Village Institutional Land Use Designation (VIN)

Village Institutional Land Use Designation (VIN) includes public and quasi-public land uses such as schools, colleges, water treatment facilities, some governmental offices, federal installations, and other similar and compatible uses. The Plan Area includes: six elementary schools and one high school within the Stockton Unified School District; the 20-acre campus site reserved for San Joaquin Delta College; and other similar public facilities, including churches and religious institutions (See MLSP Illustrative Plan, Figure 4.4).


Fiscal Impact Analysis (FIA)

This report is part of the MLSP and addresses the fiscal implications of MLSP development. The Fiscal Impact Analysis (FIA) compares the annual costs of providing public services against the annual revenues that will be generated by new development to determine net fiscal impact. Chapter 6 of the FIA contains conclusions based upon two scenarios. Scenario 1, or the Expected Values/Expected Absorption scenario shows a limited surplus indicating the Project is effectively fiscally neutral to the City but could have a slightly positive fiscal impact. Scenario 2, or the Lower Values/Slower Absorption scenario shows a limited annual deficit that suggests that the project, while basically neutral, to the City from a fiscal perspective could have a slightly negative effect. In either scenario, the impact is essentially neutral.

Chapter 7 – Funding Sources to Mitigate Fiscal Deficits, identifies five mechanisms to fund the ongoing maintenance and service costs of new development that exceed the City revenues collected from the same. These include: Landscape and Lighting Districts; Mello-Roos Community Facilities Districts, Maintenance Annuity Funds, Fiscal Shortfall Fees and Master Developer Advances. (See Exhibit 22)

Public Facilities Financing Plan (PFPP)

The Public Facilities Financing Plan (PFPP) is part of the MLSP and evaluates the ability of the Specific Plan development to fund required public facilities and infrastructure. The PFPP is a long-term look at the burdens that will be associated with providing infrastructure to all five Project phases. As with the FIA, the PFPP looks at two scenarios: 1) Expected Values and 2) Lower Values. Under Scenario 1, the PFPP indicates that the project will be financially feasible. Under Scenario 2, the PFPP shows that the project is marginally feasible from a financial standpoint. (See Exhibit 22)

Jobs/Housing Balance

The City of Stockton 2003 Housing Element predicts that future job growth in Stockton will not keep pace with housing growth. A primary objective of the MLSP is to ensure that the Community has a positive effect on the City’s ratio of jobs to housing. The 2035 General Plan utilizes a goal of one-to-one (1:1) jobs/housing ratio. The projected jobs/housing ratio is approximately 1.38 new jobs for each housing unit in the Community. (See MLSP Chapter Five – Jobs/Housing Balance and Table 13.1 Phasing Summary).
Circulation

The Circulation Plan includes backbone roads, a multi-modal rail and bus station, and a network of multi-use pedestrian and bike trails along major roads and open space corridor. The proposed roadway circulation complies with the 2035 General Plan. (See Exhibit 15, Proposed Circulation and Exhibit 17, Street Cross Sections)

Circulation component construction will occur in phases, with timing based on market absorption. Trigger points for major regional improvements are based on the construction of dwelling units and industrial/commercial space (See FEIR Chapter 7 – Summary of Impacts and Mitigation Measures). The Community is designed to minimize impacts on roads by providing an employment center in the development to reduce commute distances, providing for pedestrian and bicycle transit, and incorporating public transit features such as the multi-modal station.

Three grade separations are proposed to access the Community and enhance regional connectivity. These include an improved Austin Road and Mariposa Road grade separation structure, a new Viceroy Road under crossing and a new crossing of the BNSF tracks for the proposed east-west expressway through the MLSP Project.

The existing Mariposa Road Grade Separation will be replaced with a new wider structure but will remain in place to carry Mariposa Road traffic during construction of the new Mariposa and Austin Road structures.

The capacity of SR 99 is insufficient in its existing configuration to sufficiently accommodate current traffic and all future projections. The improvements needed to accommodate the MLSP have been identified in the Draft and Final EIR for the project.

The SR 99/Mariposa Road interchange is included in the South Stockton widening project. Several design alternatives are under consideration, but a complete reconstruction of the interchange is expected. The Mariposa Lakes’ development is dependent on this interchange.

Farmington Road may be realigned across the development to a grade separation structure crossing Duck Creek and BNSF, through an existing industrial development directly to the Mariposa Road/SR 99 interchange.

The Community will have an internal system of arterial and collector roads, as well as local roads. Austin Road will serve as a “minor arterial” road for the Community and is referred to as the “East Side Expressway” in the City’s Proposed 2035 Roadway System.

Multi-Modal Transportation Plans

The Community will include the Mariposa Lakes Multi-Modal Transit Station located in the Austin Road Town Center. The station will include a new Amtrak station building, two passenger platforms and will provide 370 long-term parking spaces. Buses traveling through the community will stop at the multi-modal station. Construction should occur between 2011 and 2015.
Bicycle and Pedestrian Plan

Greenways, linear parks, and bike routes will allow pedestrians, bicyclists, and other non-automotive transit users to safely travel to destinations within the Community. Where practical, paseos between neighborhoods and cul-de-sac entries will increase pedestrian connectivity. (See Exhibit 16, Pedestrian and Bikeway)

Schools

The project site is entirely within the Stockton Unified School District (SUSD). At full build out the Community would contribute approximately 6,980 new K-12 grade students. Approximately 5,140 K-8 students would require approximately six new K-8 schools. Approximately 1,850 high school students would represent nearly 80% of the total enrollment of a typical high school constructed by SUSD.

The MLSP designates approximately 170 acres of the SPA for educational use. The MLSP establishes sites for a 54-acre high school and six 16-acre K-8 schools that would be dedicated to the Stockton Unified School District for school development. Two K-8 schools are anticipated to be built in Phase 1 of the MLSP. (see Table 13.1 Phasing Summary, Page 13-5)

Police Services

Upon annexation of the site to the City, police services will become the responsibility of the Stockton Police Department. The 2035 General Plan Policy Document contains several goals and policies relating to police department resources. Specifically, General Plan Policy PFS-7.2 requires that the City maintain a minimum ratio of 1.5 sworn officers per 1,000 residents served. The corresponding Public Facilities and Services Implementation Measure No. 21 states that the ratio of sworn police officers to residents shall be reviewed and considered by the Planning Commission prior to the approval of any large project.

The Police Department is scheduled to present specific information on staffing to the Planning Commission at the Special Planning Commission meeting of August 21, 2008, and at the public hearing for the MLSP on August 28, 2008. Chapter 7 of the FIA...

Fire Protection Services

The Stockton Fire Department will provide fire protection services for the Community. A temporary firehouse facility will be constructed within Phase I. Prior to construction of Phase 3, a permanent fire station (which replaces the temporary station within Phase I) shall be constructed within the Phase I area as identified within the MLSP Land Use Plan. The permanent fire station will house a four person engine company and a five person truck company to be staffed 24 hours a day / seven days a week.

Parks and Open Space Designations (VPR) (VOS)

The Community will provide at least five acres of park space per 1,000 residents in conformance with the policies of the 2035 General Plan. Not all phases will provide the minimum park standards and will rely on other parks built in later phases to comply with
the City Park standard. (See MLSP Chapter Nine: Parks and Recreation Plan and Table 9.1 Community Parks, Neighborhood Parks and Greenbelts)

The parks and open space within the MLSP area are distributed in a way that the majority of residents in the Community will live within 1/4-mile of a public open space area and within 1/2-mile of a public park.

Community Parks provide a variety of recreational uses and facilities such as baseball fields, tot lots, soccer fields, basketball courts, picnicking areas, and multi-use lawn areas.

Neighborhood parks are generally five to ten acres in size and are usually located within residential neighborhoods (see MLSP Chapter 9 – Parks and Recreation Plan).

The Community will include a privately operated fitness and recreation club that includes a gym, pools, and tennis courts. The club will be open to all residents of the Community and membership fees will be paid through the HOA structure. The facility and the land will be owned by the HOA and managed by a private management company. The acreage for the community fitness and recreation club is not included in the parks calculations. Since the club is privately owned and operated, the developers will pay an in-lieu fee for public community centers.

The Applicant has identified an alternate scenario that could be employed at their discretion, used to provide a “Private Sports Facility” which would a private recreational club not funded by the HOA. Under this scenario, solely members of the facility would fund the club.

Pocket-parks will provide additional park space in small lot neighborhoods. Each park may take on a different character, such as tot lot, a garden sitting space, open turf with trees, a shaded plaza, or other use. The pocket-parks within Mariposa Lakes are not used to meet the project park requirement.

Open space will occur primarily along enhanced creek corridors designed for wetland mitigation, protection, and restoration will be developed in collaboration with the Army Corps of Engineers who have jurisdiction over wetlands located within the project boundary. The Corps of Engineers may define limits on human access to the wetland preserves. (See MLSP Table 9.2 Parks and Open Space)

Lakes

The project will provide ten lakes. Public access will be provided at three of the lakes and along portions of the North Little Johns Creek open drainage corridor that connect two of the lakes to the lake in the Austin Center Community Park.

Community views to the lakes shall be strategically placed at neighborhood entries and other locations may provide visibility. Direct access to lakes will be controlled through secured gates.
Non-Potable Water Storage and Groundwater Recharge Facilities

Groundwater recharge facilities are planned on the Arbini property, a 320-acre parcel located adjacent to the Community between Kaiser Road and Jack Tone Road.

Non-Potable Water Delivery Mechanisms

A diversion structure will be constructed on Duck Creek to move surface water to the on-site lakes and the Arbini recharge facility. A pipeline will be constructed along Jack Tone Road, from Duck Creek, to convey water to the southern 100 to 150 acres of the recharge/flood control basin site.

Non-Potable Water Irrigation System

Non-potable water will be used for irrigation water for landscaped areas, including public and quasi-public landscaped areas such as parks, open space, cutbacks at lakes, public parks, and street parkways, and private neighborhood parks. The total acreage to be served non-potable water is estimated at 508 acres.

Storm Water Drainage

The planned Community storm water management design includes:

- A man-made lake network that provides storage volume for the entire 24-hour, 100-year storm event, using gravity flow between lakes;

- Two restored creek channels (Duck Creek and North Little Johns Creek); and

- Storm water detention basins designed and constructed to implement Best Management Practices (BMPs) with respect to the detention and treatment of storm water runoff from large storms.

- Approximately 100 acres of the Arbini recharge site will be used to control flood flow from North Little Johns Creek.

Sewer

The Community is located outside of the City's existing wastewater collection service area and is not currently served by the City's wastewater collection and treatment systems. Wastewater flows generated by the Community's Phase 1 Development will be diverted to the City's existing Wastewater Collection System No. 8 on an interim basis. The Community will construct the new City Wastewater Collection System No. 12. Upon completion of the new collection system (consisting of a sewer pump station and dual force mains which connects the Community to the Regional Wastewater Treatment Plant), the Community will be able to construct Phase 2 and divert all of the Community's wastewater discharges, including Phase 1, to the new City wastewater collection system, Wastewater Collection System No. 12. The new collection system is proposed as part of the 2035 General Plan and associated Wastewater Collection System Master Plan Update.