

MINUTE ITEM
This Calendar Item No. C13
was approved as Minute Item
No. 13 by the State Lands
Commission by a vote of 2
to 0 at its 6/30/88
meeting.

CALENDAR ITEM

A 26

S 5

C13

06/30/88

W 24168

PRC 7219

Gordon

GENERAL PERMIT - PUBLIC AGENCY USE

APPLICANT: City of Stockton
Department of Public Works
City Hall
Stockton, California 95202

AREA, TYPE LAND AND LOCATION:

A 5.160-acre area of tide and submerged land
located in French Camp Slough at Stockton,
San Joaquin County.

LAND USE:

Construction and maintenance of parallel
force main pipelines utilized in a sewerage
collection system, together with a temporary
construction easement; and dredging coincident
to the construction of the initial facility.

TERMS OF PROPOSED PERMIT:

Initial period: 49 years beginning July 1,
1988.

Special:

1. The terms of the
temporary construction
easement and dredging are
limited to the permit's
construction limiting dates.

2. Dredge spoils may be
deposited at an approved
offshore disposal site free
of payment of a royalty.

3. Any private or commercial
usage of dredge spoils
requires the payment of a
royalty.

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4. All other minerals including, but not limited to, oil, gas and geothermal are excluded from this authorization.

CONSIDERATION: The public benefit; with the State reserving the right at any time to set a monetary rental if the Commission finds such action to be in the State's best interest.

BASIS FOR CONSIDERATION:
Pursuant to 2 Cal. Adm. Code 2003.

APPLICANT STATUS:
Applicant is owner and permittee of upland.

PREREQUISITE CONDITIONS, FEES AND EXPENSES:
Filing fee and processing costs have been received.

STATUTORY AND OTHER REFERENCES:
A. P.R.C.: Div. 6, Parts 1 and 2; Div. 13.
B. Cal. Adm. Code: Title 2, Div. 3; Title 14, Div. 6.

AB 884: 12/27/88.

OTHER PERTINENT INFORMATION:

1. This project proposes to provide a public sewerage system for future residential and commercial areas annexed to the City of Stockton, located west of Interstate Highway I-5, and east of the San Joaquin River, near Van Buskirk Municipal Golf Course.
2. The annual rental value of the site is estimated to be \$139.32, as to Parcel 1, and \$789.48, as to Parcel 2.
3. An EIR was prepared and adopted for this project by the City of Stockton. The State Lands Commission's staff has reviewed

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the document and believes that the changes or alterations that have been required in, or incorporated into, the project will avoid or substantially lessen the potential significant environmental effects as identified in the final EIR.

The document did not identify any significant environmental impacts which involve the part of the project that the Commission is considering for approval.

4. This activity involves lands identified as possessing significant environmental values pursuant to P.R.C. 6370, et seq. Based upon the staff's consultation with the persons nominating such lands and through the CEQA review process, it is the staff's opinion that the project, as proposed, is consistent with its use classification.

APPROVALS OBTAINED:

None.

FURTHER APPROVALS REQUIRED:

United States Army Corps of Engineers,
California Department of Fish and Game,
California Central Valley Regional Water
Quality Control Board, California Reclamation
Board and the County of San Joaquin.

EXHIBITS:

- A. Land Description.
- B. Location Map.
- C. EIR Summary
- D. Notice of Determination.

IT IS RECOMMENDED THAT THE COMMISSION:

1. FIND THAT AN EIR WAS PREPARED AND ADOPTED FOR THIS PROJECT BY THE CITY OF STOCKTON AND THAT THE COMMISSION HAS REVIEWED AND CONSIDERED THE INFORMATION CONTAINED THEREIN.
2. FIND THAT THERE WERE NO SIGNIFICANT ENVIRONMENTAL IMPACTS IDENTIFIED IN THE FINAL EIR THAT INVOLVE THE PART OF THE PROJECT THAT THE COMMISSION IS CONSIDERING FOR APPROVAL.

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3. DETERMINE THAT THE PROJECT, AS APPROVED, WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.
4. AUTHORIZE ISSUANCE TO THE CITY OF STOCKTON OF A 49-YEAR GENERAL PERMIT - PUBLIC AGENCY USE BEGINNING JULY 1, 1988; IN CONSIDERATION OF THE PUBLIC BENEFIT, WITH THE STATE RESERVING THE RIGHT AT ANY TIME TO SET A MONETARY RENTAL IF THE COMMISSION FINDS SUCH ACTION TO BE IN THE STATE'S BEST INTEREST; FOR CONSTRUCTION AND MAINTENANCE OF PARALLEL FORCEMAIN PIPELINES UTILIZED IN A SEWERAGE COLLECTION SYSTEM, TOGETHER WITH A TEMPORARY CONSTRUCTION EASEMENT; AND DREDGING COINCIDENT TO THE CONSTRUCTION OF THE INITIAL FACILITY ON THE LAND DESCRIBED ON EXHIBIT "A" ATTACHED AND BY REFERENCE MADE A PART HEREOF.

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EXHIBIT "A"

W 24168

LAND DESCRIPTION

Two parcels of tide and submerged land in the bed of French Camp Slough in Section 21, T1N, R6E, MDM, San Joaquin County, California, said parcels being more particularly described as follows:

PARCEL 1

A strip of land 30 feet wide, the centerline of which is described as follows:

COMMENCING at the City of Stockton survey control monument 85-25 as shown on that certain plat filed for record in Book 29 of Surveys at Page 168, San Joaquin County Records (basis of bearings for this description is North 26°47'22" West as shown between monuments 85-24 and 85-25 of said plat); thence West 7015.74 feet; thence North 4523.28 feet, more or less, to a point on the south line of State of California land at the north side of Reclamation District 17 (Mossdale) levee at elevation 4.5, feet said point being the TRUE POINT OF BEGINNING; thence North 33.14 feet; thence North 3°15'44" East, 1090.79 feet, more or less, to the north line of State of California land and the end of this description.

PARCEL 2 (Temporary Construction Easement)

A strip of land 200 feet wide, the centerline of which is described as follows:

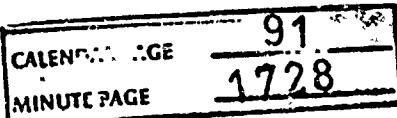
BEGINNING at the TRUE POINT OF BEGINNING of Parcel 1 above; thence North 33.14 feet; thence North 3°15'44" East, 1090.79 feet, more or less, to the north line of State of California land and the end of this description.

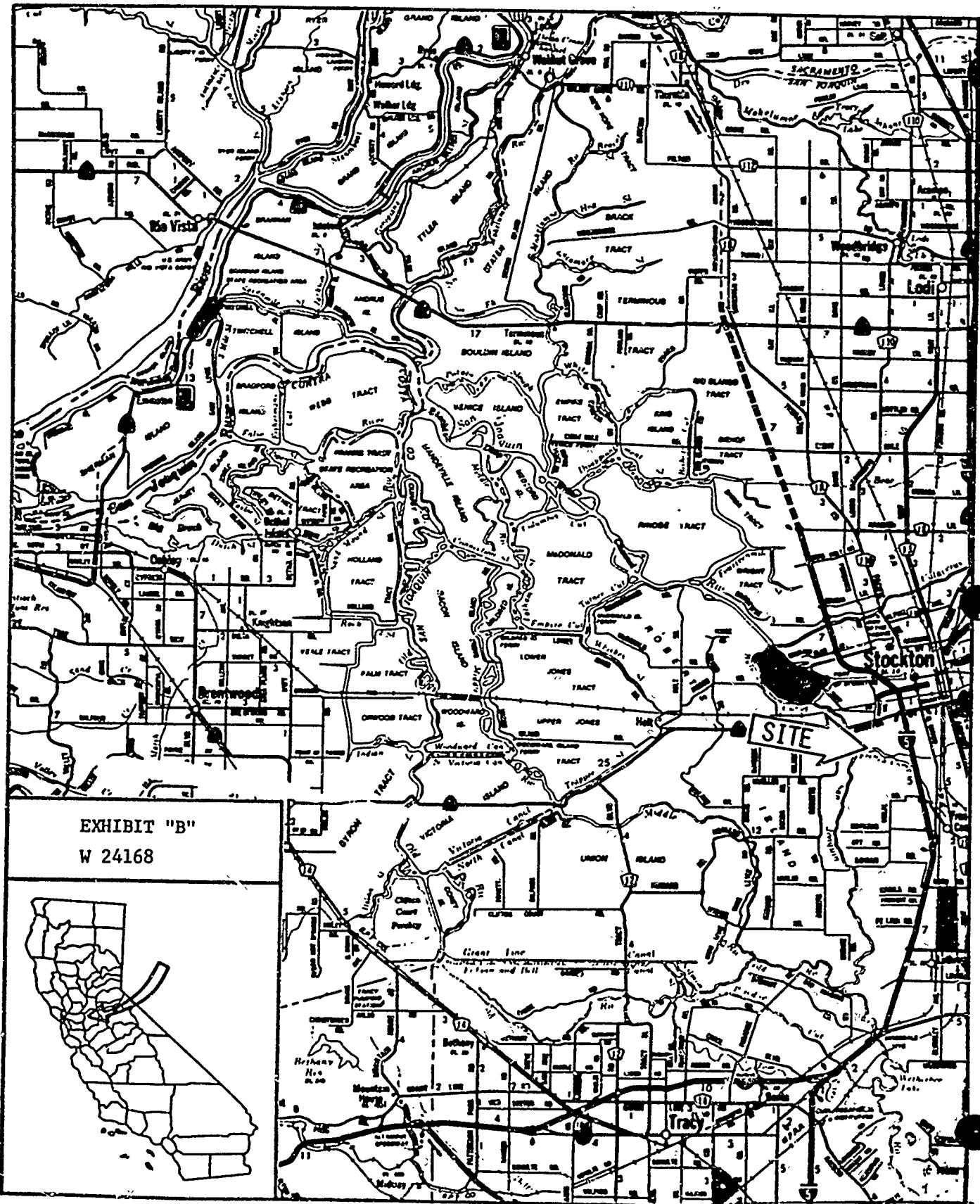
EXCEPTING THEREFROM any portion lying within Parcel 1 above.

EXCEPTING FROM above described Parcels 1 and 2 any portion lying landward of the ordinary high water marks of French Camp Slough.

END OF DESCRIPTION

PREPARED JUNE 7, 1988 BY BIU 1.





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EXHIBIT C

EIR SUMMARY

The Lead Agency's project is a General Plan Amendment and annexation and pre-zoning of 1,623 acres, and the subdivision and development of approximately 1,454 acres proposed as the Weston Ranch development. The attached Table I provides a summary of the potential significant environmental impacts of the Lead Agency's project.

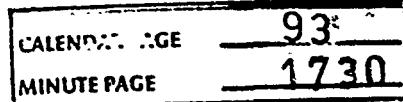


EXHIBIT D
CITY OF STOCKTON

87020305

Notice of Determination

Lead Agency: Community Development Department, Planning Division
Address: City Hall Annex, 6 East Lindsay Street, Stockton, California 95202

Contact Person: Mike Niblock

Phone: (209) 944-8266

Project Title, Location and Description: R. W. BLEWETT, ET AL (EIR2-86). - General Plan amendment, rezoning, annexation, and subdivision of approximately 1,623 acres for development of a mixed use (residential, commercial, and institutional) planned community south of French Camp Slough, between I-5 Freeway and the San Joaquin River (Weston Ranch Project).

SCH#87020305

State Clearinghouse Number (if submitted to State Clearinghouse)

A. The following has been prepared and is on file:

An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.

A Negative Declaration was prepared for this project pursuant to the provisions of CEQA. The Negative Declaration may be examined at the Lead Agency address given above.

B. The decision-making body or administrative official having final authority over the project has reviewed and considered the information contained in the environmental document prior to approving the project and has made the determination that the project will , will not have a significant effect on the environment.

C. A Statement of Overriding Considerations was , was not adopted for this project. (See Attachment)

Mitigation measures adopted by the Lead Agency to reduce the impacts of the approved project: (Refer to File)

Environmental Clearance completed on: January 25, 1988.

Permits, contracts, etc., can be issued or let. Copy of notice sent to: County Clerk, Applicant, Public Works, Local Agency Formation Commission, GPA File (GPA3-87), Zoning File (Z-3-87) and EIR File.

JOHN CARLSON, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By Michael Niblock
MIKE NIBLOCK, ASSOCIATE PLANNER

JAN 28 1988

Date: January 27, 1988

The information on this form is required to be submitted by state agencies to the Office of Planning and Research by Public Resources Section 21108. Public Resources Code Section 21152 requires local agencies to submit this information to the County Clerk. The filing of the notice starts a 30 day statute of limitations on court challenges to the approval of the project under Public Resources Code Section 21167. Failure to file the notice results in the statute of limitations being extended to 180 days. The information filed by state agencies is maintained in the California EIR Monitor and in the Office of Planning and Research, 1400 Tenth Street, Room 121, Sacramento, CA 95814, Telephone (916) 322-2318.

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Table I
SUMMARY OF IMPACTS AND MITIGATION MEASURES
Impacts

Relatively Minor

Land Use

Project area is actively farmed, and isolated from the rest of the City. Site is not included in City's General Plan and "Agriculture" on County Plan. Entire area is in 100 year flood plain, and under land conservation contracts.

Implementation of the project would result in the eventual conversion of 2,549 acres of productive farmland to urban uses, and the cancellation of the land conservation contracts on 1,456 acres.

Soils & Geology/Agricultural Land

640 acres is considered "Prime Farmland", and 315 acres considered "Farmlands of Statewide Importance". All of the acreage can be consider productive farmland. The main soil limitations for development is a perched water table and slow permeability.

The primary impact of urban development would be the loss of 640 acres of prime farmland, and another 881 acres of productive farmland.

Given the uncertainty of growth projections, it is basically a policy decision whether or not the area is needed for urban expansion. There is considerable public benefit in raising the Nathans Road Complex and the Leverage Community from the 100 year flood plain. This development also may provide a cost effective way of extending infrastructure to the County complex. Finally, for community-oriented development, the impacts of developing the south area to be like than a strict continuation of the northerly development pattern.

According to CDP, the loss of prime agricultural land would be a significant impact that can not be mitigated short of limiting the site to agricultural use. In order to approve the project, the City and LARCO will be required to make a statement of "mitigating circumstances".

Urban uses will conflict with existing farm practices.

Project residents should be informed of the nature and extent of existing farming operations in the vicinity of the project area. Residents should also be informed about the San Joaquin County "right-to-farm" ordinance which helps to protect farmers and ranchers who are conducting normal farming operations. The City and the County should enforce this ordinance to the extent feasible. No mitigation measure can completely eliminate the potential land use conflicts.

Biological Conditions - Wetland Ranch/Leeves

Most of the project site consists of agricultural fields which are in various stages of cultivation. The ranch provides habitat for several species of wildlife which can opportunistically utilize those areas which are under cultivation. Since there is an existing levee along the San Joaquin River, most of the vegetation and riparian habitat has been removed so that the levee could be built. For the most part, what remains along the riverways is a levee of relatively steep sides that is composed of imported fill material. For the most part, the inside and outside levees which are devoid of native vegetation, and whose species that are present are low growing rufous animal species. At three sites, however, established riparian habitat remains despite the levee nearby. Upstream and out migration activity for salmon on the San Joaquin River occurs at two different times during the year: a) February through early June, and b) Mid August through December.

The riparian habitat on French Camp Slough supports an abundant and varied wildlife fauna and was the only area surveyed which is not highly disturbed, though the width of the forest is probably limited by the farming activities. Area may be the habitat for the San Joaquin's Hawk and the Giant Garter Snake.

The development of the project will result in the loss or displacement of much of the wildlife which currently uses the site. Some seventy two (72) trees three inches in diameter or larger stand the potential of being adversely impacted by the development of the Downing Avenue Bridge and the extension of the sever trussline. Impacts to the Giant Garter Snake, if present, would result primarily from bridge construction and human encroachment on the riparian habitat. There are several species of special concern that may be impacted by the development.

Indirect - Impact: The development of the ranch will dramatically increase the numbers of people in the area, and, thus, possibly impact areas beyond the boundaries of the actual development.

It is too early in the planning process to determine the exact nature of the impact of the levee work on the San Joaquin River without further information as to the nature and extent of disturbance that will occur as a result of initiating the proposed improvements some level disturbance to these habitat areas is a possibility. However, since most of the disturbance will occur on the landward side of the levee, and since most of the existing habitat is on the water side of the levee, the habitat impact should not be great. The use of a suction dredge for obtaining levee materials can suck up fish in the vicinity of the inlet. This can be especially critical during spawning season for salmon. No wetlands encroachment of dredging or silt/sediment deposition will be allowed upon any existing wetlands. It is not anticipated that this will become a problem provided activity is concentrated on the top and landward side of the levee. The Regional Water Quality Control Board will be concerned with increases of sediment loads resulting from dredging activity within the stream and from reintroduction of runoff waters from the sediment settlement basins/ponds.

Native plants with high wildlife value shall be used for landscaping in the common areas.

The Developer, in concert with the City and CCRG, should locate an area for replacement plantings which does not currently support riparian vegetation. Replacement revegetation shall be provided by the developer at a ratio of 4:1, and the new plantings shall be maintained for two summers after planting to become established. The mitigation area should remain in open space in perpetuity. If an mutually acceptable revegetation site cannot be secured to the satisfaction of the City and CCRG, suitable replacement vegetation shall be provided by the Developer at a 4:1 ratio shall be donated to the City Recreation Department for installation in City Parks.

If feasible, all construction work on the bridge and the sever line should be done between June 15th and October 15th to avoid disruption of breeding activity. This may not be feasible.

To stabilize increases into the possible Giant Carter Snake habitat, and to preserve the riparian area on French Camp Slough, the developer should set aside a riparian corridor.

Some valley oak trees shall be reintroduced to the sever line area.

At developer expense, a revegetation specialist shall be retained and consulted during the construction of the bridge and the sever line, and to prepare revegetation plans and specifications

then and if the marina development proposal is submitted to the City as a Special Use Permit, it will require review and approval by CCRG, State Reclamation, and the Corps of Engineers.

A qualified fisheries biologist shall be retained by the Developer to assess the River bottom conditions prior to any dredging.

Impact

Mitigation Measures

Potential Conditions

Hazards

Watson Ranch is south across the French Camp Slough from the French Camp Disposal Site. Originally, this landfill was a burn and cover operation that was closed to municipal refuse in 1974, and presently handles only garden refuse. No waste discharge requirements have been set by the Water Quality Control Board. No contamination or gas migration has been detected to date, and, the geological and potential conditions surrounding the landfill indicate that it is highly unlikely that potential any contamination would reach the San Joaquin area.

The San Joaquin Local Health District, and the California Department of Health Services, Toxic Substances Control Division has identified a hazardous waste site with asbestos disposal located on Healthy Road. A hazard exists for possible asbestos air emissions. The site is in the annexation area, but is not included in the Watson Ranch proposal.

Since asbestos is now classified as a hazardous waste if any construction were to take place on the site, the asbestos would have to be removed and transported to an approved hazardous waste dump site. As an alternative, since asbestos is airborne and not a threat to the ground water, the site could be paved over and sealed.

If and when the site is needed, there should be deed restrictions which would prevent any further disturbance of the area.

Potential and Water Quality

The project area is subject to salt water intrusion late the water table typically tapped for domestic water. This intrusion is responsible for the discontinuance of municipal water wells in the western portion of the Stockton Area and the search for alternative sources of domestic water; primarily surface water treatment. Local reports indicate that the depth of the ground water table nearest the surface is decreasing and the quality is deteriorating. Surface water has effected the quality and kinds of crops that can be grown in the area.

If the parched ground water is introduced into the disposal of drainage water there could be a degradation of water quality in the San Joaquin River.

See Water and Sewer Drainage

The current situation would make the development of domestic wells on the project site impossible. New development in the City of Stockton area will have to participate in the ultimate solution of the importation of domestic water from sources to the east, either as Sierra runoff retention supplies or a more secure source of ground water.

Some reduction in localized ground water may be anticipated from the project. The transition from agriculture to urban uses will require less total application of water to the project site and there will be an increase in impermeable surface thereby reducing percolation of irrigation and rain water. Because of the high ground water elevation in the Watson Ranch area, the developers have proposed that a pumping plant which can discharge full flows from a 10-year storm, be installed.

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Existing Conditions

Traffic and Circulation

The street system which currently serves the Weston Ranch project would not meet the traffic demands for the level of development proposed in Weston Ranch, and other future development which will occur in areas adjacent to Weston Ranch. Manthey and Wolfe Roads, the only two roads which presently serve the Weston Ranch area, are two-lane rural roads.

Interstate 5 is immediately east of the Weston Ranch project area, and there are two freeway interchanges which offer immediate freeway access to the project. The freeway is presently a six-lane facility and has sufficient capacity to accommodate significant development in the future. The State Route 99 freeway is a north-south facility roughly parallel with the Interstate 5 freeway and lies about four miles east of the Interstate 5 freeway. At the present time, there is not, in the vicinity of the project, an east-west facility that provides a direct route connecting the two freeways.

The Weston Ranch project will generate traffic impacts affecting the surrounding street system. The existing road system is not capable of handling the increased traffic without substantial improvements. The primary access to the project, Manthey Road, will need to be upgraded to a collector facility with a median for left turning movements, and the existing Wolfe Road will need to be upgraded to a four lane collector facility with medians for left turning movements from the French Camp Interchange to the second intersection of the southerly east-west Wolfe Road segment. Downing Avenue will need to be extended to the west and south crossing the French Camp Slough with a four-lane bridge into Weston Ranch. This interchange will be a primary access point for the project, and will need to be upgraded to have dual left turn pockets at several locations.

It is anticipated that the French Camp Road Interchange with the Interstate 5 freeway will need to be mitigated extensively even without the Weston Ranch project because of the office/industrial development that is expected to occur over the next 20 years within the study area; particularly along the Arch-Airport/Sperry Road corridor. It is anticipated, however, that if and when the Regional Commercial Center is established at this interchange, that the developers of this center will be required to participate in the substantial improvement of the French Camp Road Interchange.

The Weston Ranch project is expected to develop over the next 15 years along with the cumulative development within the study area. The street network needed to support the projected development is very different than the existing network. The Sperry Road to the French Camp/Interstate 5 freeway interchange connection will be necessary for the overall network. Since the study area consists primarily of two-lane rural roads, almost every road within the network will need to be widened significantly, and there will be a need for at least ten (10) traffic signals at various intersections within the project area.

Mitigation Response

The Weston Ranch street network, including the improvement of Manthey Road and Wolfe Road, shall be built with roadway widths/slopes/grades requirements based on the projected cumulative traffic volumes. All roadways within Weston Ranch shall be two or one travel lane in each direction, with appropriate widening at intersections to accommodate turning movements; and at least ten traffic signals to be installed based on the Caltrans signal warrants.

The developer shall be required to consult with Stockton Metropolitan Transit District. Conditions of project approval could require land dedication and park and ride support facilities as development occurs.

By Phase 3 of the Weston Ranch development, the developers shall provide the funding and/or shall upgrade Manthey Road, extend Downing Avenue to the west and south crossing the French Camp Slough with a four-lane bridge into Weston Ranch, and close off access of the Panthey frontage road from Downing Avenue just south of Downing Avenue. By Phase 10, the Downing Avenue/Interstate 5 interchange shall be upgraded to have dual left-turn pockets with a right-turn lane on the northbound off-ramp, dual left-turn pockets and a through lane for eastbound Downing Avenue at the northbound on/off ramp, a right-turn and through lane for westbound Downing Avenue at the northbound on/off ramp, dual right-turn lanes and a left-turn lane on the southbound off-ramp, a left-turn lane and two through lanes for westbound Downing Avenue at the southbound on/off ramp with a right-turn lane for eastbound Downing Avenue at the northbound on/off ramp. Funding for the improvements and property acquisitions shall be a condition of the subdivision agreement.

The City will require participation of the Weston Ranch developers, and any developer of a Regional Commercial Center, proportionate to the level of impact and degree of benefit, in cost of improving and extending Sperry Road, the improvement of the French Camp Interchange, and, if constructed, the "Ring Road".

Emissions Conditions

Air Quality

According to the 1992 San Joaquin County Air Quality Management Plan, the County does not meet federal air quality standards in three criteria areas: ozone, carbon monoxide, and total suspended particulates. In the City of Stockton region, the most prevalent air quality problems involve ozone (the main ingredient of photochemical smog) and carbon monoxide.

Through the construction period, there will be short term effects from additional dust and particulate matter being generated. The major long term effect will be the increased number of motor vehicles generated by the project. The proposed development will not contain activities that will create substantial amounts of gas, dust, odor, or smoke. Some reduction of agricultural related TSP in the general area can be anticipated. This reduction, however, will be offset by new generation factors of other pollutants. There will be an increase in the localized CO near major roadways in the area serving the proposed project, as well as an incremental increase on roadways serving the region, and incremental contributions to ozone problems. Although the incremental increase is not substantial in itself, the cumulative effect of continued development may make it difficult to affect a net reduction in pollutants, as envisioned in the County's Air Quality Management plan, and maintain compliance with federal and state standards.

Noise

Major noise sources in the area include traffic on Interstate 5, aircraft operations at the Stockton Metropolitan Airport (SCK), local traffic on Manchay Road and Wolfe Road and Interstate 5 railline operations. Of these existing sources, the most significant are traffic on Interstate 5 and aircraft operations at SCK.

The Airport (SCK) is located approximately 2 miles west of the project site. The extended centerline of the airport runway is located north of the project site, although established FAA procedures and military training procedures result in aircraft overflights of the project site. Depending upon military training activity at SCK, noise exposure from aircraft operations may occasionally exceed 60 dB CNEZ. In the northern portion of the site. On an annual average basis, it is estimated that aircraft noise exposure within the project site is well below 60 dB CNEZ.

The development of the project will result in a significant increase in ambient noise levels within the project site due to the construction of new roadways, residential uses, commercial uses and institutional uses. Short-term noise impacts will result from construction of the project. Long-term noise impacts will result from traffic on roadways and the operation of stationary noise sources associated with commercial and institutional uses.

Site Transportation

On-site transportation coordinators should be hired, at developer expense, to develop a work-place specific commute alternative program. In addition, carpools, vanpools, and bicycles should be given preference in employee designated parking.

The park trails system shall include provisions for both pedestrians and bicycles as part of an overall pedestrian and bicycle circulation system. The project design should also develop a network of designated Class II bike lanes.

As a condition of the subdivision agreement and proportionate to the level of impact, the applicant will be required to provide funding to the Air Pollution Control District to assist in the development of a computer model to analyze project specific and cumulative air quality impacts, particularly from mobile sources. The City and the County are encouraged to require further funding from all major future developments for this air quality model, and to prepare and implement a regional Transportation System Management Plan.

Aviation segments on behalf of the Stockton Metropolitan Airport should be required for all residential and other noise-sensitive land uses within the project.

Noise exposure should be carefully considered in the site planning process to provide adequate noise attenuation for noise-sensitive land uses to keep such uses inside the 60 dB Ldn contours for I-5 and other roadways.

Temporary noise impacts resulting from project construction may be minimized by restricting hours of operation by noise-generating equipment, and by requiring residential type mufflers where applicable.

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Airline Safety

The normal pattern sites is such that aircraft flying it would be to the west of Interstate Highway 5 (I-5) and not overlying the Weston Ranch, except on extended downwind legs. Some VFR aircraft probably overfly the property arriving and departing the airport, particularly those tolling the South and Randy Island area.

The evaluation of aviation accident risk indicates that the risk to future residents or users is very small. Statistical probability of an aviation accident causing injury on the property is too small to be meaningful. Given the historically low aircraft accident rates & small probability of off-airport accidents, it is concluded that development Ranch property is acceptable in terms of accident risk.

Water

Public water service is not currently provided to the project site. Agricultural water is currently provided by wells located on the site and pumped river water. The water quality is not, however, suitable for domestic consumption.

Domestic water could be provided by the City of Stockton, or the California Water Service Company (CWSC). The PUC has ruled that CSCC can serve the site. CSCC, the City of Stockton, and San Joaquin County receive water from the Stockton East Water District (SEWD). SEWD facilities can supply the required quantities of water to serve the project demand during average and wet years, however, supplemental wells should be provided to accommodate demands during dry years (conjunctive use). SEWD is currently working to bring supplemental water supply to Stockton area from New Melones Reservoir.

2

A Master Sewer Plan for the City of Stockton, which includes the Weston Ranch project, is currently under staff review, and is anticipated by staff and outside input, is expected to be adopted by the City Council. To ensure the orderly expansion of the sewage treatment plant, the City Council approved higher sewer fees, and connection charges.

With a projected ultimate discharge of 1.97 MGD, Weston Ranch can be accommodated by the existing treatment facility at this point. In addition, this development will necessitate the expansion of the sewer collection system in accordance with the Proposed Sewer Master Plan, including overrating.

The developer shall be required to comply with the Sanitary Sewer Master Plan proposed by Halcot Associates. The City will attempt to establish an area of benefit to reimburse the developer for the unutilized areas as specified in Section 16-165.2 of the City Ordinance. The City has held meetings with the developers of Weston Ranch and other interested developers in the South Stockton area, and is actively promoting a community benefit district to equitably distribute the costs of the摊薄的条款。

Existing Water Drainage

The project site is located in an one hundred year flood plain. The project is bounded on the west by the levees of the San Joaquin River. The City of Stockton has adopted the San Joaquin County Master Storm Drain Plan and any new developments must meet the county requirements.

Because of the high ground water elevation in the Weston Ranch area, the developers have proposed a positive drainage system to a pumping plant which can discharge full flows from a 10-year storm with no intermediate detention.

Flood Hazards

The acreage area, and all of the territory included within Reclamation District #17 falls within the 100-year flood plain in addition to the Weston Ranch project, a major expansion of the County hospital, a new Sheriff's administration building, additional uses by other County departments, and future light industrial- and commercial-type developments are planned for the County's Mathews Road campus.

Solid Waste Dispositions

There are four licensed refuse collection companies in the City of Stockton, and both commercial and residential refuse would be disposed of at the City landfill.

The approximately 29 tons per day of solid waste eventually generated by the development would not be significant because solid waste removal and disposal services are fee supported, and adequate landfill capacity exists. Stockton Scavenger Association operates its own recycling program, which decreases the rate of infilling of the City's landfill site.

Energy Utility/ Gas and Electricity/Telephone Services

Electric and natural gas services would be provided to the project site by the Pacific Gas and Electric Company (PG & E), and phone service will be extended by Pacific Bell.

Initially, there will be no significant impacts, but before the project phasing is completed an additional electrical substation may be required.

Drainage facilities shall be designed according to the requirements of City of Stockton and all necessary permits shall be obtained for discharge into the San Joaquin River. Drainage facilities will be designed to allow for minimum contact time between storm runoff and in-situ ground water.

No building permits shall be issued until there is certification that the Weston Ranch area has been removed from the 100 year flood plain as defined by the Federal Emergency Management Agency.

All levees and dredging work must be carried out in accordance with the requirements of all relevant Local, State and Federal Agencies, and damage to existing structures, and/or loss of access shall be minimized.

To the extent feasible, the tentative subdivision design will incorporate optimal passive solar orientation, and residential and commercial wells will be required to meet energy efficiency code requirements.

Public Conditions

Police Services

The existing level-of-service for police services requires 2.25 employees per 1,000 population. Employees are a combination of sworn personnel, support technicians, and clerical.

If the existing ratio of sworn personnel is applied to Weston Ranch, an increase of 30.5 officers and 16.5 additional employees will be required at full build out of the project to maintain this existing ratio. The Department's goal is to move towards a standard of 2.0 sworn officers per 1,000 residents. The Police Department is supporting a fee ordinance, based on square footage, to be collected with all building permits.

Fire and Emergency Services

The nearest fire suppression unit is located north about 1 1/2 miles. The Fire Department desires a 4 minute response time to maintain the current ISO rating. Engine Company 5 should be moved south. The nearest emergency response unit and ladder truck is located approximately 3 miles away. The ladder truck and paramedic units, however, are too far away.

The project will require additional fire protection and suppression services to maintain a positive ISO rating.

Based on the fiscal impact to the City for providing additional service and tiling of that service demand, a developer fee could be charged at the time a building permit is issued. No such fee currently is in place in the City, and if a developer fee or other acceptable revenue generation mechanism is not created then the project may have an adverse fiscal impact on the City or the current level of service provided the balance of the City.

The developer of the project will be responsible for a portion of the costs associated with the relocation of the Engine Company No. 5, and Truck Company No. 2, plus the providing for the acquisition of additional fire equipment. The tiling of the developer participation should be consistent with the service demands and phasing of development. Developer fees may be collected upon issuance of a building permit could cover the developer's portion of the relocation and equipment, plus provide ~~incentive~~ budgetary relief for start-up costs. However, no such fee currently is in place in the City of Stockton. If a developer fee or other acceptable revenue generation mechanism is not created then the project may have an adverse fiscal impact on the City or the current level of service provided the balance of the City.

Temporarily closed thorough roads may shall have a minimum turn around for fire and other emergency equipment.

The developer shall develop a maintenance plan and funding mechanism for all public utility easements to minimize the potential for fire hazards in a residential area.

Additional funding for paramedic service units will be required.

During the development of each phase of Weston Ranch, at least two access/egress points should be provided to facilitate emergency evacuation in the case of a hazardous spill or accident.

Impact

Impact

If the existing ratio of sworn personnel is applied to Weston Ranch, an increase of 30.5 officers and 16.5 additional employees will be required at full build out of the project to maintain this existing ratio. The Department's goal is to move towards a standard of 2.0 sworn officers per 1,000 residents. The Police Department is supporting a fee ordinance, based on square footage, to be collected with all building permits.

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Additional funding for paramedic service units will be required.

During the development of each phase of Weston Ranch, at least two access/egress points should be provided to facilitate emergency evacuation in the case of a hazardous spill or accident.

Emergency medical services are provided by three hospitals in the Stockton area. The nearest of these hospitals to the area under consideration is the San Joaquin County General Hospital which is less than two miles away. The City is divided up into three ambulance service areas. In general, average city-wide emergency response times are just under 5 minutes.

Part I - Education Services

Current City figures indicate that neighborhood parks are provided at the rate of 1 acre per 1,000 population, and community parks are provided at 1 acre per 1,000 population.

The project proposes approximately 40 acres in a combination of neighborhood and community parks which approaches the ratio required by the City. An additional 56 acres of maintained trails and open space is included in the project. This area will be maintained by a Maintenance District set up for specific purposes, and administered by a private consultant.

The Recreation Department has indicated that a 15,000 sq. ft. Recreation Center (1.85 million dollars), 31.5 additional personnel, and more equipment are needed.

Library Service

The City of Stockton operates the Public Library system in San Joaquin County. The nearest branch library to the project site is located at 10th Street and Airport Way. The Library system has funded a study to determine the feasibility of locating new branch library facilities to accommodate the service area population.

According to the space standards desired by the City Library system, between approximately 10,587.5 square feet of library area is required to serve the proposed project, at a cost of \$1.58 million. The nearest branch library is difficult to access given the surface transportation design and that facility appears to be serving more population than desirable.

Healthcare Facilities

The Parkland fee ordinance provides for the partial mitigation of the effects identified from the project. The project proponent has indicated the intent to dedicate two 1/8 acre neighborhood parks and one 50 acre community park in conjunction with school sites, and pay fees as appropriate less dedication allowances according to the phasing of the project.

The estimated cost of the Recreation Center is \$1,050,000 including land. The funds necessary to construct the facility may be collected as developer fees. However, no such fee currently is in place in the City of Stockton. If a developer fee or other acceptable revenue generation mechanism is not created then the project may have an adverse fiscal impact on the City at the current level of service provided the balance of the City.

The developer shall establish a Maintenance District to administer and maintain approximately 56 acres of improved open space area in the project easements. The maintenance district shall be administered by a private committee paid for with funds generated by the district.

The Library Master Plan recommends .50 square feet per capita for library facilities based upon the build-out for 21,175 people. Because a mechanism to fund the provision of this amount of library space has not been adopted by the City and County, development of this project could have an adverse fiscal impact.

Development fees will help to offset the cost of new facilities. In addition to ensure adequate school building funds, a Community Facilities District shall be established. The tentative subdivision map should show the sites for 3-15 acre elementary schools and one high school site. The developer shall work with the School District to identify acceptable site locations. School sites should not be within 400 feet of high voltage lines.

The Weston Ranch project could generate 5,263 students. The developers have proposed to provide three 15 acre elementary school sites. The School District also wants a high school site.

The project site is currently within the jurisdiction of the Modesto Unified School District. The district presently has 10 elementary schools, 2 high schools and one junior high school of which almost all of these schools are currently at or over their capacity.

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Fiscal Conditions

The City of Stockton is a Charter City and benefits from the state revenue sources as general law cities; plus a utility user tax which generates additional revenue. The City of Stockton receives approximately 22% of the property tax collected within the City limits, and receives franchise payments from electrical distribution, cable television and refuse collection activities. The City operates its public utilities (water and sewer) as enterprise functions. The City also engages in a number of public recreation activities (golf course, ice arena, civic auditorium) on a quasi-enterprise basis subsidized by the general fund. The 1986/87 fiscal year budget calculates city expenditures at \$561,000 per capita including municipal utilities and capital improvements.

Infrastructure Estimated Cost	Funding
Water Imp. \$ 1,215,000 Sewer Imp. (Project) 3,211,250	Developer construction of improve- ments or other acceptable financing, tech- niques, include but not limited to Assessment District or District or Park Devel.
Drainage 5,921,520	Developer construction of improve- ments or other acceptable financing, tech- niques, include but not limited to Assessment District or District or Park Devel.
Levee 5,000,000 (on-site) 3,855,000	Developer construction of improve- ments or other acceptable financing, tech- niques, include but not limited to Assessment District or District or Park Devel.
Traffic Imp. 4,600,000 Fire Dept. 674,873 Rec. Center 1,850,000 Total Major Costs \$32,426,676	Developer construction of improve- ments or other acceptable financing, tech- niques, include but not limited to Assessment District or District or Park Devel.

Library New \$1,382,831 No funding
Source known

Total Major Costs \$32,426,676

Departmental Estimated Annual Per Capita

Cost	Cost
Police \$ 2,651,792	\$ 126.88
Fire 310,000	16.35
Public Wks 647,510	30.98
Parks & Rec 483,364	26.02
Com. Dev. 32,750	1.57
Gen. Govt. 46,358	2.31
Library Serv 268,308	12.85
Non-Depart. 165,326	7.91
Total \$6,627,418	\$ 220.23

Per. Annual	Annual	Annual	Cumulative
Costs	Revenues	Difference	Difference
1 \$ 501,019	\$ 611,285	\$ 110,266	\$ 110,266
2 971,587	1,000,001	28,415	138,621
3 1,216,435	1,109,158	92,723	231,344
4 1,764,685	1,819,004	55,319	285,663
5 2,054,030	2,135,559	71,529	357,192
6 2,228,285	2,265,108	376,823	735,015
7 2,523,792	2,580,057	356,265	1,090,280
8 2,915,263	3,262,138	356,896	1,437,176
9 3,209,882	3,616,150	404,168	1,841,344
10 3,551,919	4,449,416	1,097,497	2,938,781
11 3,789,482	4,865,750	1,076,268	4,015,049
12 4,578,962	5,563,275	984,313	4,999,362

Over the build out period the excess revenue of almost \$5 million can be applied by the City for other services or improvements for the project or City wide.

The inclusion of commercial uses in the project dramatically assists the revenue side of the development. During the years where only residential development is constructed, the revenue side falls off and the cost side continues to escalate.

The major capital improvements, which are ultimately required by the City Council, could be funded with a combination of Assessment Districts (proposed by the developer), Developer fees, and existing connection fees.

At the present time the City of Stockton has not implemented developer fees. Therefore, funding source options as general mitigation measures for construction of major improvements at Weston Ranch that may be implemented by the Developer and/or City include:

1. Require the developer to construct all improvements associated with each phase of the project at the developer cost. A performance bond in the amount of the estimated cost of construction may be required by the City to ensure completion of the project.
2. Require the developer to provide funds to the City at the commencement of each phase of project to cover the estimated cost of improvements required for that phase of the project.
3. Require the developer to agree to the formation of a special district to fund improvements associated with each phase of the project or the overall project.
4. The City adopt developer fees for this project and collect fees for improvements, and initial costs to expand services at the time building permits are issued.
5. City to approve or authorize a combination of any of the above.

The implementation of an Assessment District(s) whether using Nelle-Roos Community Facility District, or other Assessment District authority found in State Law, would require cooperative involvement between the City and the developer in the design and construction of improvements.

Bullock Conditions

Cultural Resources

The cultural resource investigations conducted a thorough search of the available information pertaining to the project area, augmented by direct on-site surveys.

Economic Characteristics

According to a recent City Planning Department estimate, the following City Metropolitan area population projections developed prior to the City voter acceptance of potential additional residential growth areas in the south and the north, were made by the State Department of Finance and refined by the San Joaquin County Council of Governments (COG):

POPULATION PROJECTIONS 1990-2010				
1990	1992	1995	2010	2020
205,349	215,404	219,003	232,930	
occupied housing, 1990 AND OCCUPIED HOUSING PROJECTIONS 1990-2010				
1990	1992	1995	2010	2020
153,314	166,374	177,644	188,919	

Employment and Population

The economy of the city of Stockton and surrounding area have been traditionally based on agricultural production and support industries. San Joaquin County has been remarkable County adding almost 12,000 new jobs in the last five years. At the same time, there has been tremendous growth in the San Joaquin Bay Area, particularly the potential for temporary, contract growth in the Littlerock and the Lemoore Valley area. The new jobs created by this growth coupled with the high cost of living in the Bay Area has broadened the focus in the search for affordable housing for these employees and their families.

Geographically, the Stockton area is as close

to many Bay Area commutes to those emerging employment locations that have traditionally provided a source of new housing. The price of living in these commutes is not affordable

most of the projected new employees.

No historical or archaeological remains of significance have been reported found within the specified limits of the proposed Weston Ranch development project. Accordingly, the project is considered eligible for a finding of no impact upon significant cultural resources.

Concealed remains could be exposed during the course of construction or other project related activities. In the event of fortuitous discoveries of culturally significant resources, either the Institute for Archaeological Research, the State Office of Historic Preservation, or the Native American Heritage Commission should be consulted for recommended procedures.

The ultimate development of the Weston Ranch project would generate an estimated 6,353 residential units with a total population of 20,879. This growth from the project could account for more than 16% of the projected population and housing will growth for the entire City between the years of 1990-2010. Given the influx of bay area residents, and the possibility of major projects like the Collier's, it is likely that growth will exceed projections.

The proposed project will be competing in the predominantly moderate and upper income housing market in the Stockton area as well as Tracy, Manteca, and other smaller communities being influenced by the expanding job market in the East Bay Area. The location of the proposed project would provide a closer travel time to East Bay Area employment and to emerging industrial locations in south Stockton than development to the north of Stockton. Commercial development is targeted to initially serve the needs of project area residents and eventually to serving the larger population south of Stockton.

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