LEGAL DESCRIPTION

OF PROPOSED MARIPOSA LAKES ANNEXATION
TO THE CITY OF STOCKTON,
COUNTY OF SAN JOAQUIN,
STATE OF CALIFORNIA

All that certain real property situate, lying, and being a portion
of El Rancho Del Campo De Los Franceses and Sections 11, 12, 13,
14, 23, 24, 25, and 26 of Township 1 North, Range 7 East, Mount
Diablo Base and Meridian, being more particularly described as
follows:

BEGINNING at the southeasterly corner of Section 57 of El Rancho
Del Campo De Los Franceses as shown on the Record of Survey filed
in Book 10 of Surveys, at Page 151, San Joaquin County Records,
and being on the Existing City Limits per Ordinance No. 3059,
Annexation No. A-9-56; thence the following fifty-four (54)
courses:

1) North 18°05'29" West 2370.61 feet, along the Existing
city Limits, also along the easterly line of said
Section 57 to a point on the northerly right-of-way line
of Farmington Road, also being California State Highway,
Route No. 4

2) North 71°15'05" East 1070.37 feet, leaving the Existing
city Limits, along said northerly right-of-way to the
intersection of said northerly right-of-way with the
northerly extension of the westerly line of the
Togninalli property, being that certain parcel of land
described in Book 2652 of Official Records, at Page 548,
San Joaquin County Records

3) South 17°57'50" East 463.34 feet, along said westerly
line and northerly extension thereof to the
southwesterly corner of said Togninalli property

4) North 71°15'05" East 150.01 feet, along the southerly
line of said Togninalli property, to a point on the
westerly line of the Hachman property, being that
certain parcel of land described in Volume 620 of
Official Records, at Page 395, San Joaquin County
Records

5) South 17°57'50" East 441.75 feet, along said westerly
line to the southwesterly corner of said Hachman
property

6) North 71°15'05" East 1113.30 feet, along the southerly
line of said Hachman property to the southeasterly
corner of said Hachman property

https://66.127.124.218/exchange/KAllred/Inbox/FW: Mariposa Lakes Annexation Alternate.EMI/1_multipar_xF8FF_3_annexation-
alt.doc/CS8EA28C-18C0-4c97-9AF2-036E931DABF3/annexation-alt.doc?attach=1

429
7) North 17°51'50" West 74.91 feet, along the easterly line of said Hachman property to the southwesterly corner of the Harper property, being that certain parcel of land described in Book 2180 of Official Records, at Page 402, San Joaquin County Records

8) North 72°01'40" East 290.24 feet, along the southerly line of said Harper property to the southeasterly corner of said Harper property

9) North 17°51'50" West 830.19 feet, along the easterly line of said Harper property and the northerly extension thereof to a point on the aforementioned northerly right-of-way line of Farmington Road

10) North 72°01'40" East 2029.53 feet, along said northerly right-of-way line, to a point on the easterly line of Section 67 of El Rancho Del Campo De Los Franceses

11) North 72°02'02" East 4366.13 feet, continuing along said northerly right-of-way line, to the beginning of a curve to the right, having a radius of 2040.14 feet, a central angle of 54°23'56", and a chord bearing and distance of South 80°46'00" East 1865.05 feet

12) along the arc of said curve, 1936.99 feet, continuing along said northerly right-of-way line

13) South 53°34'02" East 522.28 feet, continuing along said northerly right-of-way line, to the beginning of a curve to the left, having a radius of 1960.14 feet, a central angle of 36°43'16", and a chord bearing and distance of South 71°55'40" East 1234.87 feet

14) along the arc of said curve, 1256.26 feet, continuing along said northerly right-of-way line

15) North 89°42'42" East 3977.71 feet, continuing along said northerly right-of-way line, to the intersection of said northerly right-of-way line with the easterly right-of-way line of Kaiser Road

16) South 00°40'46" East 2696.07 feet, parallel with and 25 feet east of the east line of said Section 11, also being along the east right-of-way line of said Kaiser Road

17) South 00°26'45" East 5288.95 feet, parallel with and 25 feet east of the east line of said Section 14, continuing along said east right-of-way line

18) South 00°27'37" East 5297.39 feet, parallel with and 25 feet east of the east line of said Section 23, continuing along said east right-of-way line

19) South 00°27'42" East 862.47 feet, parallel with and 25 feet east of the east line of said Section 26, continuing along said east right-of-way line, to the

intersection of said east right-of-way line with the
southerly right-of-way line of Mariposa Road
20) North 68°21'31" West 2307.48 feet, along said southerly
right-of-way line
21) South 89°45'32" West 3028.97 feet, along said south
right-of-way line to the intersection of said south
right-of-way line with the southwesterly right-of-way
line of the Burlington Northern and Santa Fe Railroad
22) North 52°34'26" West 3284.92 feet, along said
southwesterly right-of-way line to a point on the
northeasterly right-of-way line of the aforementioned
Mariposa Road, said point also being on the Existing
City Limits per Resolution No. 89-0355, Annexation No.
LAFC-7-89
23) North 59°56'49" West 2795.62 feet, along said
northeasterly right-of-way, also along the Existing City
Limits
24) South 30°03'11" West 80.00 feet, continuing along the
Existing City Limits, to a point on the southwesterly
right-of-way line of said Mariposa Road
25) North 59°56'49" West 3487.68 feet, leaving the Existing
City Limits, along said southwesterly right-of-way line
to the intersection of said southwesterly right-of-way
line with the southerly line of Section 68
26) North 72°07'30" East 3588.71 feet, along said southerly
line to the intersection of said southerly line with the
southerly extension of the westerly line of Lot 19 as
shown on the map of Clarkadota Fig Plantations, filed in
Book 10 of Maps and Plats, at Page 24, San Joaquin
County Records
27) North 17°05'48" West 1057.64 feet, along said westerly
line and the southerly and northerly extension thereof
to the intersection of said westerly line with the
northerly right-of-way line of Carpenter Road
28) North 72°09'35" East 225.02 feet, along said northerly
right-of-way to the easterly line of said Section 68
29) North 17°03'36" West 705.00 feet, along said easterly
line to the northeasterly corner of the aforementioned
map of Clarkadota Fig Plantations
30) South 72°09'35" West 3300.73 feet, along the northerly
line of said map to the northeasterly corner of Lot 7 as
shown on said map of Clarkadota Fig Plantations
31) South 17°05'48" East 745.00 feet, along the easterly
line of said Lot 7 and southerly extension thereof to
the intersection of said southerly extension with the
southerly right-of-way line of the aforementioned
Carpenter Road
32) South 72°09'35" West 155.19 feet, along said southerly right-of-way line to the intersection of said southerly right-of-way line with the southwesterly right-of-way line of the aforementioned Burlington Northern and Santa Fe Railroad

33) North 52°34'05" West 4334.96 feet, along said southwesterly right-of-way line to a point on the southerly line of the aforementioned Section 57 of El Rancho Del Campo De Los Franceses, also being on the Existing City Limits

34) North 72°02'10" East 1358.04 feet, along said southerly line, also being along the Existing City Limits, to the point of beginning.

Containing a total of 3723.20 acres, more or less.
## Line Table

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## Curve Table

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EXHIBIT 12.b

City Services Plan
TO: David Stagnaro
FROM: Ken Allred
COPY: Mike Hakeem
      Gerry Kamilos

DATE: September 05, 2008

SUBJECT: Mariposa Lakes Specific Plan ~ REVISED Draft Annexation Documents

Dave,

In follow-up to my phone message from late this morning, attached are 2 complete copies of the REVISED Draft documents for the annexation of the Mariposa Lakes project. Both the City Services Plan and the STAWS have been revised. The CSP has been corrected to use the Specific Plan and FEIR ERRATA language re Wastewater System No. 8 (along w/ some typos found in the document). The STAWS has been modified to provide clarification in the Nonpotable Water System verbage on pg. 4.

- City Services Plan
- Agricultural Land Conversion Statement
- Housing Statement, including the City's 8-27-08 Residential Development Chart & Map
- Statement of Timely Availability of Water Supply

Please discard the copies received late yesterday, and do call with any questions or comments.

Respectfully,

Ken Allred
City Services Plan

for the

Annexation Application (#A-03-10)

of the

MARIPOSA LAKES SPECIFIC PLAN

for the

City of Stockton, CA

September 5, 2008
(Revised from August 20, 2008)
City Services Plan for the Annexation Application
of the
MARIPOSA LAKES SPECIFIC PLAN

I. PURPOSE

The City of Stockton requires any application proposing annexation to the City be accompanied by a City Services Plan (CSP) which demonstrates that City services can be provided to the annexing territory. This CSP is prepared in accordance with the requirements of the Local Agency Formation Commission of San Joaquin County – Government Code Section 56653.

II. PROPOSED PROJECT DESCRIPTION

The project applicant, PCCP Mariposa Lakes, LLC, is proposing to develop a mixed-use community and its supporting infrastructure on approximately 3,810 acres of land in unincorporated San Joaquin County adjacent to the southeast boundary of the City of Stockton (City). More specifically, it is bounded on the north by Farmington Road (SR 4), on the east by Kaiser Road, on the south by Mariposa Road, and on the west by Mariposa Road and the BNSF Railroad.

This project, known as the Mariposa Lakes Specific Plan (MLSP), is prepared pursuant to the provisions of California Government Code Section 65450 et seq., which grants local planning agencies (the City) the authority to prepare and/or adopt a specific plan for an area covered by a general plan for the purpose of establishing systematic methods for implementation of the general plan. The MLSP sets forth a comprehensive set of land use plans, development regulations, design guidelines, infrastructure master planning, and implementation programs designed to produce a project consistent with the goals, objectives, and policies of the City’s 2035 General Plan. To achieve such, the MLSP establishes Community Objectives for its development and implementation: consistency with:

Objective 1: Create a full service community that includes housing, jobs, transportation services and infrastructure, shopping and retail services, schools, recreation opportunities, and all necessary public services.

Objective 2: Create a Community less dependent on the automobile by facilitating the development of a significant number of job-generating land uses in close proximity to new residential development.

Objective 3: Provide areas that will serve as local community marketplaces and civic hubs.

Objective 4: Provide suitable sites for industrial, commercial, and retail land uses to generate a sufficient number of jobs to support the increase in population and to promote the City’s 2035 General Plan objectives for jobs/housing balance.

Objective 5: Provide suitable sites for residential development to facilitate a balance of housing units and housing demand created by new jobs and promote the City’s 2035 General Plan objectives for jobs/housing balance.
Objective 6: Provide a variety of housing types, densities, and lot sizes.

Objective 7: Improve and support the regional vehicle circulation systems including Farmington Road/State Route 4 and the State Route 99/Marioposa Road interchange.

Objective 8: Establish a regional transit center that includes a new Amtrak station and multi-modal bus terminal.

Objective 9: Provide public services and facilities to the Community without burdening the City's existing public services and infrastructure.

Objective 10: Provide a necessary link in the orderly, phased extension of sewer, water, and stormwater systems to the east side of Stockton.

Objective 11: Promote water conservation by establishing an integrated water management and reuse distribution system for irrigation of public spaces.

Objective 12: Provide all levels of education opportunities for residents through provision of K-8, high school and a community college site.

Objective 13: Create a significant park, open space, and trail system connecting neighborhoods, schools and public places, provide opportunities for active and passive recreation, hiking, and bicycling.

Objective 14: Preserve and enhance the natural resources in the Duck Creek and North Little Johns Creek corridors.

Objective 15: Preserve water quality and minimize flooding through the creation of open space corridors and resource protection areas along the Duck Creek and North Little Johns Creek corridors.

Objective 16: Achieve the purpose of Measure X (passed in November 2004), to facilitate economic development in southeast Stockton, in a timely and economically feasible manner.

Using the Community Objectives as guidance, land uses proposed within the MLSP include:

- 1,510 acres of residential development with approximately 10,562 residential units;
- 93 acres of commercial/retail development;
- 702 acres of industrial/warehouse and business/professional development;
- 197 acres of community and neighborhood parks;
- 168 acres of man-made lakes;
- 174 acres of educational uses, consisting of six K-8 schools, one high school and one community college site; and
- 490 acres of public and quasi-public facilities, including: public safety, library, religious institutional, maintenance, regional Amtrack/multi-modal transit station, utility sub-station, stormwater detention/water quality, private sports and street circulation.

*NOTE: All acreages are approximate.*

The above employment generating land uses within the MLSP are expected to generate approximately 14,615 jobs, which provides a jobs/housing ratio of approximately 1.38:1 (jobs:housing), as compared to the City’s 2035 General Plan goal of maintaining a jobs/housing ratio of 1:1.
III. EXISTING USES OF PROJECT AREA

Current land uses of the project area are primarily agricultural. Vegetable crops are grown on a few parcels to the north and south of Duck Creek. Almond orchards exist at the north end of the site adjacent to State Route 4, and to the south adjacent to Mariposa Road. A small number of homes are located along Carpenter Road near the central west boundary of the MLSP. The Carpenter Road property are not a part of this Annexation Application. A cluster of farm-related residences is located adjacent to Farmington Road/SR 4 in the northwestern portion of the project. Existing land uses adjacent to the site are predominantly agricultural to the north and east. Lands to the west are primarily in industrial use. Lands to the southwest remain in agriculture, but are being planned and zoned for urban industrial use.

Full development of the MLSP is expected to occur over a period of approximately 20 – 25 years. Agricultural operations will be phased out as development occurs, but in the interim, agricultural operations will continue to be encouraged and protected. The MLSP provides protection for agricultural uses in a manner that is consistent with the development of an urban community. To the extent feasible, phasing of development will allow a continuation of agricultural operations within the project area will ensure protection of agricultural water supplies.

The open nature of the project area provides expansive, distant views from the adjoining roads and the BNSF Railroad tracks. There are no designated scenic vistas, notable scenic resources, or designated or recognized scenic roads or highways in the vicinity of the site. There are no rock outcroppings or prominent historic buildings in the vicinity of the site.

The site is bordered on the southwest by a major rail line owned by the BNSF Railroad. This rail line is a major link in the railroad’s western operations. The trains serving the proposed Amtrak/multi-modal station will arrive and depart along this rail facility.

There are three contiguous easements owned by the Pacific Gas & Electric Company (PG&E) for the operation of electric power transmission lines. These easements include the Stockton “A” Lockeford-Bellota line carrying voltage of 115 KV, the Bellota-Weber carrying voltage of 230 KV, and the Weber-Mormon carrying voltage of 60 KV.

Three creeks cross the site: Duck Creek, Branch Creek and North Little Johns Creek. Each carries water to the site from large offsite drainage areas. Duck Creek drains a watershed of approximately 47 square miles, with approximately 36 square miles of the watershed upstream of the site. The North Little Johns Creek watershed consists of approximately 219 square miles, with about 216 square miles of its drainage area located above the site. Branch Creek drains a relatively small watershed area east of the site, totaling approximately 4 square miles. About 2 square miles of onsite watershed also drains to Branch Creek.

Duck Creek contributes large flood flows from its offsite watershed and carries the flows through the project area. The existing Duck Creek is a man-made channel offering little aesthetic value and provides little flood attenuation. Duck Creek is maintained for flood control purposes by the San Joaquin County Flood Control District. There is very little maintenance of either Branch Creek or North Little Johns Creek.
Although there are a few water diversions from Duck Creek, groundwater is the predominant source of water for crop irrigation within the project area. Access to groundwater is from several deep wells located throughout the project area. The entire site is currently within the boundary of the Central San Joaquin Water Conservation District. Upon annexation, the site will automatically become part of the Stockton East Water District.

The California Land Conservation Act, also known as the Williamson Act, authorizes cities and counties to enter into a contract (“Williamson Act contracts”) with a landowner that will reduce the landowner’s property tax obligation, subject to the landowner’s agreement to use its property solely for agricultural purposes. Each Williamson Act contract is for a minimum term of ten years, and is automatically renewed each year unless the property owner files a Notice of Non-Renewal with the city or county holding the contract. As of August 2006, approximately 3,328 acres within the project area were subject to Williamson Act contracts with San Joaquin County. Notices of Non-Renewal have been filed for approximately 2,827 acres, representing 24 parcels.

IV. PROPOSED PUBLIC FACILITIES

The MLSP includes extensive technical studies for the project’s public facilities, infrastructure, and community services program, which describe and establish its requirements for public facilities and infrastructure relating to potable and non-potable water service, sanitary sewer service, storm drainage and flood control, solid waste disposal, utilities (electricity, natural gas, communications and cable television), fire and paramedical protection, police protection, schools, and other community facilities. This section of the CSP provides a brief summary of those studies.


The IWMP describes the means and methods for managing the Community’s water supply, focusing upon minimizing dependence on groundwater and emphasizing conservation, re-use and good management practices. The IWMP describes planned water infrastructure, potable and non-potable water demands and sources, groundwater monitoring, and conservation planning. It provides for the development of a non-potable water system, separate from the project’s potable water system, to meet non-residential irrigation demands and the water demands of the man-made lake system. The IWMP also incorporates a stormwater management system that relies on the man-made lakes and detention basins to capture and detain runoff from the site to allow for stormwater quality treatment and flow regulation. These water features will also be used for temporary storage and re-use of runoff for irrigation purposes, lake level management, and groundwater recharging operations. The following information relating to potable and non-potable water supplies and infrastructure is taken from the IWMP and the Water Supply Assessment (WSA) for the MLSP.

Existing Conditions: The MLSP area is not presently served by a water agency. However, the project area is located partially within the water service area for the City (southern portion) and partially within the water service area for the California Water Service Company (northern portion). The existing California Water Service Company (Cal Water) distribution system includes: an existing 12-inch diameter ductile iron water main in Carpenter Road on the east side of the BN3F Railroad; an existing 16-inch diameter ductile iron water main in SR 4, approximately 700 feet east of Sinclair Avenue; and an existing 16-inch diameter ductile iron water main in Mariposa Road, approximately 800 feet south of
Duck Creek. The existing City distribution system includes an existing 16-inch City water main at the intersection of Arch Road and Fite Court; an existing 16-inch City water main at Kemp Way; and the South Stockton Aqueduct.

**Existing Groundwater Supply:** The City has determined the groundwater basin underlying the MLSP site can safely and sustainably provide 0.75 acre-feet per acre of groundwater each year. In compliance with the City’s ‘safe-yield’ determination, the total sustainable groundwater supply available to the MLSP site is 2,857.5 acre-feet annually (0.75 acre-foot/acre x 3,810 acres = 2,857.5 acre-feet). Currently, the onsite agricultural users consume almost four times this amount, or approximately 11,430 acre-feet of groundwater, based upon an estimated agricultural application rate of 3 acre-feet/acre annually of pumped groundwater.

**Potable Water Demand:** The maximum daily potable water demand for MLSP is estimated to be 13.98 million gallons per day (MGD). Of the total estimated maximum day demand approximately 7.42 MGD will be supplied by Cal Water and 6.56 MGD will be supplied by the City.

**Potable Water Supply and Infrastructure:** The Cal Water system infrastructure plan for the northern portion of MLSP includes a minimum of three connections to existing Cal Water mains, one new well, one storage reservoir and pumping facility, and a network of water transmission and distribution piping. Service will be extended to the project from the existing 16-inch ductile iron lines located in Carpenter Road and SR 4; a 24-inch line will be extended east along Carpenter Road and through the Plan Area to join a 16-inch line that will be extended east along SR 4 and south along Kaiser Road to the PG&E transmission line. Additional 12- and 16-inch loops in the system will be provided.

The City’s plan for the southern portion of the project includes a minimum of two connections to existing City water mains, two new wells, a storage reservoir and pumping facility, and a network of water transmission and distribution piping. City water service to the project will be achieved through the extension of new backbone elements of the City system east along Mariposa Road (24-inch) from the South Stockton Aqueduct and east and north along Arch Road. System loops within the City-served portion of the project will be formed by a grid of 12-, 16-, and 24-inch lines.

Two emergency interconnects will be provided between the Cal Water and City systems, and the interties are anticipated to be opened only under emergency conditions.

**Future Non-Potable Demand:** The MLSP’s demand for non-potable water, excluding residential irrigation water, is estimated to be approximately 2,593 acre-feet per year.

**Future Non-Potable Water Supply:** Sources of non-potable water for MLSP are purchased surface water, wet and dry season runoff, and precipitation. Water diverted to groundwater replenishment will be limited to “surplus water.” Surplus water is water that is in excess of water demands for municipal and industrial use and existing agricultural demand. The timing and quantity of non-potable water delivery to the site will initially be based upon the needs and capacity of recharging operations, and later by the needs of onsite operations (e.g., lake level management and non-residential irrigation). Water will be purchased and diverted as appropriate for recharging every month, with the quantities purchased dependent upon the availability of surplus flow.

Surface water for non-potable use will be purchased primarily from the Central San Joaquin Water Control District (Central), and to a lesser extent from the Stockton East Water District (SEWD). SEWD deliveries would occur during flood periods, when New Hogan Reservoir spills. Water would be delivered through either Duck Creek or North Little John’s Creek.
Recharging is expected to begin in the Phase 1 development, with the goal of developing a groundwater reserve that can be tapped for onsite operations (e.g., lake level management and non-residential irrigation) during drought or when the availability of other non-potable water is limited. Preliminary assessments of the availability of non-potable water supplies from Central and SEWD have indicated these agencies can provide sufficient supplies of non-potable water to MLSP to meet all of the its non-potable water demands.

**Non-Potable Water Storage and Groundwater Recharge Facilities:** Groundwater recharge facilities are expected to be constructed on the Arbin property, a 320-acre parcel located adjacent to the MLSP between Kaiser Road and Jack Tone Road. This property will be used initially as a Tier III recharge operation. Tier III recharge consists of flooding vacant land with little or no modifications or improvements to the land. Tier I sites are established, dedicated groundwater recharging facilities that have been engineered to optimize recharging, including a well for extracting groundwater, and groundwater monitoring wells to assess movement and storage conditions.

**Non-Potable Water Delivery Mechanisms:** To deliver water from offsite supply sources to the recharge site, construction of new conveyance facilities, and/or improvements to existing facilities will be required. These facilities may include new or existing ditches, canals, creeks, and pipelines. Improvements to existing creeks and canals may include vegetation removal, excavating and deepening, and repairing bank erosion. A diversion structure will be constructed on each of Duck and North Little Johns Creeks to move water to the onsite lakes and the Arbin recharge facility.

**Non-Potable Water Irrigation System:** Through the IWMP, non-potable water will be used to balance the water needs of the project by satisfying the demands for irrigation water for landscaped areas, including public and private landscaped areas such as open space, outlooks at lakes, public parks, and street parkways. Water will be pumped from the project lakes into a "purple pipe" distribution system that will deliver water to the various irrigation systems throughout the project. The non-potable water system will be owned, operated, and maintained by the Mariposa Lakes Homeowners Association. Private yard landscaping will be irrigated from the house potable system.

**Groundwater Monitoring:** The IWMP contains a Monitoring Plan that establishes a schedule and parameters for sampling and measuring water levels in the on-site monitoring wells. Groundwater depths and chemistry will be monitored before pre-construction grading begins, and before the onset of recharge operations, to establish seasonal patterns. Monitoring will continue during construction, through build-out and thereafter on a schedule that will be determined on the basis of existing monitoring results and the estimated potential for project activities to impact groundwater at any given time. Monitoring results will be reported to the appropriate public agencies.

**Water Conservation Plan:** The IWMP contains a Water Conservation Plan (WCP) that identifies water conservation measures to be implemented in the MLSP, and the potential water use savings expected to be achieved from the use of such measures. The water conservation measures in the WCP include low-flow, and ultra-low flow fixtures in residences and businesses, and non-traditional means and sources of residential, commercial and public landscape irrigation, such as using recycled water, low-water demand landscaping, and automated irrigation management.
B. Sanitary Sewer System

Existing Conditions: The MLSP area is located outside of the City's existing wastewater collection service areas defined in the City's Wastewater Collection System Master Plans. As a result, the project area is not currently served by the City's wastewater collection and treatment systems. MLSP is adjacent to the City's Wastewater Collection System No. 8 sewer service area, which has an estimated available capacity in excess of 14.1 MGD. The nearest major wastewater trunk line serving the Wastewater Collection System No. 8 area is a 42-inch gravity trunk sewer line that extends to the east end of Marfargon Drive in the unincorporated area of San Joaquin County southwest of Mariposa Road. There is currently available capacity in excess of 14.1 MGD in this 42-inch trunk line; however, portions of this capacity may be needed to serve other lands within the Wastewater Collection System No. 8 service area. Existing capacity in this trunk line is available to approved development projects on a first-come, first-served basis.

Wastewater Services Demand: The Community is expected to generate an estimated total of 14.3 MGD peak wet weather wastewater flows per day at full buildout.

Future Wastewater Collection Facilities: Wastewater flows generated by MLSP initially will be diverted to the City's existing Wastewater Collection System No. 8, which has been deemed by the City to have available capacity sufficient to serve Phase 1 of the Community. System No. 8 will be extended to the southwest portion MLSP through either an extension of its gravity main line from the existing 42-inch sewer main line on Marfargon Drive or an onsite wastewater pumping station and connecting force main.

Applicants for tentative maps in subsequent phases of the MLSP's development will be required to demonstrate there remains sufficient capacity in System 8, at the time the tentative map application is submitted, to accommodate the development proposed by the tentative map. On the basis System 8 is unable to accommodate all of the wastewater flows generated by the MLSP, then all or some portion of its wastewater will be diverted to a new City wastewater collection system, Wastewater Collection System No. 12, which is proposed as part of the City's 2035 General Plan and associated Wastewater Collection System Master Plan Update. Future System No. 12 is anticipated to extend from the City's wastewater treatment plant toward the project area within a series of City streets, terminating at its upstream end near the Munford Avenue/Mariposa Road intersection. Future System No. 12 would then be extended into the project. It is likely System No. 12 will include gravity sewer trunk lines, a sewer pumping facility, and dual force mains.

The MLSP owners, developers, and/or successors-in-interest (ODS) will be required to participate in an evaluation and determination by the City regarding the project's fair share cost and/or expense on a phased basis to utilize the System No. 8 facilities as otherwise required to be substantially consistent with the City's CFD 90-1. The ODS will be allowed to review and approve of the City's process, methodology and determination.
C. Storm Drainage System

Existing Conditions: Three primary drainageways run through the MLSP area and, as a result, it is located within three regional watersheds: Duck Creek, Branch Creek, and North Little Johns Creek. Duck Creek is a major tributary for the east Stockton area and flows year round, while both Branch and North Little Johns Creeks are smaller and seasonal. All three creeks flow generally from east to west through the site. Duck Creek flows through the northern portion of the site, North Little Johns Creek flows through the south portion of the site, and the smaller Branch Creek flows through the central portions of the site.

Duck Creek drains a watershed of approximately 40 square miles upstream of the project. The North Little Johns Creek watershed consists of approximately 217 square mile upstream of the project. Branch Creek drains a relatively small watershed area east of the site, totaling approximately 4 square miles. Approximately 50% of the project area drains to Duck Creek, 35% to Branch Creek, and 15% to North Little Johns Creek.

The hydrology and drainage facilities present within the project area are typical of agricultural areas, and is not currently served by urban storm drainage facilities. Runoff from the site is collected in agricultural ditches that discharge into the either of the three existing channels.

Future Stormwater Drainage: Development of MLSP will result in new impervious structures, pavement and surfaces over a substantial portion of the project area. These changes to the surface environment will increase the amount of stormwater runoff and require the development of new urban storm drainage facilities. The implementation of the project’s proposed stormwater management systems and facilities will release and drain stormwater of higher quality than the existing agricultural land uses, and the development will produce smaller loads and lower concentrations of pollutants than agricultural uses.

Summary of Community Storm Water Management System: The stormwater management design for MLSP includes four separate components:

- A drainage system that collects and conveys 100-year storm runoff into a man-made lake network;
- A man-made lake network that provides storage volume for the entire 24-hour, 100-year storm event using gravity flow between lakes;
- Two enhanced drainageways (Duck Creek and North Little Johns Creek); and
- Stormwater detention basins designed and constructed to implement Best Management Practices (BMPs) with respect to the detention and treatment of stormwater runoff from large storms.

The man-made lake network, three drainageways, and stormwater detention ponds will be designed for the 100-year design storm event the primary drainage and water quality treatment facilities for the project. Approximately 100 acres of the Arbini recharge site will be used to control the upstream 100-year design storm flood flow from North Little Johns Creek. Duck Creek and North Little Johns Creek will be enhanced to provide the community with aesthetic value, wildlife habitat, and creekside trails and parks. Stormwater runoff will be collected primarily by standard buried storm drains and conveyed to the lakes. Utilizing applicable BMPs, the lakes will function as wet pond stormwater treatment facilities, and with proposed enhancements, will provide better storm water treatment than a standard wet pond. Dry weather flows (excess irrigation runoff) will be captured by the lakes and will offset the need for makeup water.
Industrial areas will drain toward detention basins. These basins will capture that runoff and slowly release it after adequate detention time. The basins improve water quality by allowing for the settling of particulates, conversion of nutrients and pollutants, and other physical, chemical, and biological processes.

Stormwater System Infrastructure: The primary storm drainage system at Mariposa Lakes provides for the conveyance of all offsite flows, onsite runoff, and urban runoff to the terminus drainageways: Duck, Branch, and North Little Johns Creeks. Downstream of the project area, Branch Creek flows north along the BNSF Railroad tracks and Mariposa Road and drains into Duck Creek. Duck Creek flows into French Slough, the San Joaquin River, and eventually flows into the San Francisco Bay and to the Pacific Ocean. Downstream of the project area, North Little Johns Creek flows into French Camp Slough at a separate outlet.

The primary storm drain collection system includes trunk storm drain pipes (72 inches and larger), the major open channels, BMP detention basins, and a network of man-made lakes. Onsite drainage will be designed to not impact property owners adjacent, within, or downstream of the project area. Discharge of sediments and other pollutants directly to the ditches or restored stream channels will be minimized.

Pipes, open channels and other storm drainage conveyance facilities will be designed with 100-year flood capacity to the project’s terminal discharge point. Developed condition flows are not to exceed existing condition flows at all downstream terminal discharge points. All lakes, detention basins, BMPs, and other man-made flow conveyances shall be designed to safely convey flows, minimize erosion or other damage caused by high flows resulting from storm events, facilitate maintenance, and meet applicable standards.

Man-Made Lake System: There are three separate man-made lake networks in the project’s lake system, corresponding with the three primary drainageways. Storm runoff entering the lakes will be continually treated by a system of underwater bio-filters, constructed wetlands, in-lake circulation, aeration, and carefully managed lake vegetation. This system has been designed to maintain a high level of water quality in the lakes for both the environment and the aesthetics of the lake.

The network of lakes is designed with sufficient reserve storage capacity to accommodate all dry-weather discharges. Therefore, dry weather flows are designed to not directly leave the project area, but will instead be captured and retained within the lakes. During rain events, runoff will enter the lakes and a portion of the rainfall representing the “first flush” volume will be retained then slowly discharged over the course of approximately 48 hours. During larger rainfall events, excess water will be discharged downstream through the lake outlet facility. This water will receive a high level of water quality treatment and will carry significantly reduced loads of Total P and Total N as compared to typical urban runoff. The lakes will be designed provide more than the minimum first flush treatment volume required by the City’s NPDES Stormwater program.

Creek Enhancements: As part of the project’s onsite development, Duck Creek, North Little Johns Creek, and portions of Branch Creek will be designed to have the capacity to transport flows resulting from a 100-year, 24-hour storm event, and will be enhanced as multi-use corridors for the conveyance of offsite and onsite drainage through MLSP, for passive recreation uses, and for use as wildlife habitat.

Best Management Practices (BMPs): MLSP will comply will all applicable provisions of the City’s Stormwater Quality Control Criteria Plan (SWQ Plan). Because the project provides residential housing, it must incorporate General Site Design Control Measures, Site-Specific Source Control Measures, and Treatment Control Measures. The first two measures apply to the site planning designs for specific
aspects of the project. The Treatment Control Measures apply to the man-made lakes and wet detention basins described above.

All lakes will be designed to capture and slowly release stormwater runoff equal to the Stormwater Quality Design Volume as defined in the SWQ Plan. The lakes will also include permanent pools that will meet or exceed minimum permanent pool volume required for a wet pond BMP in the SWQ Plan. Typically, the lakes will have a volume greater than flood protection. By providing extra freeboard in addition to the freeboard required for one design storm event, a second design storm event can be accommodated safely, ensuring all areas of the project served by the lake systems will have exceptional flood protection.

Offsite Watersheds: Adequate storm conveyance systems will be provided to insure all offsite runoff can be conveyed safely through the project to terminal drains. Offsite drainage may be merged with urban runoff as a means of conveyance to terminal drains providing that the urban runoff has been treated according to Best Management Practices (BMP) as provided for by applicable water quality control regulations. Offsite watersheds are currently assumed to be undeveloped, and therefore do not require BMPs prior to discharging into the MLSP area development. As development occurs upstream of the project area, BMPs by such development should be required by the City prior to the release of runoff into the drainageways and/or proposed storm drain systems.

Regulatory Permits: All habitable structures within the project site will be designed with sufficient freeboard above the peak 100-year flood level to meet FEMA standards. FEMA flood zone designations will most likely change because of the proposed development and the restoration of the creek channels, in which case a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR) will be obtained from FEMA. The CLOMR/LOMR process typically follows completion of the rough grading plan.

The project includes alteration of drainageways which may be designated by state and federal regulatory agencies as Waters of the US or Waters of the State of California. As a result, development of the MLSP may require approval of the Army Corps of Engineers pursuant to Sections 404 and 401 of the federal Clean Water Act. In addition, the Community will discharge storm water to several drainageways, and may require approval under the City’s NPDES Stormwater Program and the State of California Water Discharge Requirements. All applicable permits will be obtained as required by the permitting agency.

D. Solid Waste Disposal

Existing Conditions: The City provides domestic solid waste collection to all areas within the city limits. Services provided include solid waste collection and source-separated curbside recycling for both residential and commercial uses. Solid waste is disposed at existing private landfill facilities. There is currently ample capacity in the landfills used by the City to accommodate the City’s current and projected needs, and plans to expand existing landfills have been approved. The City’s contracts with its three current solid waste haulers will not expire until May 2019.

Currently, residential uses generate approximately 22% of the City’s total annual solid waste, and non-residential uses generate approximately 78%. Residential solid waste generated within the City totals approximately 185,828 tons annually, or about 1,720 pounds per person. Of this volume, about 75% is disposed of in the landfills while the remainder is handled by one or more of the City’s waste diversion (recycling) programs. The three-cart system currently used by the City is helping the City to achieve its goal of recycling or diverting 50% of its waste from landfill
Solid Waste Service Requirements: At full buildout, the MLSP will provide approximately 10,562 new residential units, with an ultimate population of approximately 33,166 persons. This would result in the potential for an additional 27,550 tons of solid waste generation from residential uses, annually. Future commercial solid waste generation within the project site cannot be predicted until such time as commercial uses are identified.

Solid Waste Services Plan: The City will extend its solid waste services to each area in the MLSP area upon annexation of each area to the City limits. Proposed land uses will be subject to the City's existing Construction and Demolition Debris Ordinance. All construction and demolition activities within the Community will be required to recycle a minimum of 50% of all construction and demolition waste generated. Before construction of MLSP can begin, the developers must obtain a permit that lists all expected wastes.

E. Fire Protection and Paramedical Services

Fire protection and paramedical services for the MLSP area are currently provided by the Montezuma and Collegeville Fire Districts, which serve San Joaquin County’s unincorporated areas generally west, south and east of the project area. The nearest Montezuma station to the project is located approximately one mile away at 2405 South B Street. The nearest Collegeville station to the is located at 13225 East Mariposa Road, approximately 1.5 miles away. These stations currently have a cooperative agreement with the City to provide emergency response as needed to locations near the boundaries of each Fire District. They provide services related to fire suppression, rescue, fire training, aircraft fire fighting, hazardous material response and emergency medical services.

Upon annexation of the MLSP area, fire protection services will be provided by the Stockton Fire Department. Existing Station 12, located at 4010 East Main Street between South Olive Street and South Oro Avenue, would be the first response team for emergency calls to MLSP. Station 3, which is located at 1116 East First Street, near the southwest corner of the Charter Way/Airport Way intersection, would be the second response station for emergency calls. The City anticipates developing an additional south Stockton fire station within the next ten years, in the vicinity of Airport Way, west of the Stockton Metropolitan Airport. The City’s goal is to respond to all emergency calls in approximately four minutes.

The MLSP includes a site, selected in conjunction with the Stockton Fire Department, for a public safety facility to provide fire protection and paramedical services to the project area. The 3.5 acre site for the public safety facility will provide 2 acres for a fire station; a portion of the remaining 1.5 acres will house a police substation. A temporary firehouse facility will be constructed with and within the first phase development area, and funding for the station, equipment, and staff for the temporary station will be provided by the MLSP developer. As required by the fire department, the timing of the temporary station is before any final inspection for residential structures or the issuance of any certificate of occupancy for nonresidential structures. Prior to construction of the project’s third phase, the permanent fire station (which replaces the temporary station within the first phase) is to be constructed. The permanent fire station, to be staffed 24/7, will house a four person engine company and a five person truck company. Funding for the permanent station, equipment, and staff will be provided by the MLSP.
F. Law Enforcement

Development of the MLSP will result in significantly expanded industrial and commercial uses and a substantial increase in the population in southeastern Stockton. At full build-out, the Community will provide approximately 10,562 residences and approximately 13 million square feet of industrial and commercial space. These changes will result in increases in demands for law enforcement services.

Law enforcement services for the MLSP area are currently provided by the San Joaquin County Sheriff’s Department. Upon annexation of the site to the City, police services will become the responsibility of the Stockton Police Department (SPD). It is SPD’s policy to respond to all emergency calls within a three to five minute time period. The SPD currently has plans to construct a new community police substation in the vicinity of Arch Road and SR 99 in southeast Stockton, which will serve the MLSP area. Additionally, as noted in Section IV, approximately 1.5 acres of the 3.5 acre public safety facility will house a police substation.

The Mariposa Lakes Master Homeowners Association will maintain 24-hour security services upon completion and occupancy of each residential community and proposed retail/commercial center in the project. This privately maintained service will supplement the law enforcement services provided by the City, and will substantially reduce the burden on the City’s existing police protection resources.

Security Enhancements: MLSP Lakes will benefit from the strategic placement of cameras and enhanced lighting. The following are examples of locations that would benefit from the strategic placement of cameras and/or enhanced lighting to provide an additional layer of security and safety:

- Public pedestrian trails;
- Entries to public pedestrian trails from residential cul de sacs;
- Village Centers; and
- Primary streets and intersections.

G. Schools

Existing Conditions: The MLSP project area site is currently divided among two school districts: the Stockton Unified School District (SUSD) and the Escalon Unified School District. After annexation, the project will be unified under the jurisdiction of the SUSD. The SUSD serves students in Kindergarten through Grade 12.

School Requirements: Development of the MLSP will lead to the generation of substantial additional student populations. At full buildout the project will contribute approximately 7,000 new students to the SUSD’s student population. Thus, development of the MLSP will contribute to growth-related demands for new schools within the SUSD. Based on existing and projected K-8 and high school sizes, the students generated by the project results in the need for approximately six new K-8 schools and one new high school.

The land for these public schools will be acquired and developed by the SUSD with financial assistance from the MLSP developers, including the provision of construction funding. Funds to construct the initial elementary school will be “front-loaded” by the master developer to insure timely construction. The SUSD plans to seek State grants and Mello Roos bonds to repay developer-advanced construction funds and to finance the construction of the balance of the elementary schools. A combination of the
SUSD’s local bond (25%), developer-advanced funds, and State grants and Mello Roos bonds will be used to facilitate the early construction of the high school.

All six of the elementary schools in the MLSP will be located within neighborhoods to enable students to easily walk or bike to school. Close proximity to schools and parks will encourage residents to take advantage of recreational opportunities and allow the schools to serve as community meeting places. Three of the six elementary schools will be located adjacent to neighborhood parks to enable shared use of recreational facilities and open spaces.

Community College Campus: MLSP also provides a 20-acre undeveloped site for the development of a community college satellite campus by the San Joaquin Delta Community College District (SJIDCCD). The MLSP developer and SJIDCCD will enter into a Memorandum of Understanding (MOU), which is expected to provide for the dedication of the 20-acre site to the SJIDCCD and for building a new campus within 20 years of adoption of the MLSP. The proposed MOU will provide that if the campus is not built within 20 years, the 20-acre site will revert to the City for non-residential public use. The SJIDCCD will be responsible for the campus program and design. The community college is expected to generate enrollment of between 4,000 and 8,000 students and approximately 230 teaching and administrative jobs.

H. Public Library

Existing Conditions: The public library system in San Joaquin County is operated by the City of Stockton and funded jointly by both the City and the County. The system includes the downtown Central Library, three branch libraries that serve the City, and other branch libraries that serve other San Joaquin County communities. Capital costs of new library development are met through the City’s Public Facilities Fee program.

The Maya Angelou branch library currently serves the south Stockton area, including the MLSP area. In addition to the traditional services offered by libraries, this branch offers curriculum support from preschool through community college level, as well as adult education, computer literacy training and ESL, in response to the existing low education level and high unemployment rate of residents in the southeast Stockton area.

The next proposed new regional branch library is planned to be located on the campus of the McNair High School, which is located in northeast Stockton. The approximate 36,400 square foot facility would offer cooperative programs to both Stockton residents and the McNair High School students. The location of this branch library, however, would not be intended to serve residents of the southeast Stockton area.

MLSP Requirements: Development of the MLSP will result in substantial population increases in the southeast area of the City, and corresponding increases in demands for library services. The City requires a community library within a three-mile radius of residential areas for an urban area with 20,000-70,000 residents. At full buildout, the Community will be home to approximately 33,000 new residents. Whether the MLSP will require the development of a new branch library will be determined by the new Library Facilities Master Plan. The Master Plan will evaluate proposed new library facilities and the expansion of existing library facilities to accommodate growth envisioned in the City’s 2035 General Plan. If the Master Plan indicates a branch library located in MLSP is warranted, costs associated with the development of a new library would be provided from a bond grant from the California State Library. Additional costs would be recovered through payment of the City’s Public
Facilities Fees for libraries, which are collected for all development projects in the City. The MLSP’s land use plan provides for a 2-acre library site within the Austin Road Town Center.

I. Parks and Recreation Facilities

Existing Conditions: The City has no park facilities east of State Route 99. The County of San Joaquin operates one park near the MLSP area (Kennedy Park), which is located approximately 1.3 miles west of the site on Pock Lane. Amenities within Kennedy Park include a swimming pool, picnic areas, play fields and a community center. The City and County jointly maintain a regional sports complex located between SR 99 and Stockton Metropolitan Airport, approximately two miles southwest of MLSP.

Proposed Facilities: The MLSP’s public parks and recreation facilities will include active and passive community and neighborhood parks, greenway trails along streets, public open space, and a waterfront promenade around the Village Center Lake. The project provides almost six acres of public park space per 1,000 residents, exceeding the five per thousand criteria of the City’s 2035 General Plan. Most residents the MLSP will live within ¼-mile of a public park and within ¼-mile of a public open space area.

Six community parks comprising nearly 120 acres will be located throughout the MLSP area to provide a variety of recreational uses and facilities, such as: baseball/softball/soccer fields, tot lots, basketball courts, picnicking areas and multi-use lawn areas. Many community parks will be adjacent to schools to allow for shared use. Community parks adjacent to linear open spaces will foster use of the multi-use trails to reach destinations within the MLSP area.

Nearly 80 acres of neighborhood parks will be located throughout the MLSP area. Smaller in size, these parks are typically located within residential neighborhoods and include basic facilities, such as: tot lots and children’s play areas, sitting areas, and lawn areas for non-competitive lawn sports.

Three of the lakes and the majority of the creek corridors will be publicly accessible.

All parks in the MLSP project are expected to be funded through a homeowners association or community facilities district.

J. Streets & Traffic

Existing Circulation System: The MLSP is bounded by three existing regional roads which provide access to the project area.

1. Farmington Road/State Route 4 (SR 4) forms the northern boundary. It is a conventional two-lane State highway that provides substandard access to State Route 99 (SR 99) to the west of the site.
2. Kaiser Road forms the eastern boundary. It is a minor two-lane County road that is continuous from SR 4 in the north to Mariposa Road in the south.
3. Mariposa Road forms the southern and southwestern boundary. It is a two-lane City/County arterial that provides convenient access to SR 99. Mariposa Road crosses the BNSF on a grade separation structure at Austin Road.