would occur concurrently with the development of the annexation area.

The developer's contribution to police services as part of the Annexation Plan has been estimated based on an approximate total development impact fee of \$1,324,431. This development impact fee is allocated proportionately at a rate of \$591 per residential unit.

Fire Services

The Project site is located within the northwestern part of the Waterloo Morada Fire District (WMFD) (See Exhibit 1 – Waterloo-Morado Fire District Boundary). The Project site is an island within the WMFD boundary that is not easily served by the closest WMFD fire station (Fire Station #1) located on Foppiano to the east. The total service area of the WMFD is approximately 36 square miles, and the District does not pay fees to the City of Stockton for fire services. Given that the Project site is an island that is not easily served by WMFD, and will be annexed into the City of Stockton who has a fire station 1.3 miles away on Holman Road, the proposal includes a detachment from the WMFD and ultimate fire service provided by Stockton Fire Department.

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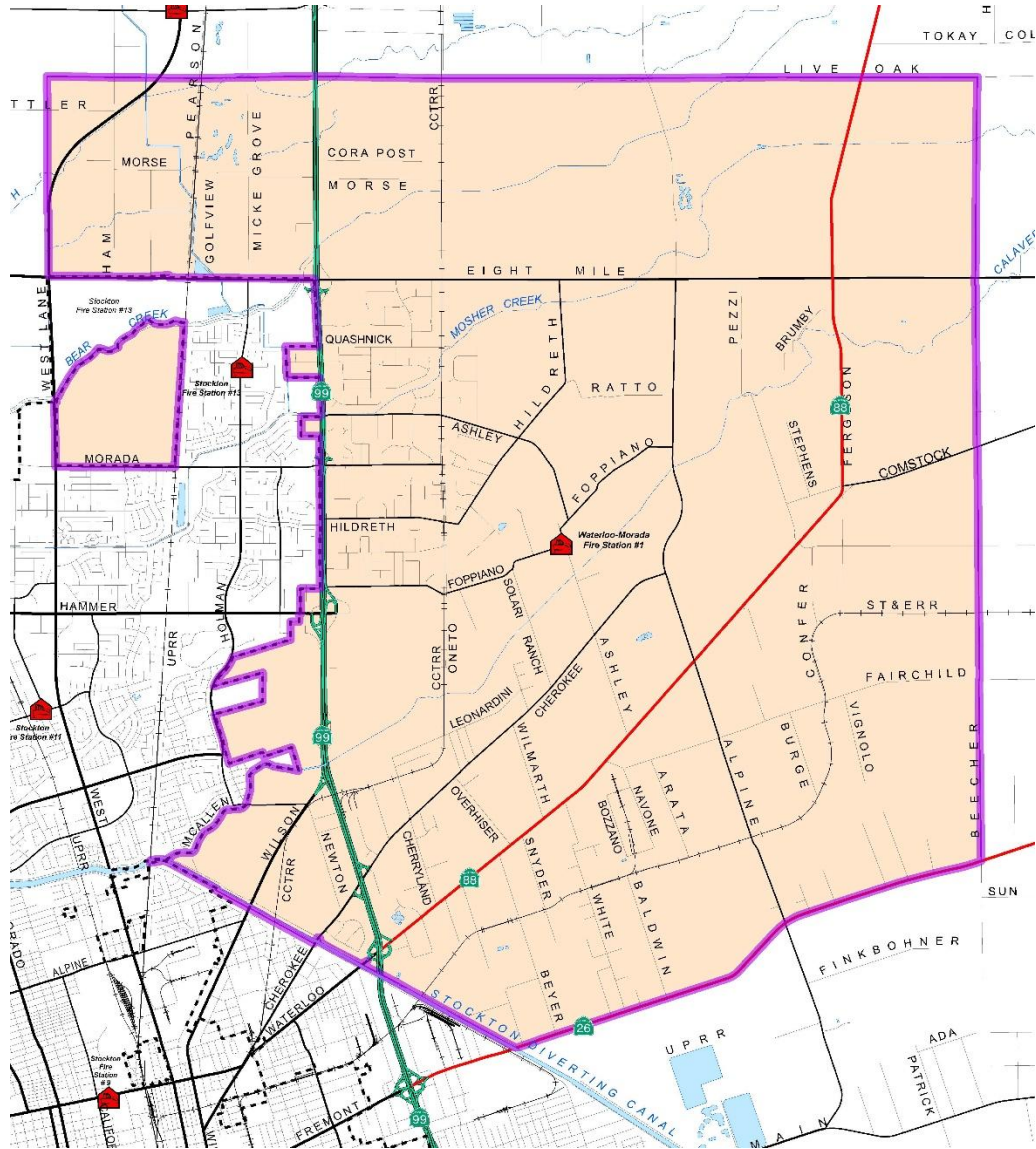


Exhibit 1 – Waterloo – Morada Fire District Boundary.

The Stockton Fire Department (SFD) is responsible for the primary provision of fire services and emergency medical response for the City and its residents, including the surrounding unincorporated areas. SFD provides service to a 91-square-mile area, serving a population of approximately 336,000 people within the City and the County's Boggs Tract, Lincoln, Eastside, and Tuxedo-Country Club Fire Protection Districts. SFD is comprised of 187 sworn fire personnel and 46 civilian personnel (City of Stockton, 2023).

SFD consists of six operational divisions: Administration, Operations, Fire Prevention, Training, Communications/Dispatch, and Emergency Medical Services. SFD is led by a Fire Chief, who reports to the City Manager's Office (City of Stockton, 2022A). Each division is managed by a Deputy Chief or Division Chief (City of Stockton, 2022B).

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SFD has 13 fire stations located throughout the City, with daily staffing levels of three-person fire engine companies, (4) four-person truck companies, two battalion chiefs and one chief's operator (City of Stockton, 2023). In addition, SFD has access to 7,000 hydrants in key locations providing adequate water for the surrounding areas (City of Stockton, 2020). Each fire station has one fire engine, and the truck companies are located at SFD Stations 2, 3, and 4, and 7. The Training Division and Communications Division are located at Station 2, the central fire station. The Hazardous Material Team is staffed by Station 3, and Urban Search and Rescue Team is staffed by Station 2 (City of Stockton, 2022B). The annexation area is expected to be served primarily by Station 13, which is located approximately 1.3 miles east of the annexation area. It is noted that fire service is currently provided by the Stockton Fire Department. In 2022, SFD received approximately 68,000 calls for services and responded to 44,665 emergency incidents, including 17,935 EMS emergencies and 4,658 fire incidents (City of Stockton, 2023).

The Insurance Services Office (ISO) Public Protection Classification Program currently rates the Fire Department as 2 on a scale of 1 to 10, with 1 being the highest possible protection rating and 10 being the lowest. The ISO rating measures individual fire protection agencies against a Fire Suppression Rating Schedule, which includes such criteria as facilities and support for handling and dispatching fire alarms, first-alarm response and initial attack, and adequacy of local water supply for fire-suppression purposes. As of 2019, the Stockton Fire Department ISO rating is a level 2 (City of Stockton, 2020).

The City of Stockton General Plan includes policies and actions to ensure that the SFD continues to provide adequate facilities and staffing levels. Below is a list of relevant policies and actions:

- Carefully plan for future development and proactively mitigate potential impacts (Policy LU-6.1).
- Monitor the rate of growth to ensure that it does not overburden the City's infrastructure and services and does not exceed the amounts analyzed in the General Plan EIR (Action LU-6.1.B).
- Maintain adequate staffing levels to support achieving the City's service level goals for police and fire protection (Action LU-6.1.G).
- Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs (Policy LU-6.3).
- Require development to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels (Action LU-6.3.A).

The average response time for all types of calls between the years 2015 and 2016 (the most recent data available), was five (5) minutes and 47 seconds.

The FY 2024-2025 budget for the SFD is \$24,126,011. The need for additional firefighters in the future will be addressed as warranted. Development of the annexation area would provide additional revenues to the SFD, which would help to ensure that adequate fire service is extended to the annexation area.

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The developer's contribution to fire services as part of the Annexation Plan has been estimated based on an approximate total development impact fee of \$1,750,221. This development impact fee is allocated proportionately at a rate of \$781 per residential unit.

School Services

The Annexation Area is located within the boundaries of the Lodi Unified School District (LUSD). The development impact fee is the source of school capital improvement funding provided by new development. The LUSD is eligible to levy Level 1 development impact fees on new residential and commercial development. Development impact fees for LUSD are \$3.48 per square foot of single-family residential development. The proposed Project includes the development of 2,241 additional housing units. The number of students generated by the proposed residential would be consistent with the levels assumed in General Plan EIR as the Annexation Project is consistent with General Plan's land use assumptions for the Project site.

The LUSD enrolled 26,966 K-12 non-charter students for the 2022-2023 school year. The LUSD operates 48 school sites, including 33 elementary schools, six middle schools, four comprehensive high schools, and two continuation schools. The district boundary encompasses 350 square miles and spans the City of Lodi, the community of north Stockton, and the communities of Acampo, Clements, Lockeford, Victor, and Woodbridge. With the payment of school fees to the applicable school districts, timely extension of school services to the annexation area is expected.

The developer's contribution to the school services as part of the Annexation Plan has been estimated based on an approximate total development impact fee of \$22,589,280. This development impact fee is allocated proportionately at a rate of \$10,080 per residential unit.

Parks and Recreation

Under the park standards outlined in the City's General Plan, the City aims to provide 2 acres of neighborhood parkland, 3 acres of community parkland, and 3 acres of regional parkland per 1,000 residents. With the existing population of 319,731 residents, the City is currently deficient in meeting its park service standards in all categories. The General Plan has established a parkland standard of 2 acres of neighborhood parkland, 3 acres of community parkland, and 3 acres of regional parkland per 1,000 residents. The Project would provide approximately 27.7 acres of parks, five in total, are proposed around a centrally located park/basin, which provides each neighborhood an opportunity to access these spaces through a network of enhanced walkways. It should be noted that Project would be required to fund its fair share for required parkland but would not make up for existing system deficiencies. The Project would be subject to Municipal Code, Section 16.72.060(C), Park Land Dedications and Fees, which required for the dedication of land and/or the payment of fees to the City for park and recreational purposes and/or the construction of park and recreational facilities.

The developer's contribution to the Parks and Recreation fee as part of the Annexation Plan has been estimated based on an approximate total development impact fee of \$6,270,318. This development impact fee is allocated proportionately at a rate of \$2,798 per residential unit.

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Other Government Facilities

The Project would be subject to Stockton Municipal Code Section 16.72.260, Public Facilities Fee (PFF), which requires payment of a PFF fee on issuance of building permits for development in the City to pay for municipally owned facilities, including but not limited to City office space, libraries, and community recreation centers. Payment of the fee is required to implement the goals and objectives of the General Plan and to mitigate the impacts caused by future development in the City. The payment of fees has been identified to finance public facilities and/or compensation measures, and to pay for each development's fair share of the construction costs of these improvements, and/or the costs of the compensation measures.

Findings

Overall, existing public services, with improvements proposed as a part of the Project, would be adequate to serve the Project and its future residents. The Annexation Project would require the extension of services provided by the City, including public safety and utility services. The level and range of these public services is described in this document and in additional detail in the Bear Creek South Project Environmental Checklist. The design, engineering, and construction of these services and infrastructure improvements will be financed by the developer subject to approval by the City of Stockton.

4. TIMELY AVAILABILITY OF WATER SUPPLIES

The Development Area includes a total area of 503.89 acres that is intended for the development of up to 2,241 residential units, five parks, a lineal open space area along Bear Creek and public infrastructure. The construction of the proposed Project would increase water demand on-site. The General Plan designates the Project site for Residential use and the proposed Project is consistent with that land use designation. Furthermore, the General Plan EIR concluded that the City of Stockton will have sufficient water supplies to meet the projected demands from development allowed by the General Plan, and therefore has sufficient water supplies available to serve the proposed Project from existing entitlements and resources, and would not require new or expanded entitlements during normal, dry, and multiple dry years. The Annexation Project is considered planned growth and to the extent that the proposed Project would require additional water supply.

Water demands for the Proposed Project will be served using the COSMUD existing and future portfolio of water supplies. To determine the projected water demand for the Project, the updated water use factors from the City's 2021 Water Master Plan Update were used. These water use factors are based on recent water consumption trends within the COSMUD service area. The total projected water demand for the Project is 714 AFY, as shown in Table 4. The Proposed Project's water supplies are anticipated to be provided by the COSMUD North Stockton water system.

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TABLE 4: TOTAL PROJECTED WATER DEMAND

LAND USE TYPE	DWELLING UNITS (DU)	GROSS AREA, ACRES	WATER USE FACTOR ^(A)	NON-REVENUE WATER ^(B)	PROJECTED WATER DEMAND ^(C) , AFY
Low Density Residential	2,241	-	242 gdp/DU 0.27 AFY/DU	8%	660
Parks	-	26.1	1.85 AFY/acre	8%	52.5
Bear Creek Open Space (landscaped area)	-	0.74	1.85 AFY/acre	8%	1.5
TOTALS	2,241	26.84	-	-	714

(A) INCLUDES ONLY LAND USE TYPES WITHIN THE PROJECT SITE THAT HAVE AN ASSOCIATED WATER DEMAND.

(B) WATER USE FACTORS ARE FROM THE CITY OF STOCKTON 2021 WATER MASTER PLAN UPDATE.

(C) NON-REVENUE WATER IS 8 PERCENT OF THE TOTAL WATER DEMAND, WITH THE TOTAL WATER DEMAND INCLUDING THE NON-REVENUE WATER ITSELF. THIS ASSUMPTION IS BASED ON THE CITY OF STOCKTON 2021 WATER MASTER PLAN UPDATE.

(D) THE PROJECTED WATER DEMAND WAS DETERMINED BY MULTIPLYING THE DWELLING UNITS OR GROSS ACRES BY THE WATER USE FACTOR FOR EACH LAND USE TYPE AND THEN ADDING 8 PERCENT NON-REVENUE WATER

GPD/DU = GALLONS PER DAY PER DWELLING UNIT; AFY/DU = ACRE-FEET PER YEAR PER DWELLING UNIT

SOURCE: BEAR CREEK SOUTH PROJECT WATER SUPPLY ASSESSMENT (2024).

The most recent COSMUD UWMP (2020 UWMP) was adopted by City Council in June 2021. The 2020 UWMP included water demand projections for current water demands within the COSMUD water service area (baseline demand) and anticipated water demands associated with future development projects and planning areas within the COSMUD water service area through 2045, including projected water demand for the Project.

As shown in Table 4, projected future water demands presented in the 2020 UWMP used land-use based water demand projections developed for the City's 2021 Water Master Plan Update. Water demand projections were based on the anticipated growth within the COSMUD water service area as defined by Envision Stockton 2040 General Plan; the Annexation Project, which is consistent with the 2040 General Plan, is included in these projections. Projected water demands for 2045 are assumed to be the same as projected water demands in 2040, since the implementation of future planned developments beyond 2040 is not defined in the Envision Stockton 2040 General Plan.

The Project is anticipated to be served from the COSMUD's existing and future portfolio of water supplies. The water supply for the Project would have the same water supply reliability and water quality as the water supply available to existing and future COSMUD water customers. The Project Applicant would provide their proportionate share of required funding to COSMUD for the acquisition and delivery of treated potable water supplies to the Project site.

Table 3 summarizes the projected availability of COSMUD's existing and planned future potable water supplies compared with projected water demands in normal, single dry and multiple dry years through buildout. As stated above, the Project's water demands were included in future water demand projections presented in the 2020 UWMP and in Table 3. As can be seen on Table 3, there is no projected supply deficit under the projected hydrologic conditions through 2040.

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The *Bear Creek South Project Water Supply Assessment* (West Yost, 2024) completed for the proposed Project demonstrates that the total projected water supplies determined to be available for the Project during normal, single dry, and multiple dry years during a 20-year projection would meet the projected water demand associated with Project, in addition to existing and planned future uses, including, but not limited to, agriculture and industrial uses.

As identified above, the Annexation Project would not result in insufficient water supply availability to serve the Project from existing entitlements and resources.

5. FAIR SHARE HOUSING NEEDS

The extent to which the proposal would affect the City in achieving its respective fair share of regional housing needs, as determined by the SJCOG consistent with Article 10.6 (commencing with Section 65580) of Chapter 3, Division 1 of Title 7 is provided below.

The annexation area is currently under San Joaquin County jurisdiction and is not subject to the City of Stockton's Housing Element. The San Joaquin County General Plan currently designates the annexation area for Low Density Residential (R/L) and High Density Residential (R/H). The annexation area is within the City's SOI (10-year planning horizon) and is planned in the City of Stockton General Plan for Low Density Residential (maximum density is 6.1 dwelling units per acre [du/ac]). Additionally, the San Joaquin County Zoning Ordinance currently designates the annexation area for AU-20 (Agriculture-Urban Reserve, 20 Acres).

The Annexation Project includes three vesting tentative maps that would subdivide the Development Area consistent with the proposed land uses. The Development Area would have 2,241 single-family residential units dispersed throughout multiple neighborhoods, linked by a system of parks and open spaces. Minimum lot sizes will be 5,000 sf. The Annexation Project would be developed in three major phases as represented by the three individual vesting tentative maps. Sub-phases within each vesting tentative map will be identified later in the engineering process. The general pattern of phases will be north to south from Morada Lane, and west to east from West Lane. Necessary improvements per vesting tentative map have been identified to anticipate needed improvements to accommodate any one of the vesting tentative maps going forward as the first phase.

It is expected that the units built as part of the Bear Creek South Project will be developed at market rate and would therefore be included within the above moderate and/or moderate income categories (as defined by RHNA).

Table 5 shows the City's remaining RHNA allocation based on income category and the need which has already been satisfied during the Housing Element period (i.e., January 1, 2023, to December 31, 2031) by already built and approved units. To ensure that the City has sufficient capacity to accommodate the RHNA allocation throughout the planning period, HCD recommends in its "Housing Element Site Inventory Guidebook" (Government Code Section 65583.2) that the City create a buffer in the sites inventory of 15 to 30 percent more capacity than required, especially for capacity to accommodate the lower-income RHNA allocation. As shown in Table 5, the City has taken this approach and assumed a 30 percent buffer across all income categories.

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TABLE 5 – UNIT NEEDS BASED ON BUILT AND APPROVED UNITS (JAN. 1, 2023 – DEC. 31, 2031)

<i>INCOME CATEGORY</i>	<i>RHNA</i>	<i>RHNA WITH 30% CUSHION</i>	<i>PIPELINE PROJECTS</i>	<i>VACANT SITES</i>	<i>TOTAL CAPACITY</i>	<i>SURPLUS UNITS</i>	<i>SURPLUS OF RHNA WITH 30% CUSHION</i>
Extremely Low	1,232	1,602	131	1,543	1,674	442	72
Very Low	1,233	1,603	186	1,544	1,730	497	127
Low	1,548	2,012	77	1,544	1,729	181	(283)
Moderate	2,572	3,344	353	3,112	3,519	947	175
Above Moderate	6,088	7,914	13,641	124	13,783	7,695	5,869
Total	12,673	16,475	14,388	7,867	22,435	9,762	5,960

SOURCE: CITY OF STOCKTON, 2023.

As shown in Table 5, the City has a surplus of sites available to meet its 2023-2031 RHNA allocation by income category. The current Stockton Housing Element, adopted by the City Council and reviewed and approved by HCD, has identified residential land inventory within the Land Use Element of the General Plan to meet the RHNA allocation for the current period.