Resolution No. 04-0656

STOCKTON CITY COUNCIL

RESOLUTION AUTHORIZING
THE CITY MANAGER TO FILE THE CANNERY PARK PROJECT ANNEXATION
WITH THE LOCAL AGENCY FORMATION COMMISSION (A-03-1)

WHEREAS, this proposal is made pursuant to the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code; and

WHEREAS, the subject territory is adjacent to existing City limits; and

WHEREAS, the proposal is consistent with the Sphere of Influence for the City of Stockton; and

WHEREAS, the petition for annexation is for the purpose of obtaining general City services; and

WHEREAS, the property owner(s) and residents in the subject territory will, upon annexation, be able to receive normal City services; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Manager is authorized to file with the Local Agency Formation Commission (LAFCO), the above-noted annexation request and the City Services Plan, attached as Exhibit "A" and incorporated herein by this reference.

2. The LAFCO is hereby requested to approve the above-entitled annexation of the territory depicted on Exhibit "B" attached hereto and incorporated herein by reference.

PASSED, APPROVED, AND ADOPTED SEP 14 2004

ATTEST:

KATHERINE GONG MEISSNER
City Clerk of the City of Stockton

A. PODESTO
City Attorney of the City of Stockton

City Atty: Review Date August 26, 2004
CITY SERVICE PLAN
FOR
CANNERY PARK DEVELOPMENT
Eight Mile Road and SR 99
Stockton, CA

Annexation File: A 03-01
General Plan Amendment GPA 1-03
Prezoning Z-1-03
Development Agreement DA 2-03
Specific Plan Amendment SPA 1-03
EIR File: EIR 1-03

August 23, 2004

InSite
environmental, inc.
6653 Embarcadero Drive, Suite Q
Stockton, CA 95219
209.472.8650
Fax 209.472.8654
www.insite-env.com

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

EXHIBIT "A"
CITY SERVICE PLAN

FOR

CANNERY PARK DEVELOPMENT
Eight Mile Road and SR 99
Stockton, CA

Annexation File: A 03-01
General Plan Amendment GPA1-03
Prezoning Z-1-03
Development Agreement DA 2-03
Specific Plan Amendment SPA 1-03
EIR File: EIR 1-03

August 23, 2004

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

Prepared by:
INSITE ENVIRONMENTAL
6653 Embarcadero Drive, Suite Q
Stockton, CA 95219
(209) 472-8650
1.0 INTRODUCTION

Pursuant to Section 56653 of the Government Code, the Local Agency Formation Commission of San Joaquin County (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 of the Government Code the plan shall include the following information:

1. An enumeration and description of the services to be extended to the affected territory.
2. The level and range of those services.
3. An indication of when those services can feasibly be extended to the affected territory.
4. An indication of any improvements or upgrading of structures, roads, sewer or water facilities, or other conditions the local agency would impose or require within the affected territory if the change of organization or reorganization is completed.
5. Information with respect to how those services will be financed.

The proposed project involves the annexation of the project property, amendment to the City of Stockton General Plan and prezoning of approximately 448.4 acres (City of Stockton Annexation File Number A 03-01). The annexation area includes portions of Eight Mile Road and West SR99 Frontage Road that are adjacent to the project site. The proposed annexation area is contiguous to the existing City boundary along the majority of the south boundary. With the exception of adjacent street rights-of-way, the annexation area consists entirely of lands owned or controlled by the applicant.

The City of Stockton Planning Commission approved the tentative map for the Cannery Park project at their regular meeting on August 12, 2004. The Commission also, at that time, recommended approval of the general plan amendment and prezone request.

An Environmental Impact Report (EIR 1-03) was prepared for the City of Stockton, the Lead Agency, addressing the annexation and development of the proposed project. The City of Stockton Planning Commission reviewed this document and recommended its adoption at the August 12, 2004 meeting. The EIR was reviewed and certified by the Stockton City Council on XXX __, 2004 (City of Stockton Resolution #__-__).

The project site and vicinity are devoted predominantly to agricultural uses at present. However, in the past agricultural use has been closely connected to and dependent on...
industrial use of the site. In addition, the project site is located at the northern fringe of urban development in the northeast Stockton area. Urban residential development has been approved for properties located immediately south of the project site.

Approximately 85% of the project site is currently devoted to agricultural use; the remaining 15% is comprised of the former cannery site located in the northwest corner of the project area, adjacent to Eight Mile Road. The project would involve the development of up to 2.5 million square feet of industrial and commercial development and up to 1,287 residential units, approximately 84% of which would be single-family. The remaining 16% would be comprised of approximately 210 multi-family residential units. The Cannery Park project is located in the unincorporated area adjacent to the City of Stockton at its northeastern limits. The project site is immediately southwest of the intersection of SR 99 and Eight Mile Road.

Planned industrial development would involve the adaptive re-use of the existing industrial facility located in the northwestern portion of the project site for industrial and business-park uses. The 74-acre site would include up to 1.4 million square feet of development. Commercial development of the northeastern portion of the site, adjacent to Eight Mile Road and SR 99, would utilize existing freeway exposure and access to increase retail sales activity in this portion of the planning area. Commercial development would involve more than 88 acres and 1.1 million square feet of development. The remainder of the project site is planned for approximately 230 acres of low to medium-density, single-family residential development and approximately 11.7 acres of high-density residential use.

The proposed project would not compromise the provision of affordable housing within the City of Stockton. The proposed project contains a mix of land uses including both low-medium density residential and high-density residential. While 84% of the residential units would be affordable to those within the above-moderate and moderate-income category, the remaining 16% of the residential units would be provided in a high-density multi-family product that could be affordable to a diversity of income categories including low-income. No lands previously designated for high-density residential development would be displaced by the proposed project.

2.0 ESTIMATED PROJECT REVENUES

The City of Stockton provides a full range of municipal services. These municipal services include public safety (police, fire, paramedics, building), sanitation (solid waste disposal, sanitary wastewater and stormwater utility), water utility, community development, library, parks and recreation, and general administrative services. These services will generally be extended to the project area upon annexation of the site.

As a Charter City, the City of Stockton benefits from the same revenue sources as general law cities, as well as a utility users tax. The City receives a portion of the property tax collected within the City limits, and receives franchise payments from electrical distribution, cable television and refuse collection activities. The major sources of revenue
that will be generated by the project for the City of Stockton are shown in Table 2-1. 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.

### Table 2-1

**Estimated City Revenues Based on Tax Sources As a Result of Project**

<table>
<thead>
<tr>
<th>Source</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Tax*</td>
<td>$224,700</td>
</tr>
<tr>
<td>Sales Tax</td>
<td>$2,442,315</td>
</tr>
<tr>
<td>Franchise Tax</td>
<td>$86,926</td>
</tr>
<tr>
<td>Utility User Tax**</td>
<td>$224,211</td>
</tr>
<tr>
<td>State Subventions</td>
<td>$318,661</td>
</tr>
<tr>
<td>Measure K-Local Street Repair</td>
<td>$54,213</td>
</tr>
</tbody>
</table>

*Property Tax is shown as a 90/10 split.

**The Utility User Tax is estimated using the predicted reduction to 6%.

2.1 Property Tax

Property tax rates are set by Proposition 13 at 1% of assessed property value. The amount derived from property taxes as a direct result of this project were estimated from an assumed per unit costs as shown in Table 2-2. The City of Stockton ordinarily receives approximately 18.2 percent of the property tax collected on property within the city limits. However, since the Revenue Sharing Agreement between the City of Stockton and San Joaquin County, pertaining to the Cannery Park project area, has not been finalized at the time of publication, two alternatives are presented.

In the past property taxes have been divided between the City of Stockton and San Joaquin County based on a 90/10 ratio. Therefore, under that assumption, the project's contribution from this source of revenue would total approximately $224,700. However, negotiations concerning the Revenue Sharing Agreement have included discussions of an 80/20 ratio. If the Agreement is executed with an 80/20 ratio, then the anticipated revenue from the project would be approximately $449,400 annually.
TABLE 2-2
ASSUMED PROPERTY TAX VALUATIONS

<table>
<thead>
<tr>
<th>Source</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-Family Residential</td>
<td>$300,000</td>
</tr>
<tr>
<td>Multi-Family Residential</td>
<td>$90,000</td>
</tr>
<tr>
<td>Commercial (per sq. ft.)</td>
<td>$108</td>
</tr>
<tr>
<td>Office (per sq. ft.)</td>
<td>$131</td>
</tr>
<tr>
<td>Industrial (per sq. ft.)</td>
<td>$53</td>
</tr>
</tbody>
</table>

2.2 Sales Tax

Revenue derived from sales tax as a result of this project is generated from a variety of uses including retail, office and industrial. For purposes of this document, a taxable sales per square foot estimate is multiplied by the total square footage of the various commercial / industrial uses to estimate the taxable sales revenue that would be generated by the project. The assumed taxable sales amount is based on recent fiscal analysis in the area (Drummond, pers. com.) In addition, each residential unit contributes to an increase in sales tax at established retailers. Consumer expenditures are largely a function of household income, which in turn is estimated from housing unit price. The estimated residential unit contribution to the sales tax is estimated by the City of Stockton at $95 per unit. City revenue contribution as a result of this project therefore, is $2,442,315 annually based on the City of Stockton Fiscal Year 03/04 budgeted revenues.

2.3 Franchise Tax

Franchise taxes are levied upon the providers of natural gas, electric, refuse removal and cable television service. The franchise tax is levied upon the provider rather than the customer and is charged against all utility revenues. Franchise tax generated by the Cannery Project is estimated at $21 annually per capita based on the City of Stockton Fiscal Year 03/04 budgeted revenues, for a total revenue of $86,926 per year.

2.4 Utility User Tax

A utility user tax is levied against all non-public users of gas, electric, water, telephone and cable television services. This tax is currently 7.75 percent of a customer’s monthly bill. However, the City’s Utility User Tax is in the process of being reduced 0.25% annually, for the next seven years, until it reaches 6%. Tax revenues have been projected on a per unit basis. Since utility bills are generally dependent upon the usage, some assumptions have
been made regarding the average customer's usage. Contact was made with the various providers for electric, gas, cable, telephone, DSL Internet access, and water regarding the cost of the standard services and estimates for an average household. Since cellular / digital phones have a much larger variation in their usage, the revenues from that source have not been included in this analysis in order to maintain a conservative estimate. Likewise, until the commercial and industrial end-users are identified, the variation in possible usage is substantial and those potential revenues have not been included. Therefore, revenues generated by the residential component of the Cannery Park project were estimated at $240 per single-family unit and $148 per multi-family unit for a total contribution of $289,605 annually (based on current 7.75% rate). The estimated annual revenue once the Utility User Tax has been reduced to 6% is $186 per single-family unit and $115 per multi-family unit for a total contribution of $224,211 annually.

2.5 State Subventions

Gas tax, homeowners exemption, motor vehicle license and other fees are grouped as various State of California taxes which become a source of city revenue. Gas tax revenues are restricted in use to upgrading, constructing, and maintaining public roads. Per capita contributions for these sources were estimated at $77 annually, for a total project contribution of $318,661. However, it is worth noting that due to the State of California budget crisis, State Subventions are not a guaranteed revenue stream to local governments and may not be paid depending on the outcome of the current budget situation.

2.6 Measure K-Local Street Repair

Measure K is the 1/2-cent sales tax dedicated to transportation projects in San Joaquin County. The program is aimed at remedying the existing over $1.0 billion deficiency in transportation funding in San Joaquin County while promoting improved air quality and quality of life. With its passage in November 1990, Measure K began laying the groundwork for two decades of funding for a system of improved highways and local streets, new passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings. Cities and the County share thirty-five percent (35%) of the sales tax revenue for local street repair. Local jurisdictions receive an annual funding allocation for local street repairs, safety and operations improvements. The San Joaquin Council of Governments reviews the allocation formula every three years to determine if the formula is equitable. Only the amount of monies in the Local Street Repair program is reflected in this analysis, as it is the only program funded on a per capita basis. The remaining Measure K monies are allocated on a competitive priority ranking system administered by the San Joaquin Council of Governments. For the Fiscal Year 03/04, the City of Stockton received approximately $3,505,000 from the Measure K-Local Street Repair funds, which equates to about $13 per capita. Therefore, the estimated revenue from the Cannery Park project annexation would be approximately $54,213.
2.7 On-site Public Infrastructure Improvements

The developer of subdivision projects in Stockton is responsible for on-site public infrastructure improvements, including interior streets, sewer, water and storm drainage lines, and other infrastructure, and their connection to existing City systems. The developer is also responsible for street and utility improvements along project frontage on existing streets. Improvements of city or area-wide benefit may be subject to reimbursement. The developer of the Cannery Park project proposes to establish a Community Facilities District or other financing mechanism to finance the necessary backbone infrastructure improvements associated with the project including street improvements, domestic water, storm drainage, sanitary sewer, traffic signals, etc.

2.8 Public Facilities Fees

City-wide capital improvement needs associated with new urban development are met through the City’s adopted Public Facilities Fees which provide for expansion of City offices, libraries, community recreation centers, fire and police stations, street improvements, parkland, surface water resource development, air quality, and related administrative costs. The City of Stockton has also enacted development fees for wastewater and water connections, traffic signals, street trees, and various local benefit district fees. Provision has been made to adjust fee schedules annually to keep pace with infrastructure and public facility costs. As a result, the City of Stockton operates from year to year with a fee structure that reasonably anticipates and collects fees sufficient to meet all capital improvement needs associated with new development.

It is not possible, at this time, to determine precisely when development of the Cannery Park project will proceed. However, several mechanisms exist to insure that the required capital fees are paid and that public services can be maintained at appropriate levels. These mechanisms include various City ordinances and resolutions requiring the payment of fees and establishing updated fee schedules. Fee payments are required at the time of recordation of the Final Subdivision Map, or when building permits are issued. These requirements are restated in several of the mitigation measures included in the EIR. The EIR mitigation measures would be attached to the Tentative Map as conditions of approval, and recordation of Final Maps would be dependent on fulfillment of all Tentative Map conditions. Fees will be paid in accordance with the fee schedule that is applicable at the time the Final Subdivision Map is recorded or the building permits are issued. Since some of the fees for the commercial and industrial areas (traffic signal fees, water and wastewater connection fees, etc.) are based on the end user, which is unknown at this time, those fees have not been included in this analysis. Therefore, those revenues that are based on specific end users have not been included in this analysis to maintain a conservative estimate. The City of Stockton will receive additional revenues from the commercial and industrial components of the project as they develop. Fees estimated on the current fee schedule are shown in Table 2-3.
TABLE 2-3
ESTIMATED CAPITAL FACILITY FEES FOR
THE CANNERY PARK ANNEXATION PROJECT

<table>
<thead>
<tr>
<th>Fee Category</th>
<th>Annexation Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. City Office Space</td>
<td>$451,433</td>
</tr>
<tr>
<td>b. Fire Protection</td>
<td>$428,569</td>
</tr>
<tr>
<td>c. Libraries</td>
<td>$871,313</td>
</tr>
<tr>
<td>d. Police Protection</td>
<td>$942,411</td>
</tr>
<tr>
<td>e. Community Recreation Centers</td>
<td>$296,141</td>
</tr>
<tr>
<td>f. Surface Water</td>
<td>$3,883,175</td>
</tr>
<tr>
<td>g. Street Improvements</td>
<td>$9,608,426</td>
</tr>
<tr>
<td>h. Parkland</td>
<td>$2,374,144*</td>
</tr>
<tr>
<td>i. Habitat and Open Space Conservation</td>
<td>$396,011</td>
</tr>
<tr>
<td>j. Air Quality</td>
<td>$1,103,036</td>
</tr>
<tr>
<td>Subtotal of items a. through j.</td>
<td>$20,354,658</td>
</tr>
<tr>
<td>k. Administrative Fee (2.5% of subtotals for items a. through j.)</td>
<td>$508,866</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$20,863,524</td>
</tr>
<tr>
<td>l. Water Connection Fee</td>
<td>$436,185</td>
</tr>
<tr>
<td>m. Wastewater Connection Fee</td>
<td>$5,708,100</td>
</tr>
<tr>
<td>Subtotal of items l. and m.</td>
<td>$6,144,285**</td>
</tr>
<tr>
<td>Administrative Fee (3.5% of subtotals for items l. and m.)</td>
<td>$215,050</td>
</tr>
<tr>
<td>Subtotal</td>
<td>$6,359,335</td>
</tr>
<tr>
<td>n. Traffic Signal Fee</td>
<td>$102,883</td>
</tr>
<tr>
<td>GRAND TOTAL</td>
<td>$27,325,742</td>
</tr>
</tbody>
</table>

*See discussion contained in Section 2.7 Parks and Recreational Facilities
**See discussion contained in Sections 3.1 Domestic Water Service and 3.2 Wastewater

3.0 CITY SERVICES

3.1 Domestic Water Service

Domestic water service is provided to urbanized lands in the vicinity of the project site by the City of Stockton. Development of the proposed project will require City water service and will place new demands on the existing City water system. The approved
development of the Villa Antinori and La Morada residential subdivisions to the south of the project site will include extension of water service from Morada Lane up to, and stubbed at, the south boundary of the project site. Development of the industrial, commercial and residential subdivisions within the project site will include extension of these stubbed water lines into the project site. A 16-inch water line will be extended north along Holman Road from the Villa Antinori project, connecting with a new 12-inch line in Eight Mile Road. An additional 18-inch line would be extended west from Holman Road along Arterial A to the Union Pacific Railroad. It is anticipated that the City of Stockton will require that sites for two new domestic wells be within the project area.

The proposed project will involve an increase in demand on City domestic water supplies. New development within the City must comply with water conservation Best Management Practices (BMPs) in efforts to expand available supplies to meet needs generated by ongoing urbanization. The developer will comply with plumbing, metering, and other water conservation measures in effect in the City of Stockton, including the 16 Best Management Practices included in the City's Urban Water Management Plan, 1995 Update. A water supply assessment was prepared by the City of Stockton Municipal Utilities Department (MUD) that indicates adequate water supplies are available.

Water system improvement plans will be subject to the review and approval of MUD. As discussed in Section 2.8, Public Facilities Fees, the developer will pay all applicable City water connection fees, water meter fees, and/or capital improvement fees, as required by City ordinance. In addition to water connection fees, the City has adopted a Surface Water Fee to fund the New Melones Conveyance System Project to transport surface water from Goodwin Reservoir on the Stanislaus River to the Stockton East Water District surface water treatment plant. The estimated Surface Water fees to be generated by the project are $3,883,175.

Water connection fees are payable upon issuance of a building permit and are dependent on the size of the connection. Since the commercial, industrial and multi-family residential site plans have not been designed at this time, it is unknown what size connection or the number of overall connections that would be needed to serve the project area. Therefore, the estimate of fees for water connections includes only single-family residential units at $405 per unit for a total of $436,185. As the end users are identified for the commercial, industrial and multi-family sites, additional fees would be paid for those water connections upon issuance of a building permit as per the City of Stockton fee schedule.

3.2 Wastewater

Municipal wastewater collection and treatment will be provided by the City of Stockton. The site is within the City Urban Service Area and has been included in the City’s Wastewater Collection System Master Plan. Certain unit processes within the City's wastewater treatment facility are approaching their functional capacity, and expansion of the treatment facility to meet anticipated demands is the subject of an ongoing planning and engineering effort. The treatment plant 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.

The sanitary sewer system for the proposed project would consist of networks of 8-inch to 10-inch lines installed within proposed commercial units and residential neighborhoods. Local line sizes within the proposed Light Industrial/Business Park area would be slightly larger, ranging up to 12 inches in diameter. Most of the neighborhood collector systems would be routed to a new trunk line to be located in Holman Road. This new trunk line would flow south to a point of connection with an 18-inch trunk line, which is to be extended north along Holman Road to the south boundary of the site, in conjunction with the adjoining Villa Antinori project. The southernmost proposed residential neighborhoods of the project would connect to existing and planned 8-inch stubs to neighborhood collector systems in the adjoining developments. Existing and proposed sewer trunk lines flow to the City’s recently-completed Collection System No. 10 trunk line that extends east from the Spanos Park area to serve the northeast Stockton area, including the project site.

Collection System 10 discharges into the 14-Mile Slough Sanitary Sewer Pump Station, located in northwest Stockton. With the rapid increase in System 10 flows, the pump station is approaching its design capacity. The City of Stockton’s Municipal Utilities Department has initiated plans to expand the pump station.

Existing sewer connection fees are $5,300 per single-family unit. As with water, sanitary sewer connection fees are payable upon issuance of a building permit and are dependent on the size of the connection. Since the commercial, industrial and multi-family residential site plans have not been designed at this time, it is unknown what size connection or the number of overall connections that would be needed to serve the project area. Therefore, the estimate of fees for sewer connections includes only single-family residential units for a total of $5,708,100. As the end users are identified for the commercial, industrial and multi-family sites, additional fees would be paid for those sewer connections upon issuance of a building permit as per the City of Stockton fee schedule.

3.3 Storm Drainage

Urbanizing lands in the project vicinity are served by existing and planned City storm drainage facilities which will be extended up to, and stubbed at, the south boundary of the project site project site in conjunction with development of the Villa Antinori and La Morada projects. The storm drainage system for the proposed project would consist of two sets of facilities: 1) a pump station and collection lines serving proposed commercial and industrial areas, and 2) an extension of existing storm drains north from the Villa Antinori project to serve proposed residential areas.

The northern system would involve construction of a new pump station located on the north bank of Bear Creek, adjacent to Holman Road. The pump station would consist of an approximately 0.9-acre site (Lot KK) which would house a sump and pumping
equipment. The pumping facility would be provided with backup generation capacity, likely in the form of a diesel generator.

Storm drainage collection lines serving the Light Industrial/Business Park area would flow east to the pump station in proposed streets, and would range in size from 36 to 66 inches in diameter. Lines serving proposed commercial areas east of Holman Road would be served by 36 to 60 inch lines flowing generally west. Commercial areas located south of Bear Creek would also be served by this system, and a collection line crossing of Bear Creek, within the Collector A alignment, would be required.

Storm drainage from proposed residential neighborhoods would be directed to a 54-inch trunk line that would extend from the Villa Antinori boundary north along Holman Road, west along the new arterial and then north along a local street to capture runoff from most of the western neighborhoods. A 30-inch line would extend further north along Holman Road to the Collector B intersection to collect drainage from the residential areas just south of Bear Creek. Within the neighborhoods, storm drainage facilities would range from 18 to 36 inches in diameter. The southern neighborhoods would discharge to existing and planned storm drain stubs constructed in conjunction with the La Morada and Villa Antinori projects. Storm drainage from the southern portions of the site would be directed to the existing SJAFCA storm water detention pond located at the Morada Lane/Union Pacific Railroad intersection. As discussed in the EIR, the referenced detention pond was not originally designed to accommodate storm drainage from all of the proposed residential areas; however, the more recent storm drainage master plan for the area, adopted in conjunction with the La Morada project, indicates that the required capacity does exist.

The City does not assess a fee for drainage improvements. However, the City has received a National Pollution Discharge Elimination System permit for storm drainage and adopted a stormwater ordinance and rate structure. The developer is required to comply with all requirements and pay all associated fees as required by the City’s Storm Water Pollution Program and stormwater ordinance. The developer will also be expected to bear all costs associated with storm drainage collection and disposal. The developer will be responsible for demonstrating that 100-year storm event flows will be contained within the Mosher Slough channel based on the freeboard requirements set forth by the Federal Emergency Management Agency (FEMA) without impacting upstream or downstream properties. As necessary, levee improvements will be constructed along Mosher Slough to adequately contain a 100-year storm event.

The City of Stockton has completed a local storm water planning process, which now provides local management of the federal and state programs for implementation of the Clean Water Act’s National Pollution Discharge Elimination System (NPDES). On July 1, 1997, the City of Stockton’s Grading and Erosion Control Ordinance, and the Storm Water Management and Discharge Control Ordinance, took effect. These regulations establish local oversight of the state general permit system and effective control of storm water quality impacts. The improvement plans for this project will be required to comply with the requirements of the NPDES permit in place at the time of development.
3.4 Solid Waste Disposal

City ordinance provides for mandatory collection of municipal refuse. The City’s franchise hauler provides solid waste collection in Stockton. Solid waste is disposed at existing private landfill facilities. There is no shortage of landfill space within the City, and plans to expand existing private landfills have been approved.

The private waste providers also provide recycling of household items and garden refuse or “green waste”. This service is provided on the same days as the garbage service and is available to all single family, duplex and triplex homes in the City of Stockton. The waste provider bills the property owner for this service on a monthly basis based on the size of collection container utilized.

3.5 Police Protection

Law Enforcement services will be the responsibility of the Stockton Police Department. Upon annexation, the City will expand established police beats to include the annexation area. It is SPD’s policy to respond to all emergency calls within a three to five minute time period. Currently, staffing levels in the City of Stockton are determined by the City Council in consultation with the City Manager and Chief of Police. Currently there are no adopted service levels for the SPD, however, the police department is aware that, as population increases, a higher level of service may be required.

As buildout is approached, additional officers would be required to serve the project area. Capital costs of Police Department expansion are accounted for by the City’s Public Facilities Fee program. The City of Stockton has adopted a Police Protection fee for police facilities payable upon issuance of a building permit. The Cannery Park project is estimated to generate a total of $942,411 in Police Protection Fees.

3.6 Fire Protection

The project site will be served by the Stockton Fire Department (SFD). The SFD provides fire protection, fire prevention services, paramedic emergency medical services and other related services to all areas of the City of Stockton. Specific services provided by the Fire Department include fire fighting, fire prevention, fire hydrant maintenance, training, fire dispatch, hazardous materials intervention, and weed abatement services. The SFD currently serves an area of 83.5 square miles and has about 260 total personnel. The Fire Department has twelve stations located throughout the greater Stockton metropolitan area.

The nearest SFD station is #11 at Swain Road and Tam O’Shanter Drive. The SFD currently has plans to build a truck and engine company either within the project site or in the near vicinity that would further serve the annexation area. A site has been reserved within the project area for a new SFD station #13. To provide adequate fire protection services, the
developer will also coordinate with the SFD during the planning and design of the proposed project to ensure site access, response time, sprinkler requirements, water system design, and hydrant placement are acceptable. Improvements to the City of Stockton water system will also be constructed in conformance with the Uniform Fire Code fire flow standards, and hydrants will be placed in accordance with SFD standards.

3.7 Parks and Recreational Facilities

The Stockton General Plan establishes policies and standards for the size and siting of parklands. The project will generate new residential population that will increase park demands in project neighborhoods and in the City as a whole. The proposed project will reserve 10.1 acres of land for park development as well as additional open space areas. The project developer will also be responsible for contributing Public Facility Fees toward the acquisition and development of this park.

The City’s current Parklands fee is $1,962.70 per single-family dwelling unit and $1,239.60 per multi-family dwelling unit for parkland acquisition and development. Based on a maximum density of 1,077 single-family homes and 210 multi-family units, development of the annexation area would generate a total of approximately $2,374,144 in fees for parkland acquisition and development. It is anticipated that the value of the parkland dedication to the City of Stockton within the project area and associated site improvements would be credited toward the Public Facility Park Fees. Therefore, while the City will benefit from the development of the parks in this project, the estimated cash monies in Table 2 from the Public Facility Park Fees may not be realized.

The City Consolidated Landscape Maintenance District will provide maintenance of the proposed parkland facilities within the proposed project including the parks, open space and recreation facilities. An assessment will be calculated based on the cost to maintain these facilities. Those revenues generated would be dedicated to maintenance costs plus district administration as designated by state law.

3.8 Libraries

The public library system is operated by the City of Stockton with joint funding by San Joaquin County. The nearest library to the project is the Margaret K. Troke Library, 502 West Benjamin Holt Drive. The Master Library Plan completed in June 1987 recommends the construction of a new library in northwest Stockton. Project proponents would be responsible for payment of Public Facility Fees for libraries. The project is estimated to generate $871,313 in fees for this purpose.
3.9 Schools

The annexation area is within the boundaries of the Lodi Unified School District (LUSD). The project Tentative Map reserves an area for future elementary school development. This site would be acquired and developed by the LUSD in accordance with the District's facility needs and under the provisions of State law. The project proponent will be responsible for payment of statutory school fees.

3.10 Natural Gas, Electric, Telephone, and CATV Services

Pacific Gas and Electric Company (PG&E) will provide both natural gas and electric services to the annexation site. Local telephone service will be provided by SBC and cable television services will be provided to the project by Comcast Cable Company. Systems to provide these services exist in the project vicinity, and the utilities do not anticipate concerns in serving the proposed project. Developer/utility company cost-sharing agreements will be executed to provide installation of facilities to serve the site.

3.11 Maintenance of Public Facilities/Other Governmental Services

Roadways within the project area will be maintained by the City of Stockton. With increased vehicular traffic resulting from the development of the annexation property, the need for road maintenance will increase. However, this increase of services will be offset by the increase in funds generated from fuel taxes.

The project proponent will be responsible for payment of adopted Public Facilities Street Improvement Fees ($9,608,426) and Traffic Signal Fees to fund intersection and roadway segment improvements identified in the City's Street Improvement Plan. The amount of fees to be generated by the project by the Traffic Signal Fee is unknown at this time since the fee is based on the exact use of the end users in the commercial and industrial areas. The fees estimated in Table 2-3, $102,883, are based on the amount that would be generated by the single-family and multi-family units only. Once the end users are identified, then the Traffic Signal Fees would be calculated. The City of Stockton requires that these fees be paid prior to building permit issuance.

The project proponent will also be responsible for construction of on-site road improvements, off-site improvements necessitated by the project and proportionate shares based on the traffic loadings of improvements not included in the City's fee program. Construction costs for some of the off-site improvements necessitated by projects may be subject to reimbursement through the Public Facilities Fee program or future Areas of Benefit.