accommodate the project-related park demand per the 2035 General Plan. This acreage will be met through 24.3 acres of parks identified on the plan, with the balance of the acreage based on credit for bike trails atop levees, lakes outside of gated Planned Development neighborhoods, and usable open space within the French Camp Slough riparian corridor.

Parks in the Community will include pocket parks, neighborhood parks, and community parks. A community park bounded by Neighborhoods G, H, I, J, K and L will be located adjacent to the 19.4-acre elementary school site, which will allow for joint use of the recreational facilities. Amenities within neighborhood parks include tot lots, children’s play areas, facilities for baseball, tennis soccer, and picnics, sitting areas and lawn areas. Approximately five (5) acres of pocket parks will be included in the small lot neighborhoods and it is expected that Neighborhoods C, E, L and N will be gated community. Linear open space will be provided along French Camp Slough, and will including nature trails, walkways, and open turf areas buffering and separating residential areas (Exhibit 18).

Fiscal Impact Analysis: The Fiscal Impact Analysis (FIA) report addresses the fiscal implications of the MDP development, comparing the annual costs of providing public services against the annual revenues that would be generated by new development in order to determine net fiscal impact. The analysis is based on current actual costs and anticipated escalations over the build-out of the project. Goodwin Consulting Group has reviewed the FIA and concluded that the FIA’s assumptions and methodologies are consistent with the City’s FIA template and guidelines. Although the FIA projects an annual recurring deficit both during development and after buildout, a combination of financing mechanisms are identified to mitigate all projected deficits to the City. A letter of amendment to the FIA has also been prepared to analyze the fiscal effects of converting the proposed Medium-Density Residential to Industrial for Neighborhood “C.”

Preliminary Feasibility Analysis: The Development Planning and Financing Group, Inc. (DPFG) has prepared the Preliminary Feasibility Analysis (PFA) for the TCMMP project. The purpose of the PFA is to guide in the implementation efforts associated with financing infrastructure and public facilities for the project and adheres to the City’s PFA template and guidelines as it relates to new development project. This PFA contains project specific facilities and cost estimates, project specific cost allocations, additional impact fee obligations, other funding mechanisms and conclusions of results, including total costs and fees, burden analyses, and feasibility test. Goodwin Consulting Group has reviewed the PFA and concluded that its assumptions and methodologies are consistent with the City’s PFA template and guidelines. However, a more detailed
Public Facilities Financing plan (PFFP) will be required prior to approval of the final subdivision map stage for specific Final Map units or phases.

See FIA and PFA previously transmitted on September 22, 2008 and a memo from City fiscal/financial peer review consultant Goodwin Consulting Group, Inc. as Exhibit 25 attached. An errata to modify FIA and PFA is attached as Exhibit 26.

Circulation: The Circulation Plan includes backbone roads, a network of multi-use pedestrian and bike trails along major roads and open space corridors, and bus service. The proposed roadway circulation generally complies with the 2035 General Plan.

The Community includes an internal system of arterial and collector roads, as well as local roads. Regional access to the TCMDP area is facilitated by East French Camp Road on the southwest boundary of the TCMDP project. East French Camp Road provides access to State Route 99 and Interstate 5. South Airport Way will be extended through the central area of residential neighborhoods on the west side of the UPRR and connected with East French Camp Road. Access to the Industrial area would be provided at the intersections of South Airport Way and C. E. Dixon Street and South Airport Way and Stimson Street by extension of R. A. Bridgeford Street through the National Guard vehicle maintenance facility and into the industrial park. An additional connection will be provided through the use of the existing State Route 99 West Frontage Road which connects to Quantas Lane and Arch Airport Road (Exhibit 19). If R. A. Bridgeford cannot be extended through the National Guard vehicle maintenance facility as proposed in this TCMDP, the other option accesses will be required:

- The extension of C. E. Dixon Street from the Airport/Industrial Park through the proposed industrial portion of Tidewater Crossing connecting to State Route Highway 99;
- The extension of an east/west roadway through the industrial portion of Tidewater Crossing connecting South Airport Way to State Route Highway 99; and
- The extension of a north/south roadway from the industrial portion of the Tidewater Crossing connecting to East French Camp Road (Exhibit 20).

Circulation construction will occur in phases, with timing based on market absorption. Major regional improvements will be based on the construction of dwelling units and industrial/commercial space. The Community is designed to reduce impacts on roads by providing for pedestrian, bicycle transit along
greenbelts and parkways linking neighborhoods with the school site, parks and commercial areas, and incorporating bus transit (Exhibit 21). The TCMDP will incorporate bus turnouts and shelters along South Airport Way and East French Camp Road, with locations based upon consultation with the San Joaquin Regional Transit District.

Jobs/Housing Balance: The City of Stockton's 2003 Housing Element predicts that future job growth in Stockton will not keep pace with housing growth. The 2035 General Plan uses a goal of one to one jobs/housing ratio. The projected ratio for the TCMDP is approximately 1.73 new jobs for each housing unit in the Community.

Conservation Plan: The perimeter of the TCMDP site shall be appropriately buffered by a landscaped open space buffer area, fences or walls to minimize conflicts between residents, non-residential uses and adjacent agricultural uses. Preconstruction surveys will be conducted to determine whether special status bird species are nesting within the Plan Area boundaries. The project proponents will comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

Public Facilities and Services: Development of the TCMDP would result in a substantial increase in the population in southern Stockton, and result in increases in demand for schools, police services, fire protection services, potable water, non-potable water, wastewater, stormwater and flood control.

Schools: The project site is entirely within the Manteca Unified School District (MUSD). At build out, the Community would contribute approximately 1,584 new K-12 grade students. The Community is expected to have 919 elementary school students, 238 middle school students and 427 high school students. The TCMDP area is currently served by French Camp Elementary School and East Union High School. The MUSD has also expressed interest in a 19.4-acre school site encircled by Neighborhoods I, J, K and a proposed community park (Exhibit 12). Because the proposed school sites are within two miles of the Stockton Metropolitan Airport, they must undergo a review by the California Department of Transportation's Division of Aeronautics and the Department of Education. The TCMDP reports that both agencies approved the proposed school sites in April 2007. The TCMDP states that proposed school sites are not within 1,500 feet of the railroad right-of-way.
Police Services: Upon annexation into 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 ration of 1.5 sworn officers to 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. With an estimated population of 7,300 people, the TCMDP will necessitate the additional eleven (11) law enforcement officers. Capital costs of Police Station expansion are accounted for by the City’s Public Facilities Fee Program. In addition, operational costs are funded through the Measure “W” one-quarter of cent sales tax that was approved by the voters in 2004. A Community Facility District (CFD) may be used as an alternative funding source for the City’s public safety employees.

Fire Protection Services: The Stockton Fire Department will provide fire protection services for the Community. 1.3-acres of land in Phase II will be dedicated for a permanent fire station that houses an engine and a truck company. The initial firehouse may be a temporary structure constructed to the satisfaction of the Fire Chief. The exact location will be determined by the Fire Chief. An operational firehouse is required when the amount of occupied residential structures reaches 301 and the exact location will be determined by the Fire Chief.

If a traditional source of funding cannot be identified to fund the operation and staffing of the firehouse, the Project Developer shall identify an alternative funding source, which may include the formation of a Community Facilities District (CFD) to cover operations and staffing.

Potable Water: Potable water supply for TCMDP will be provided by the City of Stockton via an existing 24-inch water main traversing the Community. Connections to the existing distribution system will occur at French Camp Road, Dudley Road, and Airport Way. The City of Stockton Municipal Utilities District (COSMUD) has prepared a Water Supply Assessment in conjunction with the proposed project. This report, dated August 30, 2006, concludes that the COSMUD has sufficient water supplies to meet the water demands of the project.

Non-Potable Water: The project applicant has prepared an integrated Water Management Plan (IWMP), which addresses in detail the elements of the provision of a non-potable water system for the project. The purpose of the IWMP is to address the projected uses and management of all water for the
development while emphasizing conservation, re-use and good management practices. The Conceptual Master Non-Potable water Plan is illustrated on Exhibit 22. The owners, developers, or successor-in-interest shall prepare and submit a master plan for a Non-Potable Water Delivery System within the project site for review and approval by the Director of the Municipal Utilities Department prior to approval of improvement plans.

Wastewater: Wastewater facilities for the TCMDP will be developed in accordance with the City of Stockton Wastewater Collection System Master Plans, the City of Stockton Standard Specifications, and the 2035 General Plan. Wastewater will be conveyed as part of Existing System 8 and Future Grow System 13.

Stormwater: The stormwater plan for TCMDP is designed to provide 100-year flood protection within the urban drainage system. The design includes storage for the entire 24-hour, 100 year storm event, including man-made ponds. The ponds will allow water quality treatment and reuse of dry weather/nuisance flows.

Flood Control: The Flood Control Plan for TCMDP is designed to protect the proposed project from potential flooding hazards. The flood protection requirements also include several offsite areas, as illustrated in Exhibit 23. The plan includes an approximately 93 acre detention basin along French Camp Slough to store floodwater and eliminate existing floodplain areas outside the existing levees. In addition to the detention basin, three levee projects are required to achieve the flood control objectives. Using fill from the detention basin, existing levees will be raised and/or reconstructed to provide freeboard protection above the 100-year flood water surface profile. On Lone Tree Creek, new levees will be constructed. The State policy and recently enacted State Legislation (Senate Bill 5, SB5) call for 200-year flood protection to be the minimum level of protection for urban and urbanizing areas in the Central Valley. Consistent with the requirement stated above, any future design for all of the proposed bridge structures and flood control elements will meet 200-year flood control.

Utilities: Public facilities to be constructed as a part of the project would include electricity, natural gas, telephone/fiber optics and cable television service extensions.

Electricity: The TCMDP Area is within a Pacific Gas and Electric Company (PG&E) service area. TCMDP will be required to provide a three to five acre parcel within
the planned business/industrial area in the northeast portion of plan area for the installation of an electric substation.

Natural Gas: The development of TCMDP will create new gas demands for PG&E facilities. PG&E staff has indicated that their intent to utilize a series of existing gas mains located within East French Camp Road and Airport Way to the various phases of the plan.

Communication: Telephone service to the TCMDP area would be provided by SBC. A mix of fiber optics and copper cable and their supporting facilities would be located in the streets.

Cable Television: Comcast is the current provider for cable television services in the Stockton area and would provide cable television to TCMDP area.

Consultation With Other Agencies: The City has consulting with public agencies as part of the Draft EIR process.

Green Development Measures: The project will be required to use the Build It Green (BIG) program for residential development and LEED or equivalent program for non-residential development.

Development Agreement: The proposed development agreement (DA1-05) requires, consistent with the 2035 General Plan, that the TCMDP Project pay its own way so as not to negatively effect the City's finances in any way. DA1-05 also acknowledges the City's Settlement Agreement with the Sierra Club and the Attorney General of California and stipulates that the owners, developers and/or successors-in-interest (ODS) of the Sanctuary Project may need to amend at the discretion of the City, the Master Development Plan and related project approvals to conform to the requirements of the Settlement Agreement and Climate Action Plan (Exhibit 27). In addition, DA1-05 contains the information as required by Section 16-525.060 of the Development Code.

Recommendation for EIR2-05: It is recommended that the Planning Commission certify the Final Environmental Impact Report (FEIR 2-05) and adopt the "Findings of Fact, Statement of Overriding Considerations, Mitigation Monitoring and Reporting Program for the Tidewater Crossing Master Development Plan..."
The Draft EIR and Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, and City Guidelines for the Implementation of CEQA.

2. The FEIR has been reviewed and considered prior to any related project approvals, reflects the City’s independent judgment, and has been found to be adequate for said approvals.

3. The anticipated benefits of the proposed project outweigh the unavoidable or unresolved adverse environmental effects, as supported by the Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Tidewater Crossing MDP.

4. Based on the significant and/or potentially significant environmental effects identified in Final Environmental Impact Report for the Tidewater Crossing MDP (FEIR 2-05) and pursuant to Sections 15091 and 15093 of the State CEQA Guidelines, all applicable approvals are based on, and subject to the adopted findings, mitigation/measure and mitigation monitoring/reporting provisions, as specified in the Findings, Statement of Overriding Considerations and Mitigation Monitoring and Reporting Program for the Tidewater Crossing MDP.

Recommendation for GPA1-05: Approval based on the following findings:

1. The City of Stockton has reviewed the Final Environmental Impact Report (FEIR 2-05) for the proposed project and has certified that it has been completed in compliance with CEQA and that the final decision-making body for this and/or any related discretionary approval for the project has considered the information contained in the Draft EIR and Final EIR prior to approving the project.

2. The land uses allowed under the proposed General Plan designation are expected to be compatible with existing and proposed land uses surrounding sides of the Plan Area.

3. The proposed General Plan amendment is not expected to endanger, jeopardize or otherwise constitute a hazard to the public convenience,
health, interest, safety or general welfare of persons residing or working in the City.

4. The proposed project is consistent with the 2035 General Plan, as amended. In the event that a court determines that the 2035 General Plan is invalid, then this project is found to be consistent with the 1990 General Plan as amended by this project. In this event, approval of this project includes, by inference, approval of an amendment to the 1990 General Plan.

5. The Industrial land uses for Neighborhood “C” allowed under the proposed General Plan designation are expected to be compatible with existing and proposed surrounding land uses within the project.

Recommendation for Z-1-05: Approval based on the following findings:

1. The City of Stockton has reviewed the Final Environmental Impact Report (FEIR2-05) for the proposed project and has certified that it has been completed in compliance with the California Environmental Quality Act (CEQA) and that the final decision-making body for this and/or any related discretionary approval for the project has considered the information contained in the Draft EIR and Final EIR prior to approving the project.

2. The proposed land use designation is consistent with the goals of the Village concept designation in the 2035 General Plan for the site.

3. The uses permitted in the proposed pre-zoning are compatible with existing and proposed land uses surrounding sides of the Plan Area.

4. The proposed pre-zoning is not expected to endanger, jeopardize or otherwise constitute a hazard to the public convenience, health, interest, safety or general welfare of persons residing or working in the City.

5. The prezoning of Neighborhood “C” to IL, Industrial, Limited, is consistent with the goals of the Village concept designation in the 2035 General Plan.

Recommendation for MDP 2-05: Approval based upon the following findings:

1. The City of Stockton has reviewed the Final Environmental Impact Report (FEIR2-05) for the proposed project and has certified that it has been completed in compliance with the California Environmental Quality Act (CEQA) and that the final decision-making body for this and/or any related
discretionary approval for the project has considered the information contained in the Draft EIR and Final EIR prior to approving the project.

2. The proposed MDP is consistent with the general land uses, objectives, policies, and programs of the 2035 General Plan and other adopted goals and policies of the City.

3. The MDP proposes development patterns that comply with the criteria established by both the General Plan and the City's Zoning District Standards.

4. The MDP will be a balanced community that includes housing, jobs, transportation services and infrastructure, shopping and retail services, and schools facility, recreation opportunities, and all necessary public services.

5. The MDP will provide a variety of housing types, densities and lot sizes.

6. The MDP will provide suitable sites for office uses and retail uses which will generate jobs in addition to the residential uses proposed.

7. The MDP will provide areas that will serve as local community marketplaces and provide sites for three K-8 elementary schools.

8. The MDP will create a significant park, open space and trail system that connects neighborhoods, schools, and public places and provides active and passive recreation.

9. The MDP will provide a necessary and logical link in the orderly, phased extension of sewer, water and stormwater systems to the south side of Stockton.

10. The MDP will promote water conservation by establishing an integrated water management and reuse distribution system for irrigation of public and private spaces.

11. The proposed MDP, with the change of Neighborhood "C" to Industrial, is consistent with the general land uses, objectives, policies and programs of the 2035 General Plan and other adopted goals and policies of the City.
French Camp Investments, LLC et al.  Staff Report
EIR2-05, GPA1-05. DA1-05, Z-1-05  October 2, 2008
and MDP2-05  Page 17

Recommendation for DA1-05: Approval based on the following findings:

1. The City of Stockton has reviewed the Final Environmental Impact Report (FEIR2-05) for the proposed project and has certified that it has been completed in compliance with the California Environmental Quality Act (CEQA) and that the final decision-making body for this and/or any related discretionary approval for the project has considered the information contained in the Draft EIR and Final EIR prior to approving the project.

2. Approval of DA1-05 is in the best interest of the City.

3. DA1-05 is in compliance with the Development Code and other applicable ordinances and regulations.

4. DA1-05 is consistent with the general land uses, objectives, policies, and programs of the General Plan, and Master Development Plan 2-05.

5. The approval of DA1-05 is not expected to endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare.

6. DA1-05 will comply with the conditions, requirements, restrictions, and terms of 16-525.060.B.

September 25, 2008

Note: Staff reports are prepared well in advance of the Planning Commission consideration of the proposal and reflect the staff’s view based on the best available information at the time the report was formulated. Evidence submitted during the course of the public hearing may require a re-evaluation of the staff’s position.

Staff report prepared by Senior Planner Jenny Liaw.
Draft

Environmental Impact Report

Tidewater Crossing
Stockton, California

EIR File #2-05
SCH#2005122701

LSA

March 2008
SELECTED SECTIONS

REVISED DRAFT

ENVIRONMENTAL IMPACT REPORT

TIDEWATER CROSSING

STOCKTON, CALIFORNIA

EIR FILE NO. 2-05

SCH#2005122101

LSA

July 2008
FINAL

ENVIRONMENTAL IMPACT REPORT

TIDEWATER CROSSING

STOCKTON, CALIFORNIA

EIR FILE NO. 2-05

SCH#2005122101

LSA

September 2008
TIDEWATER CROSSING

FINDINGS, OVERRIDING CONSIDERATIONS, MITIGATION MONITORING AND REPORTING PROGRAM

EIR FILE #2-05
SCH# 2005122101

LSA

September 2008
EXHIBIT 6

Tidewater Crossing
Master Development Plan

City of Stockton
September 2008

MDP2-05

STOCKTON CITY PLANNING COMMISSION
French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION

PH DATE: 10-02-08
French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION
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STOCKTON CITY PLANNING COMMISSION