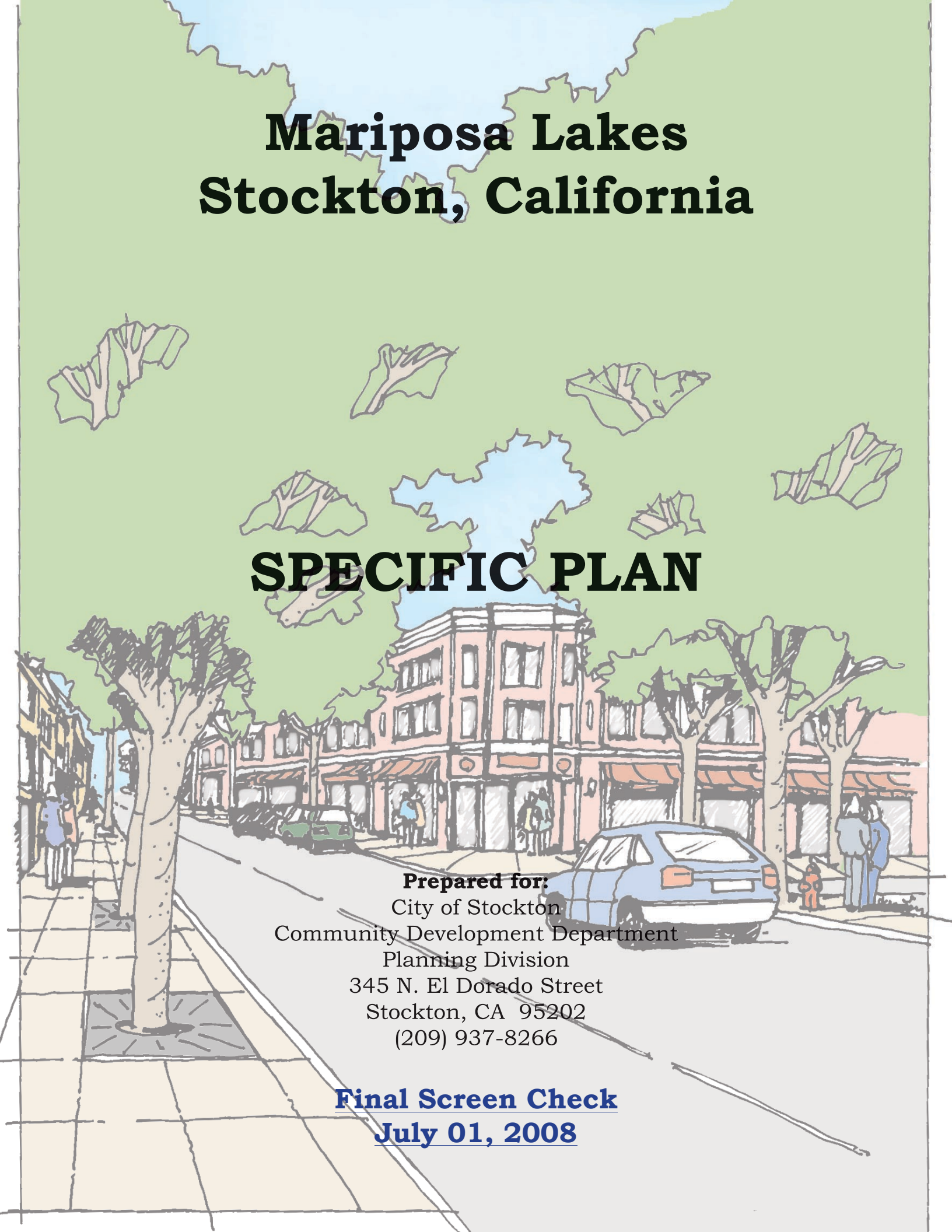
Mariposa Lakes
Stockton, California

SPECIFIC PLAN



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July 01, 2008

Mariposa Lakes
Stockton, California

SPECIFIC PLAN

Project Applicants
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July 01, 2008

Executive Summary of Changes

With this edition of the Mariposa Lakes Specific Plan (MLSP), dated July 01, 2008, Chapter 13 has been updated to correct the Phase I Industrial square feet (Table 13.1) and to make direct reference to the Fiscal Impact Analysis and Public Facilities Financing Plan rather than showing the cost summaries in the Specific Plan.

With this edition of the Mariposa Lakes Specific Plan (MLSP), dated May 21, 2008, the following items have been clarified, revised, and/or corrected:

- Section 4.1
- Section 8.8.4
- Section 11.2.4

With this edition of the Mariposa Lakes Specific Plan (MLSP), dated April 21, 2008, the following items have been clarified, revised, and/or corrected:

- Chapter 7 has been updated
- Chapter 13 has been updated

With this edition of the Mariposa Lakes Specific Plan (MLSP), dated April 15, 2008, the following items have been clarified, revised, and/or corrected:

- Chapter 4, Section 4.4.1, Page 4-13: Language added regarding Regional Shopping Centers.
- Chapter 8, Figure 8.1, Page 8-7: Figure updated to reflect most current water plan.
- Chapter 8, Figure 8.3, Page 8-17: Figure updated to reflect most current wastewater plan.
- Chapter 8, Figure 8.4, Page 8-19: Figure updated to reflect most current sanitary sewer plan.
- Chapter 8, Section 8.7.1, Page 8-42: Language revised regarding Fire Protection Services.
- Chapter 13, Table 13-1, Page 13-5: Table corrected to show correct phase 4 park acreage total.

The July 5, 2007 edition of the Mariposa Lakes Specific Plan (MLSP) contains changes from the February 9, 2007 version, which was a part of the MLSP Environmental Impact Report (MLSP EIR). Minor changes have been made to the Specific Plan at the request of City agencies. The project applicant has also provided clarification on select subjects discussed in the MLSP. Changes within the document have been color-coded so that they are easily identifiable. Items to be removed are indicated in red type and are crossed-out (~~This sentence will be removed~~). New text is underlined and in blue type (This is new text). In addition, a temporary Appendix F has been added to this document. This temporary appendix contains graphics that were a part of the MLSP that was circulated with the MLSP EIR. Contained within the body of this revised MLSP

are the updated graphics. This temporary appendix will be removed once the project has been approved by the City Council.

The changes represented in the July 5, 2007 edition of the MLSP are briefly summarized below.

Department of Parks and Recreation

The City of Stockton Department of Parks and Recreation requested a number of changes to the public parks throughout Mariposa Lakes ("the Community"). First, the Department requested that the 30-acre regional sports facility be removed from the Community. The July 5, 2007 version of the MLSP no longer includes a regional sports park. As a result of the removal of the 30 acre regional sports park one new neighborhood park was added and one community park grew in size. Second, the Department also directed the project applicant to relocate neighborhood parks away from busy roads. Select neighborhood parks were relocated and are now accessible from lower traffic volume roadways.

Chapter Nine: Parks and Recreation details the changes and portrays the parks planned for Mariposa Lakes.

Department of Public Works

The City of Stockton Department of Public Works required changes to the street sections represented in Chapter Seven: Circulation Plan. The street sections now depicted in Chapter Seven have been prepared in close collaboration with the Department. In addition, the street sections have been approved by the Department.

Police Department

The City of Stockton Police Department requested that additional language be added to the MLSP regarding security cameras and enhanced lighting. The new language regarding the inclusion of security camera and enhanced lighting is found in Chapter 8, section 8.7.2.

Development Code

The project applicant has revised the development criteria in Chapters 4 and 11 of the MLSP. The intent of the revision was to clarify key aspects as well as to better align the MLSP development criteria with the City's Development Code. Tables 4.3 – 4.8 and 11.1 - 11.7 indicate the refined development criteria.

Zoning Designations

Zoning designations within the MLSP have been modified to correspond to the zoning districts found in Section 16-210.020 of the Development Code. The letters "ML" (for Mariposa Lakes) have been added to the beginning of each zoning designation to indicate that the zone is specific to Mariposa Lakes and not applicable outside of the Community. The revised zoning designations can be found in Chapters 4 and 11.

General Refinements

Minor grammatical changes have been made throughout the MLSP to make the document easier to read and understand. The changes reflect simplified or clarified sentences describing the Community.

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Summary of the Mariposa Lakes Specific Plan and Planned Community

Purpose of the Mariposa Lakes Specific Plan

Summary of Proposed Community

Planning and Development Issues Addressed in the MLSP

Summary of Preparation Process

How to Use this Document

Chapter One:
Summary of the Mariposa Lakes Specific Plan and Planned Community

1.1 PURPOSE OF THE MARIPOSA LAKES SPECIFIC PLAN

This Mariposa Lakes Specific Plan ("MLSP") will ~~be the~~ govern~~ing~~ and manage ~~ing document for~~ the development of ~~the~~ Mariposa Lakes ~~Planned Community~~ ("Community"). The MLSP establishes the permitted land uses, ~~and~~ development standards for the Community, and constitutes the planning, zoning, and land use blueprint for all developers and builders of the Community. The MLSP establishes a development plan for a mixed use development (i.e., new residential, industrial, commercial, and other related urban land uses) and for related off-site infrastructure and roadway improvements.

The City will use this MLSP document as the primary management tool for the acceptance, review, approval, and implementation of all proposed land uses within the Community. The City will ~~also~~ rely on the MLSP to implement the goals and policies of its current 1990 General Plan, as well as its Proposed 2035 General Plan and Development Code~~,~~ when these documents have been approved. All builders within the Community will be required to comply with the MLSP when proposing and implementing land uses within the Community.

The MLSP development ~~being proposed in the MLSP~~ will ~~be phased over approximately 20 years~~ occur in five phases over approximately 25 years. Phasing is discussed in detail in Chapter 13 of this Specific Plan. The MLSP was developed to anticipate changes in the regional and local housing and job markets that may occur during the buildout period. The MLSP may be modified after it has been approved.~~, but any s~~Significant changes to the MLSP will require an amendment ~~to the MLSP~~ that must be approved by both the City Planning Commission and the City Council. ~~It will be through the MLSP and any approved amendments that the spirit and intent of the Community will be realized and assured.~~

1.2 SUMMARY OF PROPOSED COMMUNITY

~~The Mariposa Lakes Planned Community will be developed on approximately 3,810 acres in unincorporated San Joaquin County, east of the City of Stockton (the "City"). It will be developed as an integrated, self-sufficient Community contain ing residential, commercial, professional business and industrial uses. The Community will provide up to 10,566 housing units, approximately 1,009,503 square feet of commercial/retail space, up to 10,705,305 square feet of industrial and warehouse space, and approximately 748,796 square feet of professional/office space. The Community will also include approximately 206.3 acres of community and~~

~~neighborhood parks, and approximately 329.5 acres of additional open space. The defining characteristic of the Community will be a series of man-made lakes that, in addition to adding aesthetic value to the Community, will serve as an essential component of the unique Integrated Water Management Plan developed for the Community.~~

Mariposa Lakes will be comprised of approximately 12.0 million square feet of industrial uses; approximately 10,562 low-, medium-, and high-density residential units; a new high school and six new K-8 schools; and approximately 1.0 million square feet of commercial uses, with most of the commercial uses centered in the Austin Road Town Center located near the intersection of Mariposa and Austin Roads. Among other amenities provided in this area, the town center includes an Amtrak station and a site to be dedicated to the San Joaquin-Delta Community College District for development of a satellite or branch campus.

Many of the residential development areas will be oriented around approximately 168 acres of artificial lakes and interconnecting canals. These lakes contribute to the project's character and will serve stormwater detention and water quality treatment needs.

1.3 PLANNING AND DEVELOPMENT ISSUES ADDRESSED IN THE MLSP

The MLSP addresses the following planning and development issues:

- Community land use concepts and land use program;
- Jobs/housing balance; ~~Jobs/Housing Balance;~~
- Housing requirements;
- Traffic circulation and infrastructure;
- Public facilities and backbone infrastructure;
- Community services and utilities;
- Parks and recreation facilities;
- Resource ~~M~~management and ~~C~~conservation, including an Integrated Water Management Plan ("IWMP");
- Development ~~S~~standards and ~~D~~design ~~G~~guidelines;
- Public facilities financing and implementation;
- Plan administration and implementation; and
- Environmental review.

1.4 SUMMARY OF PREPARATION PROCESS

In preparing and adopting the MLSP, the City has followed ~~The City's process for preparing and adopting the MLSP has followed~~ the requirements for the preparation and adoption of specific plans established by the California Planning and Zoning Law and the City of Stockton Specific Plan procedures, as well as the environmental review requirements of the California Environmental Quality Act. This section summarizes these requirements. The City's preparation and approval process for the MLSP is described in greater detail in Chapter 2.

The Planning and Zoning Law requirements are found in the California Government Code, Division 1, Chapter 3, Article 8, sections 65450 through 65457. These state laws give cities and counties the authority to adopt specific plans, require that specific plans contain certain information, and require that adopted specific plans be consistent with the jurisdiction's General Plan. They also establish certain procedures that cities and counties must follow when adopting a specific plan, including the requirements to issue public notices and conduct public hearings. The City has followed these state law requirements in preparing and adopting the MLSP.

In addition to the state law requirements, the City has followed its Specific Plan procedures and relied on its Specific Plan Form and Content guidelines in preparing and adopting the MLSP. The City's Specific Plan procedures are found in Division 16-560 (Specific Plans) of Chapter 16 (Development Code) of the City of Stockton's Municipal Code. The City's procedures supplement the Government Code requirements in several ways. For example, the City's Specific Plan procedures require multiple meetings and consultations between the proponent of the specific plan and City officials and staff, both before and after submission of a formal application for specific plan approval. The City's procedures also require at least three community meetings to obtain public comments on the proposed plan~~,~~ in addition to the public hearings required by the Government Code. In addition, the procedures and associated Specific Plan Form and Content guidelines impose more detailed requirements regarding the information required in a specific plan. ~~In addition to the state law requirements, the City has followed its Specific Plan procedures and relied on its Specific Plan Form and Content guidelines in preparing and adopting the MLSP.~~

Finally, the California Environmental Quality Act (CEQA) requires cities and counties to complete an environmental review for all proposed specific plans. If the city or county determines that adoption of the proposed specific plan has the potential to cause adverse environmental effects, then the city or county must prepare and certify an environmental impact report (EIR) for the plan. Concurrent with its preparation and adoption of the MLSP, the City prepared and certified an EIR that identifies and evaluates the potential environmental impacts of the MLSP and establishes mitigation measures to reduce those potential impacts to the extent feasible. CEQA requires that an EIR prepared for a specific plan be circulated for public review

and comments, and that the city or county considering the specific plan respond in writing to all written public comments received on the proposed plan. The City followed the applicable CEQA procedures and complied with all applicable CEQA requirements in preparing and adopting the MLSP.

1.5 HOW TO USE THIS DOCUMENT

The MLSP should be read and used in conjunction with three other documents prepared as part of the planning process for the Community: The Mariposa Lakes Public Facilities Financing Plan, the Environmental Impact Report, and the Development Agreement. The Mariposa Lakes Public Facilities Financing Plan (~~"Public Facilities~~ "Financing Plan") was prepared for the City by the Goodwin Consulting Group and approved by the City concurrently with the MLSP. The Public Facilities Financing Plan is a separate document that provides a fiscal analysis for the public services, facilities, and infrastructure required to serve the Community, and demonstrates that the Community can be feasibly developed without negative fiscal impacts on the City. The Public Facilities Financing Plan also identifies the sources and mechanisms to be used by the City, the Master Developer (see Section 2.4.4), and other developers and builders within the Community to finance the Community's public services, facilities and infrastructure. The Environmental Impact Report for the Mariposa Lakes Specific Plan ("MLSP EIR") was prepared for the City by EDAW/AECOM~~;~~ and InSite Environmental, ~~and the law firm of Jarvis, Fay, and Doporto, LLP,~~ and certified by the City Council concurrent with its approval and adoption of the MLSP. The MLSP EIR ~~analyses~~ analyzes the potential environmental impacts that may result from development of the Community, and contains additional and extensive details regarding the existing and anticipated environmental conditions on the Community site. The MLSP EIR also describes and analyzes the effectiveness of the environmental mitigation measures that will be implemented by the MLSP. ~~to ensure that adverse environmental impacts from the development of the Community are mitigated to the extent feasible.~~ Copies of the Public Facilities Financing Plan and the MLSP EIR are available from the City's Community Development Department. Together, the MLSP, the ~~Public~~ Financing Plan, and the MLSP EIR will provide ~~the reader with~~ a complete overview of the goals, plans, and implementation program for the Community.

Chapter Two:
Introduction to the Mariposa Lakes Specific Plan

Planning Context

Description of Proposed Community

Community Objectives

Relationship of MLSP to Other City Planning Documents

Subsequent Planning Processes & Future Discretionary Approvals

Chapter Two:
Introduction to the Mariposa Lakes Specific Plan

2.1 PLANNING CONTEXT

The City's planning effort for the Community has been undertaken pursuant to and governed by California's Planning and Zoning Laws, found in Sections 65000 through 66037 of the California Government Code. Authority for the preparation and adoption of specific plans is found in Chapter 3 (Local Planning), Article 8 (Specific Plans) of the Planning and Zoning Law.

2.1.1 ~~What is a Specific Plan?~~The Mariposa Lakes Specific Plan (MLSP)

~~A Specific Plan is a land use regulatory document, prepared pursuant to California Government Code Sections 65450 through 65457. It is intended to serve as a tool for the systematic implementation of the adopting city's General Plan, by establishing links between General Plan policies and the individual development proposals for a defined area. As explained below, a Specific Plan must be consistent with the adopting city's General Plan, and within the area defined by the Specific Plan, any site plans, tentative maps, use permits, and other plans and uses must be consistent with both the General Plan and the Specific Plan.~~

The MLSP has been prepared pursuant to the provisions of California Government Code Section 65450 et seq., which grants local planning agencies 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 provides the direction for the future development of the Mariposa Lakes master-planned community. 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 General Plan. Subsequent plot plans and tentative tract maps must be consistent with both the MLSP and the City General Plan.

Should there be a conflict between the MLSP and existing City ordinances, the provisions of the MLSP shall prevail. Any situation or condition not specifically and directly covered by the provisions contained within the proposed MLSP should be interpreted in a manner consistent with the policies and provisions of the MLSP as applicable, subject to the corresponding regulations of the Development Code. Certain modifications to the MLSP are permitted and shall occur in accordance with the implementation measures set forth in the MLSP.

2.1.2 The MLSP Planning Process

The process for planning urban development of the Community ~~site~~ was initiated in early 2004, when a voter initiative was placed on the ballot to determine whether the residents of Stockton favored urban development on the Community site. At that time, the Community site was designated as Agriculture in the 1990 General Plan. On November 2, 2004, Stockton residents voted, by a margin of 67.7% for to 32.3% against, to include the Community site within any Urban Growth Boundary established by the City.

Since the November 2004 election, the City has conducted three public workshops, on November 7, 2004, May 11, 2005, and March 29, 2006, to obtain public input on the conceptual plans for the Community and the MLSP.

In ~~fall~~ the spring of 2007, the City published and circulated the MLSP and EIR for public comment for a period of 45 days, as required by the California Environmental Quality Act ("CEQA"). Upon completion of the 45 day public comment period, the City reviewed the public comments and the comments of other public agencies and prepared the Final MLSP EIR. The Final MLSP EIR contains the City's written responses to all written comments on the MLSP EIR submitted by the public and public agencies, as well as revisions to the MLSP and MLSP EIR necessary to address public and public agency comments. Public hearings were held by both the City Planning Commission and the City Council.

~~If, upon~~ After review and consideration of the MLSP and MLSP EIR, the City ~~intends to~~ approved and adopted the MLSP, ~~it will~~ and certif~~y~~ied the MLSP EIR as complying with the requirements of CEQA.~~, and approve and adopt the MLSP.~~ At the same time, the City ~~will~~ adopted a Mitigation Monitoring and Reporting Plan (MMRP) for the Community pursuant to Section 15097 of the CEQA Guidelines (Chapter 3 of Title 14 of the California Code of Regulations). The MMRP ~~will~~ contains the mitigation measures developed in the MLSP EIR to mitigate the potential environmental impacts from development of the Community, and describes the mechanisms for enforcing and monitoring the implementation of those measures. ~~Upon approval and adoption by the City, the~~ The MLSP, MLSP EIR, and MMRP ~~will be~~ are available for public review from the Community Development Department.[1]

2.2 DESCRIPTION OF PROPOSED COMMUNITY

The Mariposa Lakes Planned Community will be a mixed-use~~,~~ residential, commercial, professional business, and industrial community covering approximately 3,810 acres in

1 *The description of the approval process in the foregoing paragraph will be updated upon approval of the MLSP.*

unincorporated San Joaquin County, east of the City of Stockton (the "City"). The site for the Community is within the City's Urban Service Area and Sphere of Influence, as described in the City's Draft 2035 General Plan update (the "Draft 2035 General Plan"). The site is east of State Route 99, and is bounded on the north by Farmington Road/State Route 4, on the south by Mariposa Road, and on the east by Kaiser Road.

The Community will include approximately ~~1,524.3~~ 1,509.9 gross acres of residential development, 92.7 acres of commercial/retail development, and ~~671.7~~ 701.9 acres of industrial/warehouse and business/professional development. The Community also will include approximately ~~206.3~~ 196.5 acres of community and neighborhood parks, ~~170.5~~ 168.3 acres of man-made lakes, six K-8 schools, one high school, one community college, and public facilities, including ~~multiple mass-transit facilities including~~ a regional Amtrak and bus station~~s~~ mass-transit facility. Construction of the MLSP is expected to be completed by ~~2030~~ 2035.

The residential portions of the Community will include ~~10,566~~ 10,562 housing units, including both single-family houses and multi-family buildings. These housing units will include 48 very low-density units, ~~4,200~~ 4,192 low-density units, ~~4,858~~ 4,845 medium-density units, and ~~1,460~~ 1,477 high-density units.

The Community will be served by three commercial/retail centers. The primary commercial/retail center will be the 59 acre Austin Road Town Center, which will include 642,510 square feet of commercial/retail space and professional office space. Secondary commercial/retail centers include the smaller Duck Creek and Farmington Road Village Centers. The 15.6 acre Farmington Road Village Center will be comprised of 169,884 square feet of commercial, retail, and professional space. Duck Creek Village Center will occupy 18.1 acres and feature 197,109 square feet of commercial, retail, and professional space. The three village centers are expected to generate up to 2,019 jobs.

The industrial area will be located in the northwestern portion of the Community. It will consist of ~~614.4~~ 644.6 acres of warehouse and industrial facilities, providing up to ~~10,705,503~~ 11,231,510 square feet of industrial and warehouse space. Approximately 57.3 acres of professional business parks will also be located to the west of the residential areas, and will provide up to 748,796 square feet of professional/office space. The warehouse and industrial facilities are expected to generate up to ~~8,565~~ 8,986 jobs; the professional business parks are expected to yield up to 2,995 jobs.

Public parks are planned throughout the Community and will consist of community parks, neighborhood parks, and greenbelts. The MLSP provides for approximately ~~206.3~~ 196.5 acres of community and neighborhood parks. Additional open space will include public utility easements, greenbelts, and creekside open space and will total ~~329.5~~ 325.9 acres. ~~Approximately~~

~~22.0 acres of the greenbelts will serve as additional park space, yielding 228.3 acres of parks for Mariposa Lakes.~~

~~As its name suggests, m~~Man-made lakes will be a key feature of the Community~~,~~ and are expected to occupy approximately ~~170.5~~ 168.3 acres. In addition to adding aesthetic value to the Community, the lakes will serve as an essential component of the unique Integrated Water Management Plan ("IWMP") developed for the Community.

2.3 COMMUNITY OBJECTIVES

The following Community Objectives have been established to develop and implement the MLSP's Community Concept:

Objective 1. Create a ~~self-sustaining,~~ 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 that is 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 Draft 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 Draft 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 State Route 4 and the State Route 99/Mariposa 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 storm water 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 ~~and private~~ spaces.

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

Objective 13. Create a significant park, open space, and trail system that connects neighborhoods, schools, and public places and provides 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 ~~linear parks~~ 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.

2.4 RELATIONSHIP OF MLSP TO OTHER CITY PLANNING DOCUMENTS

2.4.1 City of Stockton General Plan

Under the Planning and Zoning Law, a specific plan adopted by a city or county must be consistent with the city's or county's adopted general plan. The MLSP is being reviewed and processed under the current 1990 General Plan. Concurrent with its adoption of the MLSP, the City approved various amendments to the 1990 General Plan to ensure consistency between the MLSP and the 1990 General Plan.

The City is currently in the process of updating the 1990 General Plan. The drafters of the MLSP have monitored the preparation and reviewed the public drafts of the Proposed 2035 General Plan, with the goal of ensuring that the MLSP is, to the extent possible, consistent with the Proposed 2035 General Plan.

2.4.2 MLSP Public Facilities Financing Plan

The Public Facilities Financing Plan ("Financing Plan") identifies the public services, facilities, and funding alternatives required to implement the MLSP and develop the Community. It is based upon the City's applicable policies and public facility and service standards, ~~and~~ as well as the land use data, cost estimates, and phasing plans contained in the MLSP. The Financing Plan defines the specific mechanisms required to fund capital costs of all infrastructure necessary as a result of MLSP buildout. The Financing Plan defines funding for the maintenance of new infrastructure and public services needed by future residents and businesses within the Community.

~~The Public Financing Plan also establishes fiscal and financial objectives, policies and guidelines for development of the Community, identifies funding programs for Community-wide facilities and services, and sets forth the fiscal analyses to demonstrate that development of the Community will not result in adverse fiscal impacts on the City.~~

Due to the dynamic nature of fiscal and financial issues, changes may be needed to the ~~Public~~ Financing Plan through buildout of the Community. Annual reports will be used to monitor and evaluate the effectiveness of the ~~Public~~ Financing Plan and recommend changes that may be necessary to ensure the fiscal viability of the Community.

The ~~Public~~ Financing Plan, prepared in association with the MLSP, addresses the entire Community in one comprehensive analysis. All subsequent development proposals, permits, and entitlements must be consistent with the ~~Public~~ Financing Plan.

2.4.3 MLSP Environmental Impact Report

The MLSP EIR contains the environmental analysis required by the California Environmental Quality Act ("CEQA") to support the following actions taken by the City:

- Approval and adoption of MLSP
- Approval and adoption of necessary amendments to 1990 General Plan, including amending the Urban Service Area
- Approval and execution of Development Agreement with the Master Developer (see ~~below~~ section 2.4.4)

- Pre-zoning Community site
- Approval of initial tentative subdivision map(s)
- Cancellation of Williamson Act contracts

The MLSP EIR will also be used by the City to support the following future actions that the City expects to take to implement and develop the Community:

- Cancellation of additional Williamson Act contracts (if necessary)
- Approval of tentative and final subdivision maps
- Approval of Use Permits for shopping centers and specified uses.

In addition, the MLSP EIR may be relied upon by the San Joaquin County Local Agency Formation Commission ("LAFCO") to review and act on the City's request to amend the City's Sphere of Influence to include the Community site, and to annex the Community site to the City.

Through the MLSP EIR, the City developed the mitigation measures that have been compiled in the Mitigation Monitoring and Reporting Plan (MMRP) to mitigate the Community's potential environmental impacts, as required by CEQA. The MLSP EIR should be used by the City and the Community's developers whenever necessary to interpret the environmental mitigation measures in the MLSP.

2.4.4 MLSP Development Agreements

A development agreement is a contract between a city and a property owner that establishes the laws and regulations that will apply to development of certain property. The authority for cities to approve and enter into development agreements with property owners is found in Chapter 4 (Zoning Regulations), Article 2.5 (Development Agreements) of the Planning and Zoning Law.

Concurrent with the City's approval of the MLSP, the City approved a development agreement (the "Development Agreement") with PCCP Mariposa Lakes, LLC (the "Master Developer"), the primary land owner and master developer of the Community. The Development Agreement will be used to implement development in the Community by affirming the land use designations and regulations, development densities, land dedication requirements for open space and other public lands, infrastructure construction obligations, and other specific obligations and responsibilities of the Master Developer and the City. The City may enter into subsequent development agreements with other land owners in the Community.

2.4.5 Other City Ordinances

All development in the Community must comply with the provisions of the applicable general plan, the MLSP, and all City ordinances and development standards unless specifically excepted by the MLSP or an applicable development agreement. These include the City's existing Development Code and Design Guidelines. Beyond the Development Code and Design Guidelines, the MLSP provides specific regulations, development guidelines, and standards for land use development and public improvements in the Community. The Development Standards section of the MLSP (Chapter Eleven) includes standards that will be mandatory for development in the Community. The Design Guidelines section of the MLSP (Chapter Twelve) contains guidelines for development in the Community. Where the provisions of the MLSP Development Standards and Design Guidelines differ from the City's existing Development Code and ~~city-wide~~ Citywide Design Guidelines, the MLSP shall supersede the Development Code and ~~city-wide~~ Citywide Design Guidelines within the Community. Where development and design standards are not explicitly addressed in the MLSP, development within the Community shall be subject to the City's existing Development Code and city-wide Design Guidelines.

2.5 SUBSEQUENT PLANNING PROCESSES & FUTURE DISCRETIONARY APPROVALS

The adoption of the MLSP and certification of the MLSP EIR establishes the planning criteria and environmental mitigation ~~standards~~ measures for the overall development of the Community. Before construction can proceed, however, the Master Developer must secure certain additional discretionary approvals. These include:

- Approval of an amendment to City of Stockton's Sphere of Influence (by LAFCO)
- Approval of annexation to the City of Stockton (by LAFCO)
- Approval of cancellation of applicable Williamson Act contracts
- Approval of ~~initial~~ tentative subdivision maps

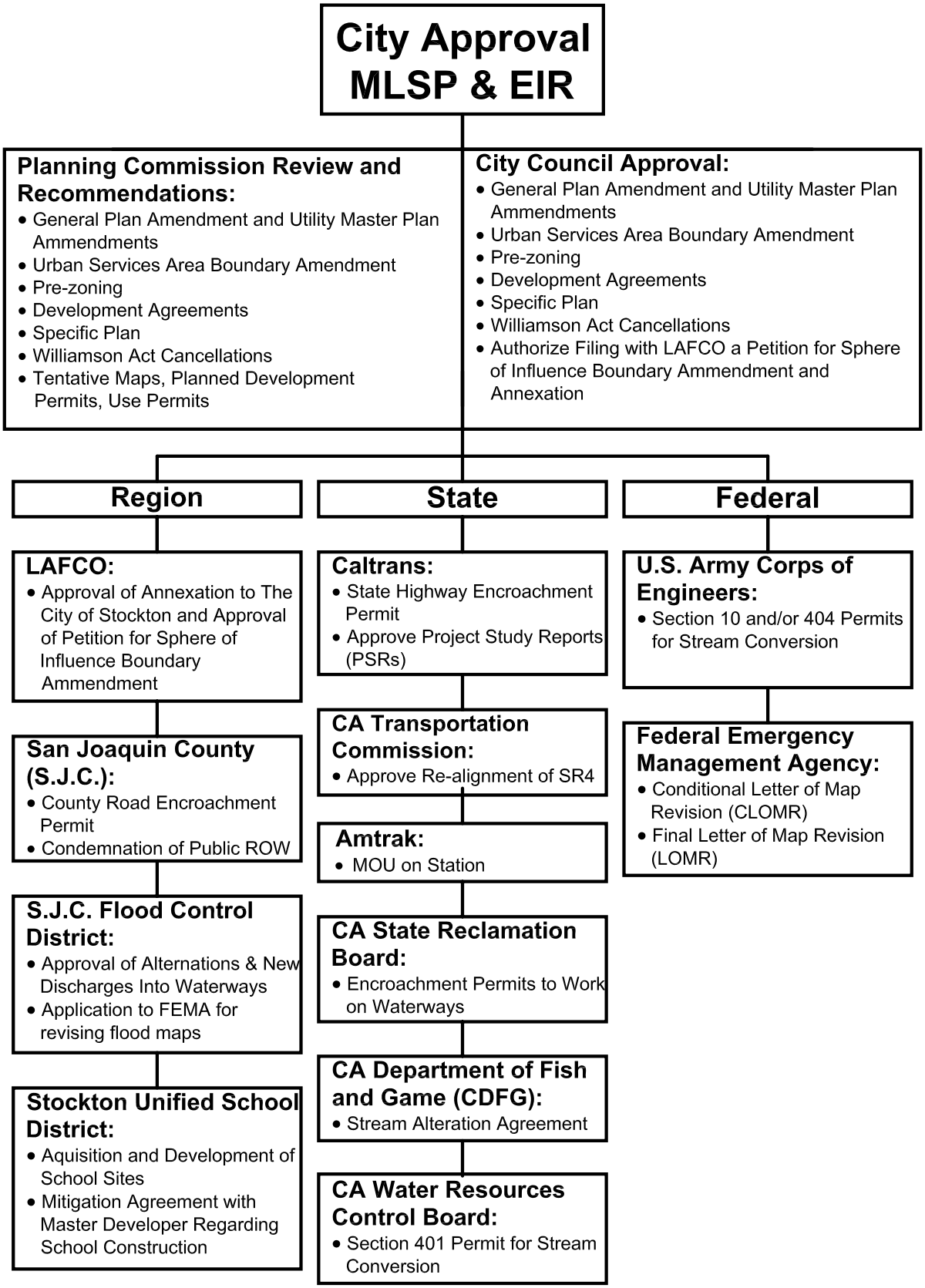
As construction proceeds, further discretionary and non-discretionary approvals and permits may be required. These include:

- Approval of amendments to the City's Wastewater Master Plan
- Approval of amendments to the City's Water Master Plan
- Approval of cancellation of applicable Williamson Act contracts (if necessary)
- Approval of additional tentative and final subdivision maps
- Issuance of Clean Water Act Section 404 Permit (by U.S Army Corps of Engineers)

Finally, additional permits and approvals may be required that will cover smaller areas within the Community. These further approvals and permits will specify the infrastructure and design requirements and standards for individual parcels of property within the Community. These approvals and permits will include tentative and final subdivision map approvals, use permits, design review, and other permits required for ~~actual~~ construction within the Community. Such construction must comply with the City's existing Development Code and Design Guidelines, unless there is a conflict between the Development Code and/or Design Guidelines and the Development Standards of the MLSP (Chapter Eleven). Where the MLSP differs from the City's Development Code and/or Design Guidelines, the MLSP shall govern development within the Community. Where standards are not explicitly addressed in the MLSP, development within the Community shall be subject to the City's existing Development Code and the Design Guidelines.

Notwithstanding any other provisions of this MLSP, the City and its departments retain their discretion to impose conditions upon subsequent discretionary approvals required for the project, including but not limited to all tentative maps and use permits required for the project.

Figure 2.1 Required Approvals



Chapter Three:
Existing Site Conditions and Constraints on Development

Location and Existing Uses

Existing Environmental Conditions and Constraints

Existing Traffic Circulation and Constraints

Existing Utilities and Constraints

Existing Land Ownership and Regulatory Constraints

Chapter Three:
Existing Site Conditions and Constraints on Development

3.1 LOCATION AND EXISTING USES

3.1.1 Location

The Community site comprises approximately 3,810 acres of unincorporated lands located four miles southeast of downtown Stockton and 3.5 miles northeast of the Stockton Metropolitan Airport. See Figures 3.1 and 3.2 for regional location, and Figure 3.3 for more precise location. The site is bounded by State Route 4 (Farmington Road) on the north, Kaiser Road on the east, and Mariposa Road and the Burlington Northern Santa Fe ("BNSF") ~~r~~Railroad on the south and west. See Figures 3.3 (Vicinity Map) and 3.4 (Aerial Photo). The site is currently within the jurisdiction of San Joaquin County and will be annexed to the City after approval of the MLSP. The southwest corner of the Community is within the Stockton Metropolitan Airport Area of Influence. The entire site is currently outside the City's Urban Service Boundary and Sphere of Influence, as designated by the San Joaquin County Local Agency Formation Commission ("LAFCO"). There are no existing Specific Plans or development plans affecting the Specific Plan area.

3.1.2 Existing Site Conditions

The site for the proposed Community is generally flat with a downward gradual slope from the east to the west. Adjacent to Kaiser Road the ground elevation is about 50.0-feet, and along the Burlington Northern Santa Fe ~~r~~Railroad right-of-way the ground elevation is about 28.0-feet.

Figure 3.1 Statewide Setting Map

There are a variety of native trees, ornamental trees, and orchard trees on the site. Trees are located along North Little Johns Creek near the Burlington Northern Santa Fe (BNSF) Railroad right-of-way, and groves of almond trees are currently planted on the Camera Property, south of Farmington Road, and on the Esformes Ranch Properties, at the south end of the project site near Mariposa Road. There are also a number of large valley oak tress on the site, and smaller groups of oak trees along property lines and drainage channels. Other species of trees on the site include

Figure 3.2 Regional Map

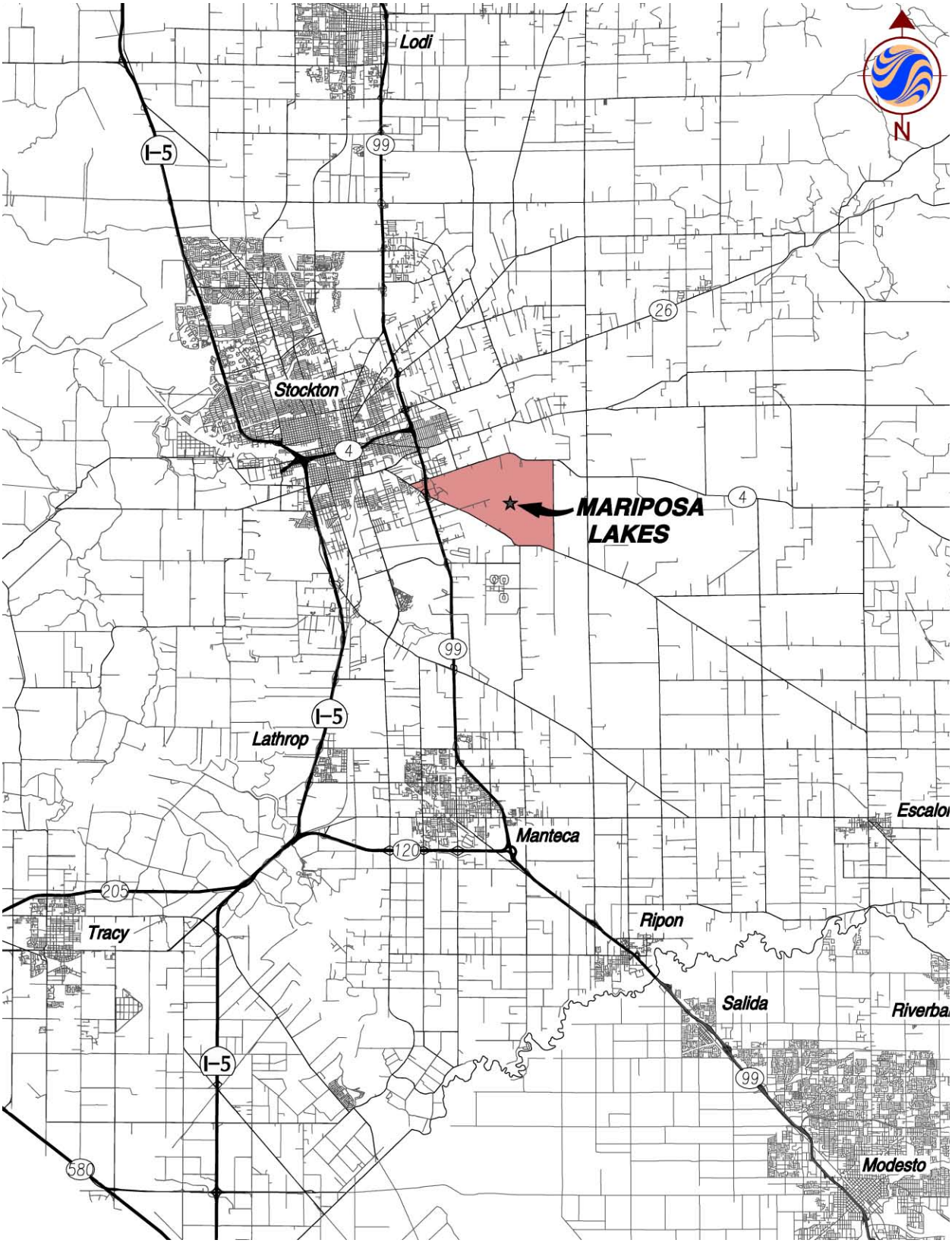


Image courtesy of Stantec (August 7, 2006).

Figure 3.3 Vicinity Map

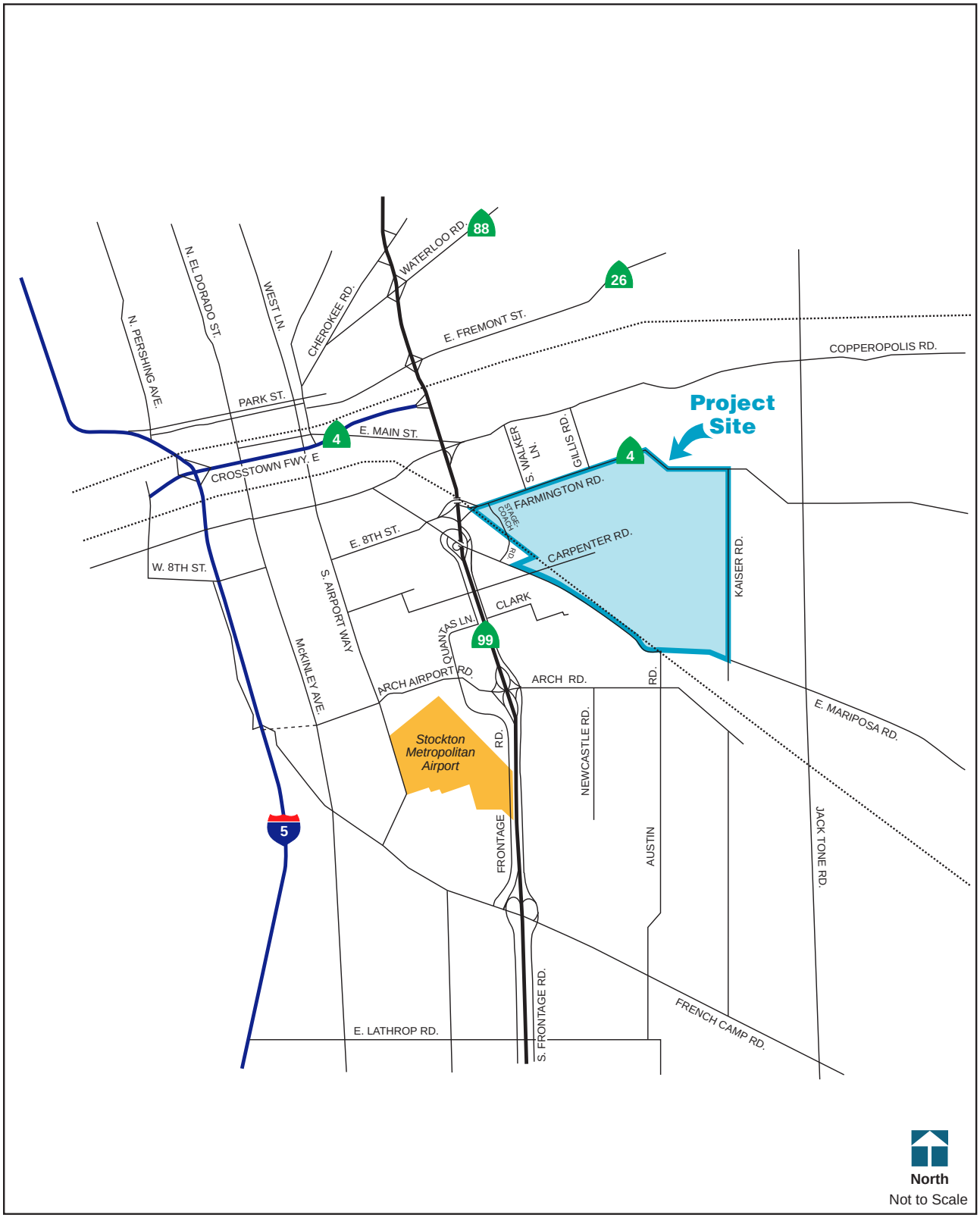
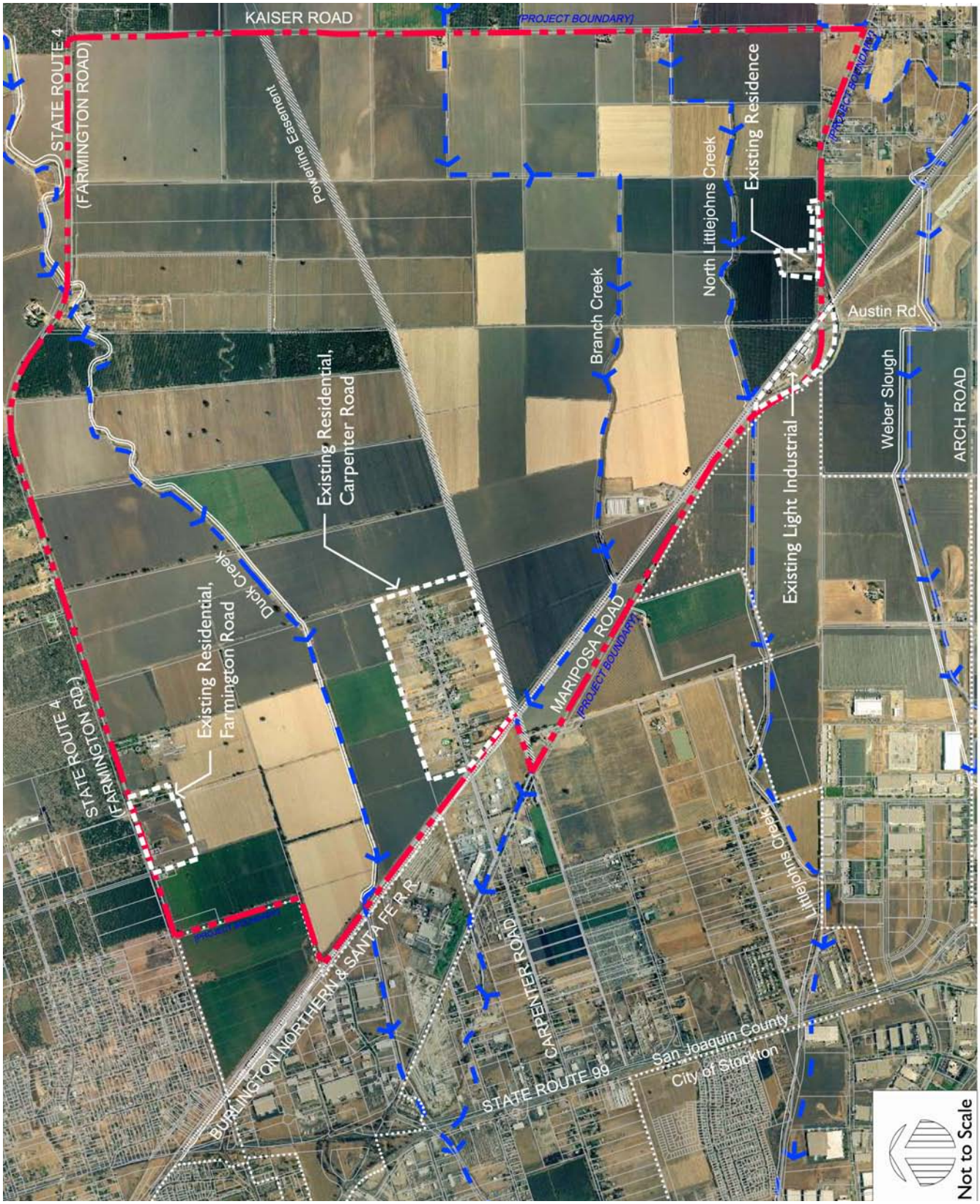


Image courtesy of TJKM (August 7, 2006).

Figure 3.4 Aerial Photo & Map



cottonwood, black walnut, and willows. The MLSP EIR contains a more complete and detailed description of site vegetation.

See Figure 3.5 (Constraints Map) for an illustration of the natural and man-made features on or adjacent to the site.

3.1.3 Existing Uses on Site

Current uses of the site 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 Community. ~~site.~~ A cluster of farm-related residences is located adjacent to State Route 4 in the northwestern portion of the Community. ~~site.~~ 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 Community 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. ~~An objective of the Mariposa Lakes Specific Plan is to provide~~ 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 ~~shall~~ will allow a continuation of adjacent agricultural operations. Development adjacent to existing agricultural operations will utilize interim setbacks, landscape buffers, fencing, or walls to minimize noise, spray drift, and limit the potential for trespass. Development near or adjacent to existing agricultural operations ~~should~~ will ensure protection of agricultural water supplies.

3.2 EXISTING ENVIRONMENTAL CONDITIONS AND CONSTRAINTS

3.2.1 Visual Character

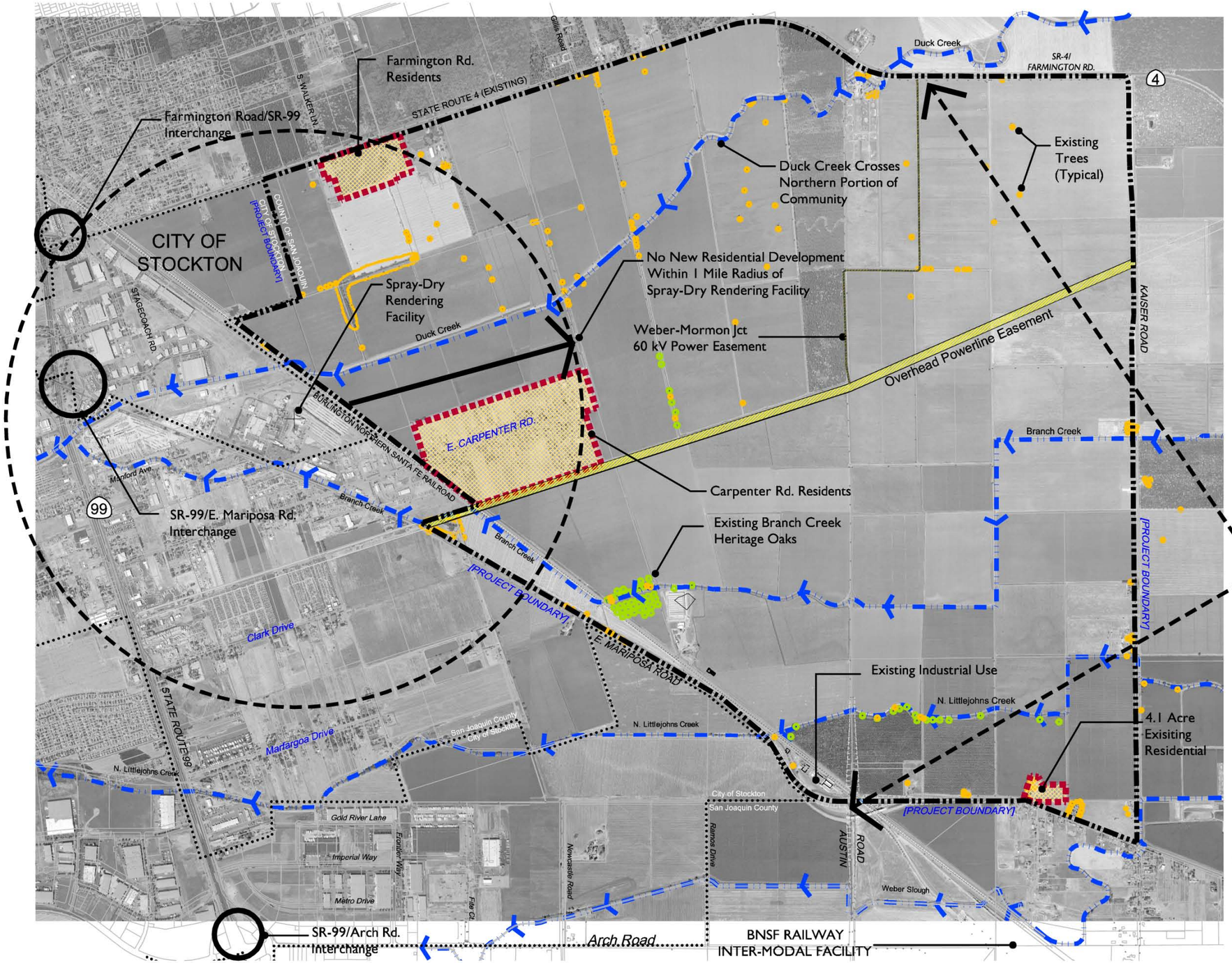
The open nature of the site provides expansive, distant~~ce~~ views from the adjoining roads and the ~~Burlington Northern Santa Fe~~ BNSF railroad tracks. There are no designated scenic vistas, notable scenic resources, or designated or recognized scenic roads or highways in the vicinity of the site. There are no rock outcroppings or prominent historic buildings in the vicinity of the site.

Mariposa Lakes

Stockton, California

Constraints Map

Figure 3.5



Constraints Map Legend

Key	Description
	Project Site Boundary
	Existing Creeks
	Existing Residential
	City/County Boundary
	Major Interchange
	Existing Trees
	Existing Heritage Oaks

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3.2.2 Wetlands

Wetlands are defined by the U.S. Army Corps of Engineers ("USACE") as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soil conditions. The site contains riverine seasonal marsh, depressional seasonal marsh, and depressional seasonal wetlands that meet the USACE criteria to be considered wetlands.

Those areas that do not meet the Corps USACE criteria to be considered wetlands but do convey water and exhibit an "ordinary high water mark" may be non-wetland jurisdictional waters of the U.S. Indications typically associated with non-wetland jurisdictional waters include a channel with scoured bottom, a natural lines impressed upon the bank due to the fluctuation of water levels during flow events, the presence of debris and/or a defined bed and bank. Ditches and perennial and ephemeral drainages, considered non-wetlands waters of the U.S., were found to exist on the site.

Foothill Associates performed a wetlands study of the site, and documented their work in a technical report titled *Delineation Of Waters Of The United States*, dated April 7, 2006. This report describes the jurisdictional features found on the site, which are categorized as follows:

- Riverine Seasonal Marsh
- Depressional Seasonal Marsh
- Depressional Seasonal Wetland
- Ditches
- Perennial Drainage
- Ephemeral Drainage

For a complete description of the above features, attention is directed to the Foothill Associates report which is a technical appendix to the MLSP EIR.

3.2.3 Hydrology & Drainage

Based on the SJCFCWCD San Joaquin County Flood Control and Water Conservation District (SJCFCWCD), Lines of Equal Elevation and depth to Groundwater Map, 2003, groundwater in the vicinity of the site is anticipated to occur at approximately 80 to 90 feet below ground surface. The regional direction of groundwater flow based on this map is generally toward the northeast with groundwater depressions noted north, east, and west of the site. Groundwater through onsite borings was encountered between approximately 78 and 90 feet below the existing site grade.

Three creeks cross the site: Duck Creek, Branch Creek, and North Little Johns Creek.~~, and e~~Each ~~contributes~~ carries water ~~flow~~ to the site from a large offsite drainage area. Duck Creek drains a watershed of approximately 47.3 square miles, with approximately 36.4 square miles of the watershed upstream of the site. The North Little Johns Creek watershed consists of approximately 218.9 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 4.05 square miles. About 1.7 square miles of on-site watershed also drains to Branch Creek.

Duck Creek contributes large flood flows from its off-site watershed, and carries the flows through the site. 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 Branch Creek and North Little Johns Creek.

There are a few water diversions from Duck Creek. Groundwater is the predominant source of water for crop irrigation on the site. Access to groundwater is from several deep wells located throughout the site.

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.

For more information regarding hydrology and drainage, refer to the technical report prepared by Pacific Advanced Civil Engineers titled *On-Site Hydrologic Investigation* dated August 8, 2006, which is included as part of the ~~project environment impact report~~ MLSP EIR. A complete discussion of the agricultural water supply is found in the Integrated Water Management Plan report, which is included as part of the MLSP EIR.

3.2.4 Flood Zones

Except for a small area adjacent to Duck Creek, the site is not subject to flooding ~~due to~~ resulting from a 100-year or lesser storm event, ~~and~~ as defined by the Flood Insurance Rate Map (FIRM) published by the Federal Emergency Management Agency (FEMA). Before development can occur within the designated flood area, flood protection construction plans will need to be prepared and submitted to FEMA for the purpose of obtaining a Conditional Letter Of Map Revision (CLOMR) from ~~the agency~~ FEMA. After construction is complete, the developer will petition FEMA for an issuance of a Letter Of Map Revision (LOMR). After the LOMR is issued, FEMA will then revise the FIRM ~~which reclassifies~~ to reclassify the area to not being subject to flooding due to a 100-year event.

3.2.5 Environmental Site Assessment

Kleinfelder, Inc. performed a Phase 1 environmental assessment, and published a report titled *Phase 1 Environmental Site Assessment For Approximately 3200 Acres, Mariposa Lakes Development, Stockton, California*, dated February 10, 2006. ~~In summary, the Phase 1 Site Assessment revealed the following information associated with the site:~~ A portion of the Phase I assessment is excerpted below.

- No "Transite"-like piping was observed. However, on properties with a history of agricultural use, such as on the project site, many underground pipelines may exist.

- Due to the past and current agricultural use of the site, environmentally persistent pesticides may exist in the onsite soil. Kleinfelder conducted Limited Soil Sampling and Analyses for the subject site. Kleinfelder's findings were summarized in a separate report.

- Many of the on-site structures were built before the 1980s. These structures may have asbestos containing materials and/or lead containing paints.

- Domestic wells and agricultural wells are located on-site.

- Pole mounted transformers are located throughout the site.

- Approximately twenty-two above ground storage tanks, which include pesticide tanks, fertilizer tanks, and diesel ASTs were observed throughout the site.

- Soil staining was noted at the base of a polyvinyl AST located adjacent to Kaiser Road on Assessor Parcel No. 181-020-017.

- Soil staining was observed in association with a leaking mobile diesel AST located on Assessor Parcel No. 179-020-02.

- A large-scale agricultural production facility is located on Assessor Parcel No. 171-020-039. Large silos, multiple ASTs, barns, miscellaneous machinery, farm equipment, and a livestock corral (not in use) were noted on the parcel.

- The EEE Produce facility, which consists of a large greenhouse, several farming equipment storage structures, and office facilities is located in the southwest portion of the site on Assessor Parcel No. 179-020-002.

- Multiple debris piles are located throughout the site. Debris observed in the piles included household trash, 55-gallon drums, wood, concrete, plastic tubing, abandoned cars and tires.

- A scattered yellow soil stain, encompassing approximately 100-square feet, was observed on Assessor Parcel No. 181-040-01. The material appeared to be a sulfur-based product and the impact appeared to be superficial.

- A white powdery material, was noted in the northwest portion of the site along Duck Creek on Assessor Parcel No. 179-070-005. The approximately two cubic yards of material appears to be calcium carbonate.

- A sign for a subsurface fiber optic line is present on the southern boundary of the site.

- Multiple pieces of farm equipment, including tractors, pesticide applicators, backhoes, etc., were observed throughout the site.

- The BNSF Railroad track is located adjacent to the northern and southern portions of the western site boundary. In the central section of the western site boundary the railroad is located on the subject site.

- Based on the aerial photograph and historical topographic map review, it appears that a number of structures previously located on the site are no longer present. It is unknown if subsurface structures (i.e., septic systems) associated with former structures remain.

The following parcel-specific information is also detailed in the Phase 1 Site Assessment.

- ~~Paul M. Sanguinetti, located in the northern portion of the site, at 7677 E. Highway 4, appears on the HIST UST database due to the historical presence of two underground storage tanks (USTs) located at this address.~~

- ~~Sanguinetti Feed Lot, located at 7761 E. Highway 4, appears on the HIST UST database due to the historical presence of two USTs located at this address.~~

- Elgin L. Tyturri, located at 4099 Kaiser Road appeared on the Hazardous Substance Storage Container Database, which is a historical listing of underground storage tanks (HIST UST database) due to the historical present of a UST at this site.

- Ripon Pacific Inc., located at 5050 E. Carpenter Road, approximately 500-feet west of the subject site appears on the CERCLIS-NFRAP and REF Databases.

- Ripon Pacific Pickle Plant, located at 5050 E. Carpenter Road, approximately 500-feet west of the subject site, appears on the HAZNET, CA FID UST, and HIST UST databases.

- Amador Chemical Corp., located at 4801 E. Carpenter Road, approximately 500-feet west of the subject site appears on the CERCLIS-NFRAP Database.

- Delta Chapter, located at 4900 Mariposa Road, approximately 1000-feet west of the site appears on the HAZNET, CA FID UST, Cortese and LUST databases.

- Simplot Soil Builders, located at 4863 E. Carpenter Road, approximately 500-feet west of the subject site appears on the CA FID UST, HIST UST, RCRIS-SQG, and CA SLIC databases.

3.2.6 Soils

The site lies within the central portion of the Great Valley Geomorphic Province of California. The valley is approximately 400 miles long and averages about 50 miles wide, and comprises about 20,000 square miles. The valley has been filled with a thick sequence of marine and non-marine sediments from the late Jurassic to Holocene. The uppermost strata of the Great Valley represent, for the most part, the alluvial, flood, and delta plains of two major rivers (Sacramento and San Joaquin Rivers) and their tributaries.

The valley deposits are derived from the Coast Ranges to the west and the Sierra Nevada to the east. Granitic and metamorphic rocks outcrop along the eastern and southeastern flanks of the valley. Marine sedimentary rocks outcrop along most of the western, southwestern, southern, and southeastern flanks; and volcanic rocks and deposits outcrop along the northeastern flanks of the valley. The valley geomorphology includes dissected uplands, low alluvial plains and fans, river flood plains and channels, and overflow lands and lake bottoms. The majority of the native sediments near the site consist of Miocene to Holocene continental rocks and deposits of a heterogeneous mixture of generally poorly sorted clay, silt, sand, and gravel. Some beds of claystone, siltstone, sandstone, and conglomerate are also present.

~~Based on the SJCFCWCD, Lines of Equal Elevation and depth to Groundwater Map, 2003, groundwater in the vicinity of the site is anticipated to occur at approximately 80 to 90 feet below ground surface. The regional direction of groundwater flow based on this map is generally toward the northeast with groundwater depressions noted north, east, and west of the site.~~

The soils encountered in the borings ~~advanced for the installation of the~~ on-site ~~groundwater monitoring wells~~ were described in the *Integrated Water Management Plan* as a heterogeneous mixture of silty clay, silty sand, sand, and clay (Kleinfelder, April 2006). Refer to Appendix P of the MLSP EIR. ~~Groundwater was encountered between approximately 78 and 90 feet below the existing site grade.~~

Figure 3.6 (Site Soils) shows the location and character of soils within the proposed Community.

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Mariposa Lakes

Stockton, California

Soils Map

Figure 3.6

Soils Map Key

	Project Boundary
	City of Stockton Boundary
160	Galt Clay (0-2% Slope)
162	Galt-Urban Land Complex (0-2% Slope)
173	Hollenbeck Silty Clay (0-2% Slope)
180	Jacktone clay (0-2% Slope)
181	Jacktone-Urban Land Complex (0-2% Slope)
196	Manteca fine sandy loam (0-2% slope)
249	Stockton silty clay loam, overwashed (0-2% slope)
250	Stockton clay (0-2% slope)

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3.3 EXISTING TRAFFIC CIRCULATION AND CONSTRAINTS

3.3.1 Vehicular Circulation Conditions

State Route 4 (Farmington Road), Mariposa Road, and Kaiser Road border the site. A new interchange at State Route 99 and East Arch Road ~~has recently been~~ was completed in early 2006. Important roadways serving the MLSP site are discussed below. Existing circulation is depicted in Figure 3.7.

Interstate-5 (I-5): I-5 is a major north-south freeway that runs through the western portion of Stockton. It is generally an eight-lane freeway with four travel lanes in each direction through the central portion of Stockton and three lanes in each direction along the remaining segments. The average daily traffic volume on I-5 near its junction with State Route 4 varies between 124,000 and 133,000 vehicles per day (vpd).

State Route 99: State Route 99 is a four-lane north-south divided freeway facility. It is the major north-south route on the east side of Stockton. State Route 99 carries approximately 85,000 vpd south of Farmington Road and 91,000 vpd north of Farmington Road. In the vicinity of the ~~Mariposa Lakes Plan Area~~Community, State Route 99 has interchanges with East Charter Way, Farmington Road, Mariposa Road, and Arch Road.

E. & W. Frontage: East and West Frontage Roads are contiguous and parallel to State Route 99. They begin near Mariposa Road and continue along both sides of State Route 99 to south of Arch Road.

State Route 4: State Route 4 is a two- to four-lane state highway that connects Contra Costa County to the west with the Sierra foothills and mountains of Calaveras and Alpine Counties to the east. State Route 4 carries approximately 27,500 vpd west of I-5 and 8,900 vehicles per day east of State Route 99.

Farmington Road: Farmington Road is a part of State Route 4. The road is a two-lane east-west rural roadway that extends from State Route 99 to the west to South Jack Tone Road to the east. It roughly defines the northern boundary of the Plan Area.

E. Main Street: East Main Street is a four-lane east-west collector roadway that runs for

more than 4.5 miles from El Dorado Street to the west to Gillis Road to the east, where it becomes Copperopolis Road. East of Walker Lane, it narrows to a two-lane road with a speed limit of 55 mph.

Copperopolis Rd: Copperopolis Road is a two-lane east-west collector roadway that runs approximately fourteen miles from Gillis Road on the west to North Waverly Road to the east.

~~E.~~ Mariposa Rd: Mariposa Road is a two-lane east-west arterial roadway that borders the south edge of the ~~Mariposa Lakes Plan Area~~ Community. Mariposa Road extends about fifteen miles from E. Charter Way to the west to the Escalon-Bellota Road to the east.

Arch Road: Arch Road is a two-lane arterial roadway that runs about two miles west from Austin Road to State Route 99. West of State Route 99 it becomes Arch-Airport Road and connects to McKinley Street to the west. Arch-Airport Road provides access to the Stockton Metropolitan Airport located just south of the roadway, via Airport Way. It is two- to eight-lanes wide. An extension of Arch Road between McKinley Avenue and I-5 to the west is being planned in the future.

French Camp Rd: French Camp Road is a two-lane east-west rural roadway that travels almost parallel to East Mariposa Road on the north. French Camp Road runs for more than ten miles from its western terminus at South Wolfe Road to connect to State Route 120 on the south.

With the exception of East Mariposa Road intersections with East Charter Way and East 8th Street, and South Airport Way/Arch Road, all of the intersections are unsignalized. Refer to the Traffic Study prepared by TJKM in separate technical document for specific information regarding existing trip generation (TJKM Transportation Consultants, *Traffic Study for the Proposed Mariposa Lakes Development* [Gold River, August 7, 2006]) and attached as an appendix to the MLSP EIR.

3.3.2 Railroads

The site is bordered on the southwest by a major rail line owned by the Burlington Northern Santa Fe (BNSF) ~~railroad~~ Railroad. This rail line is a major link in the railroad's western operations. The trains serving the proposed Amtrak station will arrive and depart along this rail facility.

Mariposa Lakes

Stockton, California

Existing Circulation

Figure 3.7

LAND PLANNER / LANDSCAPE ARCHITECT:

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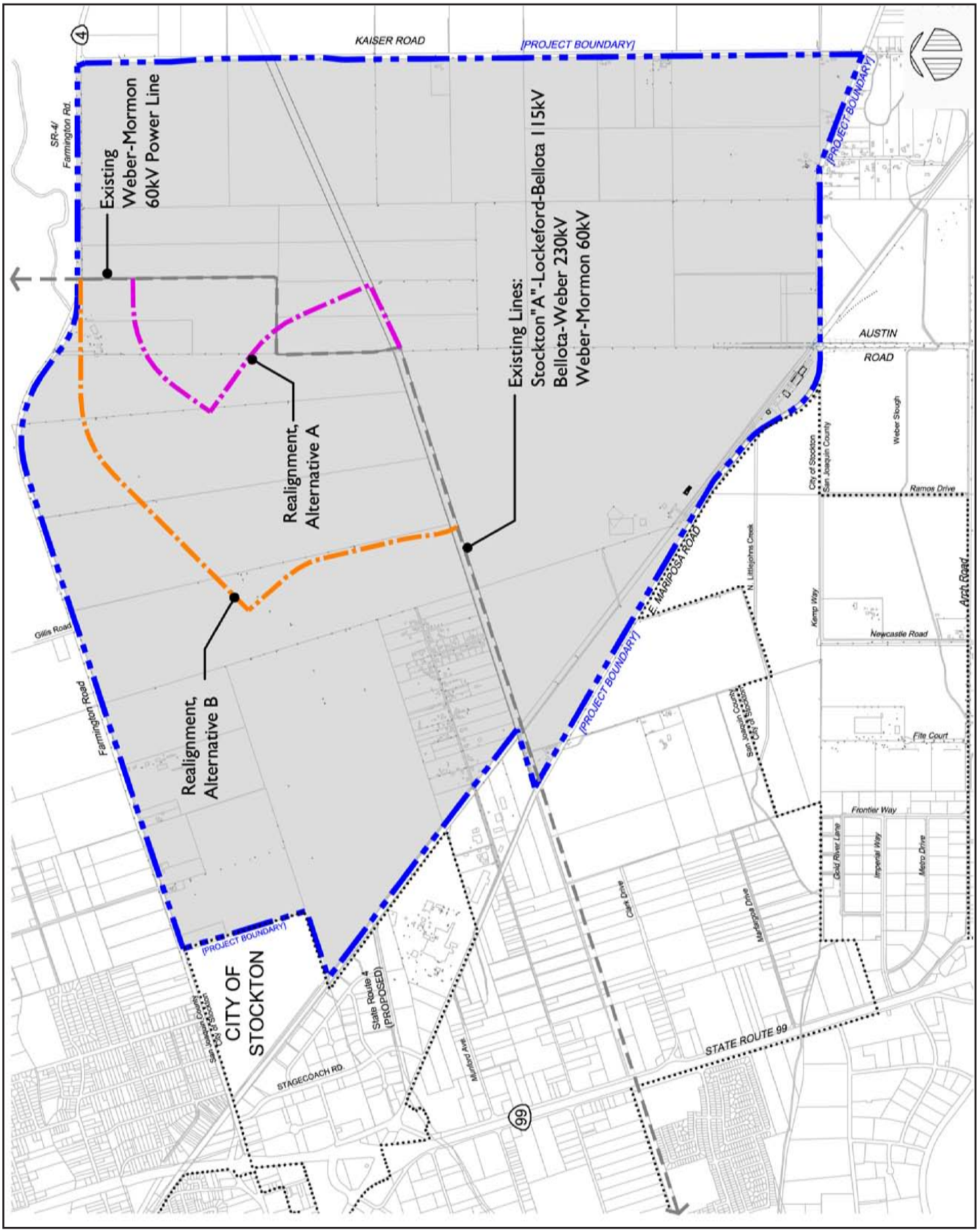
Figure 3.8 Existing Power Alignment and Proposed Alternatives



3.4 EXISTING UTILITIES AND CONSTRAINTS

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 ~~including~~ the Stockton "A" Lockeford-Bellota line carrying voltage of 115 KV, the Bellota-Weber carrying ~~a~~ carrying voltage of 230 KV ~~line~~, and the Weber-Mormon carrying ~~a~~ voltage of 60 KV ~~line~~. The Lockeford-Bellota and Bellota-Weber easements will not be affected by the proposed development.

Approximately three-quarters of a mile west of Kaiser Road, the 60 KV Weber-Mormon line will be relocated through the ~~project~~ Community as described in Chapter 8.6.1. This facility will be relocated when development occurs in the vicinity. Figure 3.8 shows the existing power line alignment and the two alignment alternatives.

3.4.1 Improvements within Easement

Proposed uses within the PG&E easement must be reviewed by the Company's Grid Maintenance and Construction Department. There can be no buildings within the easement, including storage, equipment sheds, benches, or tables. If properly grounded, playground equipment may be acceptable pending review by PG&E. Landscaping is acceptable within the easement, however no ~~material~~ trees taller than 15 feet are permitted. Sidewalks, parking, and lighting are generally acceptable.

3.5 EXISTING LAND OWNERSHIP AND REGULATORY CONSTRAINTS

3.5.1 Pre-Development Land Ownership

Figure 3.9 shows the status of Williamson Act contracts and ownership of properties within the MLSP. This map also indicates the amount of the property controlled by the Master Developer (identified as "Applicant Controlled Properties"). Table 3.1 provides a more detailed accounting of the parcels~~,~~ and a computation of the total parcel areas.~~, and the total area under the control of the Master Developer.~~

3.5.2 Williamson Act Contracts

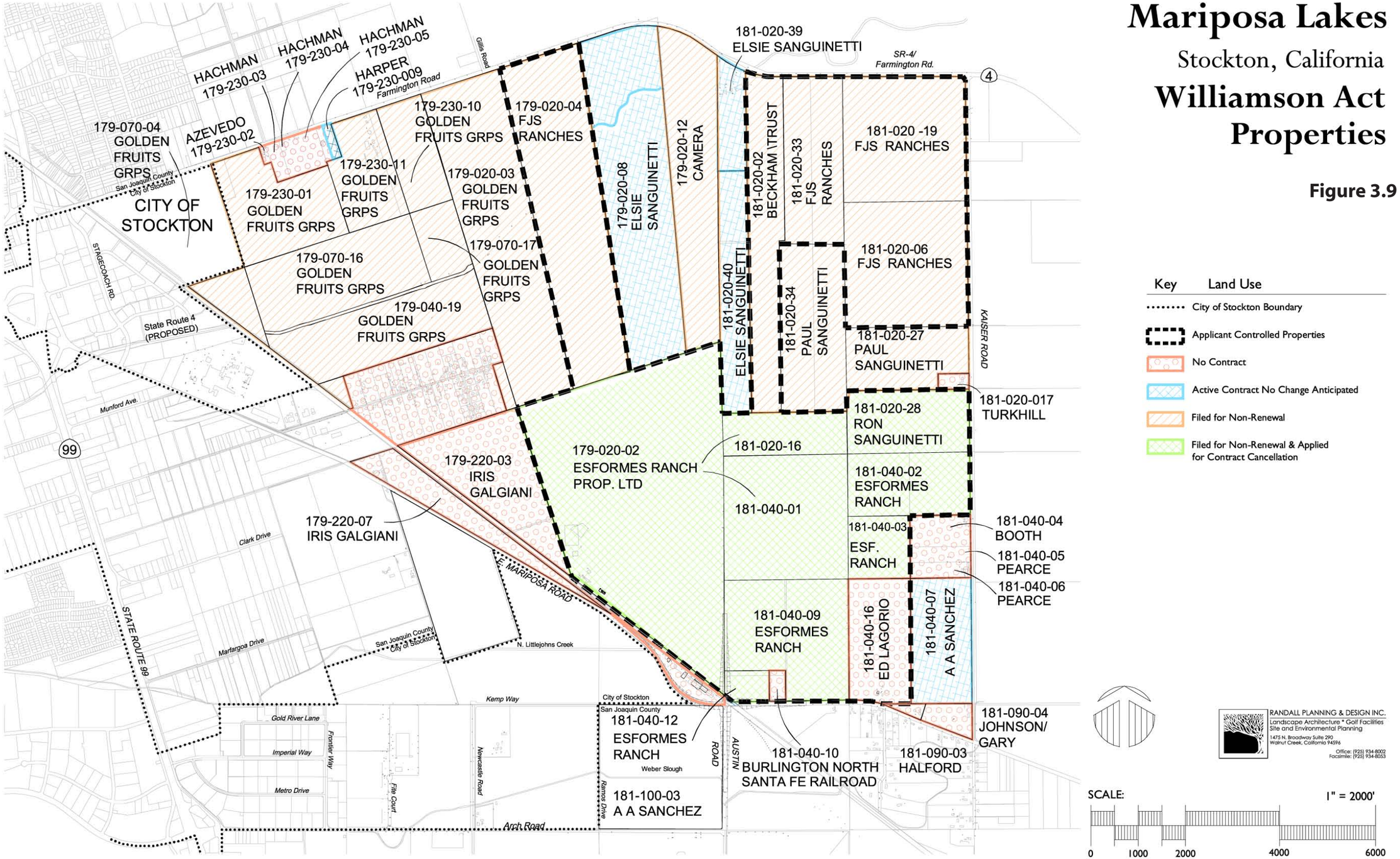
The California Land Conservation Act, also known as the Williamson Act, authorizes cities and counties to enter into a contract ("Williamson Act contracts") with a landowner that will reduce the landowner's property tax obligation, subject to the landowner's agreement to use its property solely for agricultural purposes. Each Williamson Act contract is for a minimum term of ten

Mariposa Lakes

Stockton, California

Williamson Act Properties

Figure 3.9



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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, a total of 3,327.79 acres within the Community site were subject to Williamson Act contracts with the County. Notices of Non-Renewal have been filed for ~~2,905.83~~ 2,827.3 acres, representing ~~25~~ 24 parcels.

Table 3.1 identifies, by assessors parcel number: (1) the total acreage of each parcel within the proposed Community that is currently subject to a Williamson Act contract; (2) the non-renewal expiration date for each such parcel; and (3) each parcel that is not subject to a Williamson Act contract.

Table 3.1 Williamson Act Status

	Property Owner	Assessors Parcel #	Acres	Mo./Day/Yr. Notice of Was Filed Non-Renewal	Mo./Day/Yr. of W/A Expiration
1. No W/A Contract					
	Ed Lagorio	181-040-16	80.0		
	BNSF Railroad	181-040-10	5.0		
	Iris Galgiani	179-220-03	160.9		
2. Active W/A Contract No Change Anticipated					
	A.A. Sanchez	181-040-07	78.5		
	Elsie Sanguinetti, Trust	181-020-40	76.7		
		181-020-39	29.9		
		179-020-08	236.7		
3. Filed For Non-Renewal					
	Golden Fruit	179-230-01	101.0	11/14/03	3/1/13
	formerly	179-230-10	61.4	11/14/03	3/1/13
	(179-230-08)	179-230-11	56.4	11/14/03	3/1/13
	formerly	179-070-16	240.4	11/14/03	3/1/13
	(179-070-05)	179-070-17	40.2	11/14/03	3/1/13
		179-020-03	237.9	11/14/03	3/1/13
		179-040-19	5.3	11/14/03	3/1/13
		179-040-01	5.0	1/1/94	3/1/05
	FJS Ranches	179-020-04	237.9	9/5/03	3/1/13
		181-020-06	158.5	4/2/04	3/1/15
		181-020-19	158.5	4/2/04	3/1/15
		181-020-33	102.3	4/2/04	3/1/15
	Beckham Trust	181-020-02	107.2	4/2/04	3/1/15
	Ray Camera	179-020-12	145.4	9/28/05	3/1/15
	Paul Sanguinetti	181-020-27	73.9	12/1/05	3/1/15
		181-020-34	113.1	12/1/05	3/1/15
4. Filed For Non-Renewal and Applied for Contract Cancellation					
	Esformes Ranch	179-020-02	466.0	11/13/03	3/1/13
		181-020-16	53.3	11/13/03	3/1/13
		181-040-01	160.0	11/13/03	3/1/13
		181-040-02	79.3	11/13/03	3/1/13
		181-040-03	40.0	11/13/03	3/1/13
		181-040-09	137.8	11/13/03	3/1/13
		181-040-12	13.4	11/13/03	3/1/13
	Ron Sanguinetti	181-020-28	78.7	11/17/03	3/1/13

Chapter Four:
Land Use Plan

Land Use Plan Goals and Objectives

Community Identity and Design Expression

Community Land Use Concepts

Land Use Categories

Zoning Districts

Permitted Uses

Policies

Chapter Four:
Land Use Plan

This chapter describes the Land Use Plan of the MLSP. It describes the land uses and primary design concepts for the Community. Together with the Land Use Summary (Table 4.1) and the Land Use Map (Figure ~~4.2~~ 4.3), the Land Use Plan establishes the general locations and categories of land uses for the entire Community. It sets the land use framework for subsequent development approvals~~,~~ and defines the boundary limits of the overall community. In addition to establishing the ~~basis~~ basic allocation of land uses, the Land Use Plan establishes the primary circulation system and intersections of the arterial street network and collector streets. The Land Use Plan is intended to allow flexibility for subsequent subdivision applications that will define the specific mix, configuration, and character of uses in greater detail.

4.1 LAND USE PLAN GOALS AND OBJECTIVES

The following Community Objectives apply to and have guided the development of the Land Use Plan for the Community:

Objective 1. Create a ~~self-sustaining,~~ 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 that is less dependent on the automobile.

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

With the MLSP, the City seeks to implement its vision of a ~~self-sustaining~~ community that blends residential, commercial, industrial, and recreational and other public-serving land uses to meet ~~all~~ the needs of its residents. The Community will provide a balance and diversity of housing types and employment opportunities, offer ample recreational amenities, and provide for the availability of all necessary and desirable goods and services for an expected population of approximately ~~33,178~~ ~~33,166~~ 33,178 people.

The ~~land use plan~~ Community is designed to promote a lifestyle that is less reliant on the automobile by encouraging walking, bicycling, and public transit as a means of traveling within the Community. The ~~l~~Land ~~u~~Use ~~p~~Plan promotes this goal by providing sufficient land to allow the development of ample job-generating uses, and by placing job-generating uses in close proximity to housing. The ~~circulation plan~~ Circulation Plan promotes this goal by including

extensive walking and bicycle paths~~, including walking and bicycle paths~~ on the key circulation routes within the Community.

When developed, the Community will consist of mixed-use village centers, residential neighborhoods, industrial and professional/office parks and areas, schools, and areas for recreation. It will establish and enhance the City of Stockton's eastern gateway.

4.2 COMMUNITY IDENTITY AND DESIGN EXPRESSION

The MLSP is an expression of nearly three years of collaborative work between the City of Stockton, the project applicant, various consultants and planners, outside agencies, and the residents who participated in three public workshops. These stakeholders have worked together to create an impressive new community that will define the eastern gateway to Stockton.

The community identity of Mariposa Lakes will be established to a large degree by various design elements that will be incorporated into the Community. These include enhanced landscaping of public rights-of-way~~,~~; generous public and private parks~~,~~; enhanced creek open spaces~~,~~; a blend of traditional and contemporary building designs~~,~~; extensive Community, village and neighborhood entry designs and monumentation~~,~~; and the ~~many~~ man-made lakes. The ~~Specific Plan~~ MLSP contains design guidelines for these elements that will ensure a uniform level of quality for the entire Community. Within this Community-wide framework, each village

Figure 4.1 Conceptual Diagram of Mariposa Lakes

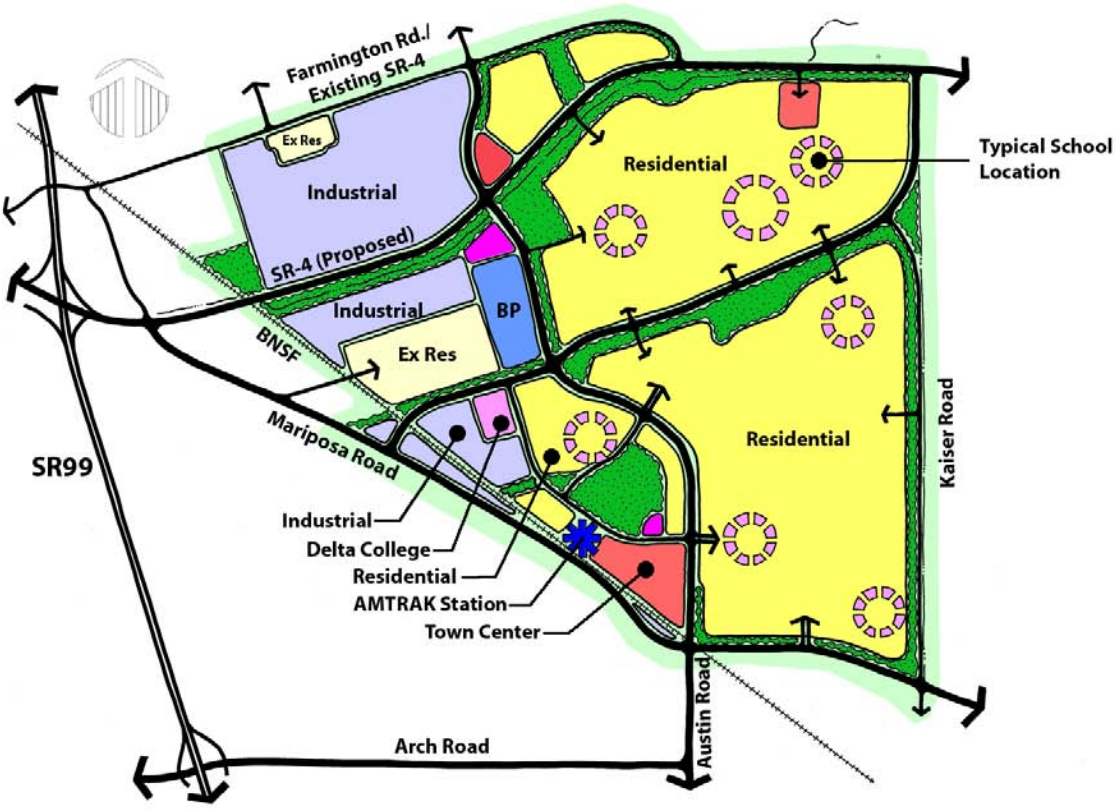

Table 4.1 Land Use Summary

Summary of Land Uses (Updated May 2007)			
Land Use	**Acres**		
Residential	1,509.9		
Commercial	92.7		
Business/Professional	57.3		
Industrial/Warehouse	644.6		
Community College	20.7		
Schools	153.6		
Religious	18.0		
Library	2.0		
Neighborhood & Community Parks	196.5		
Open Space	325.9		
Lakes and On-Site Detention/~~&~~ Recharge Basin	186.9		
Amtrak	14.9		
Railroad	15.6		
Roads	384.5		
Maintenance	5.2		
Public Safety Facility	3.5		
Private Sports Club	24.0		
PG&E Substation	3.2		
Existing Residential	151.0		
Total	**3,810.0**		
Summary of Residential Land Uses			
Land Use	**Acres**	**Units**	**Net Density**
Estates	52.4	48	1.0
Low Density	886.9	4,192	6.8
Medium Density	507.9	4,845	12.7
High Density	63.0	1,477	26.3
Total	**1,509.9**	**10,562**	
Summary of Commercial & Industrial Land Uses			
Land Use	**Acres**	**Square Feet**	**Jobs**
Commercial	92.7	1,009,503	2,019
Industrial/Warehouse	644.6	11,231,510	8,986
Business/Professional	57.3	748,796	2,995
Total	**794.6**	**12,989,809**	**14,000***
Summary of Parks and Open Space			
Category	**Acres**		
Community Parks	117.7		
Neighborhood Parks	78.8		
Open Space	325.9		
Total	**522.4**		
* Does not include public service jobs (fire station and schools). Acreages shown are approximate. Actual acreages may differ based upon the technical accuracy of tentative subdivision mapping.			

Please refer to Appendix F for the Land Use Summary presented in the previous draft of the Mariposa Lakes Specific Plan.

area will benefit from a consistent application of design elements while maintaining sufficient flexibility for each village to establish its own unique character. This approach is intended to allow for individualized expressions within the overall framework of the community.

4.3 COMMUNITY LAND USE CONCEPTS

The residential and commercial land use concept for the Community is based on the Village Concept developed by the City in conjunction with its development of the Proposed 2035 General Plan. The industrial areas of the Community have been designed in accordance with the Citywide Design Guidelines. Refer to Figure 4.5, Proposed 2035 General Plan Preferred Land Use Diagram.

The Village Concept is based upon the following planning principles:

- The Village Center should be the heart of the neighborhood and contain a mix of retail, office, residential, and public uses such as schools and parks.
- The Village Center should serve approximately 10,000 residents and ~~contain a community center.~~ act as a gathering place.
- The Village Center should include neighborhood-serving commercial uses such as a supermarket, retail shops, restaurants, service commercial, and entertainment.
- Public facilities should be incorporated into the Village Center.
- The Village Center should encourage and promote public transit, pedestrian, and bicycle travel.
- The neighborhoods surrounding the Village Center should contain a mix of housing types and densities, with higher density neighborhoods closest to the core of the Village Center.
- Streetscapes should include landscaped parkways.
- The neighborhoods surrounding the Village Center should contain small parks and plazas that create a welcoming sense of place.

Three village centers are proposed for the Community. The largest is Austin Road Town Center, located at the southern entry to the Community west of Austin Road. The Farmington Road Village Center is in the northeastern corner of the Community. The Duck Creek Village Center is located at the intersection of the new State Route 4 and Austin Road. The approximate~~ly~~ boundaries for the villages are illustrated in Figure 4.4. Primary land uses in each village, and estimated density and intensity of such uses, are listed in Table 4.2.

Figure 4.2 Village Boundaries

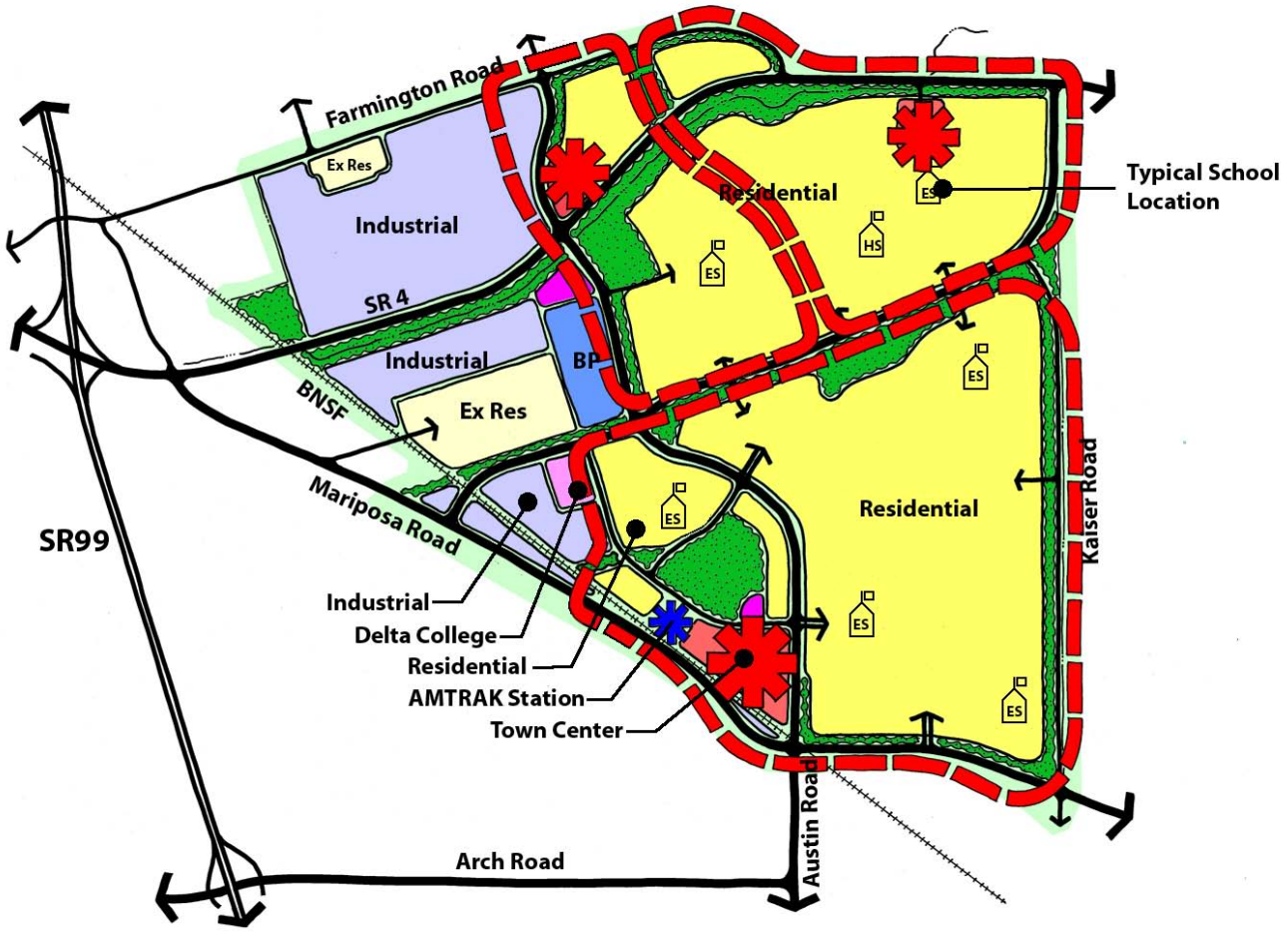

Table 4.2 Village Land Uses

Austin Road Village			Farmington Road Village			Duck Creek Village		
People	17,821	people	People	9,959	people	People	5,386	people
Units	5,676	units	Units	3,172	units	Units	1,715	units
VRE	39	units	VRE	9	units	VRE	0	units
VLDR	2,495	units	VLDR	690	units	VLDR	1,007	units
VMDR	2,410	units	VMDR	1,728	units	VMDR	708	units
VHDR	731	units	VHDR	745	units	VHDR	0	units
Commercial Sq.Ft.	642,510	sq.ft.	Commercial Sq.Ft.	169,884	sq.ft.	Commercial Sq.Ft.	197,109	sq.ft.
Parks			Parks			Parks		
Community	62.0	acres	Community	40.3	acres	Community	15.4	acres
Neighborhood	49.6	acres	Neighborhood	14.4	acres	Neighborhood	14.8	acres
Schools			Schools			Schools		
Elementary	4	schools	Elementary	1	school	Elementary	1	school
High	0	school	High	1	school	High	0	school
Community College	1	school	Community College	0	school	Community College	0	school

Note: The residential unit counts shown in this MLSP represent the maximum unit count permitted under the MLSP. Actual unit counts may be less than the maximum as a result of the project's compliance with the City's applicable development standards and tentative subdivision map conditions of approval.

Mariposa Lakes
Stockton, California
Land Use Map
Figure 4.3
Land Use Legend
Key
Land Use
Acre
Village Residential Estate 52.4 a
Village Low Density Residential 886.6 a
Village Medium Density Residential 507.9 a
Village High Density Residential 63.0 a
Village Center/Commercial 92.7 a
Industrial 644.6 a
Business-Professional 57.3 a
Community Parks 117.7 a
Neighborhood Parks 78.8 a
Private Sports Facility 24.0 a
Open Space 325.9 a
Elementary/High Schools 153.6 a
College 20.7 a
Library 2.0 a
Amtrak 14.9 a
Public Safety Facility 3.5 a
Maintenance Facility (HOA) 5.2 a
Religious Institution 18.0 a
PG & E Substation (Utilities) 3.2 a
Detention/Recharge Basin 18.6 a
Lakes 1-8 168.3 a
Existing Residential 151.0 a
Major Circulation (Roads & R.R.) 400.1 a
Total: 3,810 acre
LAND PLANNER / LANDSCAPE ARCHITECT
RANDALL PLANNING & DESIGN INC
Landscape Architecture * Golf Facilities
Site and Environmental Planning
SCALE:
0 900 1800 3600 5400
CITY OF STOCKTON
San Joaquin County
City of Stockton
Farmington Road Village Center
South Stockton Aqueduct
Duck Creek Village Center
Farmington Road
SR-4/ Farmington Rd.
Gillis Road
S. WALKER LN
Existing Residential Area (27.3 Ac.)
Public ROW to be located over Alignment of S. Stockton Aqueduct
BURLINGTON NORTHERN SANTA FE RAILROAD
STAGECOACH RD.
Detention/Recharge Basin (18.6 Ac.)
Route 4 Re-Alignment (PROPOSED)
Duck Creek
Existing Residential Area (119.6 Acres)
Munford Ave.
Clark Drive
Marfargoa Drive
STATE ROUTE 99
E. MARIPOSA ROAD
AMTRAK Multi-Modal Station
Austin Road Town Center
N. Littlejohns Creek
Kemp Way
Viceroy Drive
KAISER ROAD
AUSTIN RD.
Gold River Lane
Imperial Way
Frontier Way
Metro Drive
Newcastle Road
Weber Slough

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Mariposa Lakes

Stockton, California

Illustrative Plan

Figure 4.4

Note:
Illustrative Plan has been provided to show how Mariposa Lakes may be developed. This plan is based on the Land Use Plan and the proposed land uses shown in that plan. The Plan is not intended to propose specific lotting schemes, park layouts, or commercial developments. It is to convey a sense of the community in support of the Land Use Plan. More detailed preliminary plans will be created and presented to the City during the Tenative Map phase of the community's development.

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934 8053

SCALE:
0 900 1800 3600 5400

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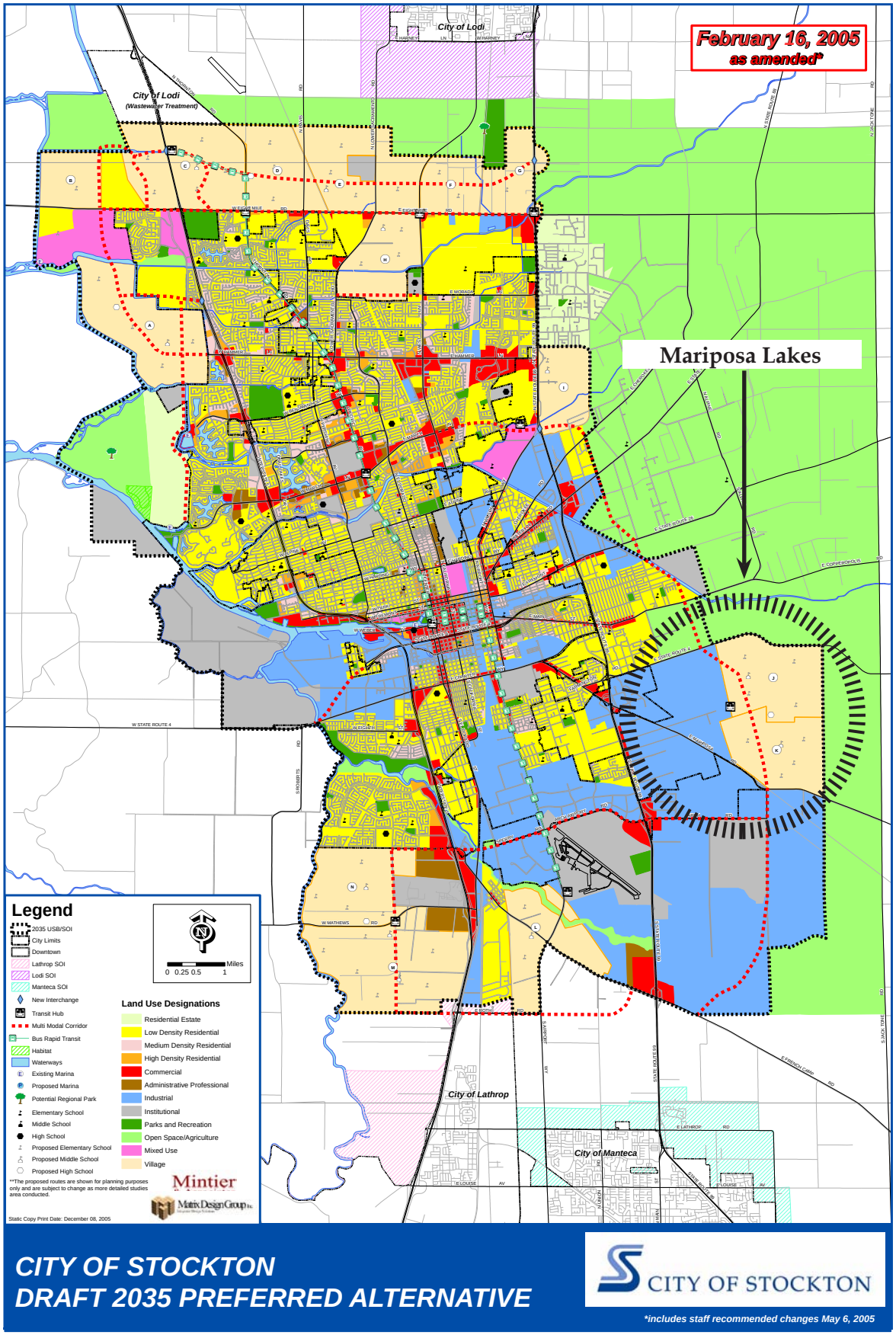
Figure 4.5 2035 General Plan Preferred Land Use Diagram



4.4 LAND USE CATEGORIES

The land use designations for the Community are described below and are summarized in Table 4.1, Land Use ~~Program~~ Summary. These land use designations are consistent with the land use designations adopted in the general plan amendment for the Community~~,~~ that was approved concurrently with the approval of the MLSP. These land use designations are consistent with the City's proposed 2035 General Plan Update. For each land use designation, the summary table indicates acreages, estimated numbers of dwelling units, population and employment figures. Table 4.2, ~~Land Use Summary by Villages~~ Village Land uses, presents approximate acres of planned land uses for each village.

Subject to the requirements of Section 2.5 of this MLSP, standards for each land use designation are found in the Stockton Municipal Code-Chapter 16, Development Code. All of the land use designations described below are intended to ~~coincide with~~ correspond to the zoning districts defined in Section 16-210.020 of the Development Code. A brief description of each zoning district ~~being proposed~~ for the Community follows the descriptions of the land use categories.

4.4.1 Village Center Land Use Designation (VC)

The MLSP proposes three Village Centers for the Community. Each will provide for a mix of retail, commercial, office, housing, and public uses. Commercial and office buildings will be grouped together to create a traditional village character with retail/commercial uses on the first floor, and, where appropriate, office and residential units on upper floors. Vehicular circulation corridors and parking areas will be planted with canopy trees to provide shade. Street trees will be selected for their spring and fall color and will be planted on both sides of the street and within medians.

The Austin Road Town Center. The Austin Road Town Center will be the central feature of the Community, and provide the gateway into the Community from the south. The Austin Road Town Center is 59 acres in size, and will include:

- A retail, commercial and office center
- High and medium density residential housing
- An Amtrak train station and bus terminal
- A site for a community college
- A 22-acre community park ~~with a~~
- ~~commercial~~ Private recreation center

A Community Park will be a key feature of the Austin Road Town Center. Adjacent to the Community Park and commercial districts will be ~~three high-density residential neighborhoods, and two~~ medium- and high-density residential neighborhoods along with an elementary school. See Figures ~~4.2~~ 4.3 (Land Use Plan) and 4.7 (Austin Road Town Center).

If a Regional Shopping Center (as defined within the 2035 General Plan) is proposed within the Austin Road Town Center, the applicant shall be required to fund the preparation of an Economic Impact Analysis (as defined within the 2035 General Plan). In addition, a Use Permit will be required by the project applicant in the event a Regional Shopping Center is proposed in the Austin Road Town Center.

The Farmington Road Village Center. The Farmington Road Village Center, an area of about 15.6 acres, will be developed as a village center with commercial uses fronting the streets and backed by parking. At the center will be a fountain and plaza along with a vehicle circle or "roundabout" that will be a focal point for the complex. The streets and parking areas will be landscaped in the same manner as the Austin Road Town Center. Medium-density residential units will be located to the west of the center, and high-density residential units will be to the ~~west~~ east. See Figure 4.8 (Farmington Road Village Center).

The Duck Creek Village Center. The Duck Creek Village Center, an area of about 18 acres, will be located at the northeast corner of Austin Road and the realigned State Route 4. This center will be designed as a conventional suburban retail district ~~with~~ that could accommodate a large grocery store, drug store, and other supporting retail uses that serve both the medium density residential area to the northeast, and the proposed commercial and industrial areas to the west and southwest. At the center will be a fountain and plaza that will be a focal point for the complex. Primary access

Figure 4.6 Locations of Village & Town Centers

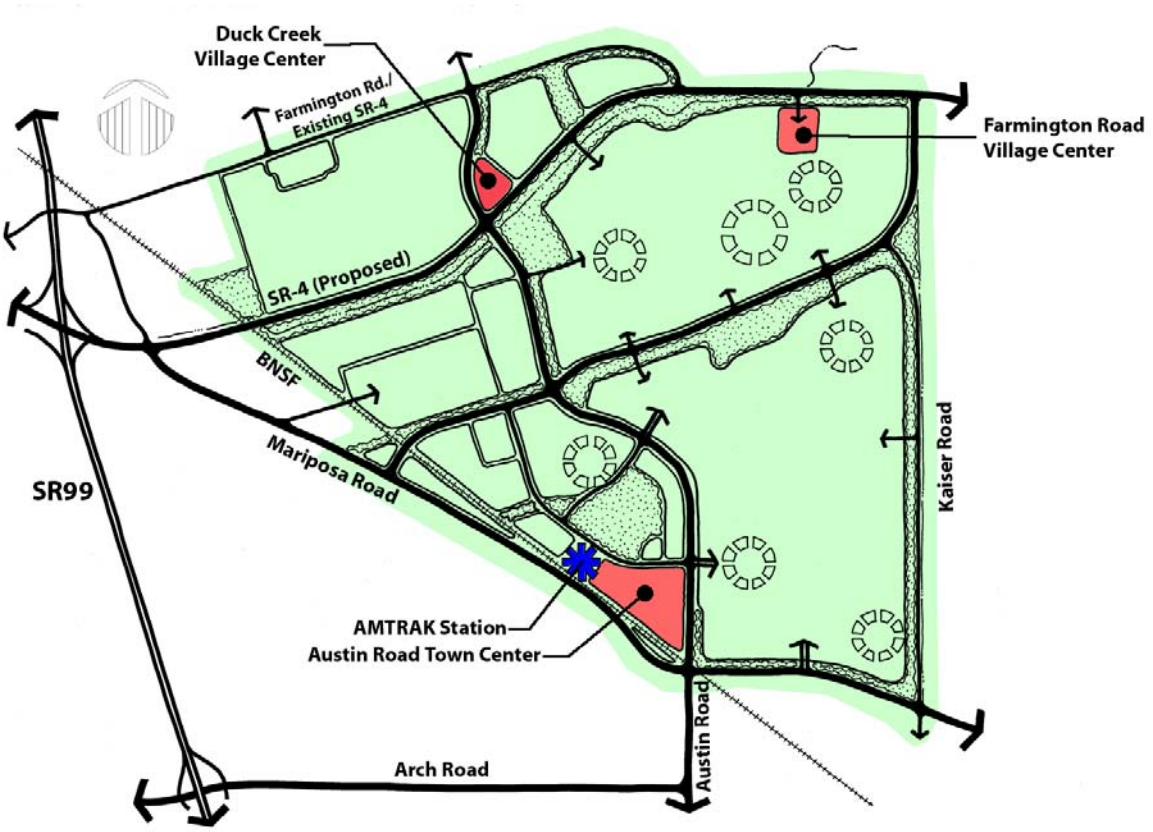


Figure 4.7 Austin Road Town Center

Illustrative Rendition

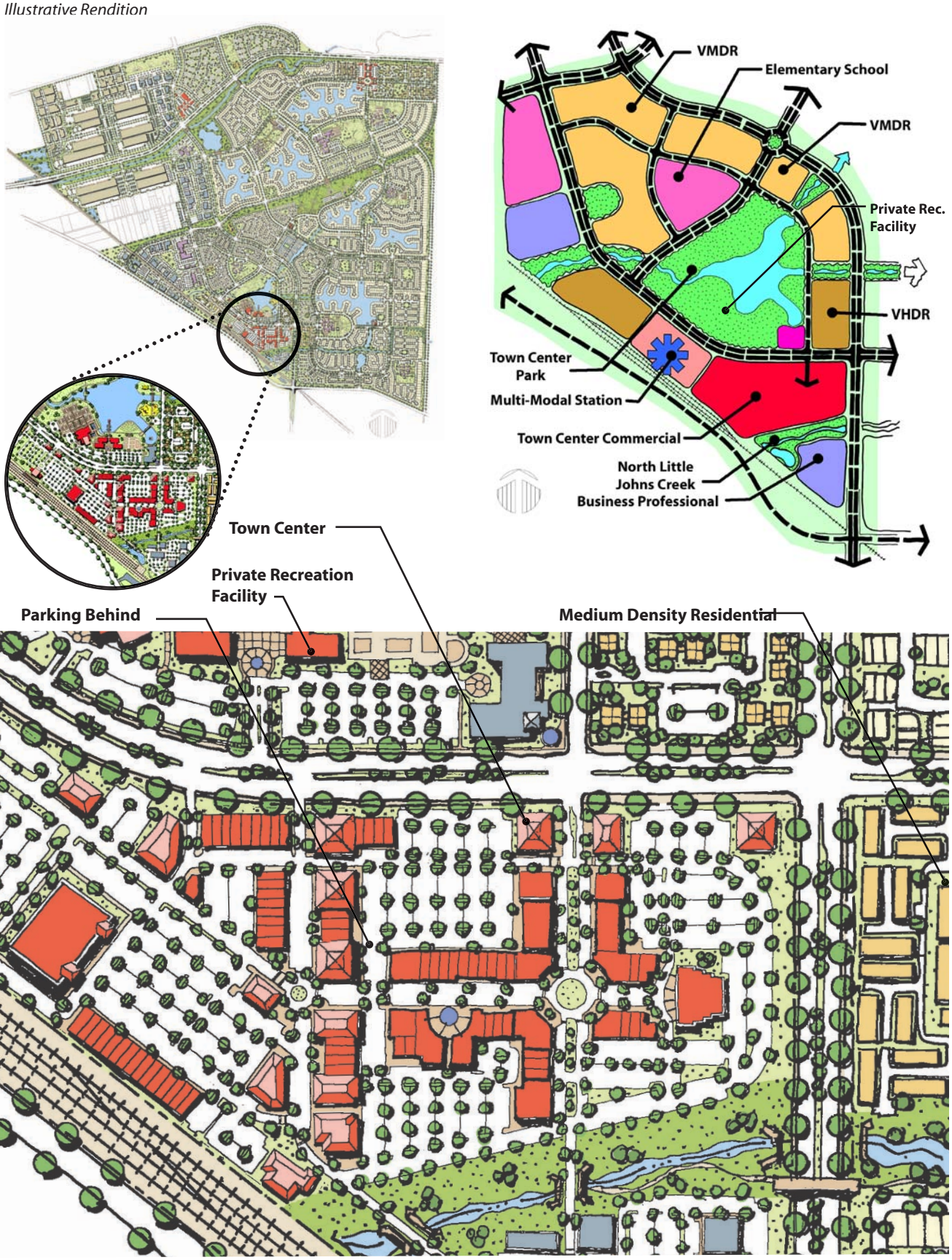
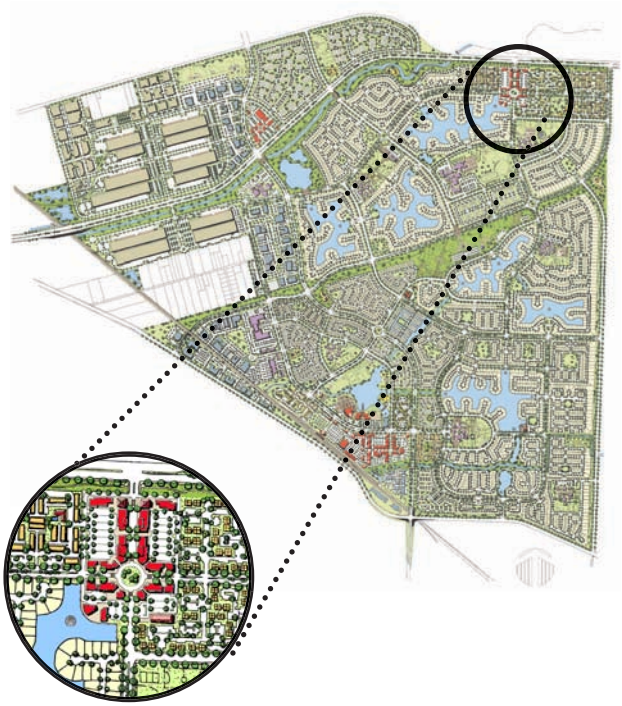
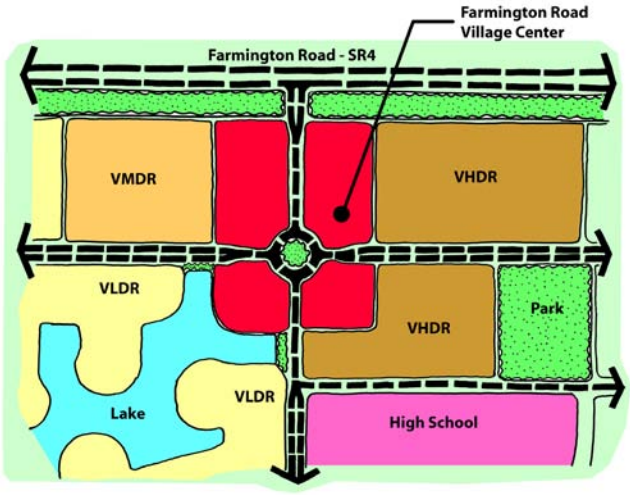


Figure 4.8 Farmington Road Village Center

Illustrative Rendition





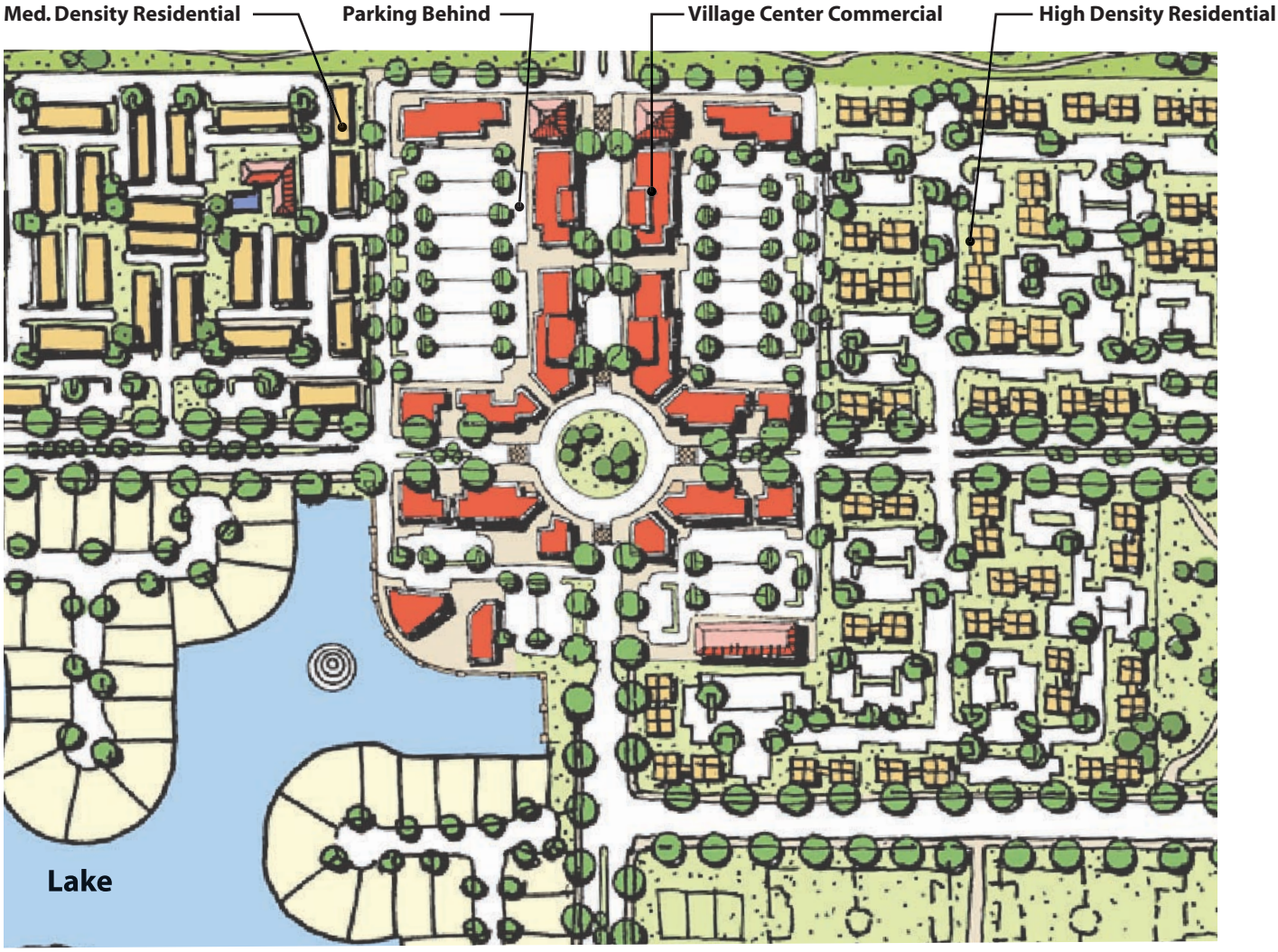
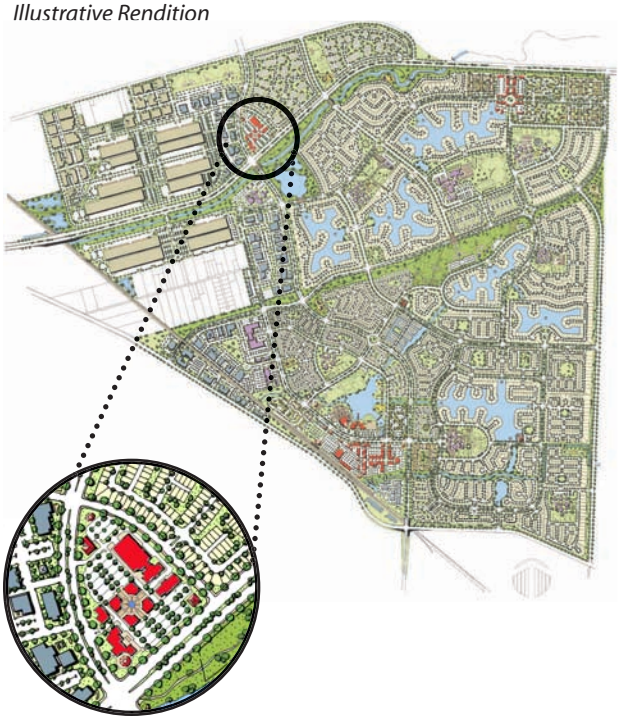
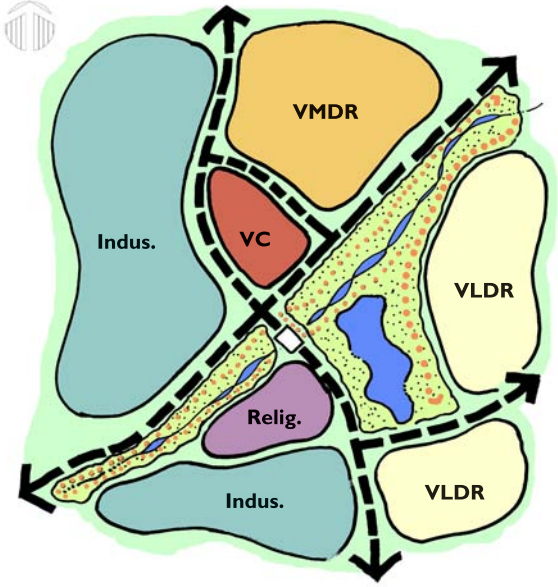


Figure 4.9 Duck Creek Village Center

Illustrative Rendition





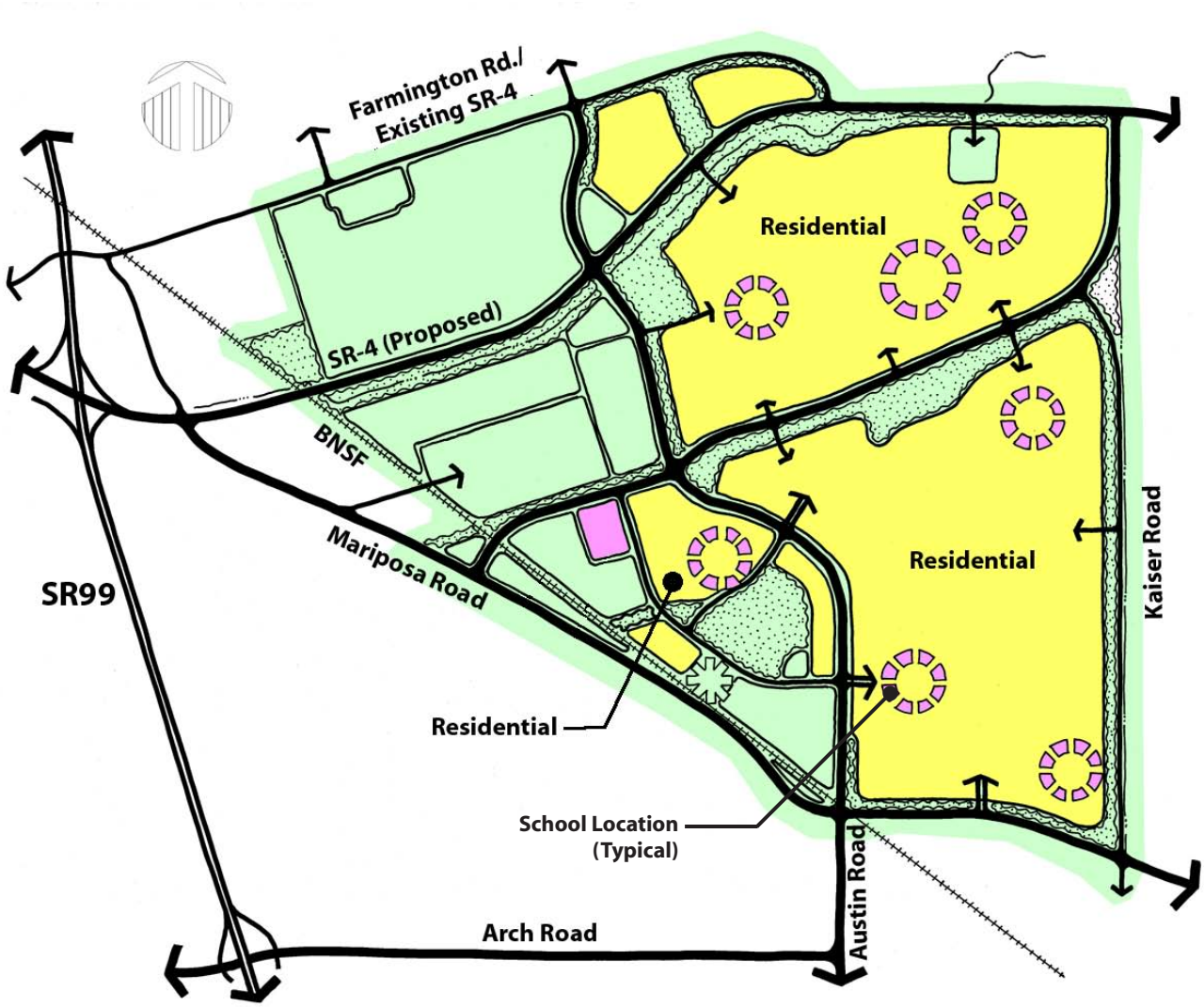
to the center will be from Austin Road, with restricted access being along the frontage with the rerouted State Route 4. See Figure 4.9 (Duck Creek Village Center).

The three village centers will provide the Community with a total of approximately 93 acres of commercial/retail land, and over 1 million square feet of commercial/retail space for lease capable of generating up to 2,019 jobs.

4.4.2 Residential Land Use Designations

The MLSP provides a variety of residential densities and dwelling types that will support the City's efforts to meet its housing demand for citizens at ~~all~~ varying economic levels. Housing types include apartments, townhomes, attached and detached single-family homes.

Figure 4.10 New Residential Areas within Mariposa Lakes



Neighborhoods within the Community are organized around schools, community and neighborhood parks, and open space and trail corridors. The Specific Plan establishes four residential land use classifications: Village Residential Estates, Village Low-Density, Village Medium-Density, and Village High-Density. ~~In addition, the City's Planned Development designation may be used to implement residential uses in the Community in limited circumstances.~~

Village Residential Estates (VRE)

Village Residential Estates have ~~densities~~ a density range of ~~1.0~~ 0-1.0 dwelling units per net acre. Forty-seven net acres along Kaiser Road will have a one-acre minimum lot size to allow for an agricultural buffer, and account for approximately 4% of the net residential acreage within Mariposa Lakes.

Village Low-Density Residential (VLDR)

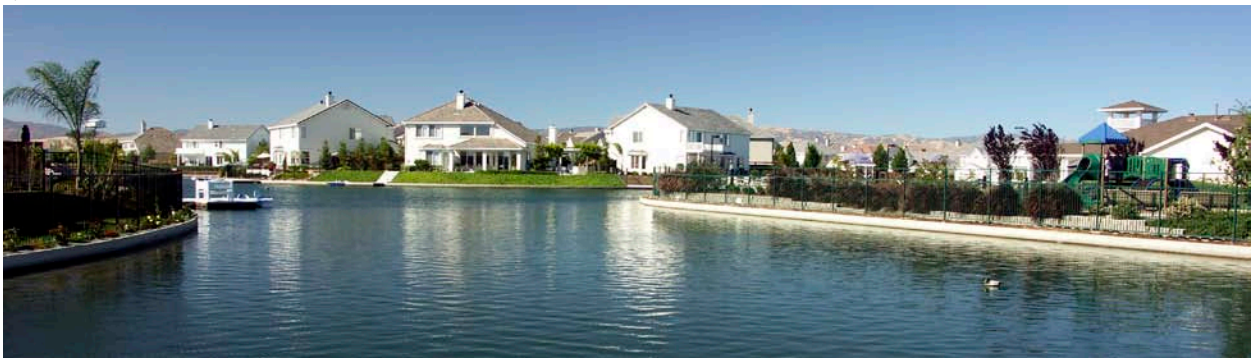
Neighborhoods designated as Village Low-Density (VLDR) will have densities ranging from ~~4.2~~ 1.1 to 8.7 dwellings per net acre. VLDR neighborhoods will occupy ~~620.8~~ 620.6 net acres of the Plan Area (~~56~~ 57% of the net residential acreage of the Community). ~~Lots in VLDR neighborhoods will generally be 5,000 square feet or larger. Most will be approximately 100 feet in depth and 50 feet in width (or greater).~~ Some of the VLDR neighborhoods may be gated. In all cases, gated neighborhoods will comply with the City of Stockton's requirements and be accessible by both police and fire departments.

There are two types of VLDR neighborhoods: lake-oriented and non-lake oriented.

Lake-Oriented Neighborhoods

~~Lake oriented, low-density residential neighborhoods will be divided into the smallest neighborhood units within the Plan Area.~~ Lake-oriented neighborhoods will be private, gated communities with lake-oriented amenities such as docks and private access to lakes. The homeowner will be responsible for maintaining the backyard, however there will be a maintenance easement along the lake edge to allow access for lake maintenance.

Typical Lake-Oriented Neighborhood



Lake-oriented villages will have a density between ~~4.2 and 6.0~~ 1.1 and 8.7 dwelling units per net acre. Lots will range in size from ~~5,000~~ 6,000 to 10,000 square feet.

Lots have direct physical and visual access to the lake amenity. Community views to these lakes are placed at neighborhood entries and other areas. The streetscape will benefit from wide lot dimensions, architectural character and quality, and curvilinear streets.

Non-Lake Oriented Neighborhoods

Non-lake oriented low-density neighborhoods include single family detached homes ranging in density from ~~4.2~~ 3.0 to 8.7 dwelling units per net acre. ~~Lot sizes will vary from 43,600 square feet to 7,150 square feet.~~ Non-lake oriented VLDR projects are configured to create distinct neighborhoods. The layout of individual projects will emphasize, ~~block lengths that do not exceed 600 feet in length, and~~ where practical, paseos to promote walking and bicycling within and between neighborhoods.

Village Medium-Density Residential (VMDR)

Village Medium-Density Residential neighborhoods (VMDR) will occupy 35% of the net residential acreage within the Community (~~391.2~~ 380.1 acres). The ~~average~~ target density for VMDR neighborhoods will be 12.4 dwelling units per net acre. Homes within VMDR designated neighborhoods may include, but are not limited to:

- attached and detached small-lot single-family homes,
- alley-loaded homes,
- townhomes,
- multiplex, auto court, and other "cluster" type homes.

Medium Density Townhomes

Lot sizes will range from roughly 1,500 square feet (townhomes) to ~~4,500~~ 4,000 square feet (single-family detached homes). Small-lot projects will create ~~tighter~~ denser, more pedestrian-scaled neighborhoods. Alley-loaded homes will create pedestrian-friendly streets that are dominated by porches and other appealing residential architectural features, rather than by garage doors. VMDR neighborhoods will have parks or other shared facilities that will serve as neighborhood focal points.

Village High-Density Residential (VHDR)

Village High-Density Residential neighborhoods (VHDR) will comprise approximately 5% of the residential acreage in the Community. VHDR neighborhoods within the Community will have a maximum density of ~~28.8~~ 29 dwelling units per net acre. It is expected that a large proportion of the affordable housing within the Community will be located within VHDR neighborhoods, and that the majority of these neighborhoods will be rental units. Significant portions of the VHDR land uses are planned around the Austin Road Town Center.

Planned Development (PD)

Low- and medium-density neighborhoods ~~with~~ that consist of lots smaller than 5,000 square feet (referred to as "Planned Developments") are required to provide open space. This open space compensates for the reduced amount of private open space that typically occurs within compact lot subdivisions.

All subdivisions containing residential lots less than 5,000 square feet are required to provide a minimum of 20% of the gross property area devoted to landscaped and usable common open space as defined within the City of Stockton Development Code 16-350.303 (B)(3). Examples of common open space consist of greenbelts, enhanced entries to gated communities, enhanced right-of-way treatments, private mini-parks, and the front yards of single family residential lots.

In the event the City Development Code is amended to reflect a new open space policy whereby three acres of common open space is required for every 1,000 population in the specific subdivision, then the MLSP will comply to the new policy. Within the new policy, open space shall be provided within or contiguous to the subdivision containing the compact lots and front yard landscaping will not count towards the requirements.

~~may be designated as Planned Developments (PD). Planned Developments can be low- or medium-density areas. All areas with the PD description will have twenty percent (20%) of the gross acreage for the neighborhood designated as open space. (Please see City of Stockton Municipal Code Division 16-350.030.B.3.) Commonly maintained front and side yards, median strips, planting strips, and neighborhood pocket parks will be included in the PD open space calculation. Front and side yards will be maintained commonly by a Home Owners' Association.~~

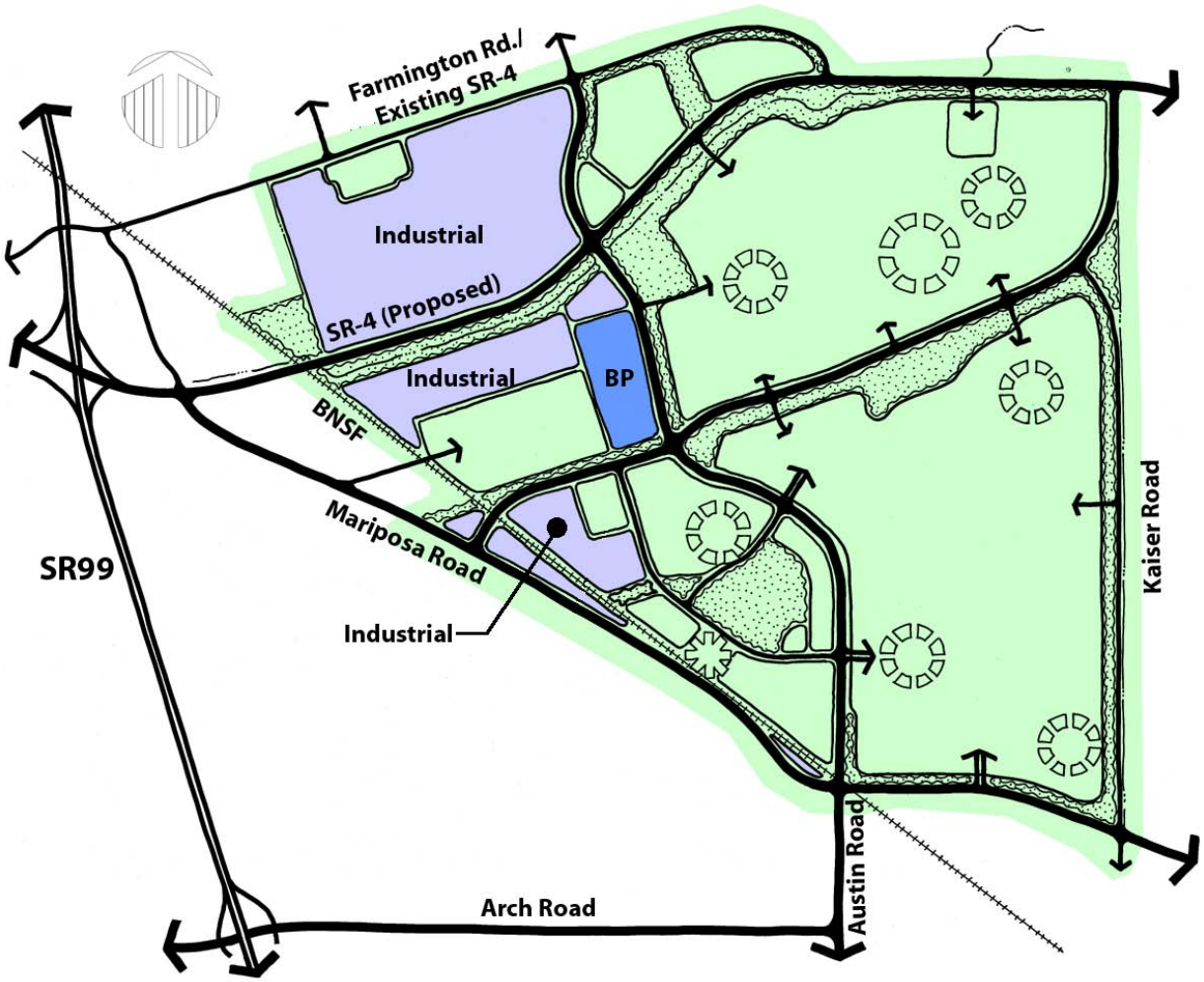
Diagrams of typical lots, required setbacks, height limits, and parking requirements can be found in Chapter 11: Development Standards.

4.4.3 Industrial/Professional/Office Land Use Designations (IV) (BP)

The western portion of the Community, as well as two smaller areas between the primary industrial area and the residential and commercial areas, are proposed for industrial and business/professional uses. These areas are outside the designated Village boundary, as shown in the Draft 2035 General Plan Land Use Plan (see Figure 4.5). These areas are designated as Village Industrial (IV) and Business Professional (BP) by the MLSP.

Uses in the Village Industrial (IV) and Business Professional (BP) areas may include large assembly, warehousing, professional buildings, and medical offices. Permitted uses are defined in the zoning code, however the following uses are prohbited: ~~Prohibited uses include~~ mining; heavy manufacturing; recycling and waste facilities including collection facilities, redemption

Figure 4.11 Location of Industrial/Warehouse and Business/Professional Land Uses



centers, recycling facilit~~y~~ies, scrap and dismantling yards, and transfer stations; storage yards; education facilities for equipment repair and maintenance training, new and used auto and vehicle sales/leasing/rental; construction; farm and heavy equipment sales; mobile home sales; and recreational vehicle and boat sales (new and used). The Business Professional (BP) designations appear on the eastern edge of the Village Industrial (IV) area, between the Village Industrial (IV) area and the residential areas of the Community, to reduce potential conflicts and provide a transition between the industrial and residential areas.

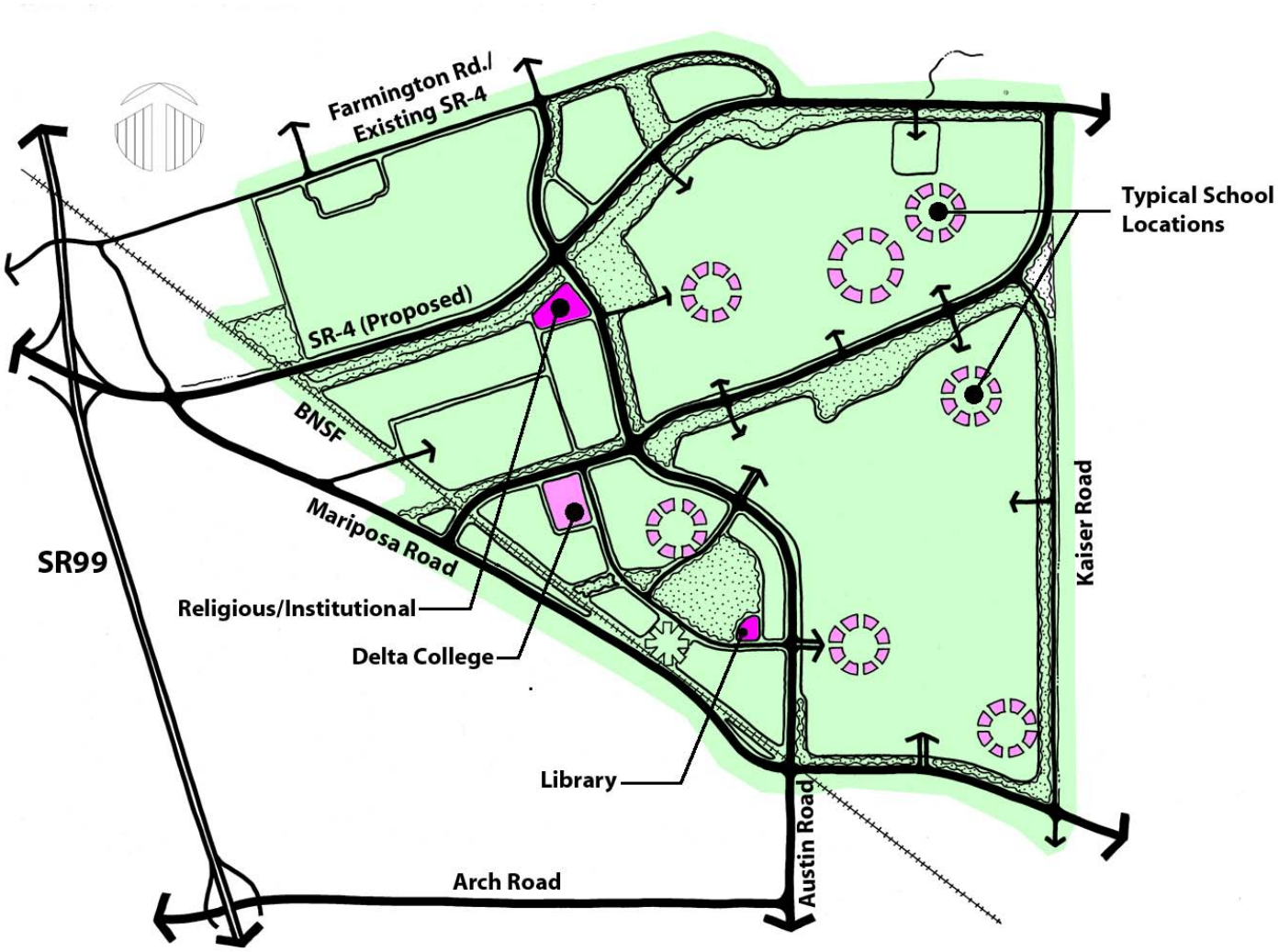
Of the three areas designated for industrial and business/professional uses, the primary industrial area consists of large building complexes ~~on~~ in the western portion of the Community. This development area will be served by a railroad siding that extends from the Burlington Northern Santa Fe tracks. The second of these development areas will feature small- to medium-size building complexes near the extension of Austin Road. The third such development area will front along the west side of Austin Road and will be for office complexes and professional uses. Medical services, as defined by the Stockton Municipal Code, will not be excluded from this district. ~~facilities will not be excluded from this district.~~ Where appropriate, more intense development may be permitted to take advantage of the Community's proximity to SR 99 and the airport.

Industrial uses have been designated to achieve consistency with the City's Development Code and, to the extent possible, the Proposed 2035 General Plan. Buildings will be grouped and arranged to provide adequate space between buildings, room for employee amenities, and space for vehicular circulation and parking. Up to ~~12,140~~ 11,981 jobs will be generated through industrial and office development~~, and schools~~.

4.4.4 Village Institutional Land Use Designation (VIN)

Institutional land uses include public and quasi-public land uses such as schools, colleges, water treatment facilities, some governmental offices, federal installations, and other similar and compatible uses. ~~Permitted floor-to-area ratios (FAR) for VIN areas will normally range from .12 to 0.5.~~ The VIN districts in the Community will include six elementary schools, one high school, the 20-acre reserved campus site for San Joaquin Delta College, and other similar public facilities, including churches and religious institutions.

Figure 4.12 Institutional Land Uses



4.4.5 Parks and Open Space Designations (VPR) (VOS)

The MLSP establishes two land use designations for parks and other types of open space uses. The Village Parks and Recreation (VPR) designation will be used to implement the development of publicly-owned community and neighborhood parks~~ and sports facilities~~. The Community will provide ~~206.3~~ 196.5 acres of neighborhood~~,~~ and community~~, and regional sports~~ parks within the Village Parks and Recreation (VPR) designation. The Village Open Space (VOS) designation will be used to implement the preservation, development, or enhancement of open space areas in the Community, including creek corridors, utility easements and corridors, detention basins, greenbelts, and other open space uses. The Community will contain ~~329.5~~ 325.9 acres of open space uses.

Figure 4.13 Parks and Greenways

4.5 ZONING DISTRICTS

The following Mariposa Lakes zoning districts (ML-) will apply to development within the Community. These zoning districts ~~are consistent with~~ correspond to zoning districts found in the City's existing zoning ordinance (Section 16-210.020 of the Development Code), but the standards vary. Current zoning and proposed future zoning are presented in Figures 4.14 and 4.15. Development standards for the zoning districts can be found in Chapter Eleven: Community Development Standards.

4.5.1 Residential Zoning Districts

ML-RE (Residential, Estates): Applies to single-family residential development on large lots with an allowable maximum density of one dwelling unit per acre. The ML-RE Districts are located primarily along Kaiser Road, and form part of a buffer between the Community and the agricultural area to the east. Table 4.3 provides specific requirements for the ML-RE District.

Table 4.3 Residential Estates (ML-RE)

Lot Size (minimum)	**43,560 sq. ft.**
Lot width (minimum)	150 feet
Net density range	0 - 1.0 DU / acre
Structures per Lot	1 primary dwelling unit, 1 secondary dwelling unit, and 2 accessory structures (detached garage, barn, etc.)
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front (living space)	30 feet
Front (garage)	30 feet (minimum offset of 8 feet to living space is required.)
Side (interior lot)	20 feet
Side (corner lot)	30 feet
Rear	30 feet minimum for all structures
Coverage	
Site Coverage (all buildings)	35% maximum
Height (maximum)	
Primary Building	35 feet
Secondary Buildings	25 feet

ML-RL-L (Residential, Low Density) (Lake Oriented):
~~Homes~~ Lots within the ML-RL-L District (Lake Oriented) will generally be 6,000 to 10,000 square feet in area with ~~an average~~ a net density range of ~~4.2~~ 1.1 - 8.7 dwelling units per acre, and typical dimensions of 50-feet (width) by 100-feet (depth). Table 4.4 provides specific requirements for the ML-RL-L District (Lake Oriented).

The homeowner will be responsible for maintaining the entire lot, however, an area along the lake edge will be an easement to the home owners association (HOA) to allow access for lake maintenance.

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.

Table 4.4 Residential, Low Density (Lake Oriented) (ML-RL-L)

Lot Size (minimum)	**6,000 - 10,000 sq.ft.**
Lot width, interior lot	50 feet
Lot width, corner lot	60 feet
Net density range	1.1 - 8.7 DU / acre
Target net density	5.0 DU/acre
Structures per Lot	1 primary dwelling unit, 1 secondary dwelling unit/accessory structure (detached garage)
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	12 feet
Porch	10 feet
Garage	20 feet for entry; 12 feet for non-entry side
Side	
Living space (interior lot)	5 feet or 10' at zero lot line condition
Living space (corner lot)	10 feet
Detached garage/accessory unit (at interior lots)	3 feet
Attached/detached garage (at corner lots)	20 feet to grage door; 10 feet to garage side wall
Rear	
Living space	15 feet minimum
Detached garage	15 feet minimum
Patio covers	7 feet
Site Coverage (maximum)	50%
~~Interior lot~~	~~50% for one story; 35% for two stories~~
~~Exterior Corner lot~~	~~55% for one story; 40% for two stories~~
Height (maximum)	
Primary Building	35 feet
Secondary Buildings	25 feet
Parking	
Garage	2 spaces
Driveway	2 spaces

ML-RL (Residential, Low Density): Applies to single~~-~~family residential neighborhoods, low-density residential Planned Developments, and/or other low-density residential development.~~, and an~~ The ML-RL designation has an allowable density ~~up to~~ 3.0-8.7 units per net acre. ~~Homes~~ Lots within ML-RL District will ~~generally~~ be between 3,600 and 6,000 square feet in area ~~or larger~~. Corner lots will typically have a width of ~~60-feet~~ 45 feet. Table 4.5 provides specific requirements for the ML-RL District.

Table 4.5 Residential, Low Density (Non-Lake Oriented) (ML-RL)

Lot Size (minimum)	**3,600 - 6,000 sq.ft.**
Lot width, interior lot	40 feet
Lot width, corner lot	45 feet
Net density range	3.0 - 8.7 DU / acre*
Target net density	6.8 DU / acre*
Structures per Lot	1 primary dwelling unit, 1 secondary dwelling unit/accessory structure (detached garage)
** Net densities do not include open space acreages that are required for any subdivision where proposed single family residential lots are less than 5,000 sq.ft.*	
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	12 feet
Porch	10 feet
Garage	20 feet for entry; 12 feet for non-entry side
Side	
Living space (interior lot)	5 feet or 10' at zero lot line condition
Living space (corner lot)	15 feet
Detached garage/accessory unit (at interior lots)	3 feet (0 feet at zero lot line condition)
Attached/detached garage (at corner lots)	20 feet to garage door; 10 feet to garage side wall
Rear	
Living space	10 feet minimum
Detached garage	0 feet - 3 feet
Patio covers	7 feet
Site Coverage (maximum)	50%
~~Interior lot~~	~~50% for one story; 35% for two stories~~
~~Exterior Corner lot~~	~~55% for one story; 40% for two stories~~
Height (maximum)	
Primary Building	35 feet
Secondary Buildings	25 feet
Parking	
Garage	2 spaces
Driveway	2 spaces (where a driveway is planned)
Open Space	Required for subdivisions with lots less than 5,000 sq.ft.
A minimum of 20% of the gross property area shall be reserved for and devoted to landscaped and useable common open space areas (e.g. greenbelts, enhanced entries to gated communities, enhanced right-of-way treatments, and mini-parks). Front yards of single family residential lots count towards the required 20 percent. *Maintenance shall be provided by a private entity (e.g. Home Owners' Association).*	

ML-RM (Residential, Medium Density): Applies to more intensely developed residential neighborhoods and/or other medium-density residential Planned Developments.~~, and~~ The ML-RM designation has allowable densities of between 8.8 to ~~15.6~~ 17.4 units per net acre. Homes within a ML-RM District will include, but not be limited to:

- Attached and detached small-lot single-family homes
- Alley loaded homes
- Townhomes
- Multiplex, auto court, and other "cluster" type homes

ML-RM District neighborhoods will be located throughout the Community, and will benefit from the community wide open space corridors, parks, and other amenities. They will also benefit from their close proximity to the village centers.

Table 4.6 provides specific requirements for the ML-RM District.

Table 4.6 Residential, Medium Density (ML-RM)

Lot Size (maximum)	**4,000 sq.ft.**
Lot width, interior lot (minimum)	30 feet
Lot width, corner lot (minimum)	35 feet
Net density range	8.8 - 17.4 DU / acre*
Target net density	12.4 DU / acre*
Structures per Lot	1 dwelling unit
** Net densities do not include open space acreages that are required for any subdivision where proposed single family residential lots are less than 5,000 sq.ft.*	
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	10 feet
Porch	10 feet
Garage	20 feet for entry; 12 feet for non-entry side
Side	
Living space (interior lot)	4 feet or 8' at zero lot line condition
Living space (corner lot)	10 feet
Detached garage/accessory unit	0 feet
Attached garage	4 feet
Rear	
Living space	8 feet minimum
Detached garage	0 feet - 3 feet
Patio covers	4 feet
Site Coverage (maximum)	50%
Height (maximum)	40 feet
Parking	
Garage	2 spaces
~~Driveway~~ Additional	1 space within specific development
Open Space	Required for subdivisions with lots less than 5,000 sq.ft.
A minimum of 20% of the gross property area shall be reserved for and devoted to land-scaped and useable common open space areas (e.g. greenbelts, enhanced entries to gated communities, enhanced right-of-way treatments, and mini-parks). Front yards of single family residential lots count towards the required 20 percent.	
Maintenance shall be provided by a private entity (e.g. Home Owners' Association).	

ML-RH (Residential, High Density): Applies to high-density residential neighborhoods. The ML-RH designation has ~~and~~ allowable densities of between 17.5 to 29 units per net acre. ML-RH Districts are to be located near commercial centers, large community parks, and main arterial and collector streets. They will be comprised mostly of multi-family housing. It is planned that a large proportion of the affordable housing within Mariposa Lakes will be located within ML-RH District neighborhoods, and that the majority will be rental units.

Table 4.7 provides specific requirements for the ML-RH District.

Table 4.7 Residential, High Density (ML-RH)

Lot Size	**6 acre minimum**
Net density range	17.5 - 29 DU / ac
Target net density	26.3 DU / ac

Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	20 feet
Porch	14 feet
Garage	10 feet
Carport	15 feet
Side	
Adjacent to single family residential:	
First and second stories	20 feet
Third story	28 feet
All other locations:	20 feet
Rear	
Adjacent to single family residential:	
First and second stories	20 feet
Third story	28 feet
All other locations:	20 feet

Site Coverage (maximum)	50%

Height (maximum)	50 feet

Parking	
Covered	1 space / unit
Uncovered	.5 space / unit
Guest	.25 space / unit

Open Space	
Private	50 sq.ft. minimum per unit Minimum dimension of 7 feet.
Common	150 sq.ft. minimum per unt

4.5.2 Commercial Zoning Districts

ML-CO (Commercial, Office): The ML-CO zoning district is intended to be a transitional area between residential and general commercial uses. The primary uses in this district include~~s~~ offices, incidental retail and/or residential in conjunction with an office, and other compatible uses. Allowable densities for residential units in ML-CO zones may be up to 29 units per acre.

ML-CN (Commercial, Neighborhood): The ML-CN zoning district is applied to areas appropriate for small-scale, limited shopping areas designed to provide services to the immediate, surrounding neighborhood so as to ~~provide for~~ serve the residents daily needs. Allowable densities for residential units may be up to 29 units per acre with a minimum density of 17.5 units per acre.

ML-CG (Commercial, General): The ML-CG zoning is applied to areas appropriate for a wide variety of general commercial uses, including retail, personal and business services; commercial recreational uses; and mix of office, commercial, and/or residential uses. Allowable densities for residential units in a multi-use project may be up to 29 units per acre.

ML-CL (Commercial, Large-Scale): The ML-CL zoning district is applied to areas appropriate for large–scale integrated commercial retail centers with shared parking facilities. The ML-CL zoning district is intended to serve a regional market, and is to be applied to sites of at least 25 acres.

4.5.3 Industrial Zoning Districts

ML-IL (Industrial, Limited): The ML-IL zoning district is applied to areas appropriate for light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts, and ~~shoes~~ whose operations are ~~totally~~ conducted entirely indoors.

ML-IG (Industrial, General): The ML-IG district is intended to allow a wide range of industrial land uses, including uses that may be conducted outdoors or associated with nuisance of hazardous impacts~~. Includes~~ ML-IG may include ancillary office uses.

Table 4.8 Commercial and Industrial Standards

Key	Lot Size (Min)	Front Setback	Side (Between Buildings)	Side (Adjacent to Residence)	Side (to Street)	Rear Set-back	Set-back to Sign	Height	Coverage	FAR	Landscaping, Parking, & Loading
Commercial	7,500	10′	15′	15′	15′	10′	5′	45′	60%	.25	Per City Zoning District Development Standards
Industrial (ML-IL)	--	20′	15′	10′	10′	10′	10′	60′+	60%	.30	
Industrial (ML-IG)	--	10′	15′	10′	10′	10′	10′	75′+	60%	.40	

4.5.4 Special Purpose Zoning Districts

ML-PF (Public Facilities): The ML-PF zoning district is applied to areas appropriate for a variety of public and quasi-public land uses, including facilities and lands owned by the City, County, State, or Federal Government. The ML-PF zoning district is consistent with the institutional and Parks and Recreational land use designations in the General Plan.

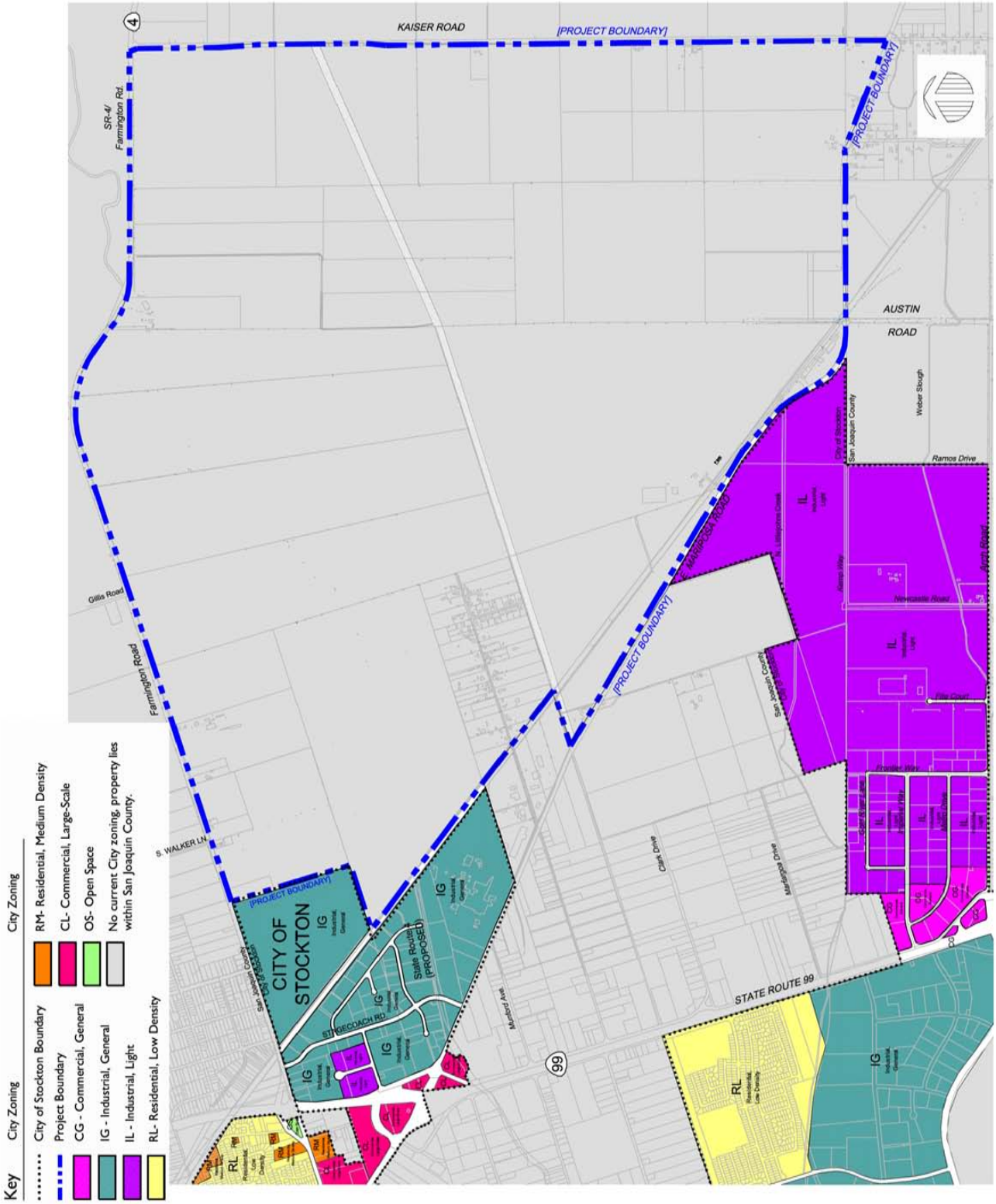
ML-OS (Open Space): The ML-OS zoning district is applied to areas ~~of the City~~ with open space resources, including agricultural lands, wetlands, wildlife reserves, and other sensitive natural resources; passive recreational areas such as golf courses; or natural hazards. Structural uses are limited to those which support the maintenance and/or use of the open space area.

ML-MX (Mixed Use): The ML-MX zoning district is intended to apply to large properties of at least 100-acres that can accommodate a wide range of land uses. A Master Development Plan is required for each ML-MX zoning district to identify specific allowable land uses and development regulations.

ML-UC (University/College): The ML-UC zoning district is applied to areas ~~of the City~~ that are dedicated to private institutions of higher learning, to enable campus modifications or changes with the minimum, appropriate land use regulations. A Master Development Plan is required for each ML-UC zoning district to identify specific allowable land uses and development regulations.

All development within the Mariposa Lakes Specific Plan shall conform to the land use designations as shown on the Land Use Plan, Figure ~~4.2~~ 4.3. All special purpose land use designations are linked to a corresponding City zoning district. ~~Permitted uses specified by the corresponding zoning district of the City of Stockton Municipal Code that are not identified in the Land Use Plan will apply.~~ If there is a conflict regarding permitted uses between the City of Stockton Municipal Code and the MLSP Land Use Plan, then the MLSP ~~the~~ Land Use Plan shall prevail. The Land Use Plan provides customized development standards for each of the land uses.

Figure 4.14 Current City Zoning

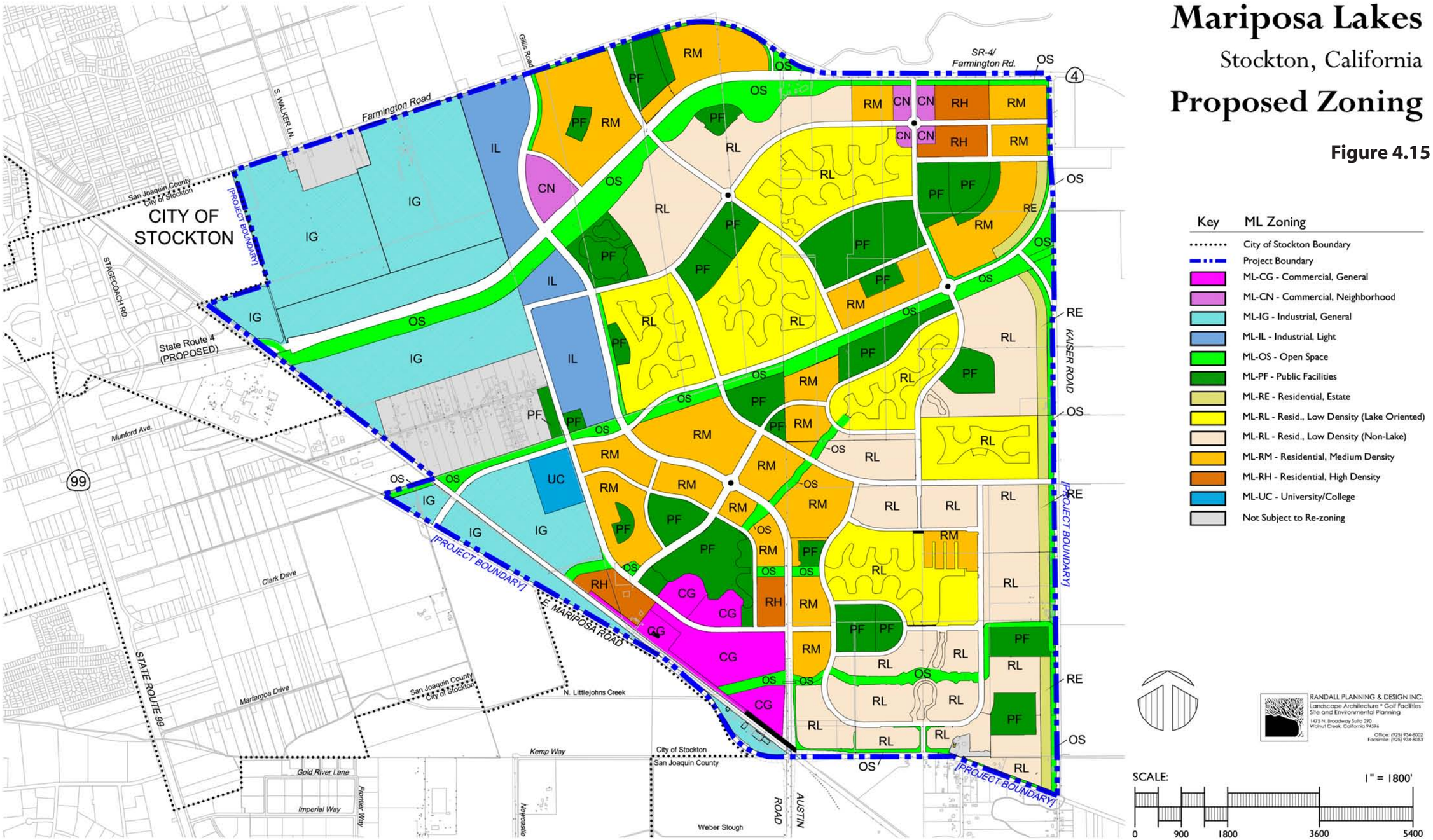


Mariposa Lakes

Stockton, California

Proposed Zoning

Figure 4.15



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4.6 PERMITTED USES

Permitted uses within Mariposa Lakes will conform to the permitted uses as defined in Stockton's Allowable Land Uses and Permit Requirements (SMC 16-220) subject to such limitations as are provided in this MLSP, pursuant to Section 2.5 and Chapter Four of the MLSP.

4.7 POLICIES

The following land use policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 4.1: Mariposa Lakes shall include a mixture of residential densities, industrial and commercial uses, schools, parks, and open space that will form a cohesive community.

Policy 4.2: The Mariposa Lakes land use plan will comply and be consistent with the 1990 General Plan, and, to the extent feasible, the Draft 2035 General Plan.

Policy 4.3: Mariposa Lakes shall ~~contribute~~ include a significant land area that will accommodate job growth.

Chapter Five:
Jobs/Housing Balance

Jobs/Housing Goals and Objectives

Chapter Five:
Jobs/Housing Balance

This chapter describes the jobs/housing goals of the MLSP. It is intended to implement and promote the City's broader objective of improving the existing ratio of jobs to housing within the City, and enhance the ~~self-sustaining~~ character of the Community by ensuring that it provides adequate numbers of jobs and housing to enable its residents to live and work within the boundaries of the Community.

5.1 JOBS/HOUSING GOALS AND OBJECTIVES

The following Community Objectives apply to and have guided the development of the City's Jobs/Housing goals for the Community:

Objective 4. Provide ~~a~~ 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 Draft 2035 General Plan objectives for jobs/housing balance.

The City's 2003 Housing Element predicts that future job growth in Stockton will not keep pace with housing growth (Vernazza Wolfe & Associates, 2004). 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. To do this, the allocation of land uses within the Community has been developed to provide space for a ratio of at least one job for every new housing unit in the Community. The commercial and industrial areas of the Community will help achieve this goal and offset the declining job trends by providing land area suitable for industrial and business/professional development. The land will have rail service, freeway access, and parcels configured to accommodate industrial and professional businesses. Jobs will also be generated by the development of new schools, the Amtrak Station, the planned ~~Sports Club~~ Private Recreation & Sports Facility, and the San Joaquin Delta College Campus.

Table ~~5-1~~ 5.1 shows how job estimates were calculated for the Community. For commercial, industrial, and business/professional land uses, job~~s~~ estimates are based on the expected square feet for the land use. School-related job~~s~~ estimates are based on expected student enrollment. ~~Jobs for the Amtrak Station and Sports Club are estimates based on typical facilities.~~

Table 5.1 Commercial, Business/Professional, & Industrial Jobs

Land Use	Adjusted Gross Acreage	FAR	Usable Sq.Ft.	Employees per 1,000 square feet	Jobs
Commercial	92.7	0.25	1,009,503	2.0	2,019
Business/Professional	57.3	0.30	748,796	4.0	2,995
Industrial	644.6	0.40	11,231,510	0.8	8,986
TOTAL	**794.6**		**12,989,809**		**14,000**

Square feet per employee in Table 5.1 is based on Arthur C. Nelson's *Planner's Estimating Guide: Projecting Land-Use and Facility Needs* published by the American Planning Association in 2004.

Table 5.2 Education Jobs

Land Use	Students	Jobs per School	Jobs
Elementary Schools	5,137	50	300
High School	1,842	50	50
San Joaquin Delta College	4,830	230	230
TOTAL	**11,809**		**580**

The student-to-teacher ratio in Table 5.2 was derived through analysis of schools within Stockton Unified School District and community colleges in the California educational system. Research was conducted in May 2006.

Table 5.3 Other Jobs

Land Use	Jobs
Fire Station	35
TOTAL	**35**

Employment generating uses within the Community are expected to generate a total of approximately ~~14,194~~ 14,615 jobs.

In preparing its Proposed 2035 General Plan, the City has utilized a goal of maintaining a jobs/housing ratio of one-to-one (1:1). The expected jobs/housing ratio for the Community is approximately ~~1.34:1~~ 1.38:1 (~~1.34~~ 1.38 new jobs for each housing unit in the Community).

Chapter Six: Housing Plan

Housing Plan Objectives and Goals

Residential Neighborhoods & Densities

Consistency with General Plan Housing Element

Policies

Chapter Six:
Housing Plan

This chapter describes the housing plan and its relationship to the City of Stockton 2003 Housing Element of the General Plan. It is intended to guide the development of the residential component of the Community in a manner that implements and promotes the goals of the City's General Plan.

6.1 HOUSING PLAN GOALS AND OBJECTIVES

The following Community Objectives apply to and have guided the development of the Housing Plan for the Community:

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 Draft 2035 General Plan objectives for jobs/housing balance.

Objective 6. Provide a variety of housing types, densities, and lot sizes.

In addition to the foregoing objectives, the following housing ~~goals~~ policies have been established to further guide the implementation of the MLSP and the development of the Community:

- Establish residential neighborhoods with varying levels of amenities to accommodate a wide range of incomes.
- Locate medium- and high-density residential in close proximity ~~with~~ to the village centers to allow for more convenient access to the ~~V~~village ~~C~~centers.

6.2 RESIDENTIAL NEIGHBORHOODS & DENSITIES

The Mariposa Lakes Specific Plan allows for higher densities, smaller lots, and greater flexibility in the layout of housing units than traditional neighborhoods. A variety of housing products will be available in each of the ~~plan's~~ MLSP's development phases.

Table 6.1 Comparison of Net Residential Densities

Land Use	City of Stockton	Stockton Village Concept	Mariposa Lakes Village
	Range du/ac	Average du/ac	Average du/ac
Estates	1	1	1.0
Low-Density	0-8.7	5.7	6.8
Medium-Density	8.8-17.4	10.6	~~12.7~~ 12.4
High-Density	17.5-29	25	26.3

Densities in Table 6.1 are per net acre. Please refer to Chapter Eleven: Development Standards for more information.

6.3 CONSISTENCY WITH GENERAL PLAN HOUSING ELEMENT

The 2003 Housing Element of the General Plan states that diversity in housing types will have a beneficial effect on housing price (Vernazza Wolfe & Associates, *General Plan 2003 Housing Element*, [City of Stockton, September 2004]). ~~Mariposa Lakes' neighborhoods~~ Neighborhoods within the Community will include mixed-use, multi-family, townhomes, apartments, and attached and detached single-family homes. ~~Low-,~~ The low-, medium-, and high-density housing mix in the ~~Specific Plan~~ MLSP roughly corresponds with the income level breakdown within the 2003 Housing Element. Of the total units of ~~10,566~~ 10,562 units, ~~6,318~~ 6,322 will be medium- and high-density units. The City of Stockton's Village Criteria calls for approximately 20% of the total acreage to be devoted to medium- and high-density residential neighborhoods. Mariposa Lakes will have approximately 35% of its net residential acreage in medium-density neighborhoods and 5% of its net acreage in high-density neighborhoods. The relatively higher percentage of medium-density residential acreage provides the opportunity for increased amounts of affordable housing.

The City of Stockton 2003 Housing Element of the General Plan establishes policies and goals for achieving a supply of housing affordable to ~~c~~City residents in all income categories. The San Joaquin Council of Governments (SJCOG) determined that the City of Stockton will need to build 18,081 housing units between 2001 and 2008 in order to meet its share of the region's growing need for housing units, or roughly 2,400 units per year.

Table 6.2 Distribution of Residential Units

Residential Land Uses	Net Acres	Units	Percentage of Units	Average Net Density
Residential Estates	47.2 net acres	48 units	0.5%	1.0 dwelling units per net acre
Low-Density	620.6 net acres	4,192 units	39.7%	6.8 dwelling units per net acre
Medium-Density	380.1 net acres	4,845 units	45.8%	12.~~7~~4 dwelling units per net acre
High-Density	50.4 net acres	1,477 units	13.5%	26.3 dwelling units per net acre
Total	**1,098.3 net acres**	**10,562 units**	**100.0%**	

The residential unit counts shown in this MLSP represent the maximum unit count permitted under the MLSP. Actual unit counts may be less than the maximum as a result of the ~~project's~~ Community's compliance with the City's applicable development standards and tentative subdivision map conditions of approval.

6.4 POLICIES

The following housing policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 6.1: The residential neighborhoods will have a housing mix that closely conforms to the Village Housing Mix, as defined in the City's General Plan.

Policy 6.2: The Community shall contribute to meeting the City's goal of providing affordable housing to lower income level residents by planning for small-lot and multi-family neighborhoods.

Policy 6.3: The MLSP shall distribute higher density housing in the Community in a manner that provides residents with desirable proximity to community services and amenities and easy access to primary collector and arterial streets, and in a manner that is compatible with surrounding development.

Policy 6.4: Establish residential neighborhoods with varying levels of amenities to accommodate a wide range of incomes.

Policy 6.5: Locate medium- and high-density residential in close proximity to the village centers to allow for more convenient access to the village centers.

Chapter Seven: Circulation Plan

Circulation Plan Goals and Objectives

Circulation System

Street Standards

Multi-Modal Transportation Plans

Bicycle and Pedestrian Facilities

Streetscape Plan

Gateways and Entrances

Policies

Chapter Seven: Circulation Plan

This chapter describes the Community's Circulation Plan. It addresses the planned improvements to the regional transportation system to be implemented by the City and other agencies concurrently with the development of the Community, as well as the locations and designs of arterial, collector, and local and neighborhood streets within the Community. It also describes goals and objectives for promoting bicycle and pedestrian circulation within the Community as an alternative to vehicular traffic, and describes goals and objectives for the Community's participation in the development of multi-modal, regional transportation programs.

7.1 CIRCULATION PLAN GOALS AND OBJECTIVES

The Community has been designed to incorporate a safe and efficient circulation system that will accommodate the movement of people and goods, reduce environmental impacts, and advance the quality of life in the Community. The following Community Objectives apply to and have guided the development of the Circulation Plan for the Community:

Objective 2. Create a Community that is less dependent on the automobile.

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

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

In addition, the following Circulation goals have been established to further guide the implementation of the MLSP and the development of Community:

- Adopt a Community design that reduces off-site travel and trip lengths by efficiently linking residential, employment and commercial areas, and offering easy access to local and city-wide transit facilities
- Promote safety, conservation and convenience by encouraging pedestrian and bicycle travel and minimizing high-speed traffic through neighborhoods
- Promote efficient traffic and circulation flows by providing adequate and convenient access from neighborhoods to arterial streets for major trip generating uses such as commercial, employment and recreational areas

- Provide an on-site multi-model transportation system that will link similar existing and future City and regional transportation facilities

The Circulation Plan includes backbone roads, a multi-modal Amtrak and bus station, and a network of multi-use pedestrian and bike trails along major roads, the PG&E easement, and the Duck Creek open space corridor. The proposed roadway circulation is hierarchical and complies with the circulation policies and concepts in the Draft 2035 General Plan.

TJKM Transportation Consultants ~~has~~ produced *Traffic Study for the Proposed Mariposa Lakes Development*, dated ~~August 7, 2006~~ February 5, 2007. This study uses City of Stockton Traffic Models and Standards. Its scope was approved by the City to provide a representation of the Community's impact on the affected road system.

The study analyzes the internal circulation of the Community and the cumulative effect of projected growth on the State and regional system, makes recommendations for improvements to the State and regional road systems, and projects the effect of the Community's expected traffic on these systems.

Construction of the Community will occur in phases, with timing based on market absorption. The Traffic Study estimates trigger points for major regional improvements based on the construction of dwelling units and industrial/commercial space. These trigger points may be modified by actual traffic counts as the Community develops ~~or by governmental decision~~ through applications for tentative subdivision mapping to the City of Stockton.

7.2 CIRCULATION SYSTEM

7.2.1 Existing Circulation System

The site for the Community is bounded by three regional roads. State Route 4 (SR 4), also known as Farmington Road, forms the northern boundary of the Community. SR 4 is a conventional two-lane State highway that provides substandard access to State Route 99 (SR 99) to the west of the site. Kaiser Road forms the eastern boundary of the Community. Kaiser Road is a minor two-lane county road that is continuous from SR 4 in the north to Mariposa Road in the south. Mariposa Road and the Burlington Northern Santa Fe Railroad (BNSF) tracks run parallel along the southerly edge of the Community. Mariposa Road is a two-lane City/County arterial that provides convenient access to SR 99.

The BNSF railroad provides the opportunity to serve industrial areas with ~~the~~ direct sidings, and brings Amtrak through the development. It also creates a barrier between the proposed

development and Mariposa Road. Mariposa Road crosses the BNSF on a grade separation structure at Austin Road. Three grade separations, including an improved Austin Road grade separation structure, are proposed to access the development and enhance regional connectivity across the Community. Grade separation structures separate roadway traffic from railroad traffic. They provide a safer crossing and uninterrupted traffic flow on both the roadway and the railroad. The roadway can cross over or under the railroad depending on a number of technical and economic factors. Preliminary technical studies indicate that the preferred option is to cross over the railroad at the combined Mariposa Road and Austin Road Grade Separation and rerouted SR 4. Viceroy Avenue is currently planned to cross under the railroad. As more detailed studies are performed, the preferred option may change. Figure 7.2 shows the location of these structures. For the structures crossing over the railroad, large earthen embankments are required to elevate the road and provide clearance over the railroad. The existing Mariposa Road Grade Separation is not wide enough for the projected four lanes of future traffic and its vertical alignment will not accommodate a reasonable design for the Austin Road extension. It 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. Branch Creek parallels the BNSF at Viceroy Avenue and will require a structure to carry it past Viceroy Avenue.

Existing access to the site is provided by Mariposa Road, SR 4, and Kaiser Road. Access to the State freeway system is via State Route 99. Austin Road, Gillis Road and Walker Lane all terminate at the project boundary. The existing circulation system is shown in Figure 7.1.

7.2.2 Offsite Transportation Improvements

Planned growth in and around Stockton, including the development of the Community, will trigger the need for capacity improvements to the State and regional road systems. The Community is designed to minimize its impacts on the State and regional systems by the creating jobs within the development to reduce commute distances, providing for pedestrian and bicycle transit, including necessary and desirable amenities within the Community to limit the need for outside trips, and incorporating public transit features such as the new Amtrak station. Refer to Figure 7.2 for off-site transportation improvements.

Freeway Improvements

SR 99 is a four lane north-south divided freeway facility through Stockton. It is the major north-south route in east Stockton and ties the area into the State freeway System. Nearby interchanges of significance to Mariposa Lakes are Arch Road, Mariposa Road, Farmington Road (SR 4) and the Stockton Crosstown Freeway (SR 4).

The capacity of SR 99 is insufficient for current traffic and all future projections.

Mariposa Lakes

Stockton, California

Existing Circulation

Figure 7.1

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

SCALE:

0 1200 2400 4800 7200

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The City of Stockton recently completed the reconstruction of the Arch Road interchange. The mainline was constructed for six lanes, but striped for four lanes to conform to the existing pavement at each end.

The City of Stockton has awarded a contract to widen SR 99 to six lanes from Hammer Lane to the Crosstown Freeway. It will be completed before Mariposa Lakes generates any traffic.

Caltrans is working on the South Stockton SR 99 widening project. This is an interim project to widen SR 99 to six lanes from the Crosstown Freeway to Arch Road. The PSR has been completed and the project is in the Environmental Document/Project Report stage. Caltrans recognizes this project will not accommodate traffic growth for the normal planning cycle. A future widening project is anticipated.

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. Mariposa Lakes' development is dependent on this interchange. If current schedules hold, the development will require improvements to this interchange before the Caltrans project is ready. It is anticipated that the developer, in concert and coordination with Caltrans will design and construct elements of the interchange in advance of the Caltrans project.

The Farmington Road (SR 4) interchange is of substandard geometric design, does not meet spacing requirements from the Mariposa Road Interchange and is physically constrained by the BNSF railroad and local streets. Caltrans alternatives in the widening project include combining the Mariposa Road and Farmington Road interchanges, or eliminating the Farmington Road interchange. This interchange will most likely be eliminated.

State Route 4 Realignment

SR 4 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. Mariposa Road and Stagecoach Road would be realigned to form a signalized intersection with SR 4. Figure 7.3 shows the proposed alignment.

The developer has funded a City of Stockton sponsored Caltrans Project Study Report (PSR) to study this proposed realignment. The purpose is to avoid or minimize the impacts of widening Farmington Road at the BNSF crossing, Stagecoach Road and the Farmington Road/SR 99 interchange.

The proposed road will be four lanes designed and constructed to Caltrans expressway standards with right of way provided for a future median widening to six lanes.

7.2.3 City and County Arterials

As a result of the Mariposa Lakes community, improvements will be needed to existing arterials. In addition, new arterial roadways will be found and incorporated into Mariposa Lakes. The Mariposa Lakes' EIR, specifically Chapter 16 – Transportation and Circulation, provides a comprehensive analysis summarizing the on-site and off-site improvements required. All required improvements will meet the standards of the local agency having jurisdiction of the roadway.

Figures 7.2, 7.3, and 7.4 provide illustrations of the improvements; however the detail provided within the EIR, Chapter 16 shall govern.

~~Improvements will be needed to existing arterials and new arterials will have to cross Mariposa Lakes. See the Traffic Study for the Proposed Mariposa Lakes Development (April 2006) prepared by TJKM, which can be found in Appendix U of the MLSP EIR, for a complete analysis of the roadways. justification and rationale. The arterial improvements are indicated in Table 7.1. All improvements will meet the standards of the local agency having jurisdiction of the roadway.~~

~~Mariposa Road~~
~~Mariposa Road is a two lane east-west arterial roadway that borders Mariposa Lakes on the south. It extends about 15 miles from East Charter Way in the west to Escalon-Bellota Road in the east.~~

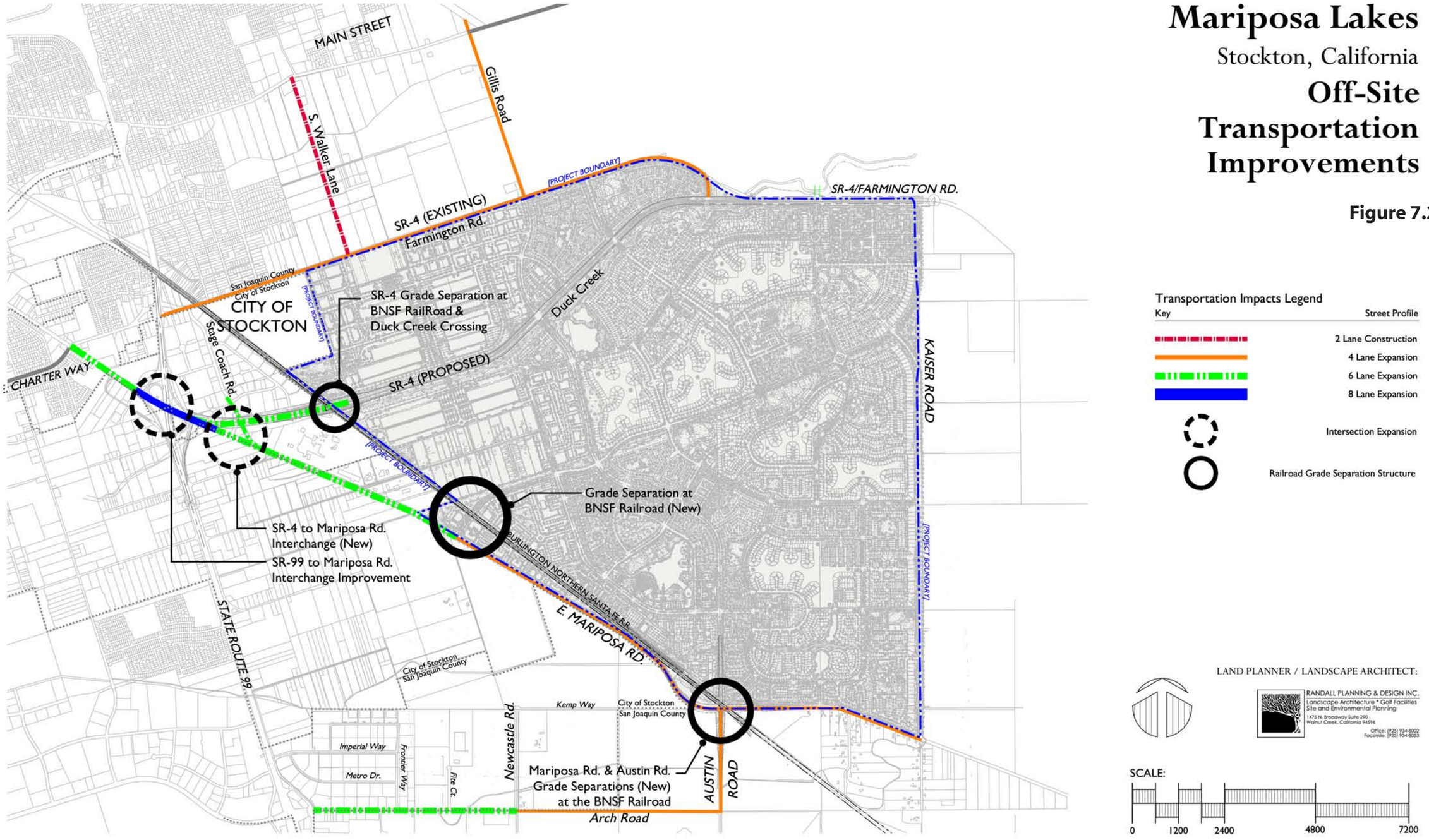
~~Improvements:~~
- ~~Widen one-half four lane section on north side from Kaiser Road to Red Admiral Drive.~~
- ~~Widen to four lanes from Red Admiral Drive to Viceroy Road. Includes new four lane grade separation at BNSF.~~
- ~~Widen to 6 lanes from Viceroy Road to SR 4.~~
- ~~Combine with SR 4 as 8 lanes to SR 99.~~
- ~~Widen to 6 lanes from SR 99 to Charter Way.~~

~~Kaiser Road~~
~~Kaiser Road is a substandard two lane county farm road that proceeds south from Farmington Road. It is discontinuous through the BNSF multi modal yard. It forms the eastern boundary of Mariposa Lakes.~~

~~Improvements:~~
- ~~Improved two lane one half section on the west side from Farmington Road to Mariposa Road.~~

Mariposa Lakes
Stockton, California
Off-Site Transportation Improvements

Figure 7.2



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Mariposa Lakes

Stockton, California

Proposed State Route 4 Realignment

Figure 7.3

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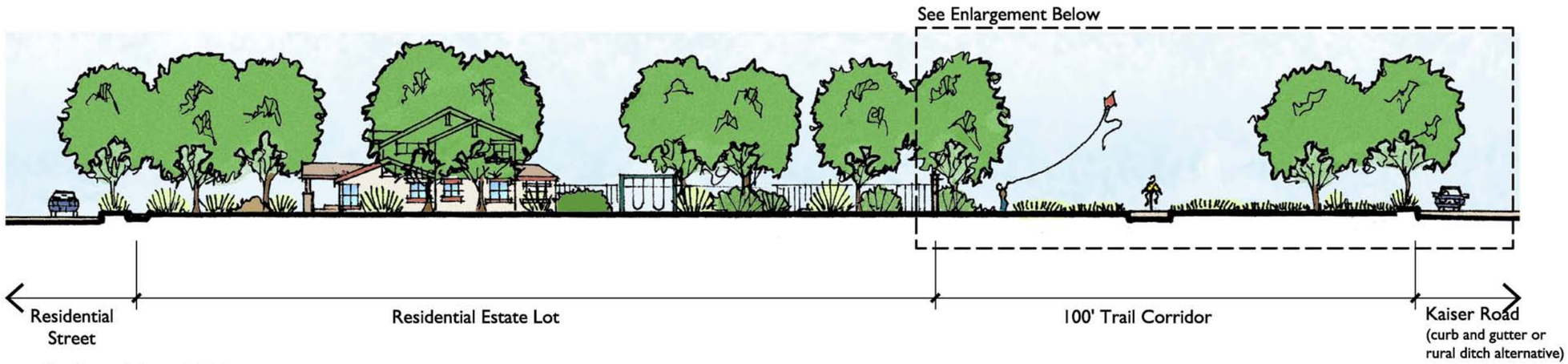
Mariposa Lakes

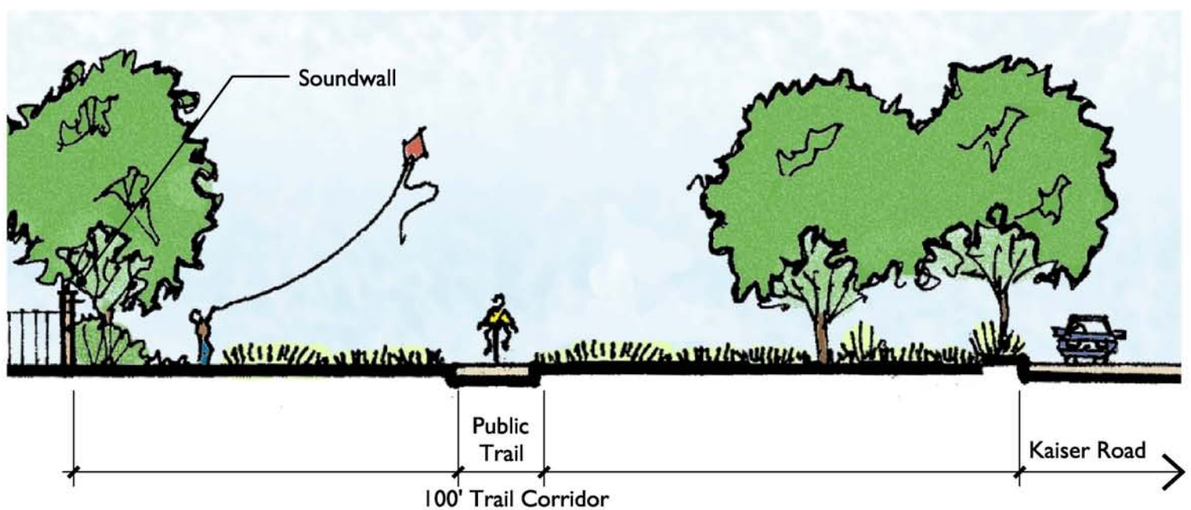
Stockton, California

① Community Edge Conditions--Kaiser Road

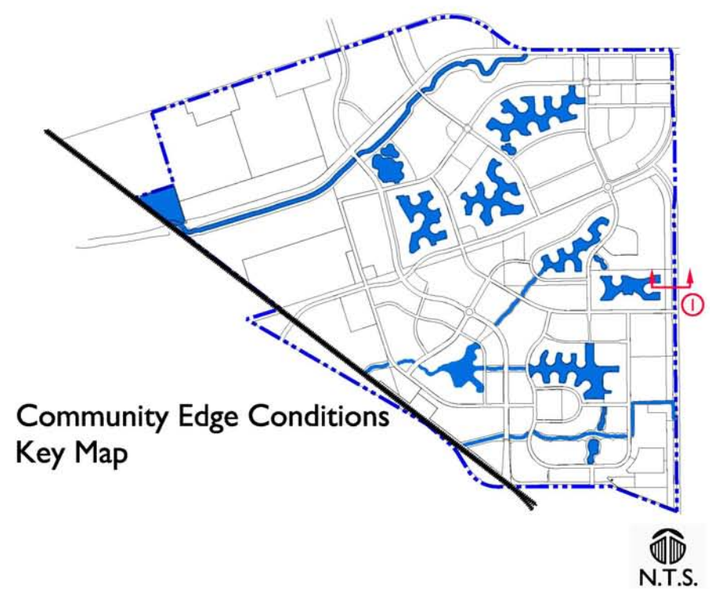
Figure 7.4



① Kaiser Road Edge
Not to Scale



100' Trail Corridor - Enlargement
N.T.S.



Community Edge Conditions
Key Map

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~~These improvements are illustrated in Figure 7.5 7.4.~~

~~Farmington Road~~

~~Farmington Road is a two lane city street from Mariposa Road to SR 99, and a two lane state highway from SR 99 to Jack Tone Road. From Jack Tone Road it continues east at SR 4 and crosses the Sierra Nevada Mountains. To the west, SR 4 continues to Contra Costa County via SR 99. When SR 4 is rerouted from Farmington Road, that portion of Farmington Road will revert to the local agency (probably the City of Stockton) as a city street. Farmington Road is the northern Mariposa Lakes boundary.~~

~~Improvements:~~

- ~~Improved two lane one half section on the south side from Kaiser Road to Gillis Road.~~
- ~~Widen to four lanes from Gillis Road to SR 99. Includes widening of the grade crossing of BNSF.~~

~~These improvements are illustrated in Figure 7.4 7.5.~~

~~Austin Road~~

~~Austin Road is a two lane county arterial roadway that proceeds north-south from the town of Ripon to Mariposa Road.~~

~~Improvements:~~

- ~~Widen to four lanes from Arch Road to Mariposa Road~~
- ~~Extend four lanes across Mariposa Lakes from Mariposa Road to Farmington Road at Gillis Road. Includes elevated grade separation over BNSF.~~

~~Gillis Road~~

~~Gillis Road is a two lane county road running north-south from Farmington Road to Main Street. It will become the northern extension of Austin Road.~~

~~Improvements:~~

- ~~Widen to four lanes from Farmington Road to Main Street.~~

~~Arch Road~~

~~Arch Road is a two lane arterial roadway that runs about two miles west from Austin Road to SR 99. It becomes Arch-Airport Road west of SR 99 and connects to McKinley Street to the west. Arch-Airport Road provides access to the Stockton Metropolitan Airport. It has between two and eight lanes.~~

~~Improvements:~~

- ~~Widen to four lanes from Austin Road to Newcastle Road.~~
- ~~Widen to six lanes from Newcastle Road to SR 99.~~

~~Viceroy Avenue~~

~~Viceroy Avenue is a new four lane city arterial that runs east-west from Mariposa Road to Kaiser Road.~~

~~Improvements:~~

- ~~Construct new four lane arterial from Mariposa Road to Kaiser Road. Includes depressed roadway underpass at BNSF.~~

7.2.4 Arterial Intersections

Twenty-six regional intersections will require improvement to maintain a Level of Service (LOS) of D, which is the General Plan standard for the City of Stockton. Typical improvements may include traffic signals, turn pockets and lanes, channelization and traffic signs and striping. ~~Table 7.1 provides a summarization of the pending improvements.~~ Facilities will meet the standards of the appropriate public agency ~~with the jurisdiction of the intersection~~.

7.2.5 Major Roads Connecting to Community

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 will have a landscaped median. The Austin Road extension is referred to as the "East Side Expressway" in the City's Proposed 2035 Roadway System.

Kaiser Road will be improved to provide better circulation within the area and easier access to eastern portions of the Community. Viceroy Avenue will be a new City arterial with a landscaped median.

The basic internal circulation is designed to support the Village concept development. It is based upon balancing access for vehicles, pedestrians and bicycle travel to major destination points such as community commercial areas, transit centers, college, community facilities and schools.

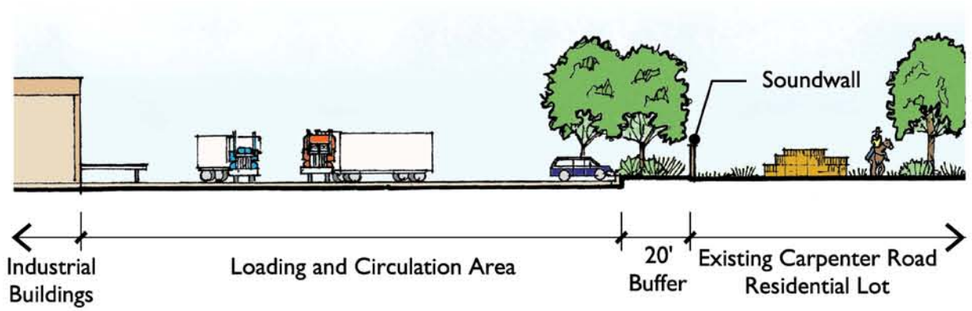
A hierarchy of roadways including major arterials, collector streets, local residential streets, local industrial streets and alley ways will be created to provide good access to accommodate the entire projected vehicular, bike, walk and transit traffic of the community. Adequate street right-of-ways will be provided to meet anticipated needs of all through and turning lanes.

Mariposa Lakes

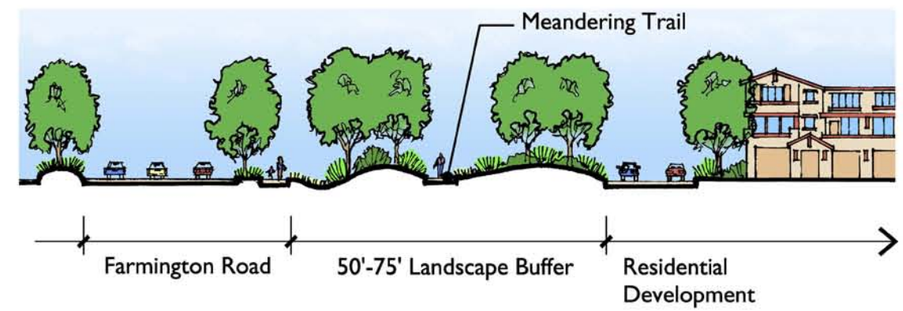
Stockton, California

②③④⑤ Community Edge Conditions--Carpenter, Mariposa & Farmington Road

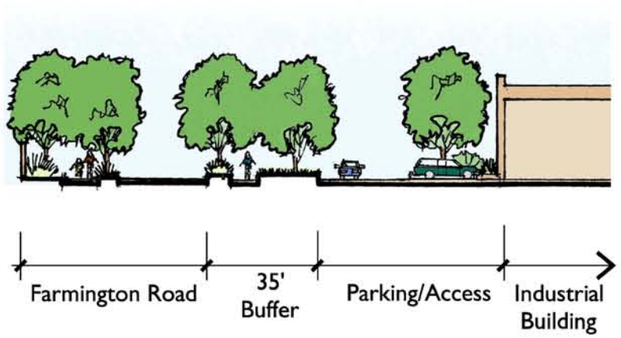
Figure 7.5



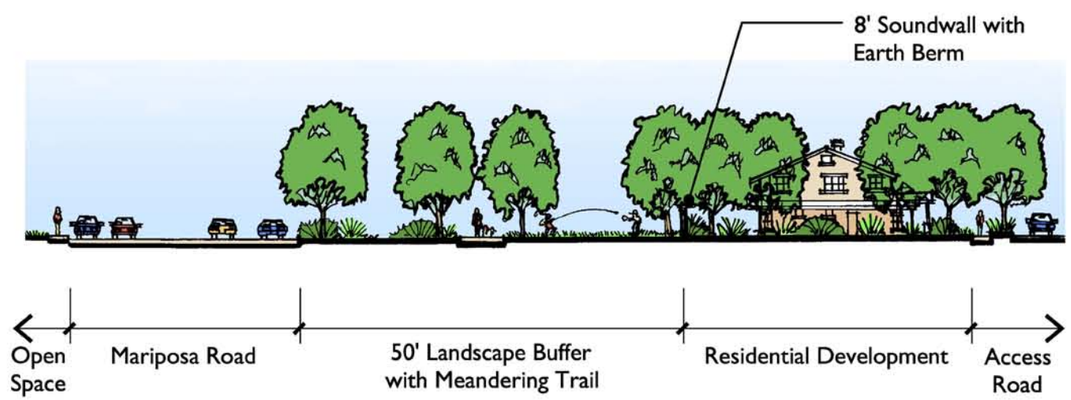
② Carpenter Road Edge
N.T.S.



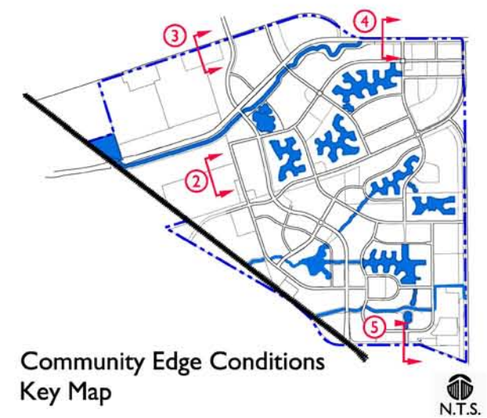
④ Farmington Road Edge 2
N.T.S.



③ Farmington Road Edge 1
N.T.S.



⑤ Mariposa Road Edge
N.T.S.



Community Edge Conditions Key Map

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Mariposa Lakes

Stockton, California

Circulation Plan

Figure 7.6

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The street system in the Community is designed with traffic calming measures. In residential areas, physical traffic calming measures may include bulbouts, two-lane chokers, center island narrowing, traffic circles, and roundabouts. Similar measures, especially traffic circles, will be used in non-residential areas. Final designs for these measures are to be determined at the tentative map stage. Signalized intersections will have security cameras to monitor the flow of traffic and deter crime.

Modern traffic measures as outlined in the TJKM Traffic Study will be considered and coordinated with the bicycle and pedestrian plan to provide safe access to the schools.

~~The major onsite circulation system is shown on Figure 7.6. Local streets, not shown, will feed into this system.~~

7.2.6 Roadway and Right-of-Way Maintenance

Areas within the roadway right-of-way lines will be maintained by the appropriate entity.

- State Highway—maintained by Caltrans.
- County Roads—maintained by San Joaquin County Public Works Department.
- City Streets—maintained by the City of Stockton Public Works Department.
- Private Streets and Alleys (within gated communities)—maintained by a Mariposa Lakes Homeowners Association.
- Community Landscaping and Street Lighting (outside the public right-of-way)—maintained by a Landscape and Lighting District (LLD) established for that purpose.

7.2.7 Vehicle Parking

Parking within Mariposa Lakes will follow City of Stockton parking standards with approved deviations.

Off Street Parking

All public, commercial and industrial facilities will ~~be provided with~~ provide off-street parking. ~~Required parking will be in off-street lots.~~

On Street Parking

~~Parking will be allowed on medium and low-volume residential streets, neighborhood collectors, and local industrial streets.~~ Parking will be allowed on the street sections as noted.

~~***Street Parking Restrictions***~~

~~Parking will be prohibited on all arterial and residential back-up collector streets.~~

7.3 STREET STANDARDS

Streets within Mariposa Lakes meet and in some cases exceed the City of Stockton Street Design Guidelines (November 2003). Descriptions and illustrations of the road types utilized in the MLSP are included in this chapter. Street types include ~~Minor~~ Boulevard Arterial Streets, Village Entry Roads, Back-Up Collectors, ~~Neighborhood Collectors~~ Enhanced Local Streets, Local Industrial Streets, ~~Low Volume~~ Local Residential Streets, Medium Volume Residential Streets, ~~Planned Development~~ Private Residential Streets, and alleys. Typically, the landscape area and width of medians exceed the minimum City requirements. Typical street sections follow as Figures 7.7 - 7.14. ~~Meandering sidewalks on major boulevard arterial streets will be straight and adjacent to the curb through cut and fill sections.~~

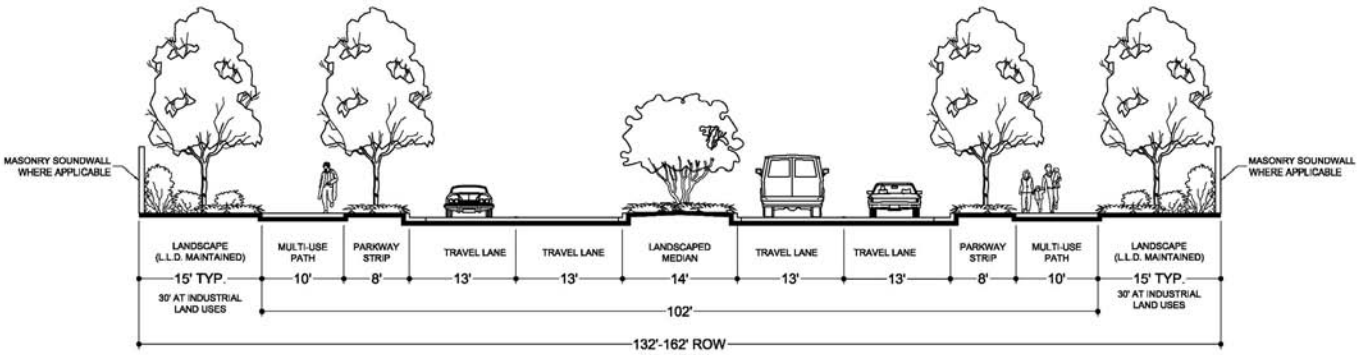
7.3.1 Boulevard Arterial Streets

Boulevard Arterial Streets will have 132'-162' right-of-ways (ROW) and include the following elements:

- Two 13' travel lanes in each direction, including gutter
- 14' landscaped median
- 8' parkway strip
- 10' multi-use path
- 15' landscape areas on each side (30' when adjacent industrial), maintained by a Landscape & Lighting District (LLD)
- Soundwalls, as necessary

Boulevard Arterial Streets are illustrated in Figure 7.7.

Figure 7.7 Boulevard Arterial Street



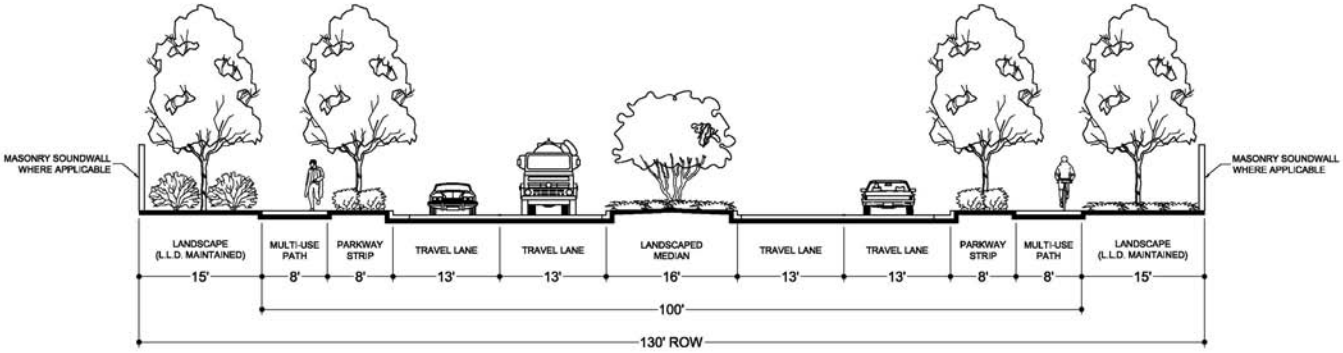
7.3.2 Village Entry Roads

Village Entry Roads occur at major entrances to the Community. Village Entry Roads will have a 130′ ROW and will include:

- Two 13′ travel lanes in each direction, including gutter
- 16′ landscaped median
- 8′ parkway strips
- 8′ multi-use path
- 15′ landscape areas on each side, maintained by a LLD
- Soundwalls, as necessary

Village Entry Roads are illustrated in Figure 7.8.

Figure 7.8 Village Entry Road



7.3.3 Back-Up Collectors

Some collector streets are referred to as Back-Up Collectors because the rear yards of homes "back up" to the ROW. ROWs for back-up collectors vary between 85′ and 113′. No on-street parking will be permitted. Two types of back-up collectors are illustrated below. During the Tentative Subdivision Mapping process, a section will be identified dependent upon specific design considerations. Features of the back-up collectors will include:

- One 20′ travel lane in each direction, including gutter (Figure 7.9-A) or one 13′ travel lane in each direction, including gutter (Figure 7.9-B)
- 14′ landscaped medians
- 6′-6″parkway strips
- 8′ multi-use path
- 15′ landscape areas on each side, maintained by a LLD
- Soundwalls, as necessary

Back-Up Collectors are illustrated in Figures 7.9-A and 7.9-B.

Figure 7.9-A Back-Up Collector with Median

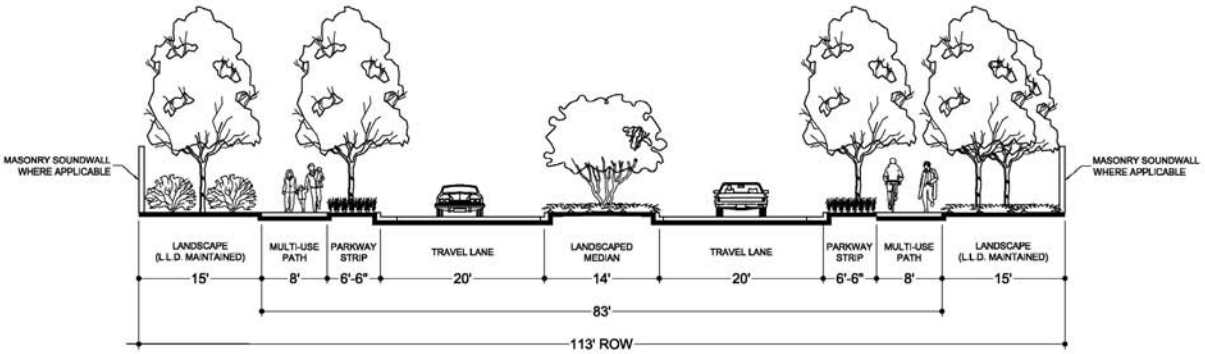
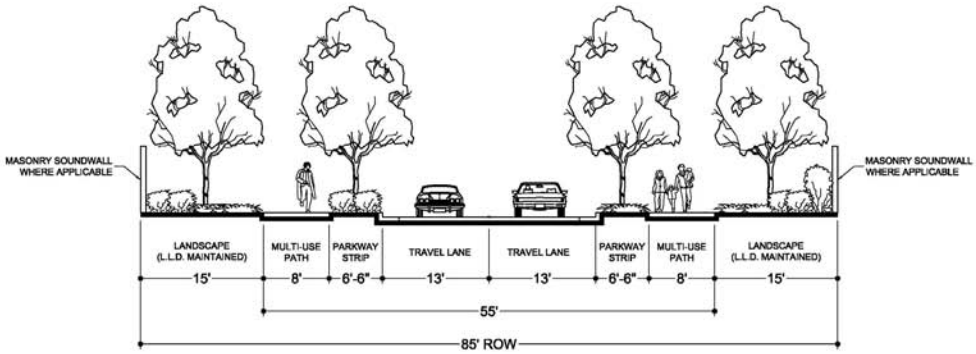


Figure 7.9-B Back-Up Collector without Median



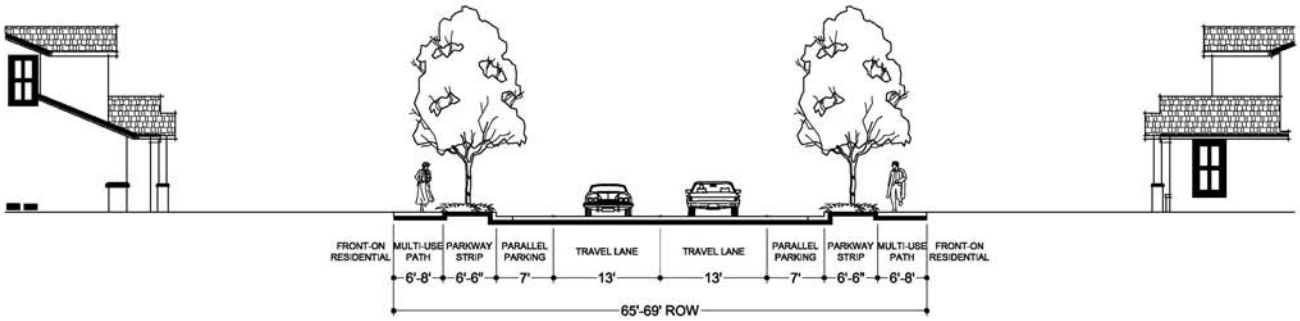
7.3.4 Enhanced Local Streets

Enhanced Local Streets occur where unique situations occur within the community. Enhanced local streets where indicated will allow intermittent on-street parking. Enhanced local streets will have a 65′-69′ ROW (Figure 7.10-A), 71′-75′ ROW (Figure 7.10-B), 67′ ROW (Figure 7.10-C), or 72′ ROW (Figure 7.10-D). During the Tentative Subdivision Mapping process, a section will be identified dependent upon specific design considerations. The 65′-69′ ROW will include:

- One 13′ travel lane in each direction
- 7′ intermittent on street parallel parking
- 6′-6″ parkway strips
- 6′ or 8′ multi-use paths

Enhanced Local Streets with a 65′-69′ROW are illustrated in Figure 7.10-A.

Figure 7.10-A Enhanced Local Street: Front-On to Front-On Residential

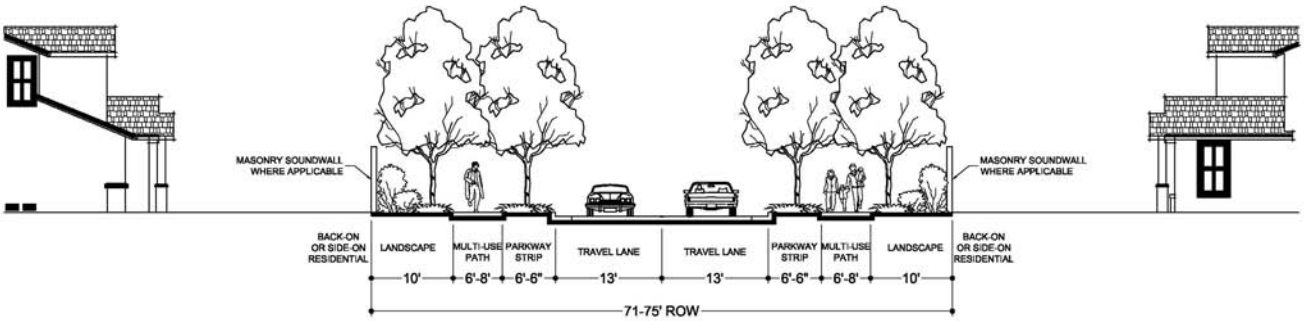


The 71′-75′ ROW will include:

- One 13′ travel lane in each direction, including gutter
- 6′-6″ parkway strips
- 6′ or 8′ multi-use paths
- 10′ landscape areas on each side, maintained by a LLD

Enhanced Local Streets with a 71′-75′ ROW are illustrated in Figure 7.10-B.

Figure 7.10-B Enhanced Local Street: Side/Back-On to Side/Back-On Residential

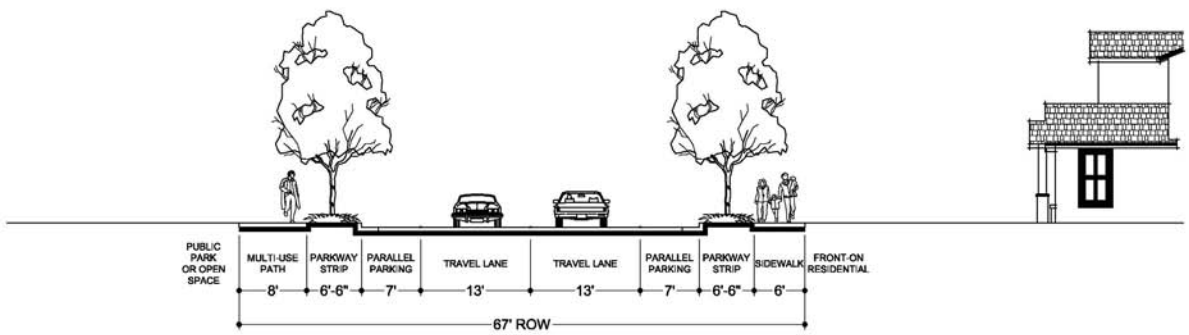


The 67′ ROW will include:

- One 13′ travel lane in each direction
- 7′ intermittent on street parallel parking
- 6′-6″ parkway strips
- 8′ multi-use paths adjacent to the park or open space and 6′ sidewalks adjacent to the front-on residential.

Enhanced Local Streets with a 67′ ROW are illustrated in Figure 7.10-C.

Figure 7.10-C Enhanced Local Street: Adjacent Park or Open Space Condition

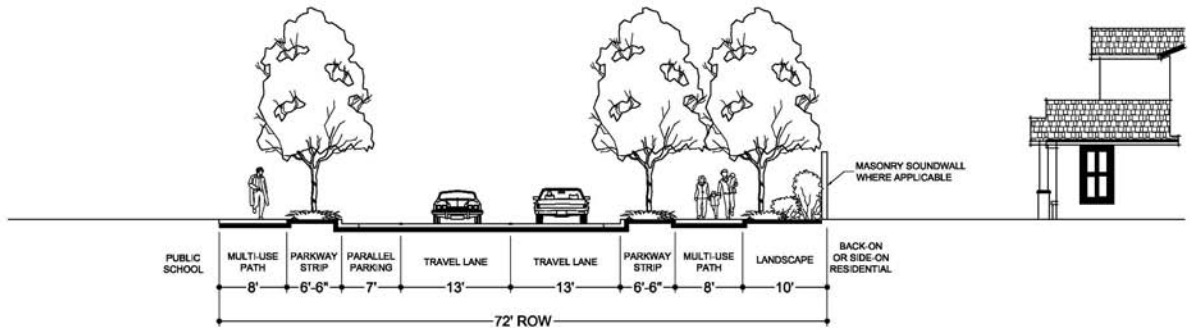


The 72′ ROW will include:

- One 13′ travel lane in each direction
- 7′ intermittent on street parallel parking on school side only
- 6′-6″ parkway strips
- 8′ multi-use paths
- 10′ landscape area adjacent to the back/side-on residential, maintained by a LLD

Enhanced Local Streets with a 67′ ROW are illustrated in Figure 7.10-D.

Figure 7.10-D Enhanced Local Street: Adjacent Public School Condition



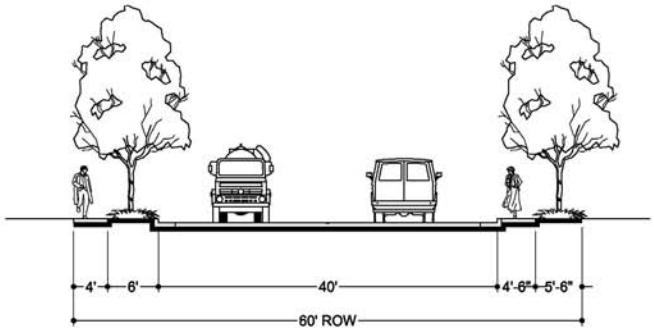
7.3.5 Local Industrial Streets

Local Industrial Streets will convey traffic through the industrial areas of Mariposa Lakes. The section below is based on the City of Stockton standard section for industrial streets. The 60′ ROW will include:

- One 20′ travel lane in each direction
- 6′ parkway strips where sidewalks are detached from the curb, or a 5′-6″ landscape area where sidewalks are attached to the curb.
- 4′ sidewalks where sidewalks are detached from the curb, or 4′-6″ sidewalks, including curb, where sidewalks are attached to the curb.

Local Industrial Streets are illustrated in Figure 7.11.

Figure 7.11 Local Industrial Street



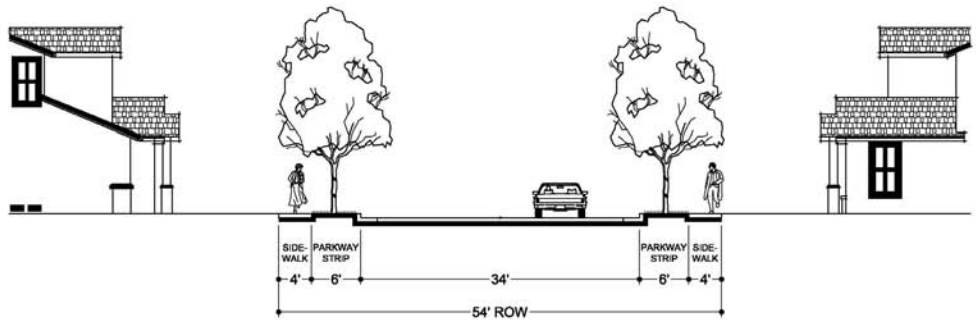
7.3.6 Local Residential Streets

Local Residential Streets will be the primary roadway within residential areas. Local Residential Streets will have a 54′ ROW and will include:

- 34′ travel way
- 6′ parkway strips
- 4′ sidewalks
- Parallel parking permitted, both sides

Local Residential Streets are illustrated in Figure 7.12-A.

Figure 7.12-A Local Residential Street



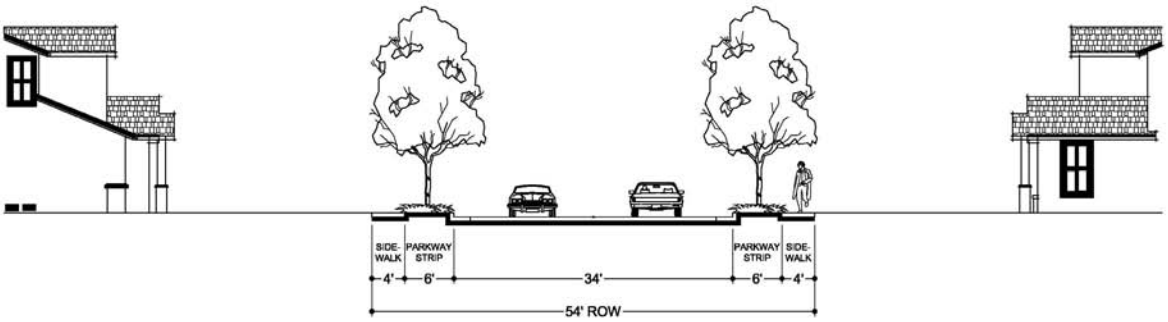
7.3.7 Medium Volume Residential Streets

Medium Volume Residential Streets will have a 54′ ROW and will include:

- 34′ travel way
- 6′ parkway strips
- 4′ sidewalks
- Parallel parking permitted, both sides

Medium Volume Residential Streets are illustrated in Figure 7.12-B.

Figure 7.12-B Medium Volume Residential Street



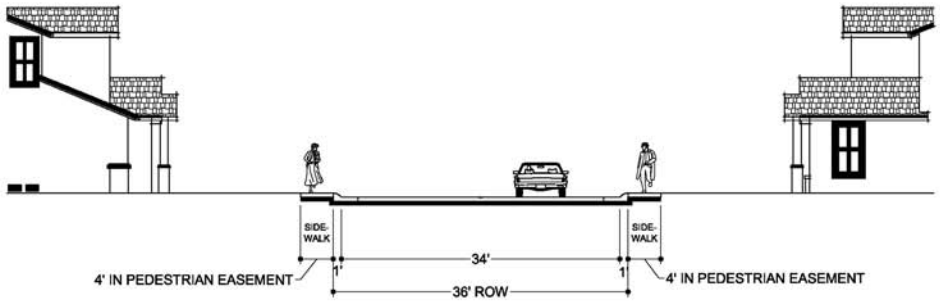
7.3.8 Private Residential Streets

Private residential streets are the primary roadways within unique residential neighborhoods. These streets will be privately owned and maintained. Private Residential Streets will include:

- One travel lane in each direction
- Parallel parking permitted, both sides
- 4′ sidewalks within 4′ pedestrian easements
- Rolled curb

Private Residential Streets are illustrated in Figure 7.13.

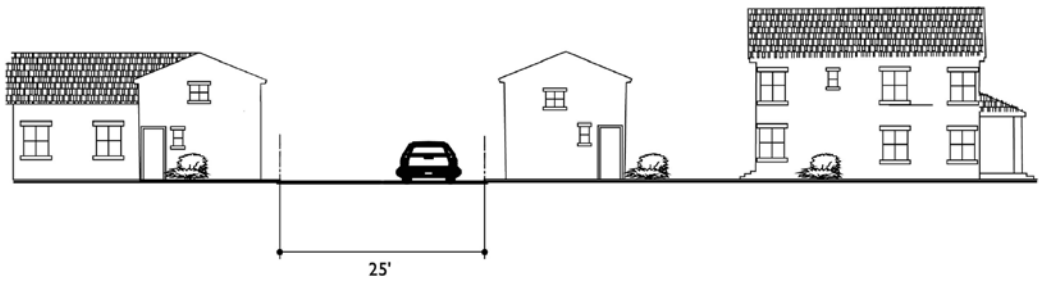
Figure 7.13 Private Residential Street



7.3.9 Typical Private Alley

Alleys serving residential subdivisions will be privately owned and maintained. The 25′ width is illustrated in Figure 7.14.

Figure 7.14 Typical Private Alley

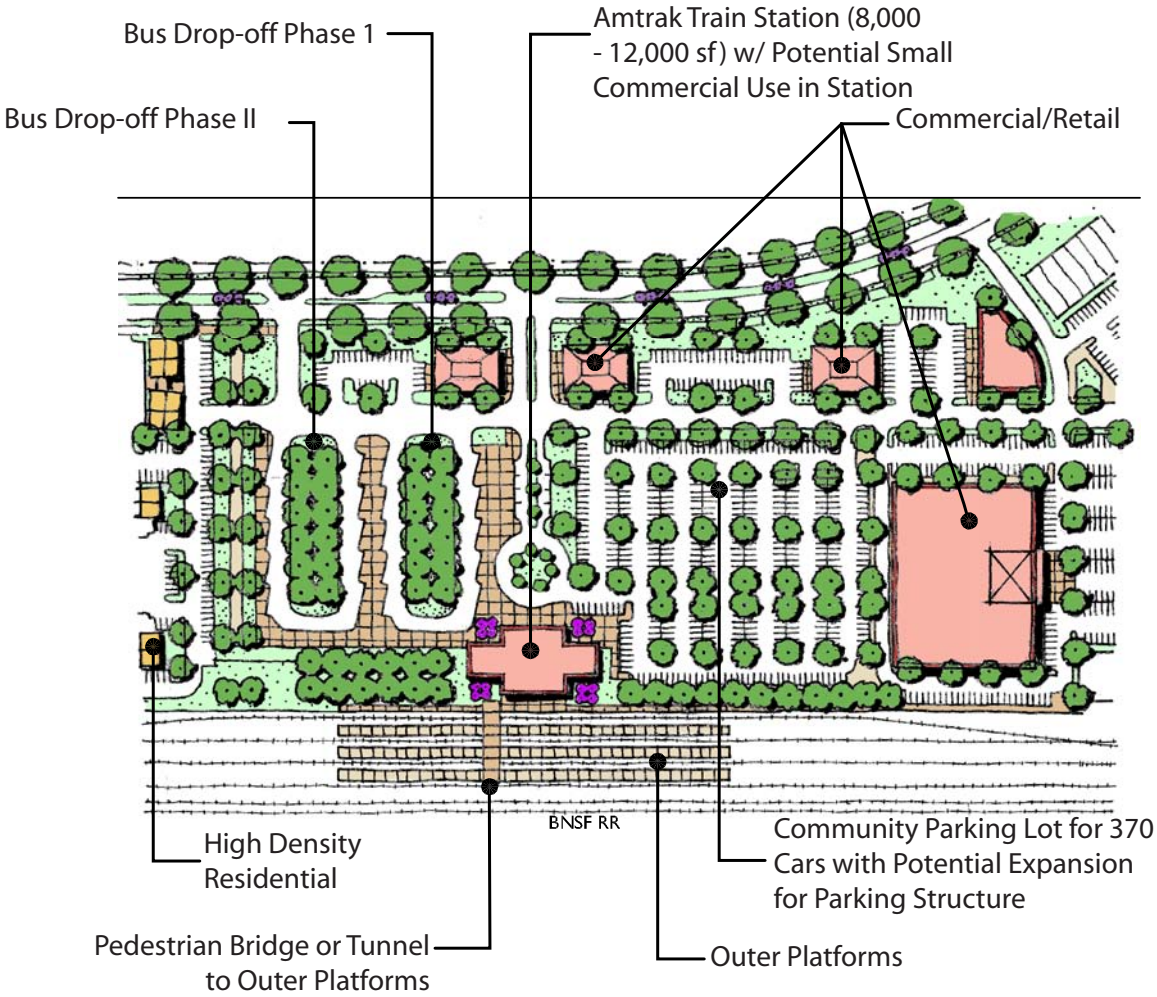


7.4 MULTI-MODAL TRANSPORTATION PLANS

The Community will include a location for a new transit facility, the Mariposa Lakes Multi-Modal Transit Station. The station will be approximately 8,000-12,000 square feet in size and located in the Austin Road Town Center. The facility will be a key feature of the Town Center's design and is expected to be constructed between 2011 and 2015. Buses and cars coming from outside of the Community will be able to access the station from the main project gateway at the intersection of Mariposa and Austin Roads.

The Mariposa Lakes Multi-Modal Transit Station will include a new Amtrak station building, two passenger platforms and 370 long-term parking spaces. Passengers will be able to access the platform located on the other side of the tracks via a bridge or underpass. The interior of the station will have ticketing, seating, storage, and administrative office space. Passenger amenities will be incorporated into the design of the station and are expected to include a large train schedule and information kiosks.

Figure 7.15 Conceptual Amtrak Multi-Modal Station



Caltrans estimates that the Mariposa Lakes Amtrak Station will handle 340,000 passengers per year by 2020. The new station will complement the Downtown Transit Center (currently in Phase II of construction), which will provide additional connections to Altamont Commuter Express (ACE) and San Joaquin Regional Transit District (SJRTD).

As a multi-modal station, the Community's Amtrak Station's design will ~~need to~~ accommodate buses, cars, bicyclists, and pedestrians. The Amtrak Thruway bus system will be an important component of the station and will deliver travelers to places such as Sacramento, Davis, Chico, and Palo Alto.

The new Mariposa Lakes Amtrak station will replace the current downtown Amtrak station at 735 South San Joaquin Street. The downtown Stockton Amtrak Station provides service to the Sacramento area. The location of a station in the Mariposa Lakes Community will enable Stockton residents to easily get to Amtrak stations in Emeryville and Berkeley, as well as other Bay Area cities.

7.4.1 San Joaquin Regional Transit District

The San Joaquin Regional Transit District (SJRTD) provides bus service within Stockton and other cities within San Joaquin County. SJRTD classifies their routes by destination: Metro (Stockton Metropolitan Area) and County (San Joaquin County). Metro Route #11 currently travels near the Mariposa Lakes Plan Area, stopping on Farmington Road east of State Route 99. Intercity Route #26 also stops near the Mariposa Lakes Plan Area as it passes from Manteca into Stockton. SJRTD also operates "Hopper" routes that accommodate travelers with special needs, such as disabilities.

Typical SJRTD Bus Stop

The City's Draft 2035 General Plan states that new developments will be "required to coordinate with transit operators in advance of discretionary project approvals and to provide an agreement for the timely provision of transit service." Tentative maps will be conditioned on bus route plans approved by SJRTD. Buses will travel through the community, stop at the Mariposa Lakes multi-modal station, and then continue to the newly constructed multi-modal transit station in downtown Stockton.

7.4.2 Altamont Commuter Express

The Altamont Commuter Express (ACE) system was established in 1998 as a way of relieving congested traffic along the Altamont Pass. ACE trains travel between Stockton and San Jose, with eight stops between the two endpoints. Stockton's ACE station is located downtown at 949 East Channel Street and has been part of the City's Downtown Revitalization effort. It is a separate facility from the downtown Amtrak station and located on a different street.

Typical ACE Train and Station

Commuters from the Community will be able to access the ACE system through SJRTD bus services. The downtown station has 180 parking spaces that are available on a first-come, first-serve basis. Individuals traveling to the Community from outside of Stockton will also be able to use a combination of ACE trains and SJRTD buses to arrive at their destinations.

7.4.3 Commuter Parking

Commuter parking facilities will be located next to the Mariposa Lakes Multi-Modal Transit Station. Refer to Figure 7.15, Amtrak Multi-Modal Station. The commuter parking lot will be outside of the Community's residential neighborhoods, and will be accessible from major roads and connected to pedestrian and bike routes. Safe sidewalks, pedestrian crossings, and bike lockers will be integrated into the facility's design. The lot will be well-lit and patrolled by local law enforcement.

The final configuration and size of the commuter parking lot will be determined in collaboration with the ~~Transit Authority~~ transit authorities and Caltrans.

7.5 BICYCLE AND PEDESTRIAN FACILITIES

7.5.1 Bicycle and Walk Plan

Many streets and highways carry more traffic than they were designed to handle, resulting in gridlock, wasted time and energy, pollution, and driver frustration. 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,

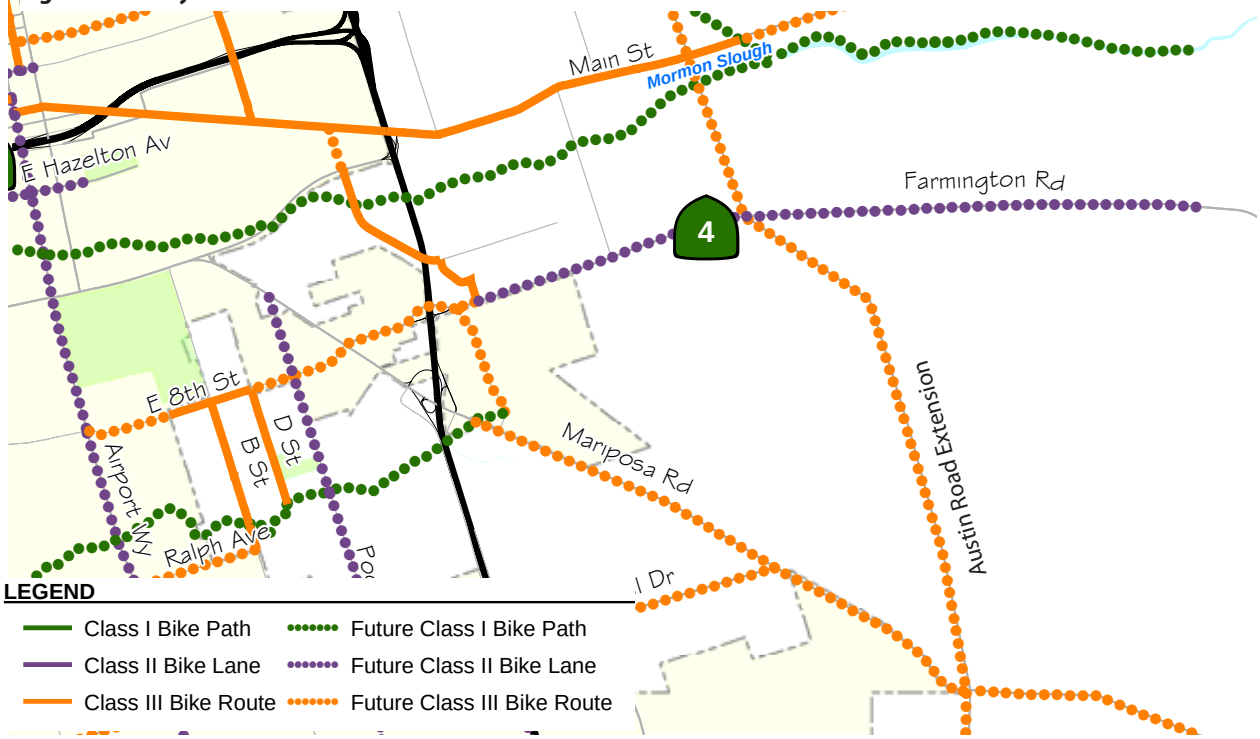
paseos between neighborhoods and cul-de-sac entries to public walkways will be provided to increase pedestrian connectivity. The strategic placement of security cameras will minimize crime opportunities where public greenways connect to public residential cul-de-sacs. ~~Figure 7.16 shows pedestrian and bicycle connectivity within the Community and Figure 7.17 shows a typical cul de sac entry.~~ Figures 7.16 and 7.17 show pedestrian and bicycle connectivity with the rest of the City and the Community, and within the Community; Figure 7.18 shows a typical cul de sac entry.

Mariposa Lakes ~~will connect~~ shall comply with and connect to the ~~Stockton's~~ existing and planned bikeway systems for the City of Stockton. ~~Near the project site to the north of SR 4, at the intersection of Olive Avenue and Golden Gate Avenue, there is an existing City Class III bike lane. This bike route leads further north and connects to Main Street that leads to downtown Stockton.~~ Bikeway systems are defined by Caltrans and City of Stockton as Classes I, II, or III:

- Class I: Bicycle path completely separated from street and designated for bicycle use.
- Class II: Bicycle lane on the street going in the same direction as traffic. Lanes are marked with signs and/or striped lane markings.
- Class III: Bicyclists and motorists share the roadway.

Class ~~III I~~ III bike routes are proposed on Mariposa Road. Class I bikeways are proposed along the Duck Creek ~~Road~~ Corridor, which will run east-west through the Community, and Austin Road.~~, and Jack Tone Road.~~ Class I ~~and Class II~~ bike routes will connect neighborhoods within the ~~Plan Area~~ Community (see Figure 7.17). All north-south internal collector streets will be designated Class III bike routes. These bike routes will provide connections within the Community and externally to off-site locations in Stockton.

Figure 7.16 City of Stockton Bike Route Plan



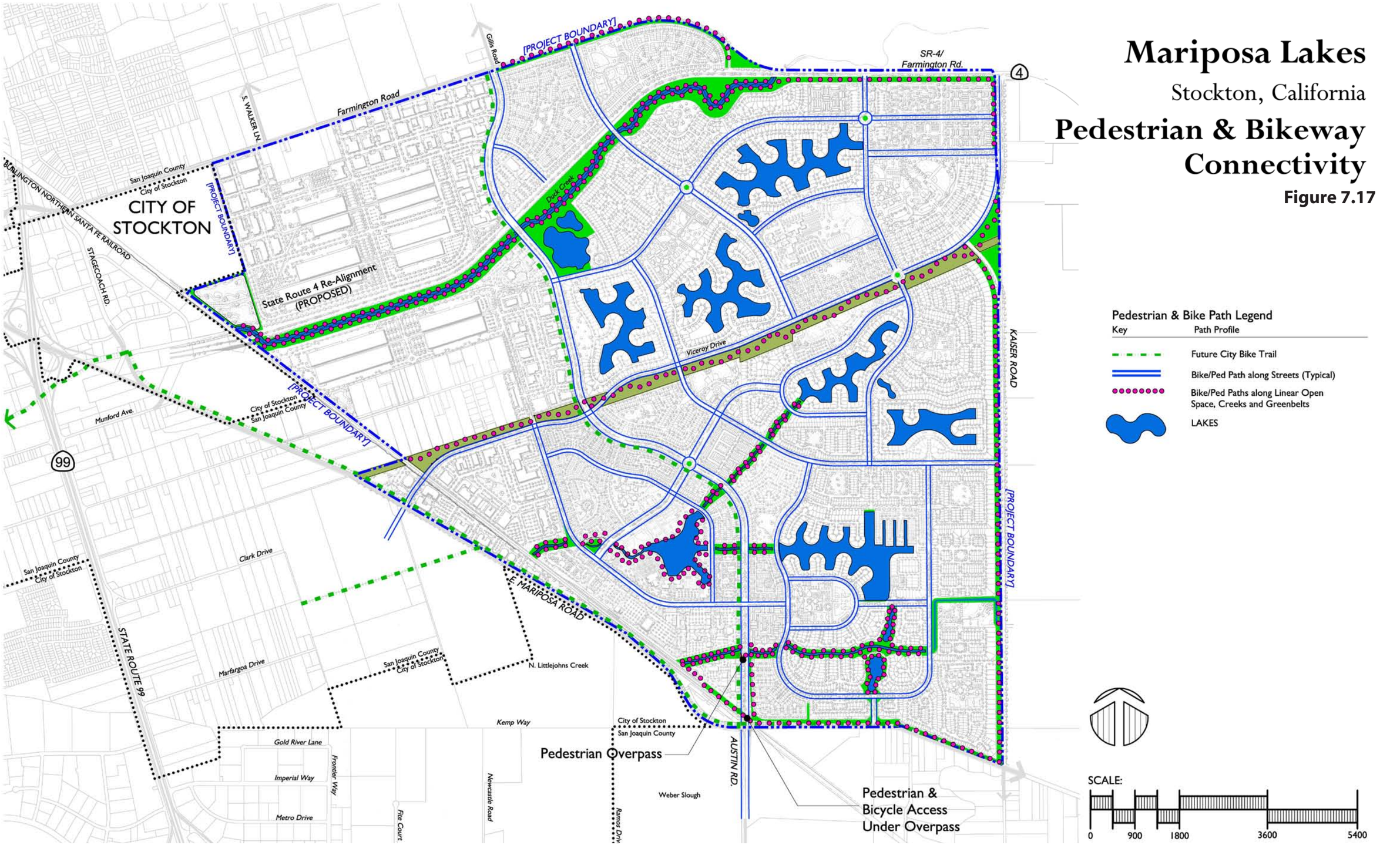

Mariposa Lakes
Stockton, California
Pedestrian & Bikeway Connectivity
Figure 7.17
Pedestrian & Bike Path Legend
Key
Path Profile
Future City Bike Trail
Bike/Ped Path along Streets (Typical)
Bike/Ped Paths along Linear Open Space, Creeks and Greenbelts
LAKES
[PROJECT BOUNDARY]
Farmington Road
SR-4/ Farmington Rd.
Gillis Road
S. WALKER LN.
CITY OF STOCKTON
San Joaquin County
City of Stockton
BURLINGTON NORTHERN SANTA FE RAILROAD
STAGECOACH RD.
State Route 4 Re-Alignment (PROPOSED)
Duck Creek
Viceroy Drive
KAISER ROAD
Munford Ave.
Clark Drive
STATE ROUTE 99
E MARIPOSA ROAD
Marfargoa Drive
N. Littlejohns Creek
Kemp Way
Gold River Lane
Imperial Way
Metro Drive
Frontier Way
Fite Court
Newcastle Road
Ramos Drive
Weber Slough
AUSTIN RD.
Pedestrian Overpass
Pedestrian & Bicycle Access Under Overpass
SCALE:
0
900
1800
3600
5400

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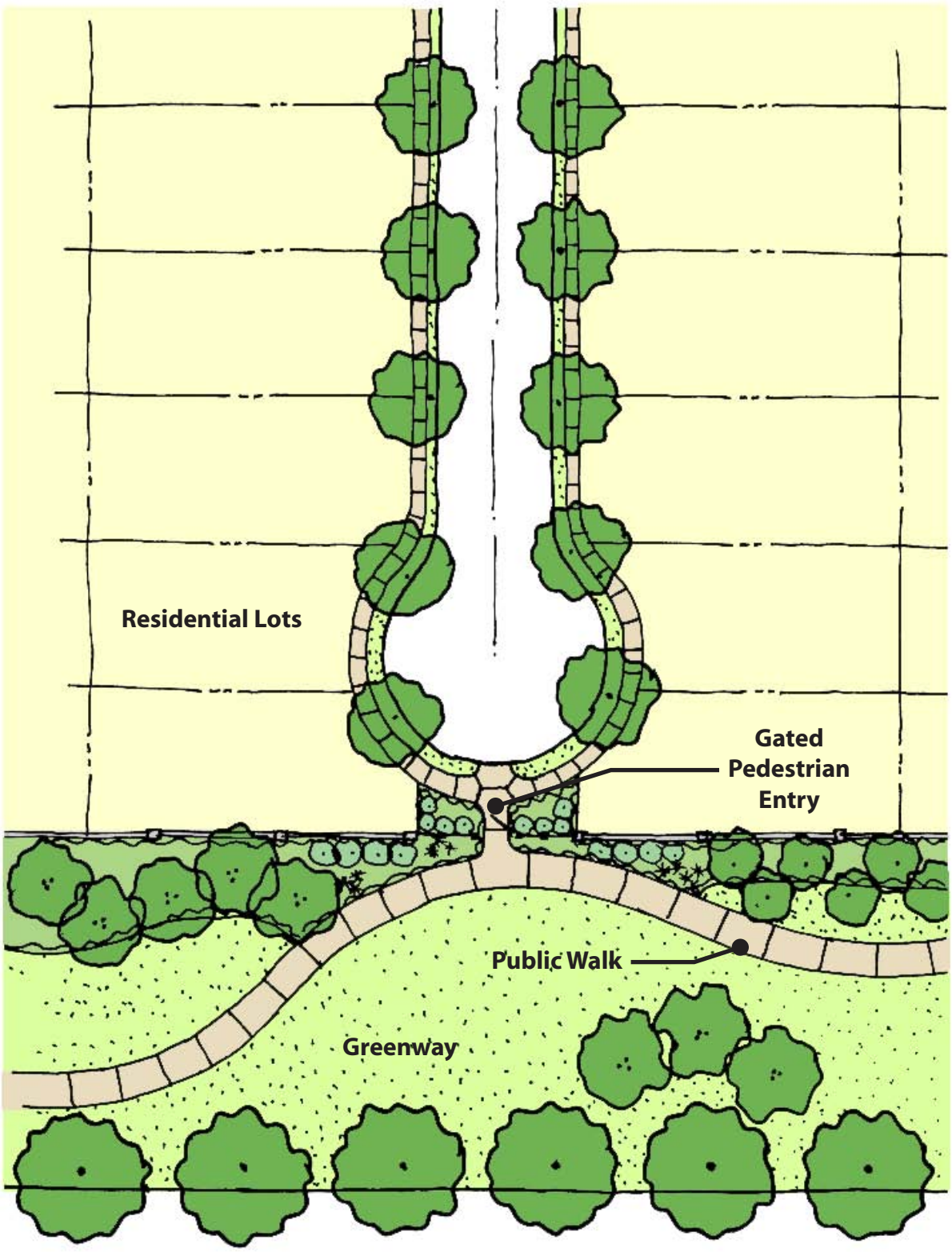
Figure 7.18 Typical Cul de Sac Entry to Public Greenway



All public streets within the Community will have sidewalks. In addition, direct pedestrian access connections between neighborhoods and villages will be provided at strategic locations. For example, most of the cul-de-sacs will be designed with pedestrian access at the end points.

To promote safety and security, major pedestrian and bicycle paths will be well lit. Security cameras will be provided where the paths and trails interface with residential areas.

~~Figure 7.16 shows the major Mariposa Lakes bicycle and pedestrian routes.~~

7.5.2 School Access and Traffic Calming

One of the very attractive ~~designs~~ elements of Mariposa Lakes for families with school age children is that each of the residential neighborhoods will have its own elementary school. In addition, all the schools have been centrally located and are bike and pedestrian accessible. ~~Since the schools in Mariposa Lakes have been designed so that children can walk to school, it is expected that a large percentage of students might actually walk to school as opposed to be dropped-off – especially children older than fourth graders.~~ This is expected to reduce vehicle traffic generated by student drop-offs and pick-ups.

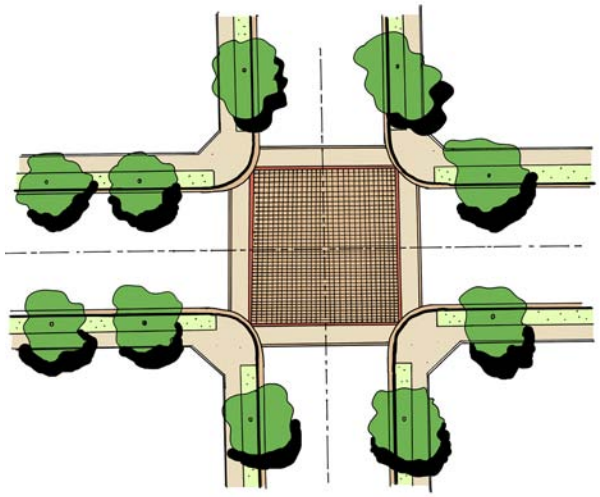
To ensure that more students ~~actually~~ feel safe walking or biking to school, it is imperative that the school and parent groups (such as PTA) work closely to design a recommended route to school. The ~~recommended~~ route to school guidelines, as described by federal and state task forces, recommend the preparation ~~usually consist~~ of a pamphlet including a map ~~(with recommended route being mapped out)~~ and safety suggestions for parents and children. The recommended access to every school is different, so separate maps should be prepared for each school.

Even though the recommended access routes to each school are unique, the following attributes should be considered for design of roadways near each school:

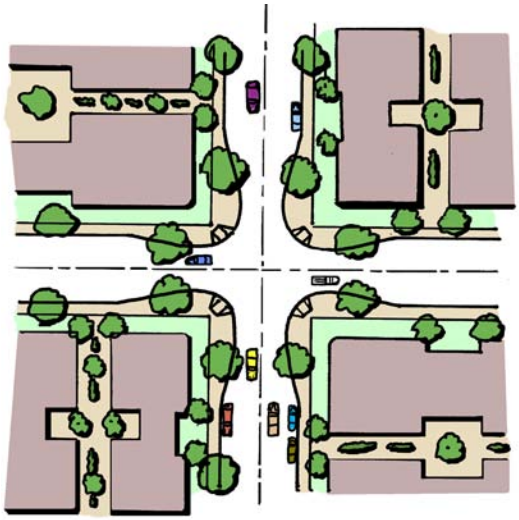
- To improve mobility and reduce exposure for pedestrians and bicyclists: include curb extensions, chokers, pedestrian crossing islands and raised intersections where feasible. Also include countdown or audible signals at pedestrian crossings.
- To reduce speeds of vehicles: include raised intersections, modern roundabouts and paving treatment at strategic locations where feasible.
- To improve sight distance and visibility for vehicles, pedestrians and bicyclists: include paving treatments, high visibility SCHOOL and XING signs, advanced stop lines, LED pedestrian signals and lighted crosswalks as appropriate.

Figure 7.19 shows some traffic calming measures that will be used in the Community. The applicant will address traffic calming, following City guidelines, in the tentative map process.

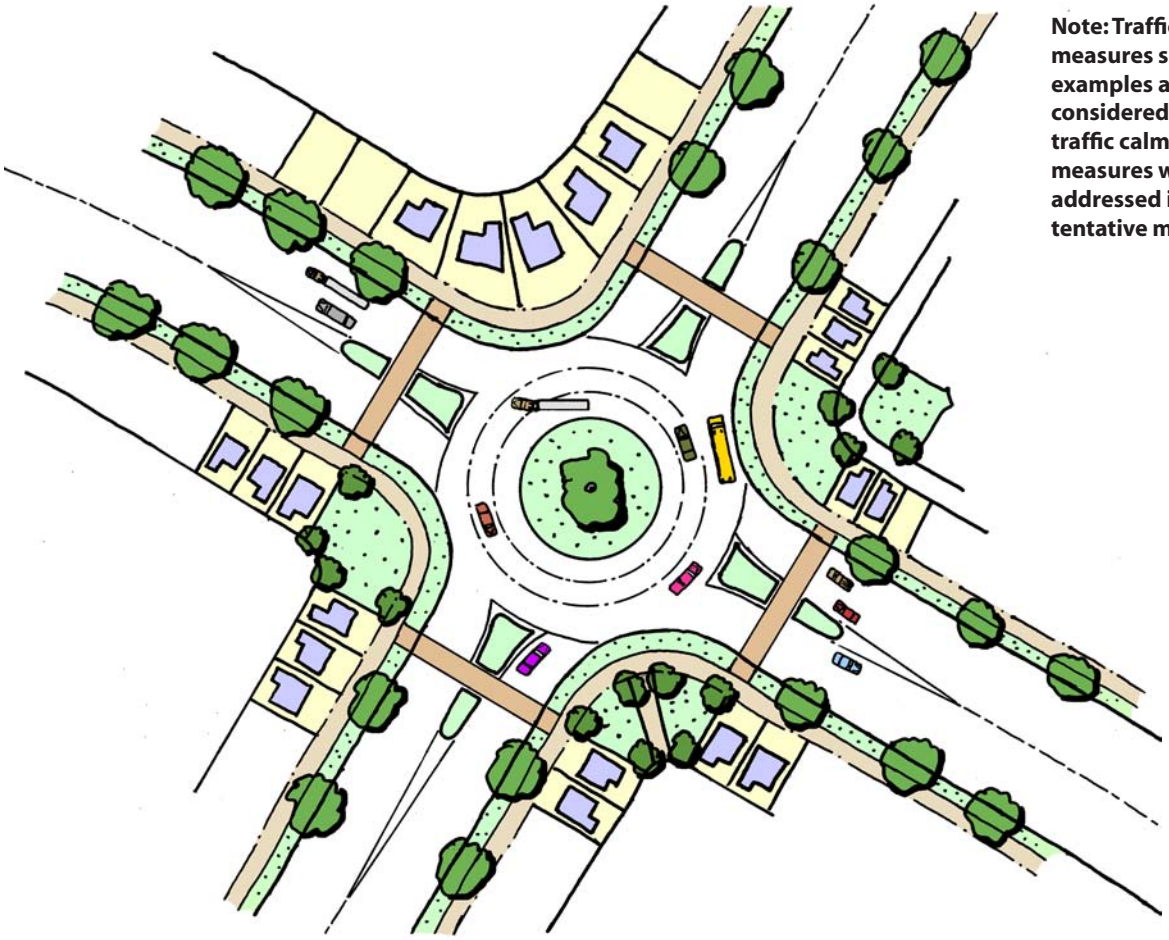
Figure 7.19 Traffic Calming Measures



Raised Intersections



Bulb-Outs



Roundabouts

Note: Traffic calming measures shown are examples and will be considered. Specific traffic calming measures will be addressed in the tentative map process.

7.6 STREETSCAPE PLAN

7.6.1 Streetlights

A hierarchy of streetlights is proposed for the Mariposa Lake community. ~~High~~ Taller overhead fixtures will light the major boulevards, arterials and collectors. Neighborhood residential streets will be lit by lower height, more ornamental streetlights. Lighting will be integrated into the ~~greater~~ architectural theme of Mariposa Lakes. Lighting shall comply with the guidelines published by the City of Stockton Department of Public Works (Drawing #114: Street Lights—Type and Location). ~~Public Works requires that lights be placed at all intersections, as well as at the end of all cul-de-sacs and courts deeper than 70'. Streetlights shall be evenly placed at no further than 250' apart.~~

7.6.2 Street Trees

All streets will be planted with street trees. It is intended that these trees will, in time, provide a shaded canopy over the street. ~~All trees and landscaping within rights-of-way will be maintained by the LLD.~~

Category	Common Name	Botanical Name	Stockton Tree List?	Water Needs (M=Med., L=Low, VL= Very Low)
State Route 4:				
	Hollywood Date Palm	*Phoenix dactylifera*		**L**
	London Plane	*Platanus acerifolia 'Bloodgood'*		**L**
	Canary Island Pine	*Pinus canariensis*		**L**
	Lombardy Poplar	*Populus nigra 'italica'*		**H**
	Incense Cedar	*Calocedrus decurrens*		**M**
	Firethorn 'Mohave'	*Pyracantha coccinea x koidzumii*		**L**
Minor Arterial:				
Median Tree:	Canary Island Date Palm	*Phoenix canariensis*		**L**
	Red Oak	*Quercus rubra*		**M**
	Southern Live Oak	*Quercus virginiana 'Heritage'*		**M**
Street Tree:	Hollywood Date Palm	*Phoenix dactylifera*		**L**
	Camphor Tree	*Cinnamomum camphora*	✓	**M**
	London Plane	*Platanus acerifolia 'Bloodgood'*		**L**
	Ornamental Pear	*Pyrus calleryana 'Aristocrat'*		**M**
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	**H**
Screen/Backup:	Ornamental Pear	*Pyrus calleryana 'Chanticleer'*		**M**
	Deodar Cedar	*Cedrus deodara*		**M**
	Canary Island Pine	*Pinus canariensis*		**L**
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	**H**

Village Entry & Back-up Collectors:				
Median Tree:	Chilean Wine Palm	*Jubaea chilensis*		**M**
	Chinese Pistache	*Pistacia chinensis*	✓	**L**
	Little-Leaf Linden	*Tilia cordata*	✓	**M**
	California Live Oak	*Quercus agrifolia*		**VL**
Street Tree:	Accolade Elm	*Ulmus japonica x wilsoniana 'Morton'*		**M**
	Sawleaf Zelkova	*Zelkova serrata*		**L**
	Raywood Ash	*Fraxinus augustifolia*		**M**
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	**H**
Screen/Backup:	Coastal Redwood	*Sequoia s. 'Aptos Blue'*		**H**
	Purple-leaf Plum	*Prunus cerasifera 'krauter vesuvius'*	✓	**M**
	American Sweetgum	*Liquidambar styraciflua*		**M**
	Deodar Cedar	*Cedrus deodara*		**M**
Neighborhood Collector; Low Volume, Planned Development, & Alley Residential Streets:				
Evergreens:	Camphor Tree	*Cinnamomum camphora*	✓	**M**
	Grecian Laurel	*Laurus nobilis 'Saratoga'*		**L**
	Southern Magnolia	*Magnolia grandiflora*		**H**
Deciduous:	Chinese Pistache	*Pistacia chinensis*	✓	**L**
	Sawleaf Zelkova	*Zelkova serrata*		**L**
	Modesto Ash	*Fraxinus velutina 'Modesto'*		**M**
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	**H**
	American Sweetgum	*Liquidambar styraciflua*		**M**
	Ornamental Pear	*Pyrus calleryana 'Cleveland Select'*		**M**
	Cherry Plum	*Prunus cerasifera 'Atropurpurea'*		**H**

Accent Trees:				
	Purple-leaf Plum	*Prunus cerasifera 'krauter vesuvius'*	✓	**M**
	Flowering Crabapple	*Malus "Prarie Fire'*		**M**
	Japanese Crabapple	*Malus floribunda*		**M**
	Chinese Pistache	*Pistachia chinensis*		**L**
	Crape Myrtle	*Lagerstroemia 'Catawba'*		**L**
	Sunset Crape Myrtle	*Lagerstroemia x fauriei 'Tuscarora'*		**L**
	Bloodgood Japanese Maple	*Acer palmatum 'Bloodgood'*		**H**
	Sour Gum/Tupelo	*Nyssa sylvatica*	✓	**M**
	Scarlet Oak	*Quercus coccinea*		**M**
Parkland/Open Space:				
	Red Horsechestnut	*Aesculus x carnea 'Briotii'*		**M**
	Eastern Redbud	*Cercis canadensis*		**VL**
	Maidenhair Tree	*Ginkgo biloba 'Fairmont'*	✓	**M**
	River Birch	*Betula nigra*		**H**
	Japanese Loquat (edible)	*Eriobotrya japonica 'Champagne'*		**L**
	English Hawthorn	*Crataegus laevigata 'Paul's Scarlet'*		**L**
	Strawberry Tree	*Arbutus unedo*		**L**
	Pomagranate	*Punica granatum 'Wonderful'*		**L**
	Self Fruiting Cherry Tree	*Prunus spp. 'Sunburst'*		**M**

	Edible Fig	*Ficus c. 'Conadria'*		**M**
	European Plum	*Prunus domestica italica 'Green Gage'*		**M**
	French Prune	*Prunus domestica 'Stanley'*		**M**
	English Oak	*Quercus robur*		**L**
	Southern Live Oak	*Quercus virginiana*		**M**
	Carob Tree	*Ceratonia siliqua*		**L**
	Pin Oak	*Quercus palustris*		**M**
	Southern Magnolia	*Magnolia g. 'Samuel Summer'*	✓	**H**
	Sour Gum/Tupelo	*Nyssa sylvatica*	✓	**M**
	Coast Redwood	*Sequoia sempervirens 'Aptos Blue'*		**H**
Local Industrial & Barrier Street Trees:				
Street Tree:	Chinese Pistache	*Pistachia chinensis*	✓	**L**
	Camphor Tree	*Cinnamomum camphora*	✓	**M**
	Canary Island Pine	*Pinus canariensis*		**L**
Parking Lot:	Bailey's Purple Acacia	*Acacia baileyana 'Purpurea'*		**L**
	Purple-leaf Plum	*Prunus cerasifera 'Krauter Vesuvius'*	✓	**M**
	Sunset Crape Myrtle	*Lagerstroemia x fauriei 'Tuscarora'*		**L**
	Hybrid Strawberry Tree	*Arbutus x. 'Marina'*		**L**
Screen/Backup:	Fern Pine	*Podocarpus gracilior*		**M**
	Stone Pine	*Pinus pinea*		**L**
Shrubs:				
	African Boxwood	*Myrsine africana*		**L**
	Barberry	*Berberis spp,*		**L**
	Blue Elderberry	*Sambucus mexicana**		**L**
	California Lilac	*Ceanothus 'Frosty Blue'*		**L**
	Chinese Photinia	*Photinia serrulata*	✓	**M**
	English Laurel	*Prunus laurocerasus*		**M**
	Forsythia	*Forsythia intermedia 'Spring Glory'*		**L**
	Heavenly Bamboo	*Nandina domestica*		**L**
	Honey Bush	*Melianthus major*		**M**
	Hop Bush	*Dodonaea sp.*		**L**
	Italian Buckthorn	*Rhamnus alaternus*		**L**
	Japanese Viburnum	*Viburnum japonicum*		**M**
	Myrtle	*Myrtus communis*		**L**
	New Zealand Tea Tree	*Leptospermum s. 'Ruby Glow'*		**L**
	Oregon Grape	*Mahonia (Berberis) aquifolium**		**M**
	Pacific Wax Myrtle	*Myrica californica*		**L**
	Parney Cotoneaster	*Cotoneaster lacteus*		**L**
	Photinia	*Photinia fraseri*		**M**
	Rose Fountain Grass	*Pennisetum setaceum 'Rubrum'*		**M**
	Silverberry	*Elaeagnus pungens sp.*		**L**
	Sweet Bay	*Laurus nobilis*		**L**
	Tarata, Lemonwood	*Pittosporum eugenioides*		**M**
	Xylosma	*Xylosma congestum*		**L**

7.7 GATEWAYS AND ENTRANCES

Project gateways will be located at major points of entry to the Mariposa Lakes Specific Plan Area. These gateways will set the design character for the ~~community~~ Community and will include specific design elements and styles that will be used throughout Mariposa Lakes, especially the public areas. Design elements will be used in the parks as entry features, neighborhood entries, and commercial and town center entries. Figures 7.20 through 7.23 illustrate ~~potential~~ conceptual gateway designs and locations for the Community.

Figure 7.20 Conceptual Community Entry (Elevation & Plan)

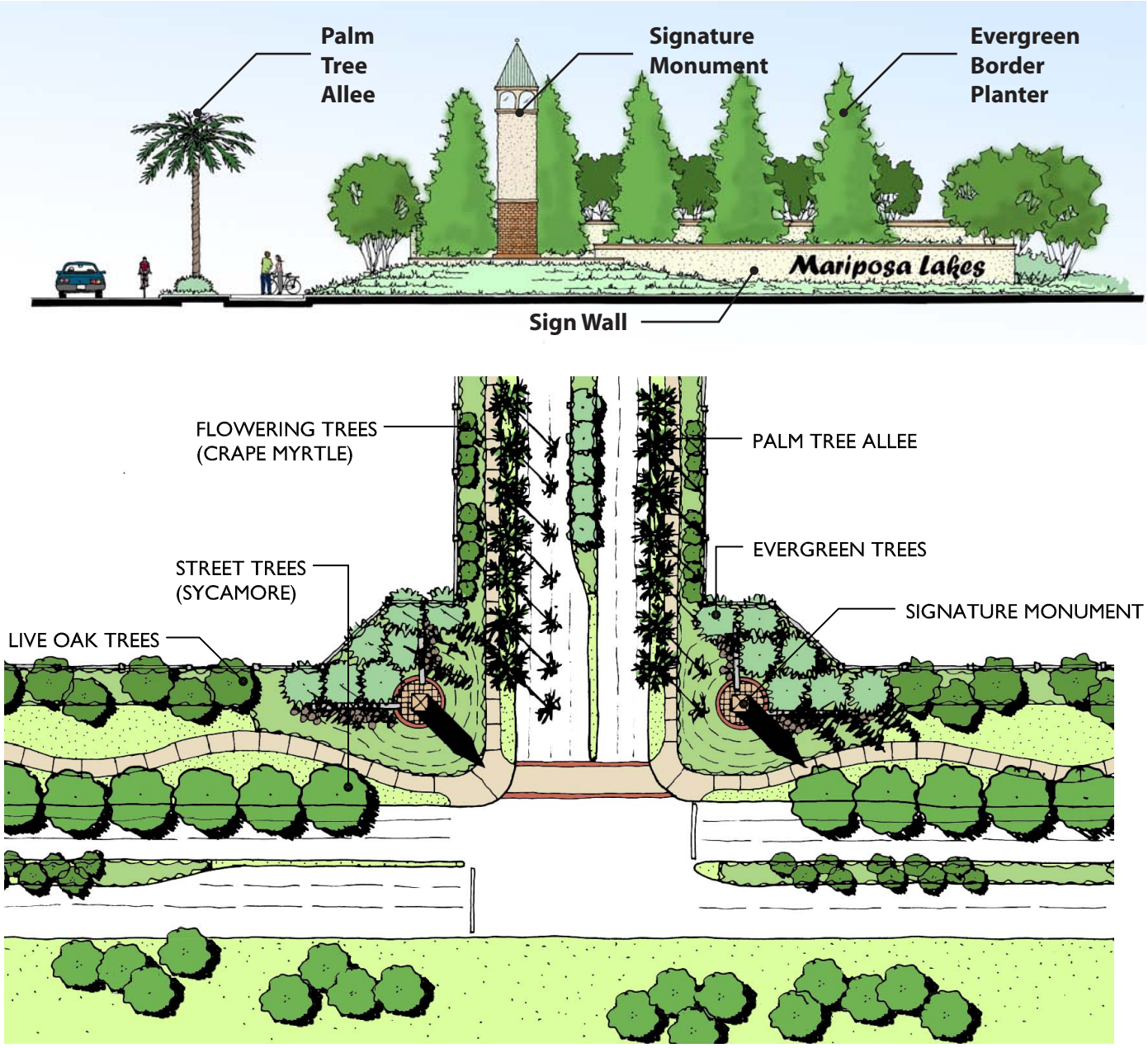
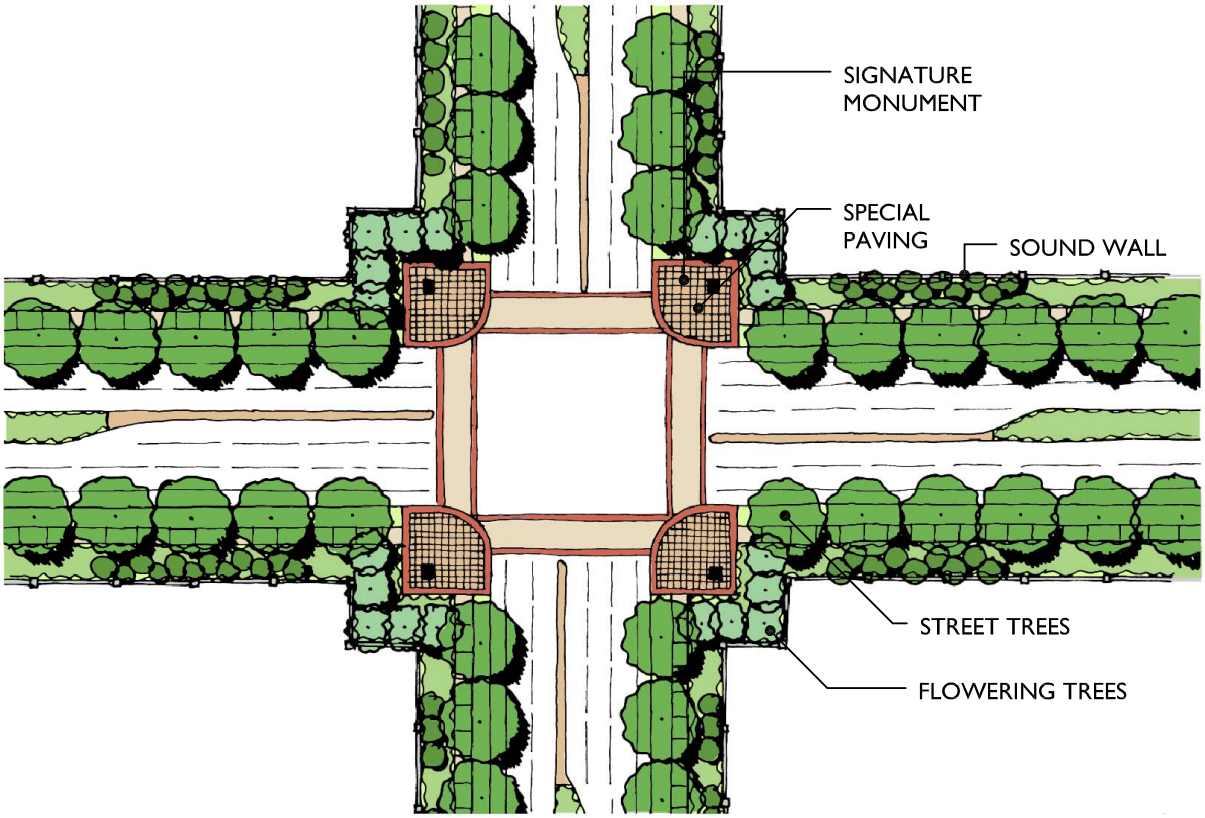
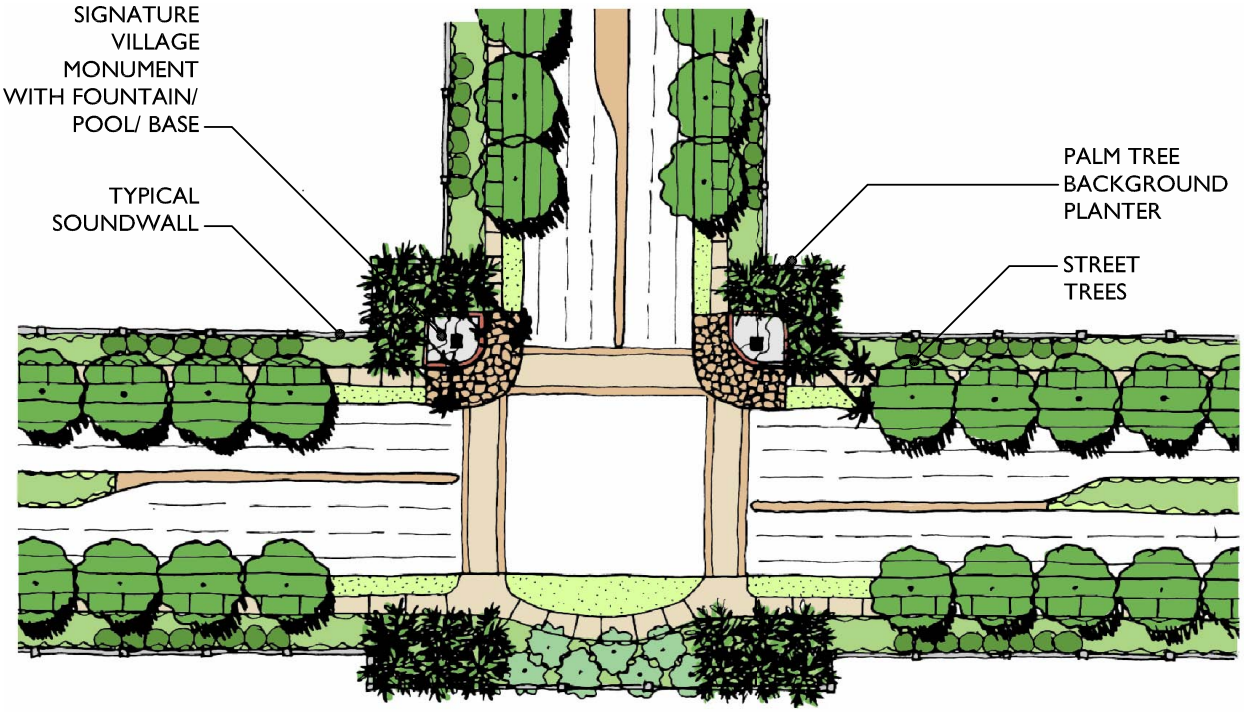


Figure 7.21 Village Entries





Mariposa Lakes

Stockton, California

Community Entries Diagram

Figure 7.22

Key	Entry Profile
	Project Boundary
Business & Industrial	
	Major Entry
	Secondary Entry
Residential	
	Community Gateway
	Village Entry
	Themed Intersection

Note: Signage Shall Include Village Identification.

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
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SCALE:

0 900 1800 3600 5400

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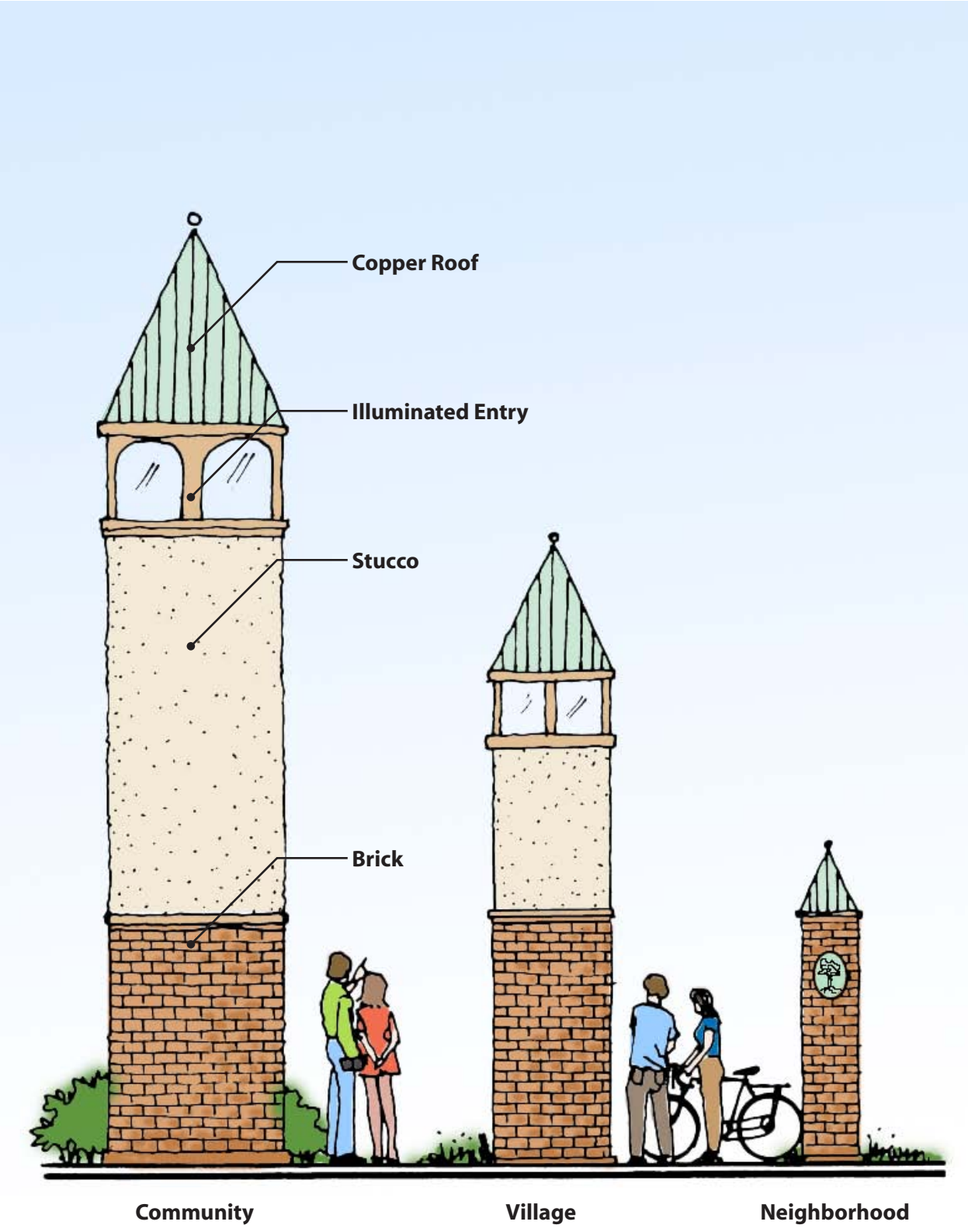
Figure 7.23 Entry Monuments



7.8 POLICIES

The following circulation policies have been established to help the City achieve the Community Objectives set forth in Chapter 2 of the MLSP, and shall apply to development of the circulation system for the Community:

Policy 7.1: The circulation system shall provide for connectivity in and around the Community.

Policy 7.2: The Community shall ~~be~~ include traffic calming measures for safe pedestrian and vehicular access within the ~~c~~Community.

Policy 7.3: Circulation within the Community shall allow for the efficient movement of vehicular traffic while maintaining neighborhood character.

Policy 7.4: Access points to the Community shall be separated at a distance that will facilitate safe and efficient traffic movement.

Policy 7.5: The Community will be accessible through multiple entryways to ensure connectivity to surrounding areas.

Policy 7.6: Utilize road sections that are compatible with existing City road design standards, although project-specific conditions may necessitate some variation (with approval of the City Engineer).

Policy 7.7: Establish facilities that include on-street and off-street pedestrian and bicycle paths.

Policy 7.8: The circulation system shall link key Community destinations to pedestrian/ bicycle corridors and transit stops to allow residents to conveniently walk or bicycle to facilities, rather than drive.

Policy 7.9: Arterial streets will have street tree and median plantings that conform to the Mariposa Lakes planting list.

Policy 7.10: The park-and-ride lot will be developed in coordination with the ~~Transit Authority~~ transit authorities and incorporated into the Amtrak/Multi-Modal station design.

Policy 7.11: The Community's Amtrak Station's design will accommodate buses, cars, bicyclists, and pedestrians.

Policy 7.12: Where feasible and appropriate security cameras shall be installed to deter crime where public greenways connect to public streets. The precise locations for security cameras will be determined during the tentative subdivision mapping process.

Policy 7.13: Mariposa Lakes shall comply with and connect to the City of Stockton's bikeway master plan as found within the General Plan.

Policy 7.14: Mariposa Lakes shall provide bus turnouts, shelters, signage and benches as required by SJRTD.

Chapter Eight:
Public Facilities and Community Services Plan

Public Facilities and Community Services Plan Goals and Objectives

Potable and Non-Potable Water Systems: The Integrated Water Management Plan

Wastewater

Storm Water

Solid Waste

Utilities

Police and Fire Protection Services

Schools

Library and Community Center

Chapter Eight:
Public Facilities and Community Services Plan

This chapter discusses major aspects of the Community's public facilities, infrastructure, and community services program. It describes and establishes the Community's requirements for public facilities and infrastructure relating to potable and non-potable water service, sanitary sewer service, ~~and~~ storm drainage, and flood control. In addition, it establishes the Community's service requirements and standards relating to solid waste disposal services, utilities (electricity, natural gas, communications and cable television), fire protection, police protection, schools, and other community facilities. This chapter also describes the Community's unique Integrated Water Management System.

8.1 PUBLIC FACILITIES AND COMMUNITY SERVICES PLAN GOALS AND OBJECTIVES

The following Community Objectives apply to and have guided the development of the Public Facilities and Services Plan for the Community:

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

Objective 10. Provide a logical link in the orderly, phased extension of sewer, water, and storm water 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 ~~and private~~ spaces.

Objective 12. Provide all levels of education opportunities for residents through provision of a community college site, high school, middle schools, and elementary schools.

8.2 POTABLE AND NON-POTABLE WATER SYSTEMS: THE INTEGRATED WATER MANAGEMENT PLAN

The Integrated Water Management Plan (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 Community's potable water system, to meet the Community's non-residential irrigation demands and the water demands of the Community's man-made lake system. The IWMP also incorporates a storm water management system that relies on the man-made lakes and detention basins to capture and detain runoff from the site to allow for storm water 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) prepared ~~by the City~~ for the MLSP. Complete copies of the IWMP and the WSA are available for public review from the City's Community Development Department.

8.2.1 Existing Conditions

The site for the Community is not presently served by ~~any existing~~ a water agency. ~~agencies.~~ However, the Community is located partially within the water service area for the City of Stockton and partially within the water service area for the California Water Service Company (Cal Water). The northern portion of the Specific Plan Area is in the Cal Water service area and the southern portion will be served by the City of Stockton. Connection points to the existing Cal Water distribution system include: an existing 12-inch diameter ductile iron water main in Carpenter Road on the east side of the Burlington Northern Santa Fe Railroad; an existing 16-inch diameter ductile iron water main in State Route 4, also known as Farmington Road, 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. Connection points to the existing City of Stockton distribution system include an existing 16-inch City of Stockton water main at the intersection of Arch Road and Fite Court; an existing 16-inch City of Stockton water main at Kemp Way; and a future connection to the South Stockton Aqueduct at Mariposa Road.

8.2.2 Existing Groundwater Supply

The City has determined that 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 on-site 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.

8.2.3 Potable Water Demand

The maximum daily potable water demand for the Community is estimated to be 13.98 million gallons per day (MGD) (Mariposa Lakes Study on Water Service by Stantec Consulting Inc., August 2006). Of the total estimated maximum day demand, ~~7.62~~ approximately 7.42 MGD will be supplied by Cal Water and ~~6.39~~ 6.60 MGD will be supplied by the City of Stockton. Table 8.1 summarizes the calculated potable water demands based on the land uses requiring potable water supply.

Table 8.1 Potable Water Demands

Land Use	Annual Water Use [1], Acre Feet Per Acre Per Year	Area Served, Acres			Demand [2]								
					Cal Water			City of Stockton			Total		
		Cal Water	City of Stockton	Total	Ave. Day, MGD	Max. Day, MGD [5]	Peak Hour, GPM [5]	Ave. Day, MGD	Max. Day, MGD [5]	Peak Hour, GPM [5]	Ave. Day, MGD	Max. Day, MGD [5]	Peak Hour, GPM [5]
Village Residential Estate	2.8	9.80	42.60	52.40	0.024	0.050	63.33	0.106	0.223	279.72	0.131	0.275	345.69
Village Low Density Res.	2.8	348.30	538.30	886.60	0.871	1.829	2,298.47	1.345	2.825	3,549.31	2.216	4.654	5,847.78
Village Medium Density Res.	2.8	243.90	264.00	507.90	0.610	1.281	1,609.72	0.660	1.386	1,741.67	1.270	2.667	3,351.39
Village High Density Res.	3.8	32.40	30.60	63.00	0.110	0.231	290.28	0.104	0.218	274.44	0.214	0.449	564.72
Village Center/ Commercial	1.5	33.70	59.00	92.70	0.045	0.090	125.00	0.079	0.158	219.44	0.124	0.248	344.44
Industrial	1.5	523.40	121.20	644.60	0.701	1.402	1,947.22	0.162	0.324	450.00	0.863	1.726	2,397.22
Business-Professional	1.5	57.30	0.00	57.30	0.077	0.154	213.89	0.000	0.000	0.00	0.077	0.154	213.89
Institutional/ Maintenance	2.0	23.20	20.40	43.60	0.041	0.086	108.19	0.036	0.076	95.00	0.078	0.156	205.83
Elementary/ High School	2.0	88.30	65.30	153.60	0.158	0.332	416.94	0.117	0.246	308.75	0.274	0.548	723.06
College	2.0	0.00	20.70	20.70	0.000	0.000	0.00	0.037	0.078	97.64	0.037	0.074	97.64
Parks [2]	0.0	92.70	103.80	196.50	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Recharge Basin	0.0	18.60	0.00	18.60	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Open Space [2]	0.0	163.00	162.90	325.90	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Private Recreation Center	3.0	0.00	24.00	24.00	0.000	0.000	0.00	0.064	0.128	177.78	0.064	0.128	177.78
Existing Residential	2.8	146.90	4.10	151.00	0.367	0.771	968.47	0.010	0.021	26.39	0.377	0.792	994.86
Public Utilities	2.0	3.20	0.00	3.20	0.006	0.012	16.67	0.000	0.000	0.00	0.006	0.012	15.83
Lakes [3]	0.0	82.90	85.40	168.30	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Major Roads (VLDR/Misc.) [4]	2.8	225.29	174.87	400.16	0.563	1.182	1,485.69	0.437	0.918	1,153.19	1.000	2.100	2,638.89
Total		2,092.86	1,717.14	3,810.00	3.573	7.420	9,543.87	3.157	6.601	8,373.33	6.731	13.983	17,919.02

Notes:

1 Unit demand values were extracted from Table 3-3 of the November 2004 City of Stockton South Stockton Water Master Plan Update by West Yost Associates.

2 Most parks and open spaces are presumed to be irrigated with non-potable water. However, the calculated unit demands for commercial/industrial/business-professional/school/college areas assumes irrigation with potable water. If some of these regions are served with non-potable water, the net potable water savings may be used to irrigate some remote parks/green belts in locations where the extension of a non-potable system may not be practical or warranted.

3 Potable water will not be used to maintain lake water levels.

4 A unit demand of 2.8 af/ac/yr is assigned to major roads since unit demands are based on gross acreage.

5 Demand peaking factors were extracted from the November 2004 South Stockton Water Master Plan Update by West Yost & Associates. For land uses not covered by the peaking factors from Table 3-3, assumptions are made. The ratio of average day demand to maximum day demand for residential and institutional lands is 1:2.1. The ratio of average day demand to maximum day demand for industrial, commercial, parks, and recreational lands is 1:2.0.

The ratio of average day demand to peak hour demand for residential and institutional lands is 1:3.8. The ratio of average day demand to peak hour demand for industrial, commercial, parks, and recreational lands is 1:4.0.

8.2.4 Potable Water Supply and Infrastructure

Cal Water will provide water service to the northern portion of the Community, roughly corresponding to the area north of the PG&E electrical transmission line. See Figure 8.1. The Cal Water system infrastructure plan 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 Community from 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, as depicted in Figure ~~8.2~~ 8.1 Preliminary Water Plan.

The City of Stockton infrastructure plan for the Community 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 Community 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 Plan Area 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. At least one well will be required within the Cal Water system and two wells will be required within the City system. The approximate locations for these wells are depicted in Figure 8.1. Potable water service plans include the construction of two storage reservoirs within the Community: one within the Cal Water service area and one within the City service area. The estimated storage volume required for these tanks will be approximately ~~8.5~~ 8.4 million gallons (MG) for the Cal Water service area and ~~7.3~~ 7.5 MG for the City service area.

Figure 8.1 identifies conceptual water storage facility locations for the project based on consultation with the City Municipal Utilities Department and Cal Water. The conceptual locations address utility operation rather than community design concerns and are subject to change in conjunction with ongoing engineering evaluation and review. Water storage facilities in Stockton are typically above-ground steel tanks that, other than being located adjacent to trunk lines, are generally flexible in their location. These facilities would typically be accessed from adjoining public streets. If located within or adjacent to visually sensitive development or transportation corridors, storage facility sites can be planted with screening trees to minimize visual impacts. Storage facility type and siting will be addressed in more detail in conjunction with the review of tentative subdivision maps and, subsequently, subdivision improvement plans. Access, screening, and/or other needs related to these facilities would be determined in conjunction with these reviews.

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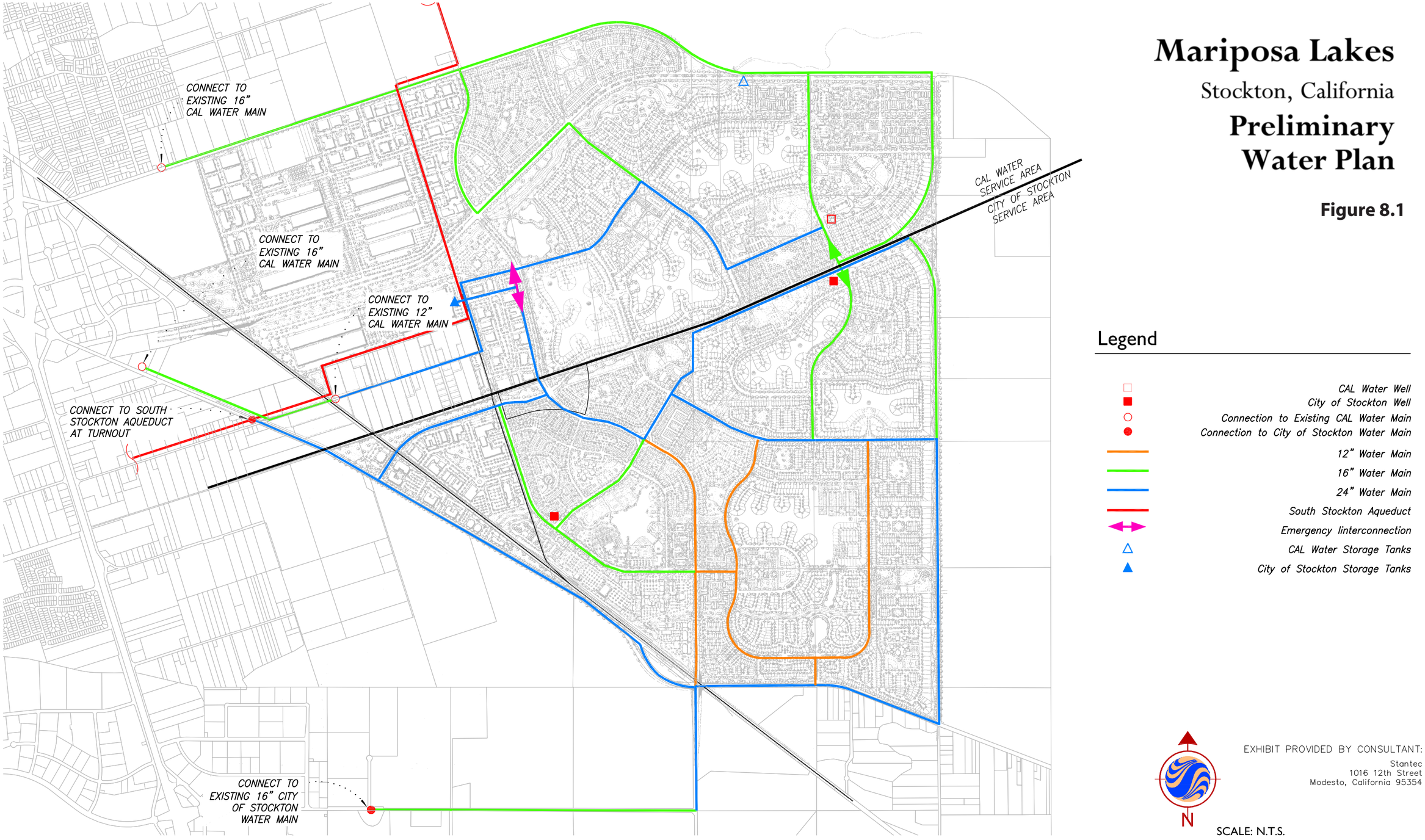
CONNECT TO EXISTING 16" CAL WATER MAIN
CONNECT TO EXISTING 16" CAL WATER MAIN
CONNECT TO EXISTING 12" CAL WATER MAIN
CONNECT TO SOUTH STOCKTON AQUEDUCT AT TURNOUT
CONNECT TO EXISTING 16" CITY OF STOCKTON WATER MAIN
CAL WATER SERVICE AREA
CITY OF STOCKTON SERVICE AREA
Mariposa Lakes
Stockton, California
Preliminary Water Plan
Figure 8.1
Legend
CAL Water Well
City of Stockton Well
Connection to Existing CAL Water Main
Connection to City of Stockton Water Main
12" Water Main
16" Water Main
24" Water Main
South Stockton Aqueduct
Emergency Interconnection
CAL Water Storage Tanks
City of Stockton Storage Tanks
N
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Stantec
1016 12th Street
Modesto, California 95354
SCALE: N.T.S.

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8.2.5 Future Non-Potable Demand

The Community's demand for non-potable water, excluding residential irrigation water, is estimated to be approximately ~~2,957~~ 2,593 acre-feet per year. The following table lists the estimated non-potable water demands for the Community by project phase, excluding residential irrigation demands, which will be the responsibility of the homeowners.

Table 8.2 Non-Potable Water Demands

	Average Demand Acre-Feet Per Year (AF/YR)		Total Average Demand AF/YR
Phase	**Lake***	**Irrigation****	**Average Demand (Acre-Feet Per Year)**
1	400	~~436~~ 512	~~848~~ 912
2	193	~~161~~ 162	~~354~~ 355
3	338	~~580~~ 604	~~958~~ 942
4	95	~~213~~ 189	~~331~~ 284
5	0	~~175~~ 100	100
Totals	**1,026**	**1,56~~5~~7**	**2,59~~1~~3**

Notes:
* Irrigation demands are based on values extracted from Table 3-3 of the November 2004 City of Stockton South Water Master Plan Update by West Yost Associates.
** Lake evaporation losses are calculated using the evaporation rate published for the Stockton Weather Station, located at the Stockton Airport less than 5 miles from the project site, equal to approximately 5.4 feet per year.

8.2.6 Future Non-Potable Water Supply

Sources of non-potable water for the Community are purchased wet season 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 on-site 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. ~~A City-dependent district will manage the water purchases.~~

Recharging is expected to begin in the ~~winter of 2006-2007,~~ Phase 1 development, with the goal of developing a groundwater reserve that can be tapped for on-site operations (e.g., lake level management and non-residential irrigation) during drought or when the availability of other non-potable water is limited. Therefore, initially, the quantity of water delivered to the recharge facilities will be equal to the maximum amount that can be recharged, to create a 3-year reserve. After the reserve quantity (to be determined, generally based upon the demand per phase of development, and including losses due to evaporation, etc.) has been achieved, non-potable water deliveries to recharge facilities will be adjusted to cover annual on-site operations. As the non-potable water demand for on-site operations increases, annual deliveries to the recharge facilities will be increased in order to maintain the 3-year groundwater reserve.

~~"~~Preliminary assessments of the availability of non-potable water supplies from SEWD and CSJWD have indicated that these agencies can provide sufficient supplies of non-potable water to the Community to meet all of the Communities non-potable water demands. A more precise determination of the volume of supplies available from these agencies will be provided by using the SEWD-New Hogan-New Melones model to evaluate the volumes of readily available surplus surface water from the New Melones and New Hogan reservoirs, along with surplus flow from the Calaveras River and the Stanislaus River. ~~The Study effort will also~~ A determination report will evaluate local flows from spillage, releases and flooding, and the modeling results will be described in the revised IWMP.~~"~~

8.2.7 Non-Potable Water Storage and Groundwater Recharge Facilities

Groundwater recharge facilities are expected to be constructed on the Arbini property, a 320-acre parcel located adjacent to the Community between Kaiser Road and Jack Tone Road (Figure ~~8.3~~ 8.2). This property will be used initially as a Tier III and later as a Tier I 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.

Recharging operations will also include wells for extracting groundwater, and groundwater monitoring wells to assess movement and storage conditions.

Prior to the initiation of any recharge operations, a State of California Water Resources Board Underground Storage program permit must be issued. It is possible that additional impact assessments and permits will be necessary for the recharging operations.

Recharge operations will be managed by the Central San Joaquin Water Conservation District.

8.2.8 Non-Potable Water Delivery Mechanisms

To deliver water from off-site supply sources to the recharge site~~(s)~~, the master developer will work cooperatively with the water suppliers to construct new conveyance facilities, and/or make necessary improvements to existing facilities and features. These facilities and features 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.

To deliver water from on-site lakes and detention basins to the recharge site~~(s)~~, a variety of invert-intake and check structures will be constructed.

A diversion structure will be constructed on Duck Creek to move 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/floodcontrol basin ~~site~~. Additionally, the pipeline will be constructed such that water can also be diverted into the uppermost lakes of each of the lake networks. The recharge site will also be used for capturing flood water from North Little Johns Creek.

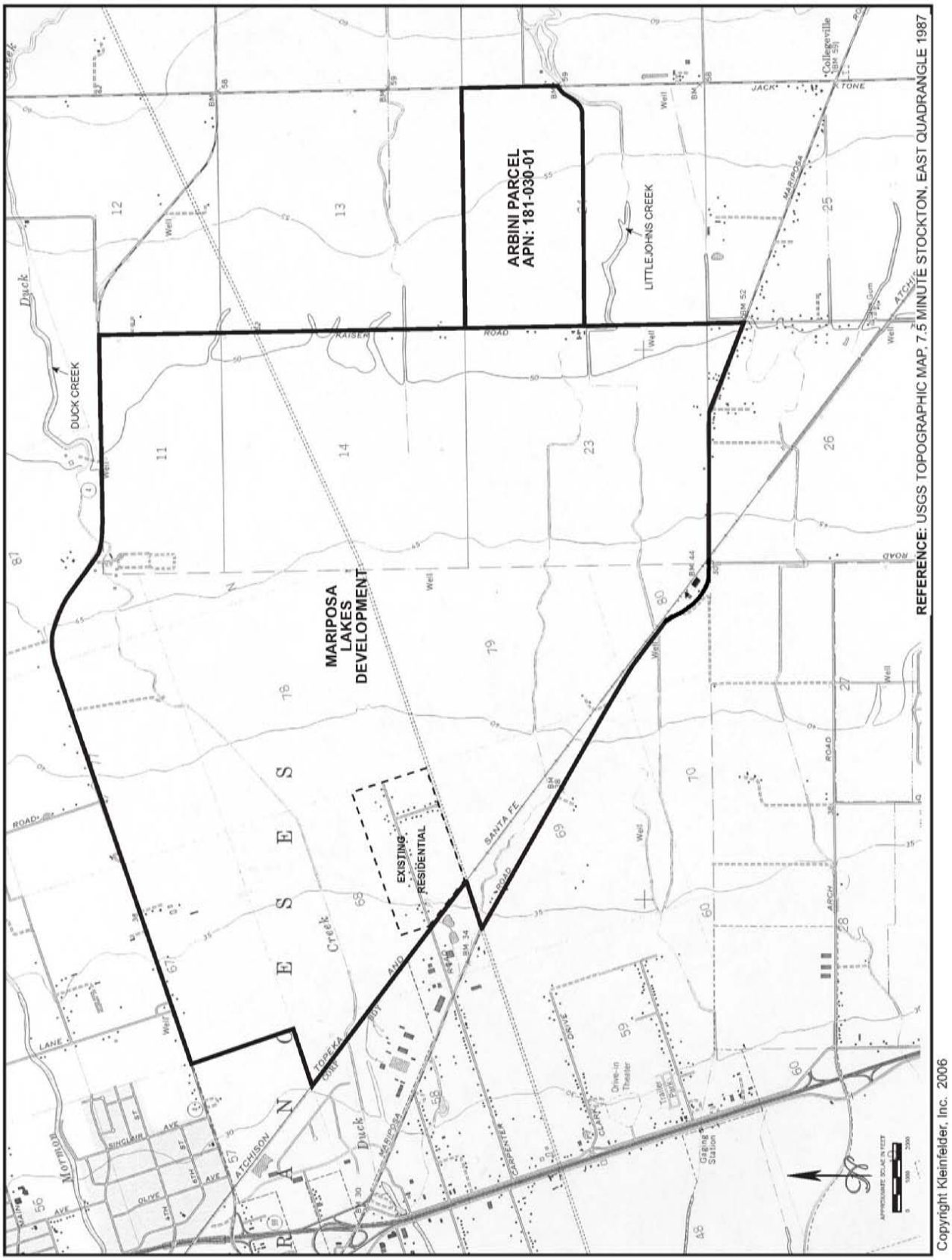
8.2.9 Non-Potable Water Irrigation System

Through the IWMP, non-potable water will be used to balance the water needs of the community by satisfying the demands for irrigation water for landscaped areas, including public and quasi-public landscaped areas such as ~~lineal parks,~~ open space, outlooks at lakes, public parks, and street parkways.~~, and private neighborhood parks.~~ 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 would be owned, operated, and maintained by the Mariposa Lakes Homeowners Association. Private yard landscaping will be irrigated from the house potable system.

An automated control system will operate an efficient, water conserving irrigation system for all public and HOA landscapes. The system will utilize field satellite controllers located throughout the Community with radio and/or telephone communication between field satellite controllers and master computers. An on-site weather station will signal all irrigation controllers to shut off in the event of rain, resulting in significant conservation of water. Irrigation control equipment will also utilize evapotransporation-based programming features, which adjust the watering schedules to align with historical or actual weather conditions.

Irrigation pump stations will be located at strategic points around the Community to provide efficient distribution of irrigation water from the man-made lakes to the various landscape areas.

Figure 8.2 Arbini Property



Water pressure will be maintained at a level appropriate for the various types of irrigation used throughout the Community. Pump stations and filtering equipment may be housed in protective structures designed to blend with the surrounding architecture, or they may be housed in security enclosures depending on location and the ability to screen equipment from public view with landscaping. Storm drain water will undergo a simple filtration process before draining to the lakes. Storm drain processes and facilities are described in Section 8.4

8.2.10 Groundwater Monitoring

The IWMP contains a Monitoring Plan that establishes a schedule and parameters for sampling and measuring water levels in the eight existing on-site monitoring wells. Groundwater depths and chemistry will be monitored quarterly or more frequently 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 Community activities to impact groundwater at any given time. Monitoring results will be reported to the appropriate public agencies.

A goal of continued groundwater monitoring will be to detect the first signs of atypical changes in water chemistry, if any, and to allow for prompt mitigative actions, if necessary.

8.2.11 Water Conservation Plan

The IWMP contains a Water Conservation Plan (WCP) that identifies water conservation measures to be implemented in the Community, and the potential water use savings that are 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. The WCP is summarized in Chapter 10 (Natural Resources and Conservation).

8.2.12 Policies

The following storm water detention and treatment policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.2.1: The owners, developer, and/or successors-in-interest shall pay all applicable water connection fees.

Policy 8.2.2: The owners, developer, and/or successors-in-interest shall design, construct, and provide easements for any required water system improvements needed to serve the Community in accordance with adopted City standards, adopted Cal Water standards, and applicable master water plans, subject to reimbursement where applicable.

Policy 8.2.3: The owners, developers, and/or successors-in-interest shall demonstrate to the satisfaction of the Director of the City's Municipal Utilities Department (MUD) and the General Manager of Cal Water that City water pressure and fire flow requirements can be met by water system improvements to be constructed as part of the Community.

Policy 8.2.4: The owners, developers, and/or successors-in-interest shall dedicate ~~one well~~ two well sites ~~each~~ to the City of Stockton and one well site to Cal Water. The sites shall be acceptable to the Director of MUD and the General Manager of Cal Water.

Policy 8.2.5: In the event that the City has not updated its Water Master Plan at the time the City Council takes action on the MLSP, the property owners within the Community shall fund the preparation of an amendment to the City's existing Water Master Plan to serve the demand generated by the Community.

8.3 WASTEWATER

This section describes the Community's proposed wastewater collection system. It is based on analyses and conceptual designs prepared in consultation with the City of Stockton and in compliance with the City of Stockton Standard Specifications & Standard Drawings Manual adopted November 11, 2003. All wastewater collection improvements necessary for each phase of development in the Community shall be approved by the City of Stockton, Municipal Utilities Department and any State or Federal Agency having jurisdiction over any of the improvements. The regional and site wastewater plans are represented in Figures 8.3 and 8.4.

8.3.1 Existing Conditions

The Community site 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 site is not currently served by the City's wastewater collection and treatment systems. The Community site 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 Marfargoa Drive in the unincorporated area 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.

8.3.2 Wastewater Services Demand

The Community is expected to generate an estimated total of ~~14.1~~ 14.3 MGD peak wet weather wastewater flows per day at full buildout (Table ~~8.4~~ 8.3). Approximately ~~4.39~~ 4.30 MGD of these flows would be generated by Phase 1 of the project. (Mariposa Lakes Study on Sanitary Sewer Service prepared by Stantec Consulting Inc., August 2006) Refer to Chapter 13 of the MLSP for a description of the phases for the Community. Table 8.3 summarizes the projected wastewater generation rates for Phase 1 and the total project area.

Table 8.3 Wastewater Generation Rates: System 8 Service Area (Phase 1 and Total PWWF)

Land Use	Phase 1 Gross Acreage	Total Gross Acreage	Wastewater Generation (MGD) [1]	Total PWWF
			Phase 1 PWWF	
Residential	610.7	1,509.9	3.21	6.75
Commercial	59.0	92.7	0.50	0.68
Educational	33.0	174.4	0.16	0.68
Industrial/Business-Professional	9.8	701.9	0.07	4.52
Parks/Recreational/Open Space	194.8	546.4	0.19	0.42
Institutional [2]	20.4	43.6	0.14	0.22
Miscellaneous [3]	73.1	741.2	0.03	1.05
Totals	**1,008.8**	**3,810.0**	**4.30**	**14.32**

Notes
1. Peak Wet Weather Flows (PWWF) pertain to the winter season and are calculated based on City of Stockton Public Works Department Sanitary Sewer Design Data, Drawing No. 45.
2. Insititutional land uses include the Amtrak station, the library, and the public safety facility.
3. Miscellaneous land uses include: lakes, roads, and existing residential development.

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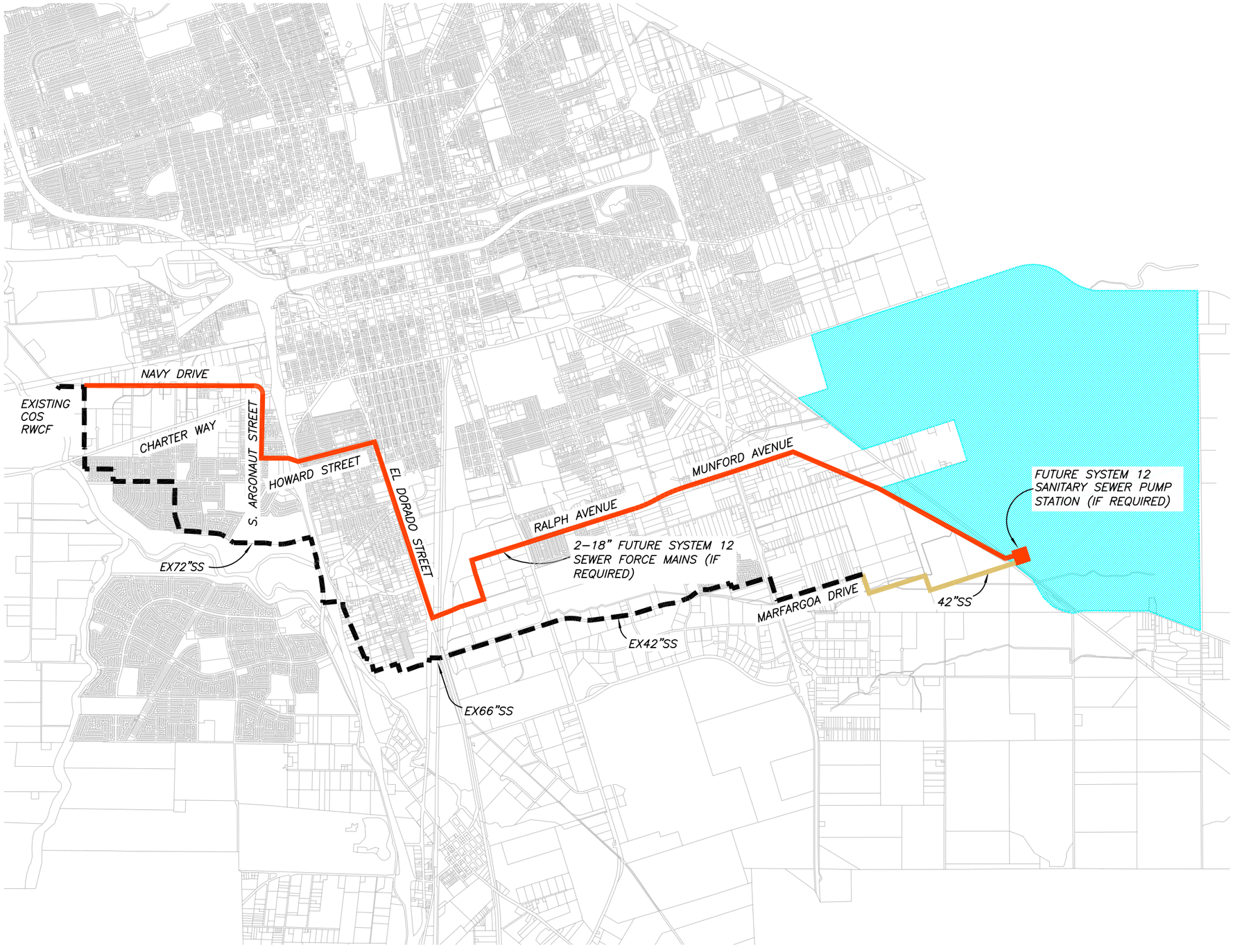
Mariposa Lakes

Stockton, California

Proposed Wastewater Facilities Plan (Regional)

Figure 8.3



Legend

- Existing Wastewater Collection System 8
- 42–inch Gravity Sewer
- System 12 Future Dual Force Main Alignment
- Mariposa Lakes Project Boundary and Service Area

N

EXHIBIT PROVIDED BY CONSULTANT:
Stantec
1016 12th Street
Modesto, California 95354

SCALE: N.T.S.

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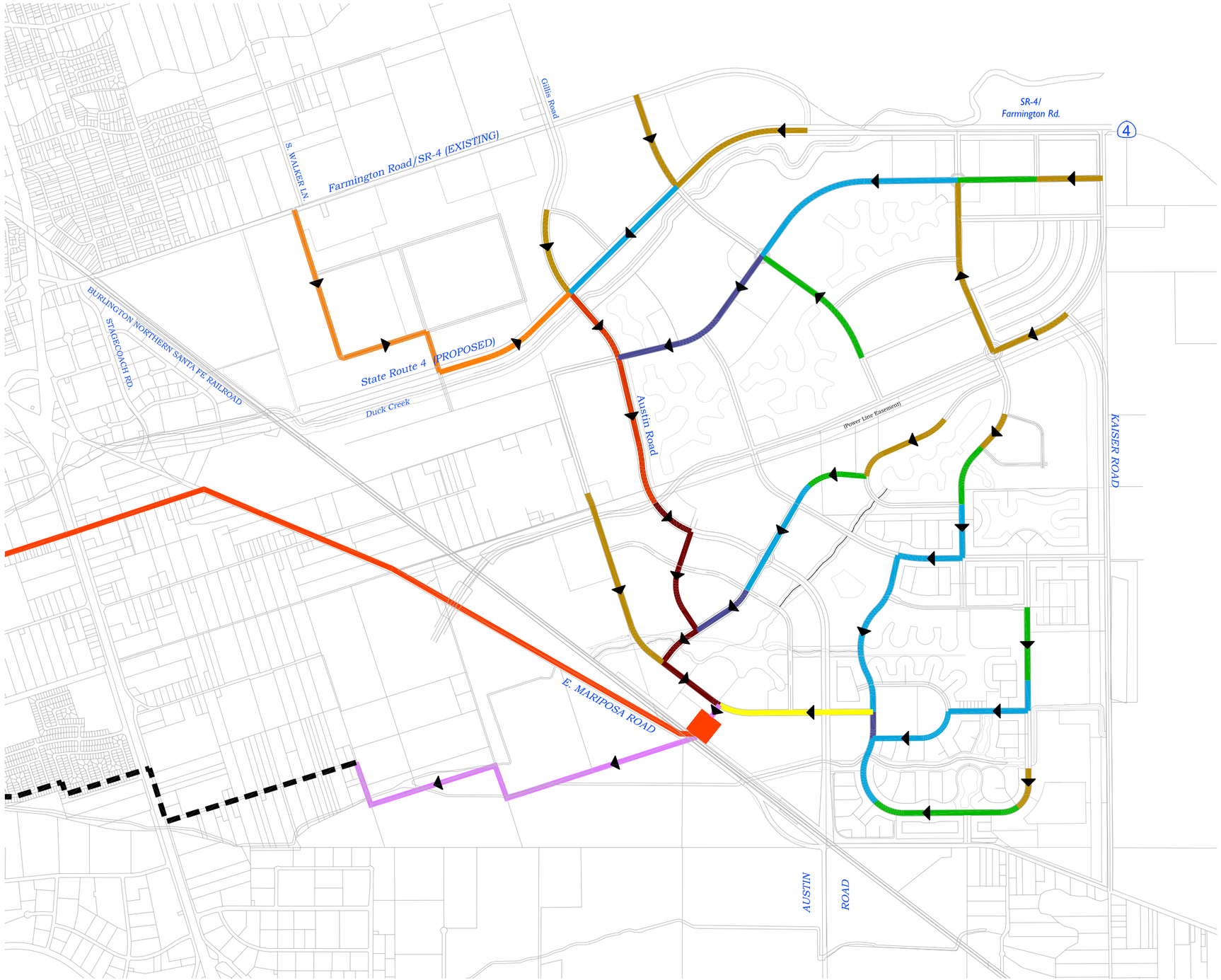
Mariposa Lakes

Stockton, California

Proposed Sanitary Sewer Plan

Figure 8.4



Legend

- 10–inch
- 12–inch
- 15–inch
- 18–inch
- 21–inch
- 24–inch
- 27–inch
- 30–inch
- 36–inch
- 42–inch
- Existing 42–inch
- Force Main, if neccessary (Size and Route to be Determined)
- Wastewater Pump Station, if neccessary
- Flow Direction

N

EXHIBIT PROVIDED BY CONSULTANT:
Stantec
1016 12th Street
Modesto, California 95354

SCALE: N.T.S.

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8.3.3 Future Wastewater Collection Facilities

Wastewater flows generated by the Community initially will be diverted to the City's existing Wastewater Collection System No. 8. Wastewater Collection System No. 8 has available capacity in excess of 14.1 MGD of wastewater flow, which is more than sufficient to serve Phase 1 of the Community, and which may be sufficient to serve the entire Community. Wastewater Collection System No. 8 will be extended to the Community through an onsite wastewater pumping station and connecting force main terminating at the upstream end of the existing 42-inch sewer main line on Marfargoa Drive. Applicants for tentative maps in subsequent phases of the Community's development will be required to demonstrate that 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. If System 8 is able to accommodate less than all of the wastewater flows generated by the Community, then some portion of the Community's 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 proposed 2035 General Plan Update and associated Wastewater Collection System Master Plan Update. Future wastewater facilities to collect and convey wastewater generated by the Community include gravity sewer trunk lines, a sewer pumping facility, and dual force mains.

8.3.4 Policies

The following water-related policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.3.1: The wastewater facilities for the Community will be developed in accordance with the City of Stockton Wastewater Collection System Master Plans and City of Stockton Standard Specifications.

Policy 8.3.2: In the event that the City has not adopted updated Wastewater Collection System Master Plans at the time the City Council takes action on the MLSP, the property owners within the Community shall fund the preparation of an amendment to the existing Wastewater Collection System Master Plans to serve the demand generated by the Community.

Policy 8.3.3: The owners, developers, and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable Sewer Connection fees required for improvements to the Stockton Regional Wastewater Control Facilities (RWCF).

Policy 8.3.4: In the event that the City has not adopted a RWCF expansion plan to serve the Draft 2035 General Plan Update area, the property owners within the

Community shall fund the preparation of an RWCF expansion plan to serve wastewater treatment needs generated by the Community.

Policy 8.3.5: The owners, developers, and/or successors-in-interest shall design and construct off-site elements of master planned wastewater collection system improvements as required to meet demands generated by the Community. This would include the required extension of System 8 facilities from the east end of Marfargoa Road, and the construction of a new pump station and force main connecting the Community to the RWCF on Navy Drive, when needed, and System 12, if needed.

Policy 8.3.6: The owners, developers, and/or successors-in-interest shall demonstrate to the satisfaction of the City Engineer that sewage generation by the proposed project can be accommodated within planned collection system improvements or shall design and construct necessary improvements to the system to accommodate anticipated sewage generation.

8.4 STORM WATER

This section describes the Community's storm drain collection system. It is based on analyses and preliminary designs completed by Stantec and PACE and prepared to comply with the San Joaquin County Improvement Standards and the Municipal and Industrial/Commercial California Storm Water Best Management Practice Handbooks. The watersheds and primary storm drain facilities were analyzed using the United States Army Corps of Engineers rainfall/ runoff model HEC-1, and XP-SWMM hydrologic and hydraulic- modeling software. All storm drainage, flood protection and terminal discharge improvements necessary for each phase of development in the Community shall be approved by the City of Stockton, San Joaquin County Flood Control and any State or Federal Agency having jurisdiction over any of the improvements.

8.4.1 Existing Conditions

The Community lies within three watersheds: Branch Creek watershed, Duck Creek watershed, and North Little Johns Creek watershed. Three primary streams drain through the Community site and, as a result, the Community will be located within three regional watersheds: the Branch Creek watershed, the Duck Creek watershed, and the North Little Johns Creek watershed. Duck Creek is a major tributary for the east Stockton area and flows year round; North Little Johns Creek is 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. The Duck Creek drainage area is 47.32 square miles. The North Little Johns

Creek drainage area is 216.64 square miles, and the Branch Creek drainage area is 4.05 square miles. Figure ~~8.6~~ 8.5 is a vicinity map showing the drainage area of each creek. Approximately 50% of the Community site drains to Duck Creek, 35% to Branch Creek, and 15% to North Little Johns Creek.

The hydrology and drainage facilities present within the Community site are typical of agricultural areas, specifically orchards. Runoff from the site is collected in agricultural ditches that discharge to the existing channels, Duck Creek, Branch Creek, and North Little Johns Creek.

The Community site is not currently served by existing urban storm drainage facilities.

8.4.2 Future Storm Water Drainage

Development of the Community ~~according to~~ as proposed in the MLSP will result in new impervious structures, pavement and surfaces over a substantial portion of the Community site. These changes to the surface environment of the Community site will increase the amount of storm water runoff and require the development of new urban storm drainage facilities. The storm water management systems and facilities for the Community are described below. According to the On-Site Water Quality Modeling Preliminary Report prepared by Pacific Advanced Civil Engineering (PACE) (February 2006), with the implementation of these systems and facilities, the developed Community will release and drain storm water of higher quality than the existing agricultural land uses, and the development will produce smaller loads and lower concentrations of pollutants than ~~alternative developments or~~ agricultural uses.

8.4.3 Summary of Community Storm Water Management System

The storm water management design for the Community includes four separate components:

- ~~An internal underground~~ A drainage system that collects and conveys 100-year storm runoff into a man-made lake network;
- A man-made lake network that provides ~~sufficient~~ 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.

The man-made lake network, three creeks, and storm water detention ponds will be the primary drainage and water quality treatment facilities for Mariposa Lakes. Approximately 100 acres of the Arbini recharge site will be used to control flood flow from North Little Johns Creek. Duck Creek and North Little Johns Creek will be naturalized to provide the community with aesthetic value, wildlife habitat, and creekside trails and parks.

Storm water runoff will be collected by standard buried storm drains and conveyed to the lakes. Utilizing applicable BMPs, the lakes will function as wet pond storm water treatment and, with proposed enhancements, will provide better storm water treatment than a standard wet pond. Dry weather flows will be captured by the lakes and will offset the need for makeup water. ~~This will eliminate dry weather flows and their discharge of pollutants.~~

The lake network will provide treatment of storm water by diluting, detaining, and circulating storm runoff within each lake. Water within the lakes will be maintained at a very high quality by the treatment systems within the lakes, which include biofiltration, aeration, and circulation. As runoff enters the lake, it will be diluted by much cleaner lake water. The cleaner lake water will immediately reduce the concentrations of pollutants in the runoff, even during large runoff events that cause discharge from the lakes.

Industrial areas will drain toward ~~dry extended~~ detention basins. ~~and treatment basins, which will provide treatment for the industrial areas.~~ The basins will capture all 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.

Peak Flow Design Storm

Lakes, detention basins, creek channels, and connections between lakes will be designed for the 100-year storm, 24-hour duration rainfall event. Duck Creek and North Little Johns Creek will be designed to safely convey the runoff resulting from the 100-year, 24-hour storm event with adequate freeboard.

8.4.4 Storm Water System Infrastructure

The primary storm drainage system at Mariposa Lakes provides for the conveyance of all off-site flows, on-site runoff, and urban runoff to the terminus streams, Duck, Branch, and North Little Johns Creeks. Downstream of the project area, Branch Creek flows north along the railroad tracks and Mariposa Road and drains into Duck Creek. Duck Creek ~~eventually~~ 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 site~~ Community, 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. The Master Drainage Plan (PACE, August 2006) ~~requires~~ states that on-site and off-site drainage generated by precipitation and urban runoff be jointly considered and conveyed safely through

the community. On-site drainage shall 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 shall be minimized.

Pipes and/or open channels shall be designed with 100-year flood capacity to a point of terminal discharge. Trunk line pipes (72 inch and larger), detention basins, and major open channels shall be designed and constructed to transport the 100-year peak flow rate. Trunk line pipes shall be designed for gravity flow conditions. Open channels shall be designed and constructed to meet the most conservative freeboard requirements of Federal, State, or County standards, and they shall be designed to minimize erosion. Sediment generated by grading or construction activities shall be subject to BMPs prior to discharge to ditches or streams.

Erosion shall be minimized by designing and constructing open channels to convey storm water runoff at or below the allowable maximum velocity, by using appropriate streambed protection and flow controls at appropriate locations in the creeks and storm drainage system. Streambed protection shall include appropriate bio-engineering solutions, including the planting of various native plant types.

The ultimate point of terminal discharge is in Duck, Branch, and North Little Johns Creeks. Terminal discharge shall occur either by gravity flow or by pumping. All project outfalls shall be designed to minimize erosion and meet applicable standards.

Developed condition flows shall not exceed existing condition flows at all downstream terminal discharge points. The location and design of detention basins shall provide for adequate access to the basins for maintenance. The inlet structure of detention basins shall be designed and constructed to reduce inflow velocities that cause erosion. 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.

Storm Drainage and Collection

Runoff from the on-site watershed areas in the Community will be collected in a series of storm drain pipes, man-made lakes, and storm water wet-pond detention basins utilizing BMPs. All storm water runoff facilities were sized for the design storm 100-year event.

The primary storm drainage and collection facilities will allow storm water treatment of first flush flows in detention basins and man-made lakes utilizing BMPs before discharging into the terminal creeks. The northern sections of the Mariposa Lakes development drain primarily to wet-pond detention basin BMPs, while most of the southern portions of the development drain directly into man-made lakes. The man-made lakes shall have extensive facilities for the

treatment of storm water flows and maintenance of water quality within the lake, including pre-treatment wetland filters, deep-water wetland filters, aeration pods, and bio-filters to treat runoff. Figure ~~8.6~~ 8.5 shows the drainage areas of individual detention basins within the project boundary and the lake or detention basin to which each sub-basin drains. Both man-made lakes and detention basins are sized to accommodate 100-year peak flood flows, to provide detention of flood flows as needed to control peak discharges from the site, and to provide storm water treatment as required by the City of Stockton's NPDES storm water program.

Secondary storm drainage collection facilities are located within the local and collector streets and consist of gutters, local drain swales, minor channels, catch basins, catch basin laterals, and underground pipes. These facilities transport on-site drainage to trunk lines, detention basins, and man-made lakes.

The secondary storm drain collection facilities will be used to collect and convey on-site drainage to the primary storm drain system. The design and construction of the secondary storm drain collection facilities are designed to accommodate flows from a 10-year storm event. For a ~~more~~ complete description of the Community's ~~proposed~~ storm drainage system, refer to the ~~following~~ technical report prepared by Pacific Advanced Civil Engineers: Master Drainage Plan-Part A, Description of Stormwater Facilities (August 8, 2006).

Portions of the project site that will be developed as industrial and commercial land uses will drain toward wet-pond detention basin BMPs. The wet ponds will provide stormwater treatment, floodwater detention, and will provide recreational opportunities including walking or jogging on trails, birdwatching, and dog walking. The BMP basins will be designed to safely detain runoff from the 100-year, 48-hour design rainfall event, and slowly release stormwater into downstream receiving waters. The basins will be designed to meet all standards of the City of Stockton Stormwater Quality Control Criteria Plan.

Man-Made Lake System

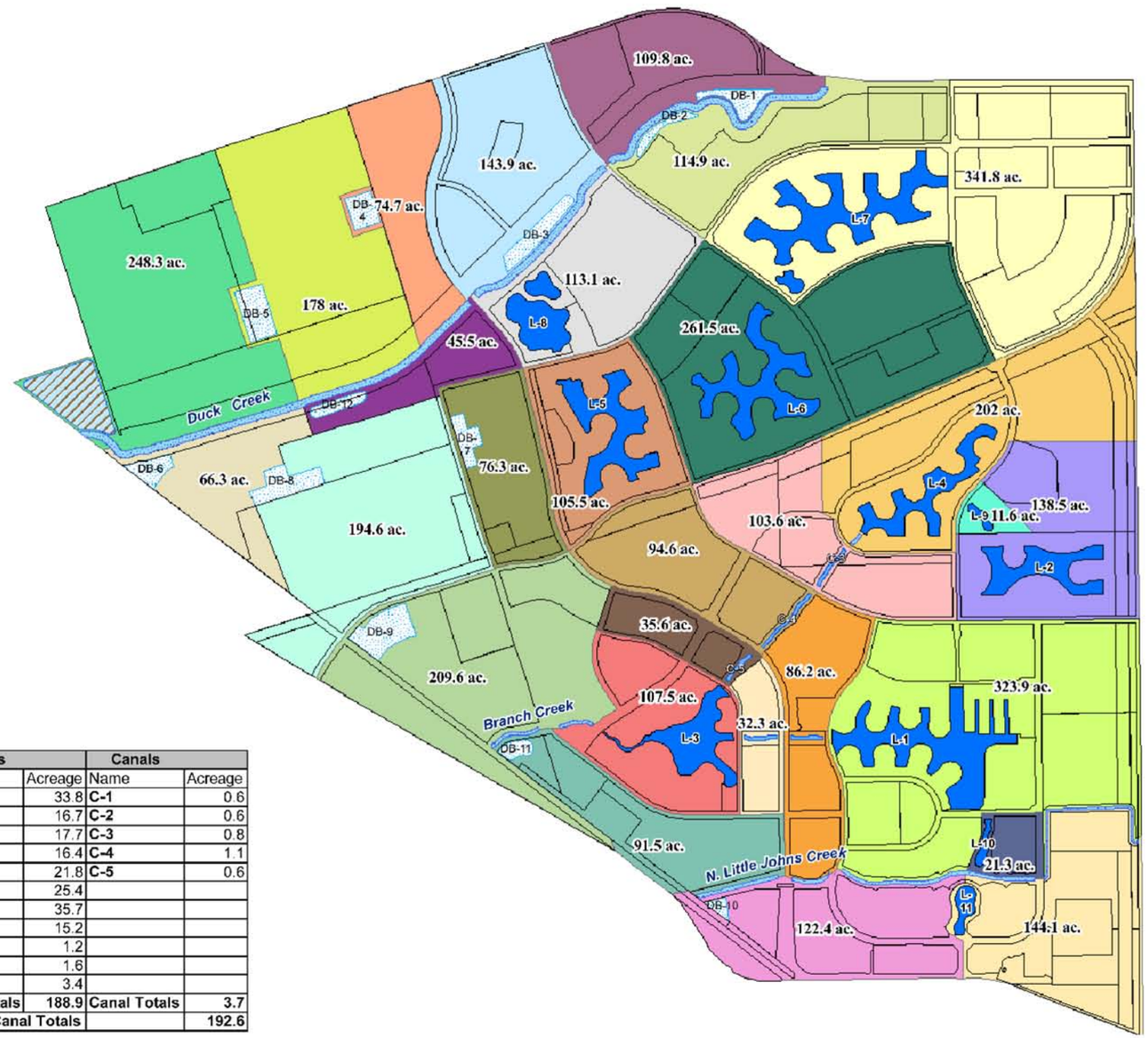
There are three separate man-made lake networks in the Community's lake system. The first, the Duck Creek lake network, is an interconnected network of four lakes that will collect surface runoff for much of the residential areas south of Duck Creek and north of the power line easement that bisects the project area and discharge into Duck Creek. Each lake will collect storm water from the area surrounding it. The lakes are arranged in a cascading sequence, so that water from uppermost lake will flow into the second lake in the series. Water from the second lake (which includes the water from the first lake) will flow into the third lake, and so on. The fourth lake will discharge into Duck Creek via a pumping station or gravity flow, depending on final grading plans for the development and re-naturalized Duck Creek.

Mariposa Lakes

Stockton, California

Drainage Areas Map

Figure 8.5



Note: Various colors depict individual drainage areas on map.

Legend
- Lakes
- Restored Stream Channels
- Canals
- On-Site Detention Basin/Recharge Basin
- Wet Pond Detention Basins
- Drainage Areas (color varies)

Not to Scale

Detention Basins	
Name	Acreage
DB-1	4.8
DB-2	2.5
DB-3	6.7
DB-4	4.3
DB-5	7.3
DB-6	4.1
DB-7	4.5
DB-8	7.7
DB-9	9.8
DB-10	1.4
DB-11	2.4
DB-12	3.0
Basin Totals	58.5

Lakes		Canals	
Name	Acreage	Name	Acreage
L-1	33.8	C-1	0.6
L-2	16.7	C-2	0.6
L-3	17.7	C-3	0.8
L-4	16.4	C-4	1.1
L-5	21.8	C-5	0.6
L-6	25.4		
L-7	35.7		
L-8	15.2		
L-9	1.2		
L-10	1.6		
L-11	3.4		
Lake Totals	188.9	Canal Totals	3.7
Lake & Canal Totals			192.6

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The second lake network, the Branch Creek lake network, is the largest lake network in terms of number of lakes, acreage of lakes, and drainage area. The Branch Creek lake network will consist of five lakes and five canals (that convey water between lakes) that will collect runoff from the residential areas in the middle of the project, between the power line easement to the north and North Little Johns Creek to the south. As with all of the residential lakes, each lake will collect water from a drainage basin surrounding the lake, as seen in Figure 8.6. This network is arranged as a branching network with one outlet and two branches. Within each branch, the uppermost lake will discharge to the second lake and so on. The two branches will meet when they both discharge into the same large lake. Water flow will continue downstream from this large lake and discharge into Branch Creek through a pumping station or gravity flow, depending on final grading plans for the development.

The final lake network, the North Little Johns Lake Network consists of two small lakes that will collect surface runoff on either side of North Little Johns Creek and discharge it into North Little Johns Creek by pumping or gravity flow, depending on final grading plans for the development.

Water in 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 the highest possible level of water quality in the lakes for the sake of both the environment and the aesthetics of the lake. It is based on similar systems that have operated successfully in similar communities for many years, maintaining excellent water quality despite inflows of nuisance flow, urban runoff, and other nutrient-laden waters.

The network of lakes is designed with sufficient reserve storage capacity to accommodate all dry-weather discharges. Therefore, dry weather flows will never leave the site, 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. Therefore, the Mariposa Lakes will be designed to both greatly reduce the volume and significantly improve the quality of runoff from the site. For a complete discussion of water quality BMPs associated with each lake, ~~please~~ see *Master Drainage Plan- Part A: Description of Storm Water Facilities* (PACE, 2006). The lakes will provide more than the minimum first flush treatment volume required by the City of Stockton NPDES Storm water program.

A typical cross section of a lake is depicted in Figure 8.6.

Creek Enhancements

Three existing channelized creeks flow through the Community site, Duck Creek, North Little Johns Creek, and the much smaller Branch Creek. As part of the Community development, Duck Creek, North Little Johns Creek, and downstream portions of Branch Creek will be ~~restored~~ enhanced such that they will have the capacity to transport flows resulting from a 100-year, 24-hour storm event.

Duck, Branch, and North Little Johns Creeks will be enhanced as multi-use corridors for the conveyance of off-site and on-site drainage through the Community, for passive recreation uses, and for use as wildlife habitat. Each channel will be an open channel with adequate flood protection to convey runoff from a 100-year storm event. Refer to Figure 8.7 for a typical cross section of a restored creek.

Currently, both Duck and North Little Johns Creek have been channelized to maximize agricultural use in the area. Both are trapezoidal in shape with steep side slopes, have no clear floodplain areas, limited vegetation in and around the channel, and low wildlife habitat value. Restoration will drastically improve the wildlife habitat of both creeks by widening the channels, introducing floodplain terraces, and by planting native vegetation (mule fat, cottonwoods, willow, oak, etc).

After construction, Branch Creek will begin just downstream of the community lake L-3. The Branch Creek watershed area, both upstream of and within the Community, will drain into the network of lakes within the Community. These lakes will spill into the beginning of the Branch Creek channel near the railroad crossing at the Community's western edge.

8.4.5 Best Management Practices (BMPs)

The Community will comply will all applicable provisions of the City of Stockton's Storm Water Quality Control Criteria Plan. Because the Community will provide 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 layout of the Community and the designs for specific aspects of the Community. 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 storm water runoff equal to the Storm Water Quality Design Volume as defined in the Stockton Storm Water Quality Control Criteria Plan. Each lake will also include a permanent pool that will meet~~s~~ or exceed~~s~~ the minimum permanent pool volume required for a wet pond BMP in the Stockton Storm Water Quality Control Criteria Plan. Typically, the lakes will have a volume that is many times greater than

Figure 8.6 Typical Lake Cross Section

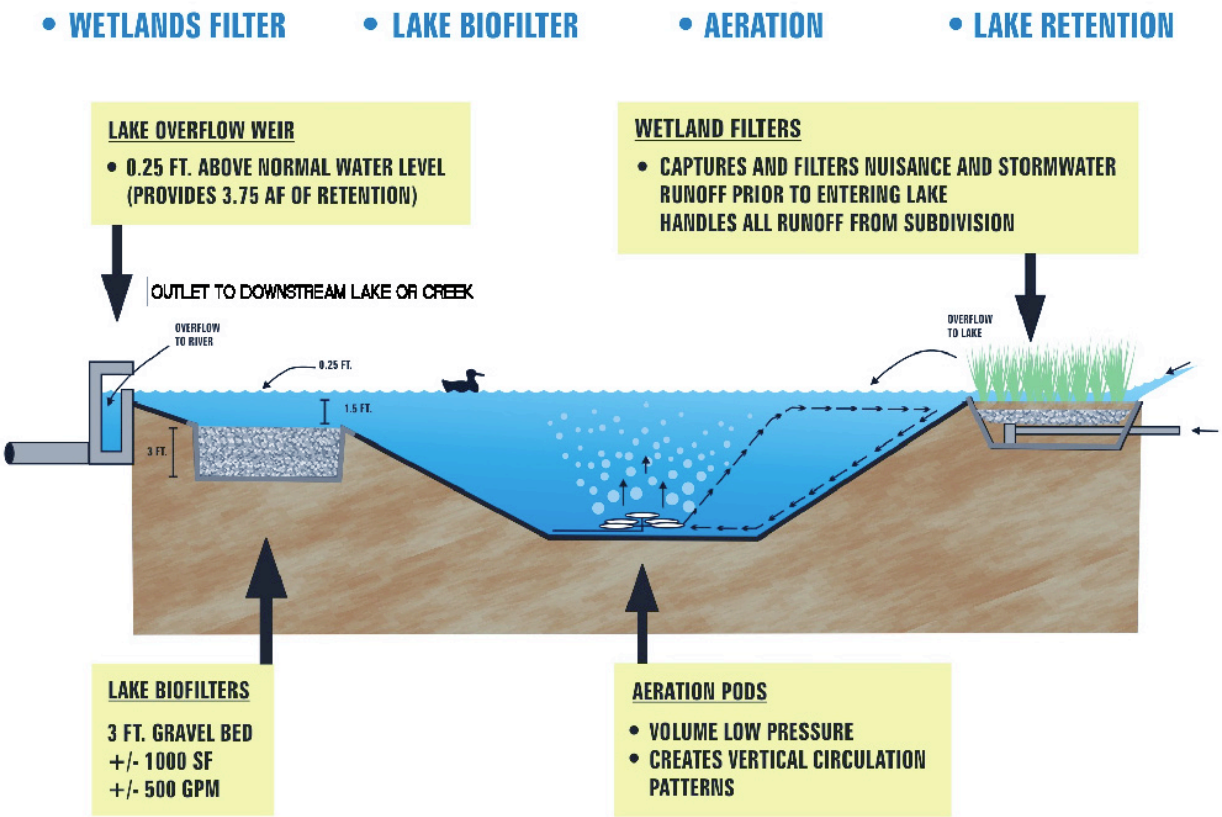
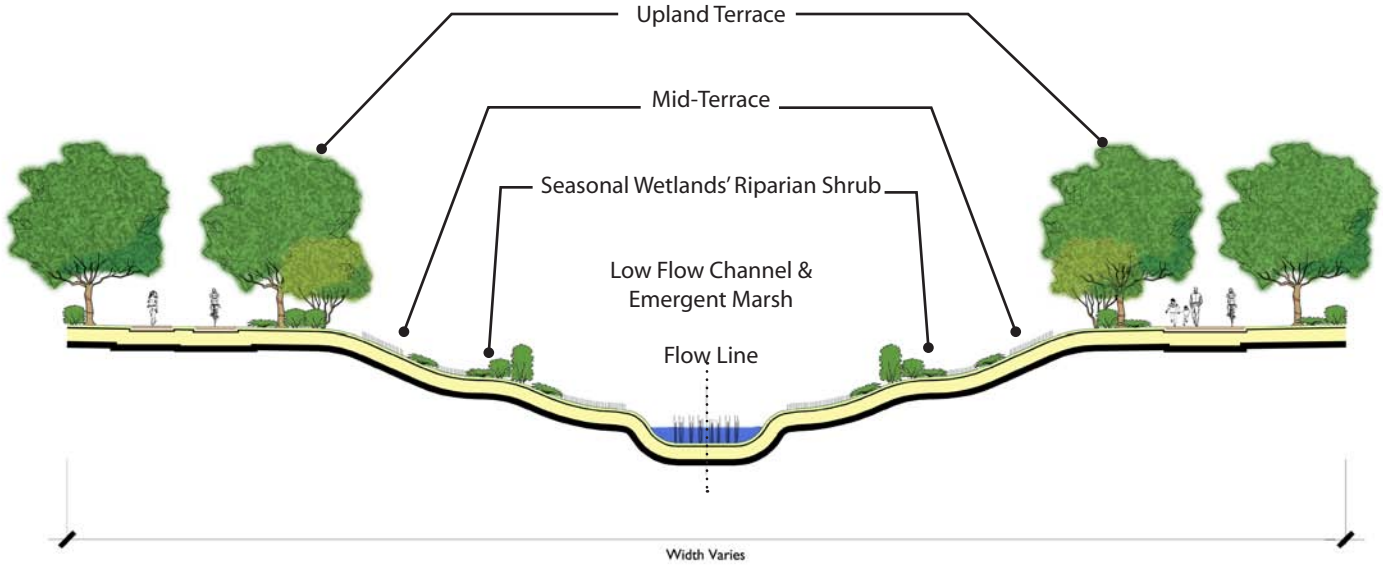


Figure 8.7 Typical Creek ~~Restoration~~ Cross Section



the minimum required permanent pool volume. Similarly, wet pond BMPs will meet the requirements of the Stockton Storm Water Quality Control Criteria Plan. In addition, lakes will include water quality enhancements described above. These enhancements will result in treatment that exceeds the treatment expected from a standard wet pond BMP designed to meet applicable standards. Thus, the Community will provide water quality treatment that exceeds City requirements.

8.4.6 Flood Protection

All of the proposed lakes will serve as the primary flood control and flow conveyance facilities for their onsite watersheds. In addition, the Branch Creek lake network will convey runoff from a small offsite watershed. The lakes will be designed to safely convey the runoff from the 200-year, 24-hour rainfall event with adequate freeboard. Storm water conveyance between lakes and storm water discharge from each lake network to the receiving water will operate via gravity flow and/or pumping.

While the runoff from the 200-year, 24-hour storm event is passing through the lakes the water level in each lake will rise. Within 24 hours of the end of the 200-year, 24-hour design storm event, water level in all lakes will have receded enough that each lake will again have sufficient freeboard to again convey and discharge another 200-year, 24-hour design storm event. This does not mean that within 24 hours after the end of the design storm event the water level in each lake will have receded to pre-storm, normal operating level. Due to the size of the project site and the extensive, interconnected network of lakes, it is not possible to convey all runoff from the design storm through the lake networks within 24 hours of a large storm. Large lakes and interconnected lake networks may require several days for the final few inches of storm water to drain. However, by providing extra freeboard in addition to the freeboard required for one design event, a second design event can be accommodated safely, ensuring that all areas of the project served by the lake systems will have exceptional flood protection.

All residential areas served by the lake systems will be graded to provide building pads that are higher than peak water level in the lake with adequate freeboard.

The wet-pond BMP basins will capture and detain all runoff from events up to the 200-year, 24-hour rainfall event with adequate freeboard. Within many of the industrial areas, ground surface elevations may require that storm water collected in wet detention basins be pumped to creeks for discharge. In other situations basins may be designed for gravity discharge to creeks. The basins will be designed with sufficient freeboard and pump station capacity that within 24 hours of the end of the 200-year, 24-hour design storm event the basins will again have sufficient capacity for another 200-year, 24-hour storm event.

The renaturalization of the creeks will prevent the creeks from flooding the project site during the 200-year, 48-hour flood and all smaller flood events. Channel alterations will not increase the peak flow rate or volume of flows passing through the project site.

8.4.7 Off-Site Watersheds

Adequate storm conveyance systems shall be provided to insure that all off-site runoff shall be conveyed safely through the project to terminal drains. Off-site 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.

Detailed studies for both the regional off-site hydrology and on-site hydrology and hydraulics have been prepared and submitted as technical back up reports with the ~~Specific Plan~~ MLSP EIR. The Off-Site Regional Hydrologic Investigation (PACE, 2006) describes the off-site regional hydrologic investigation. This report used standards outlined in the San Joaquin County Hydrology Manual (1997).

Off-Site watersheds are currently assumed to be undeveloped and therefore do not require BMPs prior to discharging into the Mariposa Lakes development. As development occurs upstream of the Mariposa Lakes development, BMPs shall be required prior to releasing runoff into the proposed storm drain system.

8.4.8 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. Figure 8.8 shows the FEMA floodplain boundaries through the Community.

The project includes alteration of several creeks 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 Community 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 creeks, and may require approval under the City of Stockton NPDES Storm Water Program and the State of California Water Discharge Requirements.

All applicable permits will be obtained as required by the permitting agency.

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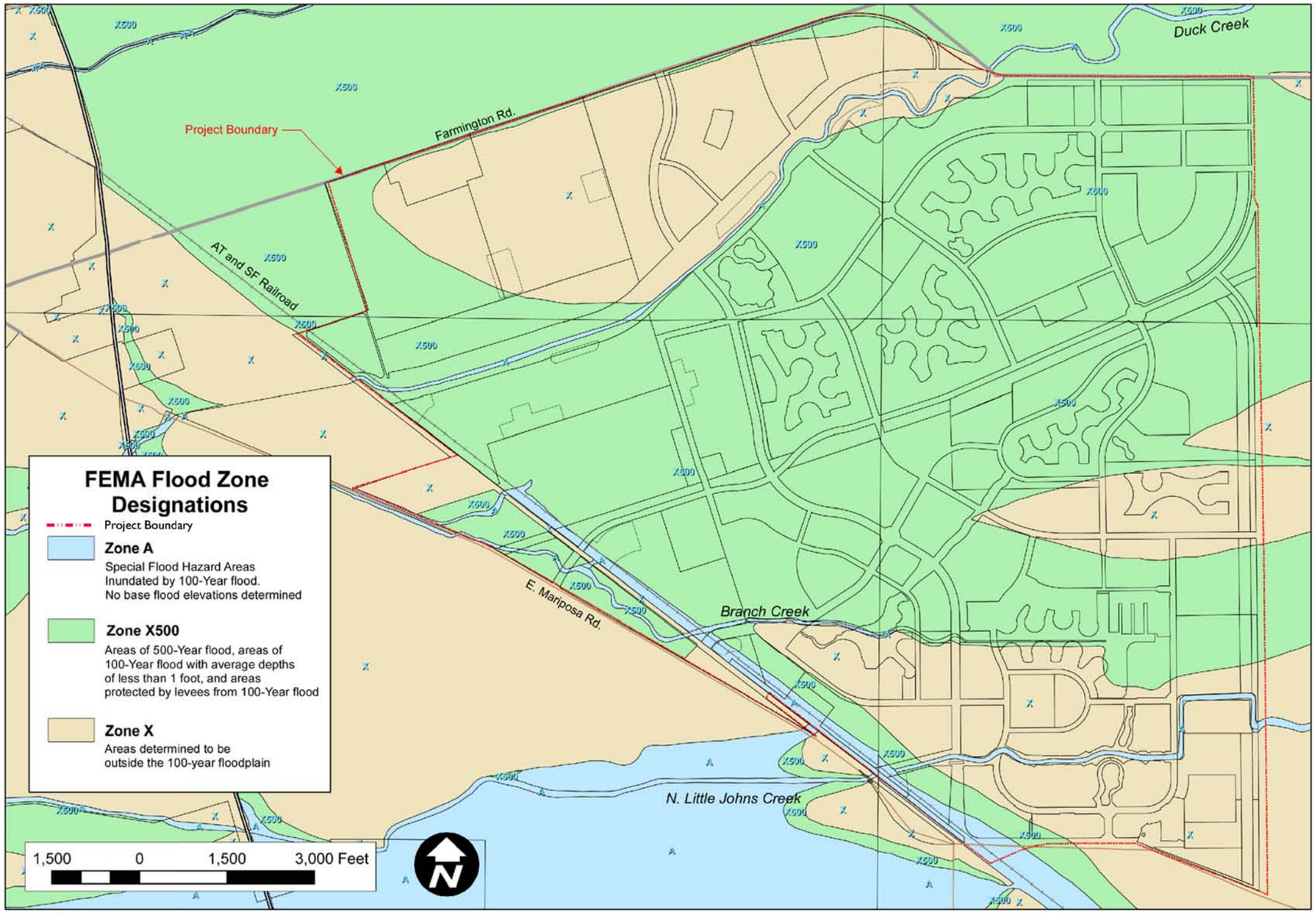
Mariposa Lakes

Stockton, California

FEMA Floodplain Boundaries

Figure 8.8



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8.4.9 Policies

The following ~~wastewater~~ storm water policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.4.1: The storm drain facilities for the Community will be designed in conformance with the City of Stockton Storm water Quality Control Criteria Plan.

Policy 8.4.2: The owners, developers, and/or successors-in-interest of individual subdivision projects within the Community shall design and construct any off-site elements of the planned storm drainage system necessary to serve the subject subdivision project, if needed.

Policy 8.4.3: Storm drainage improvement plans shall be subject to the review and approval of the City Engineer and Director of Municipal Utilities.

Policy 8.4.4: In the event that the City has not adopted a storm drainage master plan to serve the Draft 2035 General Plan Update area, the property owners shall fund the preparation of a storm drainage master plan amendment to serve the needs generated by the Community, which shall be subject to environmental review as necessary under CEQA.

Policy 8.4.5: The owners, developers, and/or successors-in-interest shall obtain all necessary permits for construction and operation of storm drainage pump station and discharge facilities, including permits from the US Army Corps of Engineers, the State Reclamation Board, and the California Department of Fish and Game.

Policy 8.4.6: Engineering drawings for drainage, bridge, or other structures that encroach on waterways within the Community shall incorporate applicable hydraulic analyses and shall be subject to the approval of the City Engineer, the State Reclamation Board, and other agencies with jurisdiction.

Policy 8.4.7: The owners, developers, and/or successors-in-interest shall demonstrate compliance with City Code Sections 7-859, 7-859.1, and 7-859.2 and other applicable code sections to the Municipal Utilities Department to insure that sufficient post-construction storm water pollution prevention practices have been incorporated into the design of the Community.

Policy 8.4.8: The owners, developers, and/or successors-in-interest shall submit a Storm Water Pollution Prevention Plan to the Municipal Utilities Department

that includes both construction stage and permanent storm water pollution prevention practices in compliance with the Stockton Storm Water Quality Control Criteria Plan. This Plan shall be developed during the Community's design phase and submitted and approved prior to the start of construction.

Policy 8.4.9: Discharge of sediments and other pollutants directly to the ditches or restored stream channels shall be minimized.

Policy 8.4.10: All applicable permits will be obtained as required by the permitting agency.

8.5 SOLID WASTE

8.5.1 Existing Conditions

The City of Stockton provides domestic solid waste collection to all areas within the city limits. Services provided include solid waste collection and source-separated curbside recycling, to both residential and commercial uses. Residential customers normally receive three containers: one 30-gallon garbage cart, one 60-gallon recycling cart, and one 90-gallon recycling cart for food and yard waste. Solid waste is disposed at existing private landfill facilities.

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 landfills.

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.

8.5.2 Community Solid Waste Service Requirements

At full buildout, the Community will provide approximately ~~10,566~~ 10,566 new housing units, with an ultimate population of approximately ~~33,178~~ 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. As explained above, however, there is currently ample landfill space to accommodate the anticipated solid waste requirements of the Community.

8.5.3 Community Solid Waste Services Plan

The City will extend its solid waste services to each area in the Community 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 in the Community can begin, the property owners or developers must obtain a permit that lists all expected wastes. Fifty percent of the debris from construction must be recycled.

8.6 UTILITIES

8.6.1 Electricity

Pacific Gas & Electric Company (PG&E) will serve the Community through its existing overhead electrical distribution lines. These lines run along both sides of State Route 4, Kaiser Road, and along the north side of Mariposa Road. Existing high voltage transmission lines with lattice towers now run along a transmission line easement through the center of the Community site, and a 60 kv power line runs north-south through the site. The PG&E Weber-Mormon JCT 60 kV power line will be realigned. The options for realignment appear in Figure 8.9. A site 250 feet by 300 feet for a PG&E substation will be located in the industrial portion of the Community, west of Austin Road.

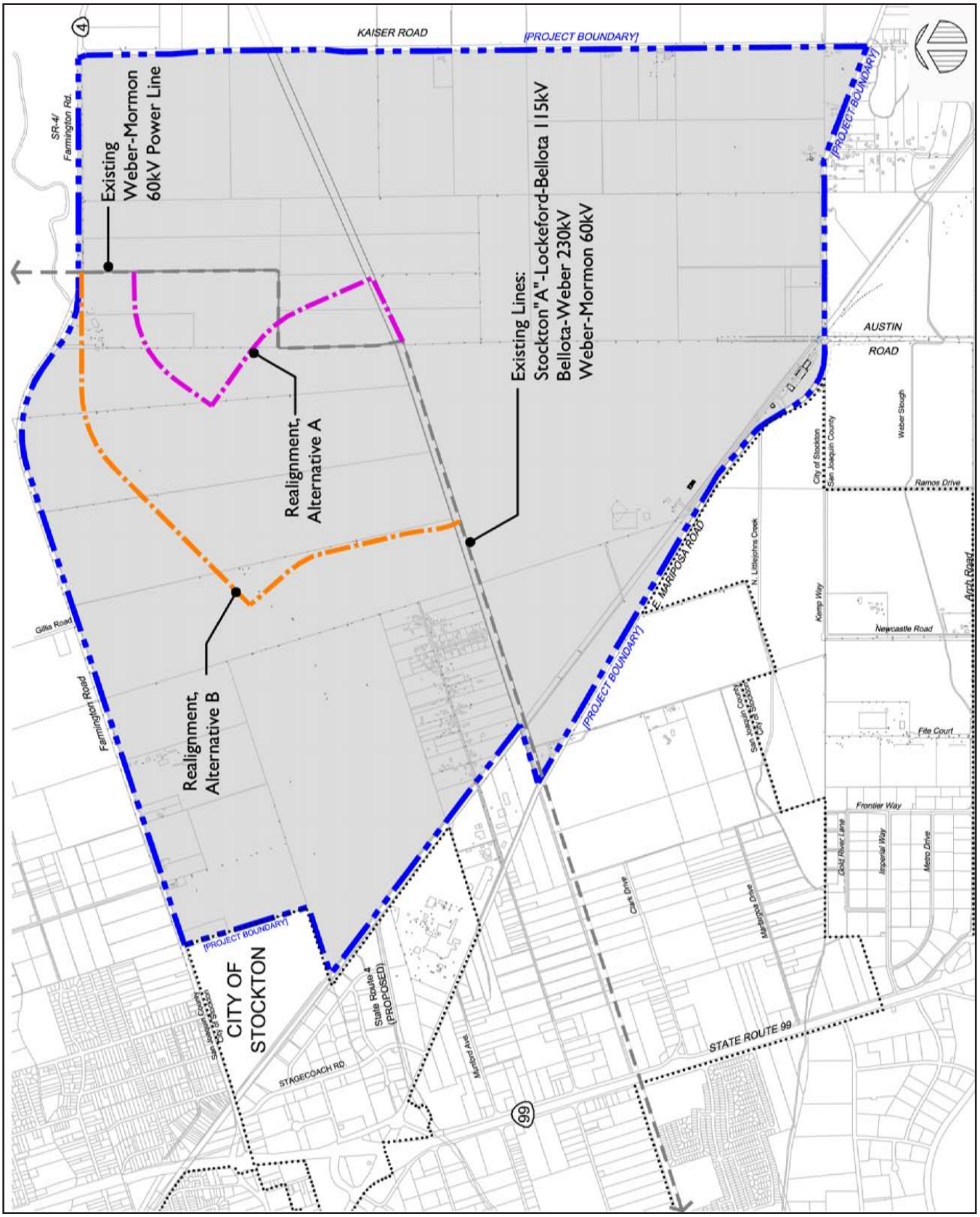
8.6.2 Natural Gas

PG&E will also provide gas service to the Community. A site for a gas substation, 100 feet by 100 feet, will be reserved by the property owners in the industrial area of the Community. New gas distribution lines will be extended from the existing main gas line at on Arch Road to the Community. See Figure 8.9.

8.6.3 Communication

Local phone service for the Community site is currently provided by AT&T. SBC (now AT&T) has previously installed fiber optic cable along Mariposa Road within the Community site. Existing phone lines are located along State Route 4 and Mariposa Road. These lines extend into the site. ~~See Figure 8.10.~~

Figure 8.9 Relocation of PG&E Power Lines



8.6.4 Cable Television

No cable television is currently provided to the Community site. The City of Stockton controls the franchise rights for cable television. Comcast is the current provider for cable television services in the Stockton area, and is expected to be the cable provider for the Community.

8.6.5 Policies

The following utility policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.6.1: The owners, developers, and/or successors-in-interest shall provide a site or sites in the Community for an electrical substation and gas regulator station, as necessary, in coordination with PG&E.

Policy 8.6.2: The Community developers shall coordinate with PG&E regarding the extension of electrical and gas distribution facilities in conjunction with subdivision map improvements, including consideration of permit requirements as well as the design and location of distribution and transmission lines, gas regulator and odorizer stations and valve lots.

Policy 8.6.3: Prior to the initiation of Phase 2 of the MLSP, the master developer shall coordinate with PG&E as required to relocate the existing 60 kV electrical transmission line to a mutually acceptable alignment. Costs of relocation shall be borne by the developer.

8.7 POLICE AND FIRE PROTECTION SERVICES

8.7.1 Existing Conditions

Police Services

Police services for the Community site 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 Community.

Fire Protection Services

Fire protection services for the Community site are currently provided by the Montezuma and Collegeville Fire Districts, which serve unincorporated areas generally west, south and east of the site. The nearest Montezuma station to the Community site is located approximately one mile away at 2405 South B Street. The nearest Collegeville station to the site is located at 13225 East Mariposa Road, approximately 1.5 miles away. These stations currently have a cooperative agreement with the City of Stockton 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 Community site, 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 on the SPA. 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.~~

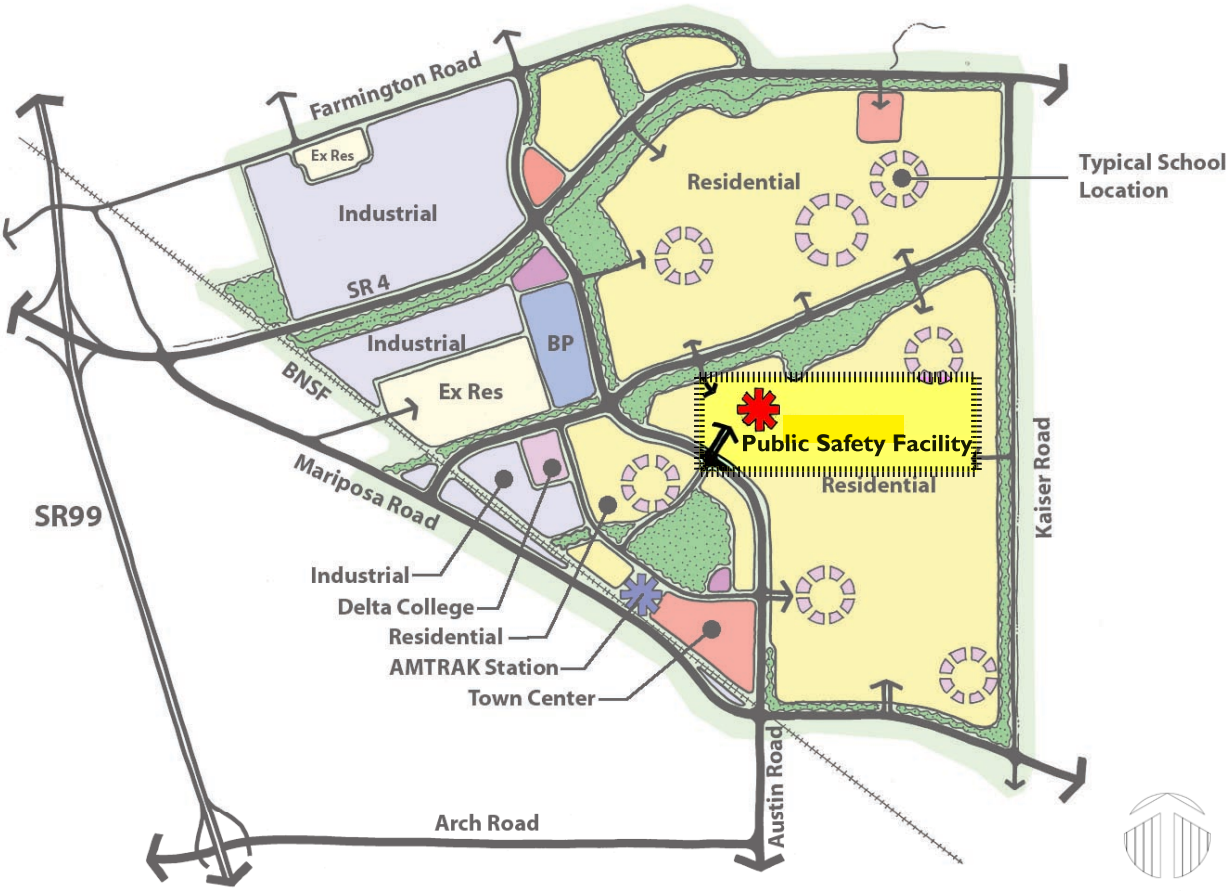
~~Fire protection services for the Community will be provided by the Stockton Fire Department. The project applicants will reserve a site, selected in conjunction with the Stockton Fire Department, for a public safety facility to provide fire protection services to the Community. The 3.5 acre site for 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 facility will be constructed within the Phase 1 development area, and funding for the station, equipment, and staff for the temporary station will be provided by the applicants as required by the fire department, before any final inspection for residential structures or the issuance of any certificate of occupancy for nonresidential structures for development Phase 1.~~

Fire protection services for the Community will be provided by the Stockton Fire Department. The project applicants will reserve a site, selected in conjunction with the Stockton Fire Department, for a public safety facility to provide fire protection services to the Community. The 3.5 acre site for the public safety facility will provide 1.5 acres for a fire station and 2 acres for a police substation.

A temporary firehouse facility will be constructed within Phase I and will require two single family residential lots (one lot for the temporary firehouse and one lot for the apparatus bay). Funding for the temporary station, equipment, and staff will be provided by the applicants, as required by the fire department, before any final inspection of residential structures or the issuance of any certificate of occupancy for nonresidential structures within the Phase I development area.

Prior to construction of Phase 3, the permanent fire station (which replaces the temporary station within Phase I) shall be constructed within the Phase I area as identified within the 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. Funding for the permanent station, equipment, and staff will be provided by the applicants.

Figure 8.10 Public Safety Facility Location



8.7.2 Community Service Plan

Development of the Community will result in significantly expanded industrial and commercial uses and a substantial increase in the population in southern Stockton. At full build-out, the Community will provide approximately ~~10,566~~ 10,562 residences and approximately ~~12.4~~ 13.0 million square feet of industrial and commercial space. These changes will result in increases in demands for police and fire protection services.

A Fiscal Effects Study (published under a separate cover) has been prepared for the Community by Goodwin and Associates. The ~~Goodwin~~ study considers the potential municipal costs and revenues associated with development of the Community, including the potential additional costs of Police and Fire Department staffing and operations. The ~~Goodwin~~ study indicates that the Community will have a net positive fiscal effect on the City of Stockton, so that expanded police and fire protection staffing and other operating expenses will be supported economically by Community-generated revenues. Although the Community will increase the need for police and fire protection personnel, the City estimates that its police and fire department staffs will meet the service ratios described in the Draft 2035 General Plan.

The Community site is located east of the SPD's Park (policing) District and will be incorporated into that District upon annexation into the City. The Community site will also ultimately be served by the City's proposed southeast Stockton police substation when it becomes operational.

~~The Community Approvals will provide for creation of a homeowners association.~~ 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 Community. This privately maintained service will supplement the police services provided by the City, and will substantially reduce the burden on the City's existing police protection resources.

The ~~Community Approvals will also require the~~ master developer ~~to~~ will reserve a site within the Community~~, to be selected in conjunction with the City of Stockton Fire Department,~~ for a public safety facility. ~~to provide fire protection services to the Community.~~ 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 sub-station. The location of the public safety facility is shown in Figure 8.10.
A temporary facility will be constructed on or proximate to the dedicated site, and funding for the station, equipment, and staff for the temporary station will be provided as required by the fire department, prior to any final inspection for residential structures or the issuance of any certificate of occupancy for non-residential structures for Phase I of development. The Public Facilities Financing Plan describes provides for the funding of these facilities.

Security Enhancements

An aspect of the Community Service Plan is to provide for security of the residents and businesses within Mariposa Lakes. Mariposa 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.

At these locations, proper infrastructure shall be provided to allow for security cameras and/or enhanced lighting to be installed. During the Tentative Subdivision Mapping process the precise locations to receive security cameras and/or enhanced lighting shall be determined.

8.7.3 Policies

The following community services policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.7.1: The City of Stockton shall provide additional police and fire personnel and facilities as needed to maintain City standards, as described in the Draft 2035 General Plan.

Policy 8.7.2: The Community Development Department will coordinate with the Police and Fire Departments regarding the timing of annexation and proposed development in order to adequately prepare for necessary expansion of services to the Plan Area.

Policy 8.7.3: Development plans shall incorporate applicable police protection, fire protection, and emergency response standards into subdivision and other project improvement plans. Improvement plans shall be developed in consultation with the Community Development, Fire, Police, and Public Works Departments and shall address such items as the location and design of streets and cul-de-sacs, water system and hydrant specifications, residential numbering, mapping, and other criteria.

Policy 8.7.4: The owners, developers, or successors-in-interest will be responsible for providing a temporary fire station on or proximate to the first phase of development of the Mariposa Lakes Specific Plan. The funding for equipment and staffing for such temporary fire station, as required by the fire department, shall be borne by the owners, developers, or successors-in-interest. The specific funding plan will be included in the financial analysis prior to acceptance of the Mariposa Lakes Specific Plan Development Agreement by the City of Stockton. All temporary fire station improvements and equipment will be purchased and placed in service prior to any final inspection for residential structures or the issuance of any certificate of occupancy for non-residential structures.

Policy 8.7.5: The owners, developers, or successors-in-interest shall form a Mariposa Lakes Homeowners Association prior to the issuance of occupancy permits for any residences. The Mariposa Lakes Homeowners Association shall maintain 24-hour security services throughout each residential community and proposed retail/commercial center in the Community upon completion and occupancy.

Policy 8.7.6: The owners, developers, and/or successors-in-interest shall pay all required Public Facility Fees to defray capital facilities costs associated with expanding police and fire protection services.

Policy 8.7.7: The owners, developers, and/or successors-in-interest shall provide a licensed, uniformed security guard during project construction; the security guard shall be present during the evening hours on weekdays (Monday through Friday) and 24 hours per day on weekends and holidays, when the developer is not on site.

Policy 8.7.8: Construction areas shall be fenced and inaccessible to the public after hours, and on weekends and holidays, until residents begin occupying the new homes. Construction fencing shall be maintained as needed during the project.

Policy 8.7.9: Construction areas shall be well lighted throughout the night, every night, so as to clearly illuminate the majority of the lots under construction and the entire street area within construction areas.

Policy 8.7.10: Appliances such as stoves, microwaves, refrigerators, etc., shall not be installed until the day a new owner completes the final walkthrough of the residence. If installed earlier, the residence must remain securely locked after hours and on weekends and holidays. Cabinetry and other valuable items shall be kept offsite prior to installation. Once installed, the residence must be securely locked.

Policy 8.7.11: The owners, developers, or successors-in-interest will be responsible for providing a temporary fire station on or proximate to the dedicated site, and funding for equipment and staffing for such temporary fire station as required by the fire department, prior to any final inspection for residential structures or the issuance of any certificate of occupancy for non-residential structures for Phase I of development. The owners, developers, or successors-in-interest will be responsible for providing for the construction of a permanent fire station, and equipment and staffing as required by the fire department, prior to any final inspection for residential structures or the issuance of any certificate of occupancy for non-residential structures for Phase II of the development.

Policy 8.7.12: The owners, developers, and/or successors-in-interest shall install fire hydrants and water distribution facilities that will provide fire flows that are adequate to support the City's existing Class I ISO rating and that conform to adopted Building Code Fire Safety Standards for all of the uses proposed within the Plan Area.

Policy 8.7.13: To optimize crime prevention efforts, developers shall ensure security cameras are installed during the initial phase of construction or, at the very least, ensure the proper infrastructure is in place to support the installation of security cameras at a later time.

8.8 SCHOOLS

8.8.1 Existing Conditions

Currently, the Community site is divided among two school districts: the Stockton Unified School District (SUSD) and the Escalon Unified School District. After annexation, the Community will be unified under the jurisdiction of the SUSD. The SUSD serves students in Kindergarten through grade 12.

The current Stockton General Plan (1990) has no designation for future school sites within the Community site. A future elementary school site is shown on the property located adjacent to the northwest corner of the site. Due to the property's current designation on the Stockton General Plan map as Performance Industrial, SUSD has declined to construct an elementary school at this location.

8.8.2 Community School Requirements

Development of the Community will lead to the generation of substantial additional student populations. At full buildout of approximately ~~9,106~~ 9,085 single-family residential units and ~~1,460~~ 1,477 multi-family units, the Community would contribute approximately ~~7,151~~ 6,980 new students to the SUSD's student population (Table 8.4).

Table 8.4 Project Student Generation

Grade Level	Single-Family Units	Multi-Family Units	Total Students
Elementary School	4,988	150	5,138
High School	1,826	16	1,842
Total	**6,814**	**166**	**6,980**

Thus, development of the Community will contribute to growth-related demands for new schools within the SUSD. Based on existing and projected K-8 school sizes, the approximately ~~5,258~~ 5,137 K-8 students generated by the project would result in the need for approximately six new K-8 schools. The approximately ~~1,894~~ 1,842 high school students generated by the project would represent nearly 80% of the total enrollment of a typical high school constructed by SUSD.

8.8.3 K-12 School Plan

The Community will provide for the dedication of six 16-acre sites for future K-8 schools and one 54-acre future high school. ~~within the SPA.~~ In total, the Community will commit approximately 170 acres of Community land for school development (including the land reserved for the community college campus). With the exception of the community college site, this land will be acquired and developed by the SUSD with financial assistance from the 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 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 and Mello Roos bonds will be used to facilitate the early construction of the high school. ~~The Community Approvals provide for the creation of a~~ A Community Facilities District and Mello-Roos Tax District will be created to help facilitate early school construction.

All six of the elementary schools in the Community 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.

8.8.4 Community College Campus

The Community will also provide a 20-acre undeveloped site for the development of a community college by the San Joaquin Delta Community College District (SJDCCD) to be funded by the MLSP Public Financing Plan. SJDCCD ~~plans~~ is expected to develop this site as a new satellite campus. ~~The master developer is preparing a Memorandum of Understanding (MOU) with SJDCCD, which is expected to provide for the dedication of the 20-acre site to the SJDCCD for purposes of building a new campus within 20 years of adoption of the MLSP. The proposed MOU further provides that if the campus is not built within 20 years, the 20-acre site will revert to City of Stockton for non-residential public use.~~ The master developer will prepare a Memorandum of Understanding (MOU) with SJDCCD, which is expected to provide for the dedication of the 20-acre site to the SJDCCD, for purposes of 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 of Stockton for non-residential public use.

The SJDCCD will be responsible for the campus program and design. For planning purposes, general site development assumptions are as follows. A floor-to-area ratio (FAR) of .25 will result in 218,000 square feet of building. Buildings on the campus are expected to occupy approximately three acres of the site (assuming two stories). Ten acres of the campus would be occupied by 1,000 parking spaces. The remaining seven acres are expected to be used for open space, recreational facilities, and landscaping.

The community college is expected to generate enrollment of between 4,000 and 8,000 students and approximately 230 teaching and administrative jobs.

8.8.5 Policies

The following schools policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.8.1: All schools shall be located with careful consideration given to student access to the school.

Policy 8.8.2: SUSD shall coordinate with the City of Stockton in the planning and site design of each new school facility within the Community in order to avoid significant traffic conflicts in the vicinity of the planned schools.

Policy 8.8.3: Project proponents will advise SUSD of development phasing within the Community so that districts can plan and coordinate necessary improvements to accommodate new student enrollment.

Policy 8.8.4: Future development of proposed athletic fields and stadiums (with the exception of the football stadium) shall not be located within 200 feet of planned residential uses, as measured from the center of the field. Any athletic fields located within this distance shall be subject to acoustical analysis; if needed, noise control measures shall be included in the design that would reduce potential noise impacts on residential uses within 200 feet to less than significant. If City noise standards cannot be maintained, then subsequent environmental documentation may be required.

Policy 8.8.5: The proposed football stadium shall be designed to reduce noise transmission to nearby residential areas, in consultation with a qualified acoustical consultant. Potential noise control opportunities would include placement of the stadium within a bowl or depression and/or construction of an earthen berm along the rim of the bowl/depression; equip bleachers or seating with solid backs to prevent sound transmission; schedule contests to end by 10:00 p.m.; design stadium PA consistent with applicable City of Stockton noise standards.

Policy 8.8.6: Lighting systems for the proposed high school shall be designed and oriented to avoid significant light and glare impacts on surrounding land uses.

Maya Angelou Library in Stockton

8.9 LIBRARY AND COMMUNITY CENTER

8.9.1 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 of Stockton, 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 Community site. 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 English as a second language, 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 south Stockton area.

8.9.2 Community Requirements

Development of the Community will result in substantial population increases in the southeast area of the City of Stockton, and corresponding increases in demands for library services. The Community would be in the Southeast Library Service Area, as established in the 1987 City of Stockton Branch Library Study, which consists of all residences located north of Arch and Arch-Airport Roads, west of Jack Tone Road, south of Charter Way/Martin Luther King Jr. Boulevard and east of the Union Pacific Railroad (west of Airport Way).

The City of Stockton 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 ~~33,180~~ 33,166 new residents. Whether the Community will require the development of a new branch library will be determined by the new Library Facilities Master Plan.~~, which is scheduled to be prepared in the Fall of 2006.~~ The Master Plan will evaluate proposed new library facilities and the expansion of existing library facilities to accommodate growth envisioned in the Draft 2035 General Plan.

8.9.3 Library and Community Center Plans

~~Sufficient land area is available within proposed parks and open spaces of the Community to adequately accommodate a new southeast Stockton branch library if warranted.~~ If the Master Plan indicates a branch library located in the ~~SPA~~ Community 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 Public Facilities Fees for libraries, which ~~is~~ are collected for all development projects in the City of Stockton. A new community library would be located within the Austin Road Town Center. ~~Community Park, next to the lake, in the southwestern portion of the community. Funding for the library is~~

~~discussed in the implementation chapter of this document (Chapter 13), as well as in the Public Financing Plan, published under a separate cover.~~

~~The large community center, also within the Town Center Community Park, may house additional facilities to serve the needs of the Mariposa Lakes residents. Possible facilities include a senior center, a youth center, or a swimming club. Costs associated with construction and maintenance of the community center facilities are addressed in Chapter 13 and the Financing Plan, published under a separate cover.~~ One community center, intended to provide common meeting space and recreational amenities for Community residents, shall be located within each of the three villages of Mariposa Lakes. Each community center shall be located within a community park. The timing and design of the community centers shall be at the discretion and approval of the Director of Parks and Recreation.

The three community centers shall be funded through the Community Recreation Center fee collected by the City's public facilities fee.

8.9.4 Policies

The following libraries policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 8.9.1: Libraries shall be centrally located and accessible via both car and non-automotive transit.

~~Policy 8.9.2: The owners, developers, and/or successors-in-interest shall present an operations, maintenance, and financing plan for the community center for review and approval by the Director of Parks and Recreation concurrent or prior to submittal of the project's first tentative map application.~~

Chapter Nine:
Parks and Recreation Plan

Parks and Recreation Goals and Objectives

Existing Conditions

Summary of Parks and Recreation Plan

Description of Park and Recreation Facilities

Applicable Park Standards

Policies

Chapter Nine:
Parks and Recreation Plan

This Chapter establishes the Parks and Recreation Plan for the Community. It has been prepared in consultation with the City Parks and Recreation Department to comply with the City of Stockton's design criteria and standards for City Parks and conform to the City's standards and requirements for the design, construction, maintenance, and funding of City parks.

9.1 PARKS AND RECREATION GOALS AND OBJECTIVES

The following Community Objectives apply to and have guided the development of the Parks and Recreation Plan for the Community.

Objective 13. Create a significant park, open space, and trail system that connects neighborhoods, schools, and public places and provides active and passive recreation, hiking, and bicycling.

In addition, the following Parks and Recreation Plan goals have been established to further guide the implementation of the MLSP and the Community:

- Provide a wide range of parks and open space uses for passive and active recreation uses;
- Provide park and recreation facilities in close proximity to residential uses; and
- To the extent feasible, preserve public access to lakes, creeks and riparian resources.

9.2 EXISTING CONDITIONS

The City of Stockton has no park facilities east of State Route 99. The County of San Joaquin operates one park near the Community, ~~site,~~ 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 of Stockton and County of San Joaquin jointly maintain a regional sports complex located between SR 99 and Stockton Metropolitan Airport, approximately two miles southwest of Mariposa Lakes.

9.3 SUMMARY OF PARKS AND RECREATION PLAN

The Community will provide at least five acres of park space per 1,000 residents, in conformance with the policies of the City's Draft 2035 General Plan. The Community will provide ~~536~~ 196.5 acres of ~~regional,~~ community~~,~~ and neighborhood parks, or 5.9 acres of park per 1,000 residents.~~;~~ ~~o~~Open space corridors~~;~~, creek enhancements~~;~~, greenways~~;~~, and trails~~;~~, total 325.9 acres.resulting in ~~16~~ 15.8 acres of parks and open space per 1,000 residents. ~~Parks alone will comprise 279.6 acres, or 8.4 acres of park per 1,000 residents~~. The parks ~~and open space~~ plan for the Community is summarized in Table~~s~~ 9.1 ~~and 9.2~~.

Table 9.1 ~~Regional Park,~~ Community ~~Parks,~~ and Neighborhood Parks~~, and Greenbelts~~

Phase	Parks Req'd	Parks Planned	Over/Under	Parks per 1,000
1	67.5	63.8	-3.7	4.7
2	38.5	29.7	-8.8	4.4
3	38.3	63.0	24.7	5.4
4	15.3	24.9	9.6	5.6
5	6.3	15.1	8.8	5.9
Total	**165.8**	**196.5**	**30.7**	**5.9 acres / 1,000**

The "Parks Planned" column in Table 9.1 consists of community parks and~~,~~ neighborhood parks~~, and 30% of the greenbelts~~. The table **does not** include any credit from open space within Mariposa Lakes.

The *Parkland Dedication Ratios and Land Credit–Guidelines* provided by the City of Stockton indicates that 30% of "other developed public areas may count toward the total parkland dedication requirement provided the sites are 'usable'" and that they meet the following criteria:

1. Must be at least 50 feet wide and 300 feet long.
2. Must have a street on at least one side.
3. Must not be encumbered by easements.
4. Must be improved to the satisfaction of the Director of Parks and Recreation.

~~Greenbelts that meet the above criteria have been divided into phases, multiplied by 30%, and added to the total of community and neighborhood parks for each phase.~~ The parks per 1,000 population calculations do not include the open space credit, as enough parks have been planned for the Community to surpass the Stockton 5 acres per 1,000 requirement.

The "Parks per 1,000" column is aggregate. The calculation is based on the number of residents of Mariposa Lakes through the completion of each phase. Thus, the parks per 1,000 for Phase 2 is the combination of residents from both Phases 1 and 2.

Table 9.2 calculates the parks and open space in Mariposa Lakes and breaks it down by phase. It also details the acres of parks and open space per 1,000 people for each phase. The "Parks and Open Space per 1,000" column is based on aggregate population.

Table 9.2 Parks and Open Space

Phase	Parks Req'd	Parks & OS Planned	Over/Under	Parks & Open Space per 1,000
1	67.5	170.8	103.3	12.7
2	38.5	53.8	15.3	10.6
3	38.3	201.5	163.2	14.8
4	15.3	63.1	47.8	15.3
5	6.3	33.2	26.9	16.0
Total	**165.8**	**522.4**	**356.6**	**15.8 acres per 1,000 people**

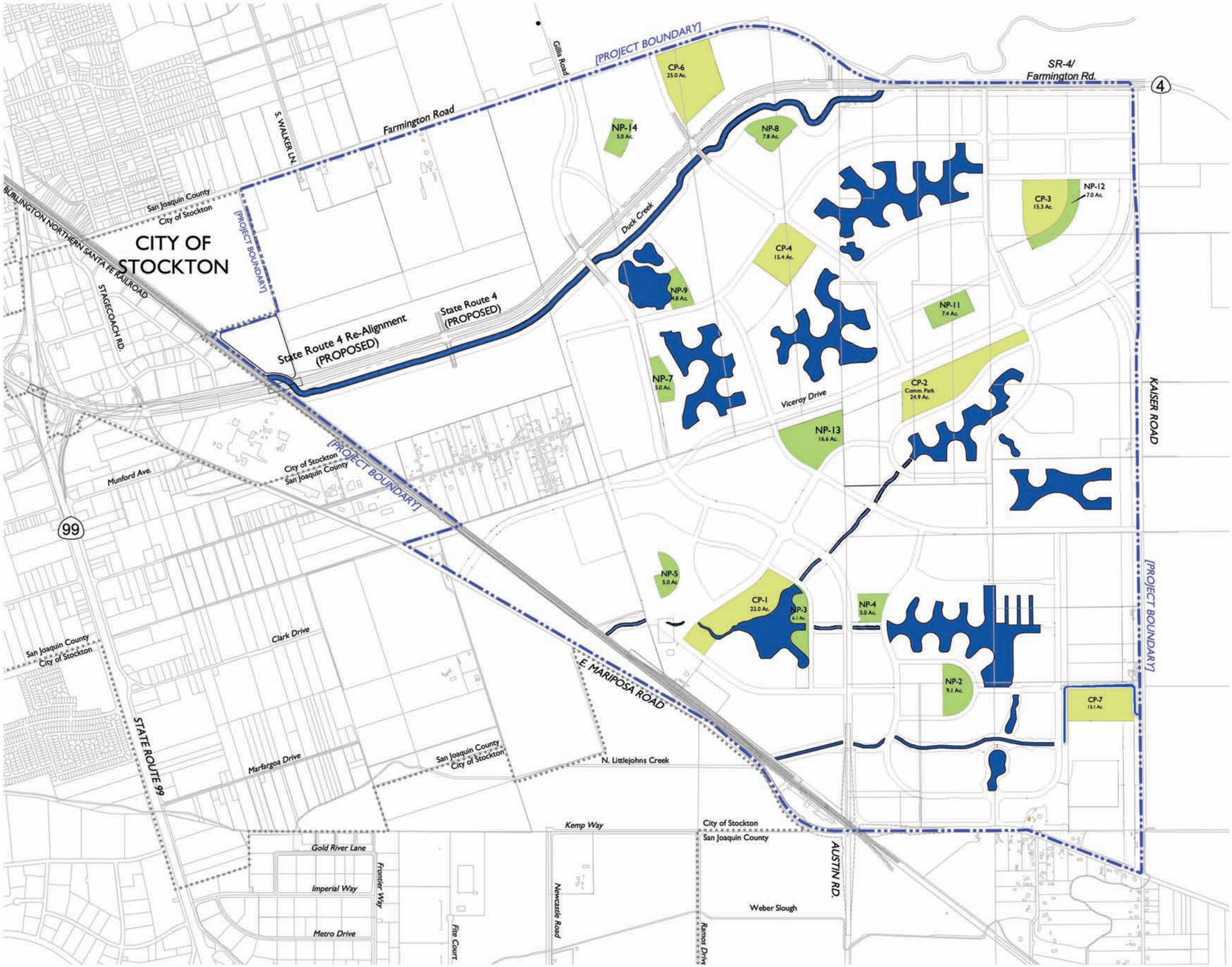
Most residents in the Community will live within ¼-mile of a public open space area and within ½-mile of a public park. Park and open space concepts shown in the MLSP are programmatic designs meant to guide the location and type of park, as well as creek preservation corridors, public facilities, streets, and lakes. The final design and precise location of all City park facilities will be done in collaboration with the City of Stockton when tentative maps in nearby areas are reviewed and approved.

A ~~large~~ portion of the open space in the Community will be permanently conserved as mitigation for the wetlands impacted by the project. This open space will occur primarily along enhanced creek corridors. Designs 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.

Three of the lakes and the majority of the creek corridors will be publicly accessible. Refer to Figures 9.3 and 9.4.

9.4 DESCRIPTION OF PARK AND RECREATION FACILITIES

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.~~, and sports park facilities.~~ Figures 9.1 and 9.2 illustrates the location of the parks and open space, and Tables 9.1 and 9.2 summarize the acreage allocated to parks and open space by phase.



Mariposa Lakes

Stockton, California

Community & Neighborhood Parks

Figure 9.1

Key		Description	Park Acres
		Project Boundary	
		LAKES	(183.5 Ac.)
	CP	Community Parks	117.7 Ac.
	NP	Neighborhood Parks (Public)	78.8 Ac.
Total Parks Provided:			196.5 Ac.

LAND PLANNER / LANDSCAPE ARCHITECT:

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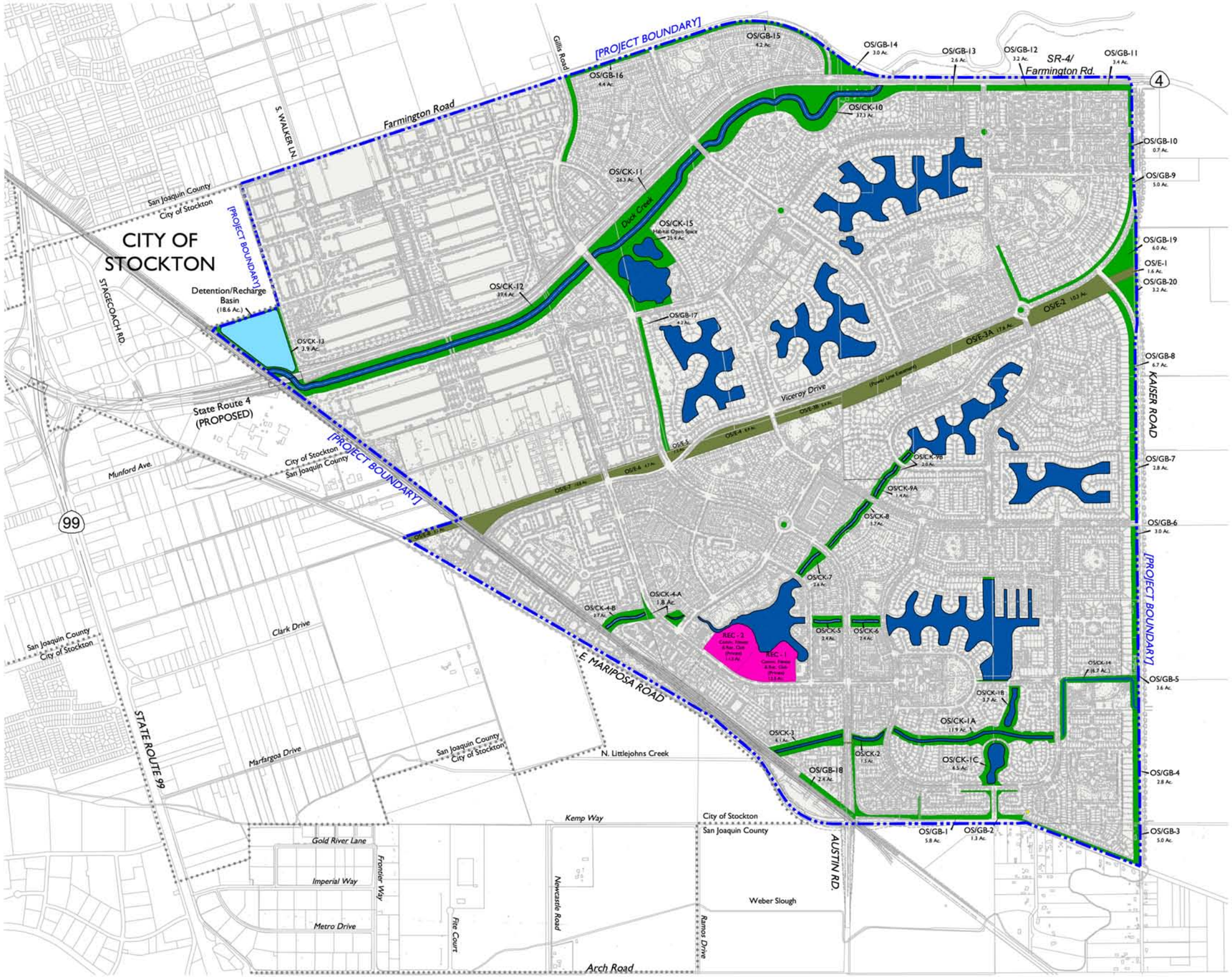

Mariposa Lakes

Stockton, California

HOA-Maintained Open Space and Sports Facilities

Figure 9.2

Key		Description	Acres
		Project Boundary	
		LAKES	183.5 Ac.
		Detention/Recharge Basin	18.6 Ac.
	REC	Private Sports Facility	24.0 Ac.
	OS/CK	Creek Open Space (OS)	188.9 Ac.
	OS/GB	Greenbelt Open Space (OS)	73.3 Ac.
	OS/E	Power Easement Open Space (OS)	63.7 Ac.
Total:			533.4 Ac.

Note: Open Space / Creek Open Space / Powerline Easement / Detention/Recharge Basin acreage is not included in park land dedication area.

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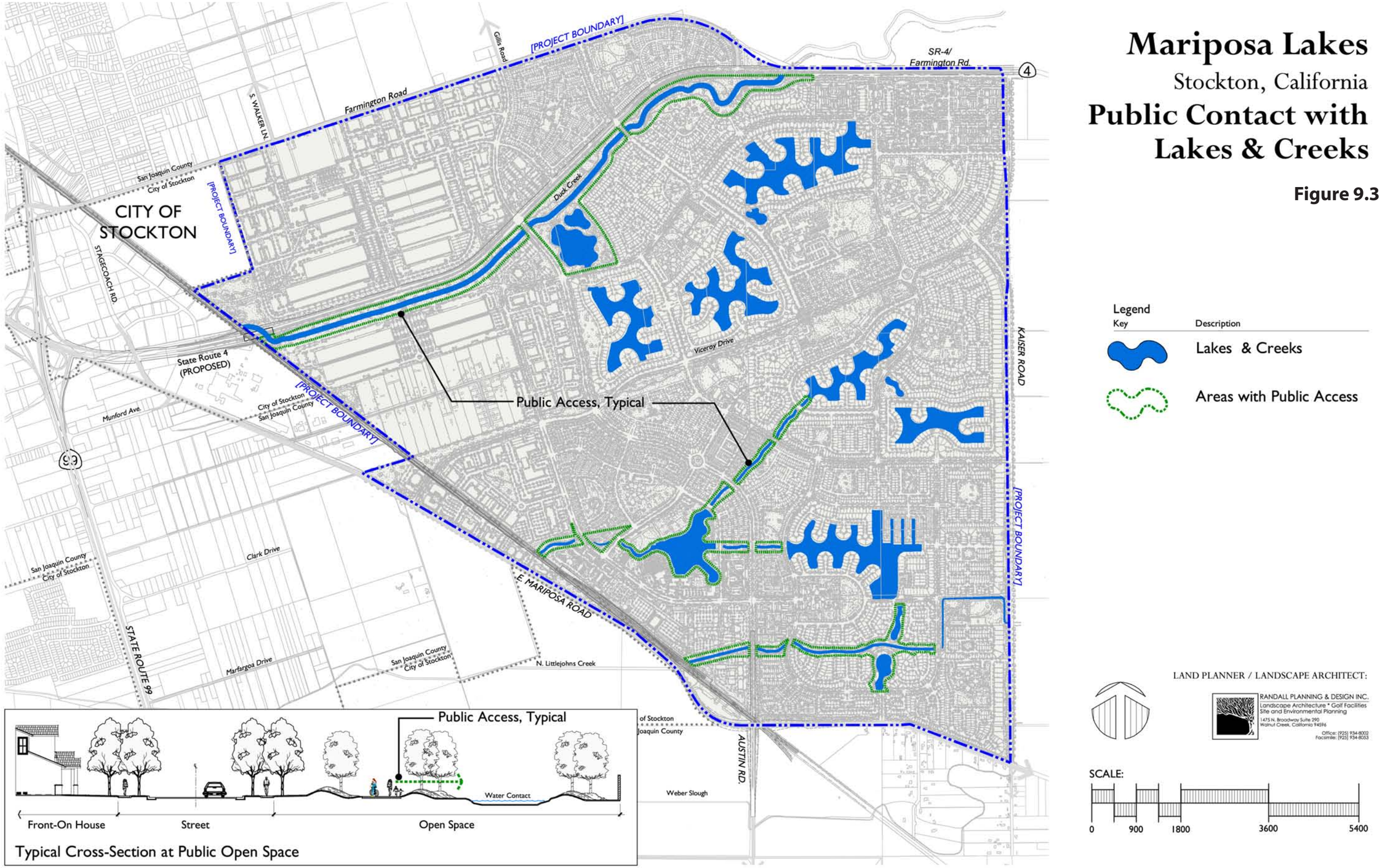
Mariposa Lakes

Stockton, California

Public Contact with Lakes & Creeks

Figure 9.3



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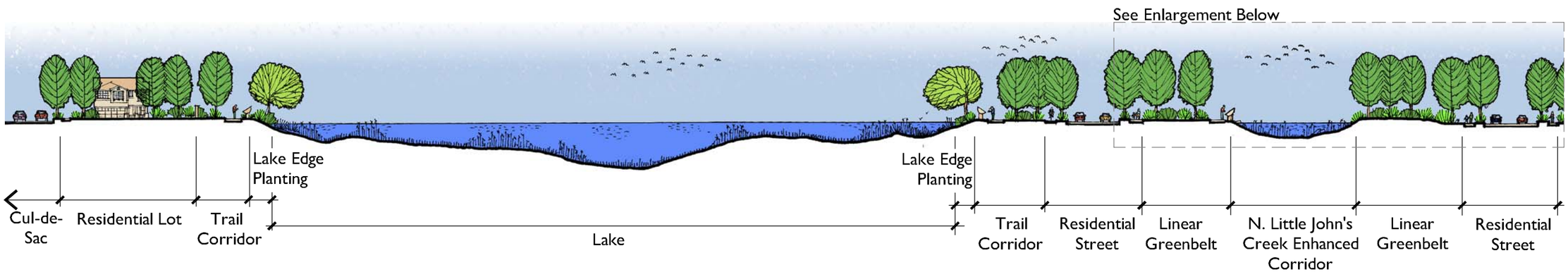
Mariposa Lakes

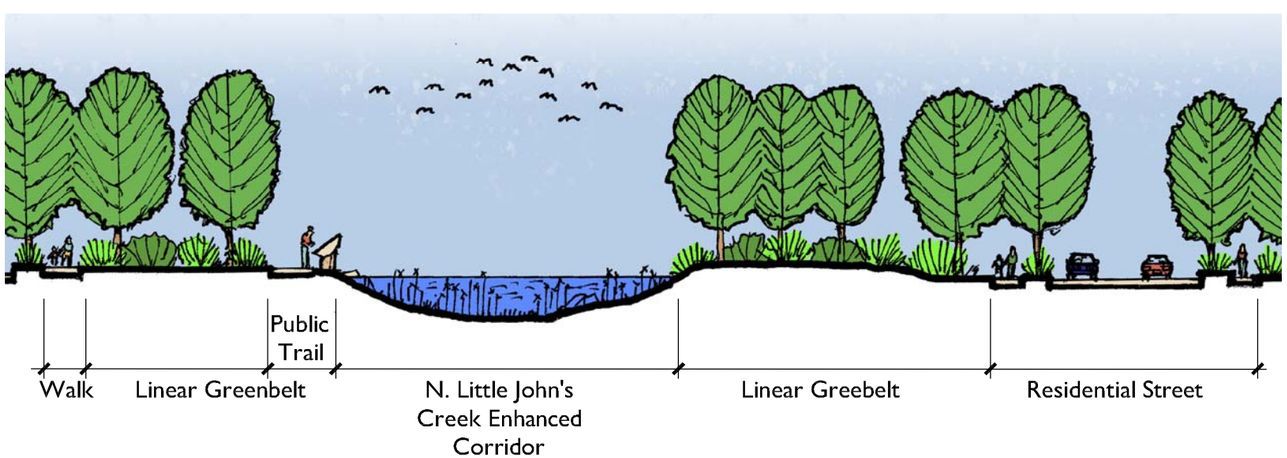
Stockton, California

Public Contact with North Little John's Creek (Section)

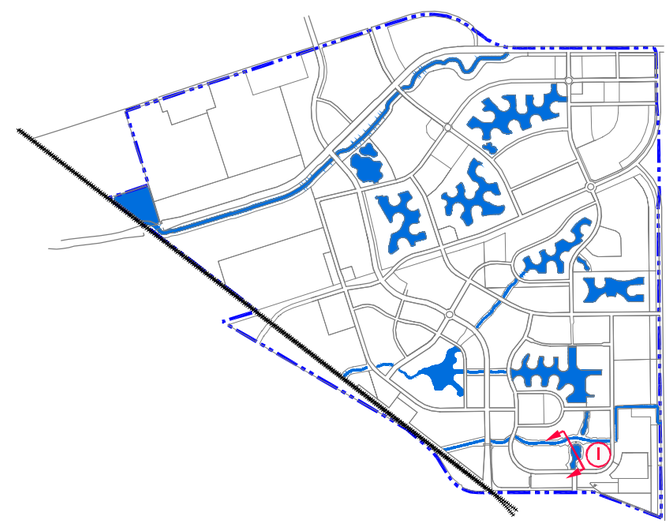
Figure 9.4



1 Public Lake Edge
N.T.S.



North Little John's Creek Enhanced Corridor - Enlargement
N.T.S.



Community Edge Conditions
Key Map

N.T.S.

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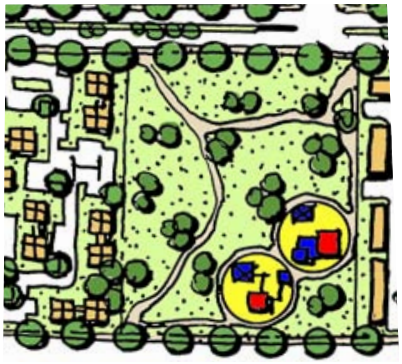
9.4.1 Community ~~and Regional~~ Parks

Community parks are located throughout the Community, and 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. The facilities and park space also may serve as community centers for social meetings and other events. Many parks are adjacent to schools to allow for shared use of public facilities, such as public restrooms. Community parks adjacent to linear open spaces will foster the use of multi-use trails to reach destinations within the Community. A ~~master community~~ centrally-located park is located within the Austin Road Town Center, at the heart of the Community and is illustrated in Figure 9.5.

~~The Regional Park will be a sports complex oriented towards adults. The 30.0 acre site is located across from Duck Creek Village Center at the intersection of Gillis Road and the re-aligned SR 4.~~

Figure 9.5 Community Park in Austin Road Town Center

Figure 9.6 Neighborhood Park



9.4.2 Neighborhood Parks (Public Parks)

Neighborhood parks are generally five to ten acres in size and are usually located within residential neighborhoods. Basic facilities found in each park will include tot lots and children's play areas, sitting areas, and lawn areas large enough for non-competitive lawn sports.

9.4.3 Community Fitness and Recreation Club

The Community will provide a privately-operated fitness and recreation club. The club will include a gym, pools, and tennis courts. The facility will include a play center for children six years old and younger. Managed activities will be provided for children between seven and thirteen years old.

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.

An alternate development scenario of the "Private Sports Facility" allows for a private recreational club facility built solely as a private development and in no way tied to an HOA. Under this scenario, residents of Mariposa Lakes would not be members of the private recreational facility by memberships being paid through an HOA.

Figure 9.7 Community Fitness and Recreation Club

9.4.4 Pocket-Parks (Private Parks)

Pocket-parks will provide additional park space in Planned Development (PD) neighborhoods. The total acreage for PD parks has not been determined since PD sites will be determined at the tentative map phase. 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. Pocket-parks may count towards the overall ~~project~~ Community park requirement if they are publicly accessible (not within a gated neighborhood), are at least one-half acre in size, and include amenities. The pocket-parks within Mariposa Lakes are not used to meet the project park requirement. PD neighborhoods require 20% of their gross acres to be in common open space.

9.4.5 Linear Open Space Corridors

Open space corridors will separate and define neighborhoods, and provide connectivity between schools, public facilities, commercial centers, and other areas within the Community. The Duck Creek Open Space will create a corridor that features the ~~restoration and~~ enhancement of Duck Creek. The PG&E power line easement will be converted into a linear open space corridor, and improved with multi-use trails and passive recreation opportunities. Greenways and trails located adjacent to busy streets, such as Kaiser Road and Farmington Road, will buffer residential areas and enhance the Community's street sidewalk network. Figure 9.8 shows a portion of the linear space corridor within the PG&E easement.

Figure 9.8 PG&E Easement Open Space

9.4.6 Duck Creek and North Little Johns Open Spaces

The Duck Creek Open Space will run the length of Duck Creek, from State Route 4 to the Burlington Northern Santa Fe Railroad. The corridor will be reconstructed to provide an improved wetland and riparian habitat. It will include trails, small children's play areas, picnic tables, and open turf areas to serve residential neighborhoods. An HOA-maintained park adjacent to the Duck Creek Open Space will be designed with a central lake feature and an ecological focus. Valley Oak riparian plantings will be the dominant theme throughout the Duck Creek corridor. (Refer to Figures 9.9 and 9.10 for images of the Habitat Community Open Space.) Other plantings will present plant mixtures found in the natural riparian corridors of the Central Valley of California. Signage or an information center may be incorporated into this park allowing users to discover and learn about the creek restoration process and the regional ecology.

The North Little Johns Open Space will run along a portion of the North Little Johns Creek. Creek enhancements will include overall site drainage, the creation of a wetland and riparian habitat, and walking and biking trails.

Planned improvements along Duck Creek and North Little Johns Creek, as well as other Community improvements to address impacts to water ways and wetlands, will require approval(s) from the California Department of Fish and Game and the US Army Corps of Engineers, among other agencies. ~~Foothill Associates has prepared and submitted applications for these approvals.~~

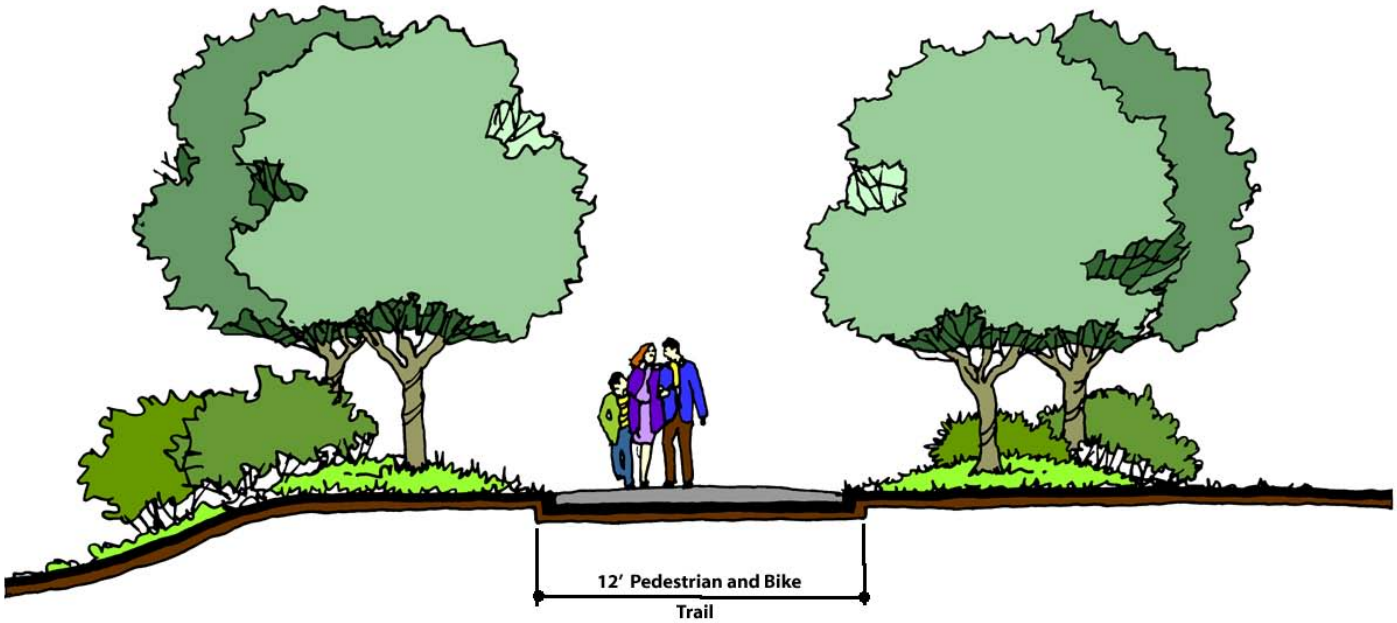
Figure 9.9 Habitat Open Space (Plan)

See Figure 9.10 for section of Habitat Open Space.

9.5 APPLICABLE PARK STANDARDS

All public park designs will comply with City of Stockton requirements. Trail Standards require 12-foot wide trails that combine travel in both directions. Figure 9.11 depicts the MLSP trail standards. Bike paths will be concrete and/or asphalt (per City Standard).

Figure 9.11 Off-Street Trail Standard: 12'

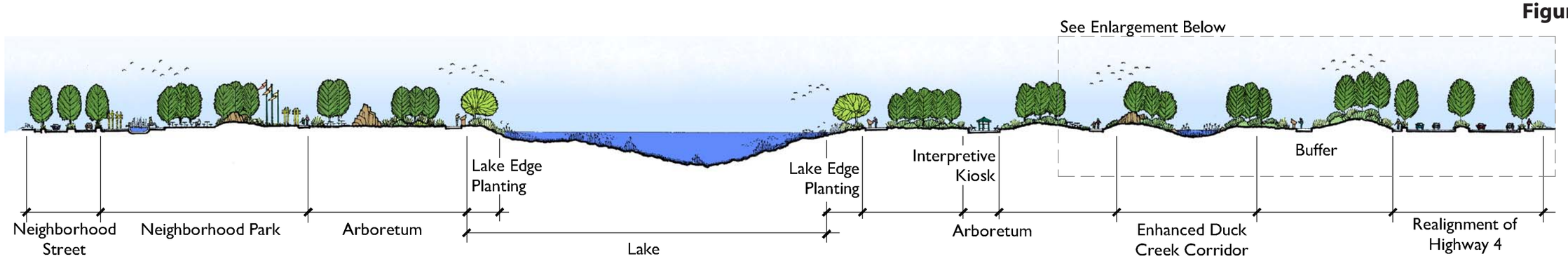


Mariposa Lakes

Stockton, California

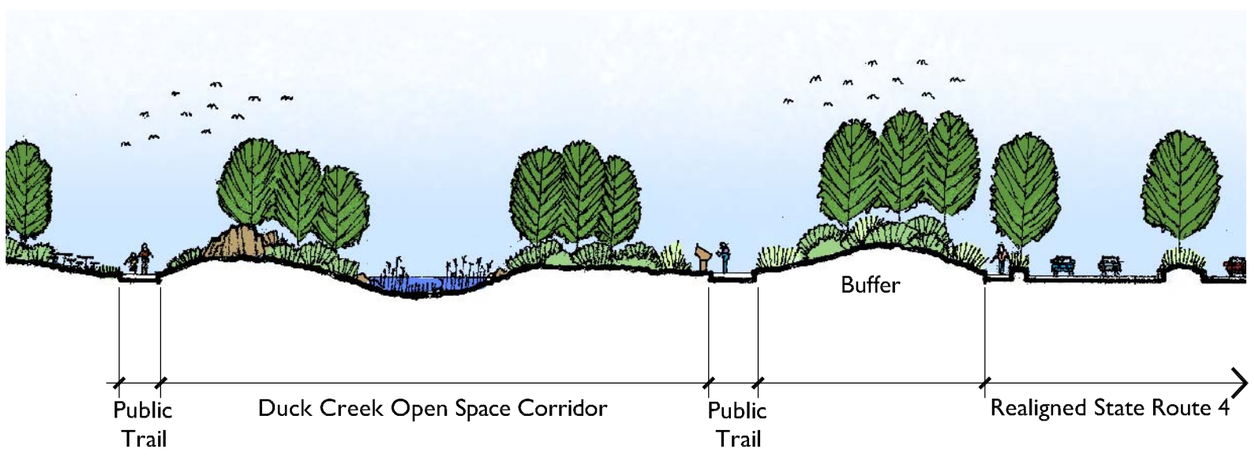
Habitat Park and Duck Creek Corridor Open Space (Section)

Figure 9.10



1 Section: Habitat Community Park

SCALE: 0 10 20 40 80

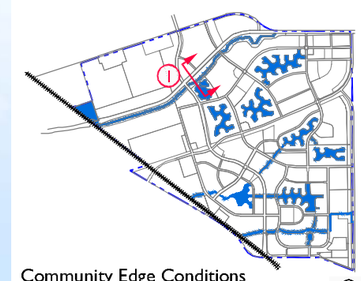


Enhanced Duck Creek Corridor - Enlargement

SCALE: 0 5 10 20 30

Lake Interpretive Display

SCALE: 0 2.5 5 10 20



Community Edge Conditions Key Map

N.T.S.

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9.6 POLICIES

The following parks, recreation and open space policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 9.1: The design for each park and open space area will be developed in keeping with City of Stockton design criteria and standards.

Policy 9.2: Individual neighborhoods within ~~all~~ residential categories shall include internal systems of green spaces, tot lots, gardens, entry features, ~~and~~ or other park elements such as ~~mini~~ pocket-parks to provide neighborhood focus and a central gathering place.

Policy 9.3: Park design shall consider the recreational needs of citizens of all ages.

Policy 9.4: Where practical, locate neighborhood and ~~mini~~ pocket-parks strategically near high visibility locations, such as neighborhood entries, to provide full access and a pleasing community image.

Policy 9.5: ~~Subject~~ All public parks are subject to final review and approval by the City Parks and Recreation Department.~~, neighborhood and pocket parks shall have low volume interior residential public streets on all sides with the exception of those adjacent to elementary schools or other public open space areas.~~

Policy 9.6: Dual-use park and storm water detention facilities are to be fully landscaped and designed with gentle slopes and varied contours to blend in with the adjacent park design.

Policy 9.7: All City parks will be designed in partnership with the City of Stockton. The City Parks Facility Planner/Landscape Architect will prepare the conceptual site master plan for each park and have review and approval authority over the construction bid documents.

Construction of future City-owned park sites may be done by the owner, developer, or successors-in-interest provided the following conditions are met:

1. A reimbursement mechanism has been agreed upon and finalized by the City Manager and City Council;
2. All improvements will be constructed from plans approved by the City Parks Facility Planner;

3. No work shall begin unless a quality control inspector, assigned by the City Parks and Recreation Department, has been notified of the work and is present to inspect the project.

Policy 9.8: The owners, developers, and/or successors-in-interest shall, prior to the issuance of building permits, pay the applicable Public Facility Fees at the rate established by City Council in effect at the time the building permits are issued.

Policy 9.9: The owners, developers, and/or successors-in-interest shall submit a financing, operations, and management plan for the storm water management/storm water control/recreation/habitat restoration areas and demonstrate to the satisfaction of the Director of Parks and Recreation, Director of Public Works, Director of the City Municipal Utilities Department, and the Army Corps of Engineers that the financing estimate and the operations and management plan for the storm water management/storm water quality control/recreation/habitat restoration areas is comprehensive and accurate and provides sufficient planning and management direction for the long term success of these facilities prior to submittal of the first tentative map application.

Policy 9.10: The owners, developers, and/or successors-in-interest shall reserve for public use and construct the neighborhood parks, community parks, and greenbelt corridors as indicated on the MLSP Land Use Map. Park improvements shall be subject to the approval of the City Parks Facility Planner/Landscape Architect. The owners, developers, and/or successors-in-interest shall also construct pedestrian/bikeway facilities as indicated on the MLSP Land Use Map.

Policy 9.11: The owners, developers, and/or successors-in-interest may contribute land, park improvements, or a combination thereof in fulfillment of adopted parkland Public Facility requirements.

Policy 9.12: The owners, developers, and/or successors-in-interest may pay the applicable Public Facilities Fees for Community Recreation Centers.

Policy 9.13: Active recreation areas such as neighborhood parks shall be located as far as possible from residential property lines as is reasonably feasible. Where neighborhood parks or elementary school playgrounds abut residential uses, these uses should be separated by six foot soundwalls (minimum).

Policy 9.14: The owners, developers, and/or successors-in-interest shall provide all necessary utility stub-outs to each public park.

Chapter Ten:
Natural Resources and Conservation Plan

Natural Resources and Conservation Goals and Objectives

Agricultural Resources

Riparian, Wildlife and Habitat Resources

Water Conservation Program (WCP)

Chapter Ten:
Natural Resources and Conservation Plan

This chapter describes the Community's ~~n~~Natural ~~r~~Resources and ~~c~~Conservation ~~p~~Plan. It addresses measures to be taken to reduce and avoid adverse impacts on agricultural and biological resources associated with the development of the Community, and immediate and on-going measures to be implemented in the development and operation of the Community to conserve such resources.

10.1 NATURAL RESOURCES AND CONSERVATION GOALS AND OBJECTIVES

The following Community objectives apply to and have guided the development of the Natural Resources and Conservation Plan for the Community:

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

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 linear ~~parks~~ open space and resource protection areas along the Duck Creek and North Little Johns Creek corridors.

In addition, the following natural resources and conservation goal has been established to further guide the implementation of the MLSP and the development of the Community:

- Development should be implemented in a manner that does not unduly impair continuing on-site agricultural operations.

10.2 AGRICULTURAL RESOURCES

The conversion of agricultural land to urban uses is an issue of growing concern, particularly in predominantly agricultural counties such as San Joaquin. New urban development in San Joaquin County occurs primarily on agricultural lands that are annexed to cities. The Stockton General Plan 1990 anticipated the conversion of approximately 9,000 acres of agricultural land

during the 20-year planning period of that plan, and a substantial portion of this land area has been converted as a result of approved urban development consistent with the 1990 general plan. The passage of Measure X in 2004 expressed the Stockton electorate's support for economic development on the site of the Community, which will result in the conversion of approximately 3,654 additional acres of agricultural land. One purpose of the MLSP's Natural Resources and Conservation Plan is to help offset the ~~Community's contribution to the~~ cumulative effects on ~~the region's~~ agricultural land conversions.

10.2.1 Existing Agricultural Resources

The Community site currently includes 3,654 acres of viable agricultural land, approximately 75% of which is classified by the California Department of Conservation as Farmland of Statewide Importance. The remaining 25% of the agricultural land is classified as Prime Farmland. Existing agricultural uses on the site include row and field crops such as corn, tomatoes, onions, beans, wheat, and alfalfa. Walnut and cherry orchards are located on parcels in the north and southeast ends of the Community site.

10.2.2 Agricultural Resources Management Plan

Development of the Community is expected to be complete by 2030. Development will be incremental, and conversion of agricultural land will occur gradually. Those portions of the Community that are not scheduled for development will remain in agricultural use until they are needed to implement the Community. All developers within the Community will be required to coordinate with neighboring land owners and agricultural operators to minimize the impacts of development on continuing agricultural operations during buildout of the Community.

In urbanizing areas, new urban development can come into conflict with existing agricultural operations, resulting in increased complaints from farmers regarding trespass, theft, and vandalism on farm lands. To address this concern, the City of Stockton has adopted a Right-to-Farm Ordinance. This ordinance serves to protect farmers from nuisances. It requires owners and builders to notify their successors-in-interests—the residents of new homes and operators of commercial, retail and industrial uses—of the potential conflicts and effects of agricultural activities. The ordinance specifies that typical agricultural practices shall not be considered a nuisance. This ordinance will apply to all development in the Community.

In addition, Community boundaries that border off-site agricultural lands will be separated by masonry walls and greenways (50'-100'). During construction, developers will be required to construct perimeter fencing to prevent trespass on to adjacent agricultural lands and interference with agricultural operations. Developers will also be required to coordinate with agricultural operators to ensure that the supply of irrigation water to farming operations are not interrupted.

~~In addition, Community boundaries that border off-site agricultural lands will be separated by masonry walls and greenways (50'-100'). During construction, developers will be required to construct perimeter fencing to prevent trespass on adjacent agricultural lands and interference with agricultural operations. Developers will also be required to coordinate with agricultural operators to ensure that irrigation water supplies to farming operations are not interrupted.~~

10.2.3 Policies

The following agricultural policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 10.2.1: The owners, developers, and/or successors-in-interest shall coordinate with land owners and agricultural operators to sustain existing agricultural operations within the Plan Area until the individual agricultural parcels are needed for urban development.

Policy 10.2.2: The owners, developers, and/or successors-in-interest shall participate in an equitable program for payment of agricultural land conversion mitigation fees if such system is adopted by the City of Stockton; or if Final Maps are filed prior to the establishment of such fees, landowners shall either (i) pay a fee of $3,000 per acre subject to development to the City or an entity designated by the City that is qualified to accept such fees, or (ii) secure agricultural conservation easements of equivalent acreage and agricultural viability to the acreage of each Final Map and dedicate such easements to an agricultural land trust as approved by the City of Stockton.

Policy 10.2.3: Perimeter fencing shall be provided for any residential development units that adjoin lands in active agricultural use, including the termini of stub streets that would later be extended into agricultural areas. Fencing will be a minimum of six feet (6') in height and may be required to be higher at the direction of the Community Development Director.

Policy 10.2.4: The owners, developers, and/or successors-in-interest shall coordinate with ongoing farming operations on lands within the Plan Area that may also be subject to development to assure the continuity or irrigation water supply to the residual agricultural parcel.

10.3 RIPARIAN, WILDLIFE AND HABITAT RESOURCES

It is predicted that development of the Community will require the removal of the vast majority of the existing on-site vegetation, including oak trees. It is understood that removal of the on-site vegetation will also result in the loss of associated habitat. During the preparation of tentative subdivision maps and development plans the specific location(s) of vegetation will be indicated and through careful planning and where feasible, healthy oak trees, as documented by an arborist, will be protected in place.

Development of the Community will also involve extensive modifications to the three on-site creeks as well as the removal or modifications of on-site wetlands.

The MLSP Natural Resources and Conservation Plan is intended to mitigate the Community's adverse impacts on these resources.

~~Development of the Community will ultimately require the removal of most of the existing on-site vegetation, including oak trees and other trees, and the loss of the associated habitat values. Most of the oak trees shall be retained by proper site design. It will also involve extensive modifications to the three on-site creek channels, removal or modification of on-site wetlands. The MLSP's Natural Resources and Conservation Plan is intended to mitigate the Community's adverse impacts on these resources.~~

10.3.1 Existing Riparian, Wildlife and Habitat Resources

Current conditions on the Community site consist predominantly of intensively cultivated lands that provide habitat for a variety of wildlife species. In addition, small portions of the site are in orchards that provide relatively poor wildlife habitat. There are also numerous oak trees on the site. These and other large trees on the site represent potential nesting habitat for Swainson's hawk and other raptor species.

Three existing channelized creeks flow through the project site: Duck Creek, North Little Johns Creek, and Branch Creek. These creeks have been channelized to maximize agricultural use in the area and, as a result, are trapezoidal in shape with steep side slopes. They have no clear floodplain areas, limited vegetation in and around each channel, and low wildlife value. There are also approximately 21.12 acres of wetlands on the site, including portions of Duck Creek, Branch Creek, and North Little Johns Creek. These creeks and wetlands provide potential habitat for reptile and amphibian species. However, no reptiles or amphibians were observed in the project site during pre-development biological surveys.

10.3.2 Riparian and Habitat Management Plan

Development of the Community will result in the removal of most of the existing, on-site vegetation, including approximately 10 acres of wetlands. Existing cultivated agricultural lands and orchards will be replaced primarily by planned urban development. Most of the oak trees shall be preserved through proper site design. Such development will, however, include approximately 321.2 acres of open space (not including approximately 214.8 acres of parks). In addition, the corridors along Duck and North Little Johns Creeks, and a portion of Branch Creek will undergo modifications designed to enhance their values as wildlife habitat. Figure 10.1 shows the Wetland Mitigation Plan for the Community.

The following measures will be implemented to ensure that adverse impacts on biological resources from development of the Community are kept to a minimum.

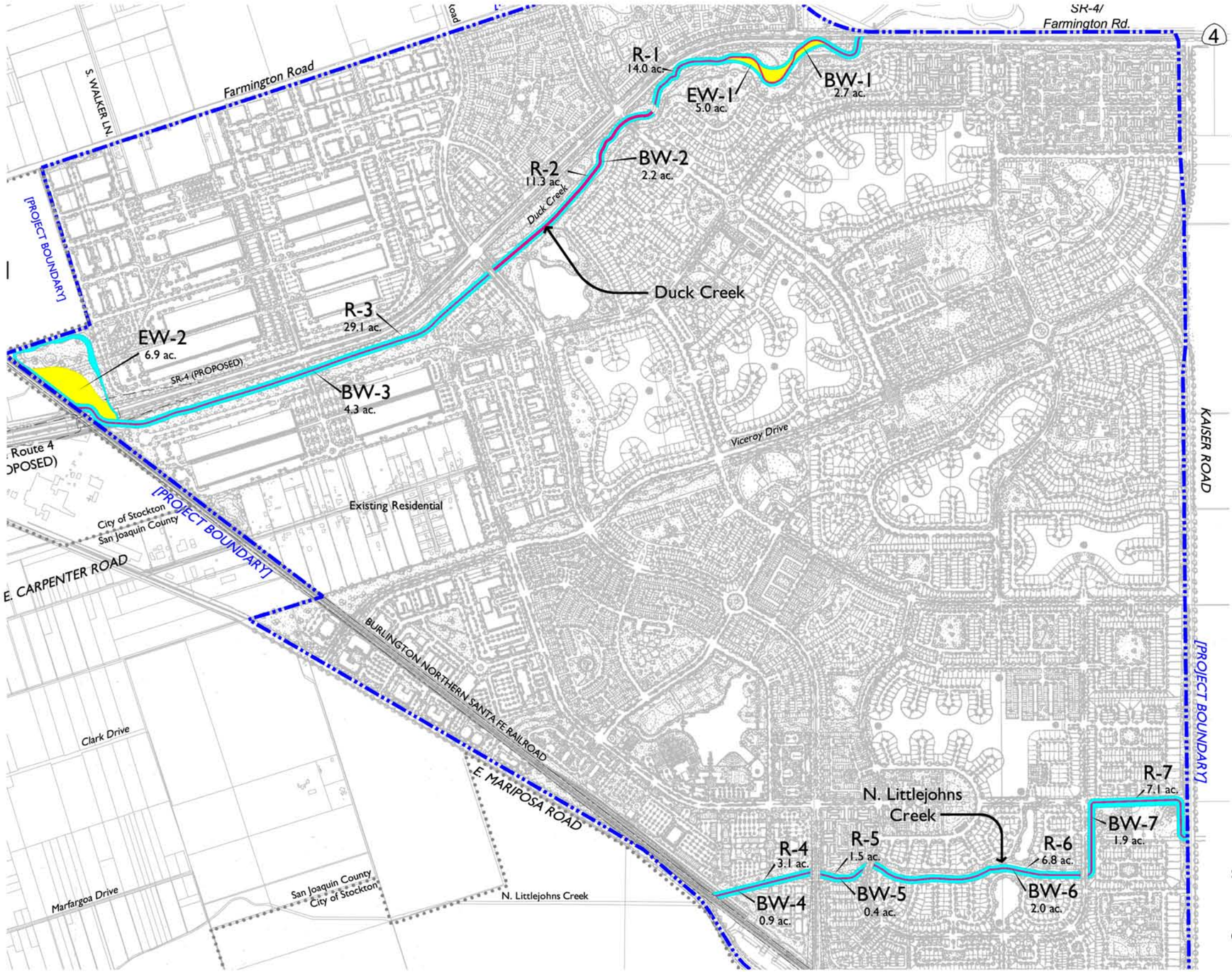
To mitigate for the potential loss of habitat lands, development within the Community that is located on lands covered by the San Joaquin County Multi-Species Habitat Conservation Plan (SJMSCP) (approximately 78% of total Community lands) will pay all required SJMSCP fees, implement all SJMSCP "take avoidance" measures applicable to sensitive species found on the Community site, and take any other actions required by the San Joaquin County Council of Governments (SJCOG) in implementing the SJMSCP. SJMSCP fees will be used to acquire, protect or enhance other habitat lands.

Development of Community lands that are not covered by the SJMSCP (approximately 22% of total Community lands) will be subject to mitigation measures developed and implemented in conjunction with the California Department of Fish & Game and US Fish and Wildlife Service.

To minimize the impacts of tree removal in the Community, all developers will be required to comply with the requirements of the Stockton Heritage Tree Ordinance, as well as all policies set forth in the MLSP relating to tree removal and preservation (see ~~below~~ Section 10.3.3).

Where it is not practicable for construction and development to avoid encroaching upon creek channels or wetlands, developers must comply with all applicable requirements of the US Army Corps of Engineers, the State Reclamation Board, the California Department of Fish and Game, the Regional Water Quality Control Board, and any other agency with jurisdiction over such encroachment.

The proposed creek corridor modifications, together with the proposed community habitat ~~park~~ open space, will enhance the habitat values of the existing riparian environment, and increase the area within the Community that provides quality wetlands and riparian habitat. See Figure 10.1.



Mariposa Lakes

Stockton, California

Wetland Mitigation Draft Plan

Figure 10.1

Key	Land Use
	Project Boundary
	Baseline Wetland Restoration Area
	Expanded Wetland Restoration Area
	Baseline Riparian Restoration Area

***Acreage Assumptions*:**
30' Width - Baseline Wetlands
100' Width - Baseline Riparian Corridors

Wetlands & Riparian Created:

Duck Creek:	
Baseline Wetlands	9.2 ac.
Expanded Wetlands	11.9 ac.
Baseline Riparian	54.4 ac.
N. Littlejohns Creek:	
Baseline Wetlands	5.2 ac.
Baseline Riparian	18.5 ac.
Total Baseline Wetlands:	14.4 ac.
Total Baseline Riparian:	72.9 ac.
Total Wetlands Created:	26.3 ac.
Total Wetland & Riparian Created:	99.2 ac.

Note: Section 404 Permit under review by A.C.O.E. Quantities of Wetlands and Riparian areas shown on this figure are approximate.

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SCALE: 1" = 1400'

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Table 10.1 Proposed Direct Fill of Wetlands and Wetlands Preserved	
Proposed direct fill of wetlands:	10.97 ac.
Remaining wetland preserved:	10.15 ac. *(Duck Creek, N. Little Johns Creek)*
Total Jurisdictional Wetlands:	**21.12 ac.**

Table 10.2 Summary of Wetlands and Riparian Areas Created			
	Duck Creek	**North Little Johns Creek**	**Total**
Wetland	21.1	5.2	26.3 ac
Riparian	54.4	18.5	72.9 ac
Total Wetlands and Riparian Corridors Created:			**99.2 ac**

Note:
Final wetland mitigation plan to be completed. Final wetland and riparian acreage calculation to be determined in collaboration with the Army Corps of Engineers. Alternative wetland mitigations include the purchase of credits at a Corps approved off-site mitigation site.

The following design mechanisms will be implemented, where feasible, to protect the proposed wetland preservation, enhancement, and compensation areas in the Community from potential impacts and encroachments of new, adjacent land uses:

- Low-impact use areas (parks, trails, bike/pedestrian paths) shall be located between more active land uses (e.g. residential and commercial areas) and the preserved/enhanced wetland areas.
- The ~~plan~~ Community shall avoid backing residential lots up to open spaces and shall locate single-loaded streets and parking areas adjacent to natural open space areas.
- Where feasible, a 100-foot setback from the creek channel shall be incorporated into the open space corridor. Fencing and signage shall delineate the restoration areas from the designated pedestrian/bicycle paths proposed within the open space corridors where appropriate.
- Direct surface runoff from all development areas into the ~~Project's~~ Community's storm drain system, ~~is~~ shall be treated via water quality ponds, bio-swales, and oil and grease separators prior to discharge into the downstream storm drain facilities.
- The ~~project~~ MLSP shall provide for the long-term management of preserved creeks in perpetuity, including management funding, conservation easement, and other protective mechanisms.
- Preservation and enhancement shall ~~drastically~~ improve the wildlife habitat of Duck Creek and North Little Johns Creek. The wildlife habitat of both of these creeks shall be improved by widening the channels, introducing floodplain terraces, and by planting native vegetation. Branch Creek shall be replaced with a lake system within the ~~Plan Area~~ Community and will connect to the remaining Branch Creek downstream.

10.3.3 Policies

The following natural resources policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to all development within the Community:

Policy 10.3.1: Prior to disturbance of existing stream channel areas, the owners, developers and/or successors-in-interest shall retain a qualified botanist to conduct botanical surveys of these alignments. In the event that populations of Delta tule pea or Sanford's arrowhead are encountered, the MLSP shall incorporate a plan for the preservation, re-establishment or relocation of these populations that would be sufficient to reduce potential botanical impacts to a less than significant level.

Policy 10.3.2: Residential tentative subdivision maps and commercial/industrial site plans shall identify the species, location and diameter of existing individual oak trees greater than six inches in diameter at breast height (DBH), including all Valley oak, coast live oak and interior live oak trees specifically identifying oak trees meeting the Heritage Tree definition (trunk diameter of 16 inches or greater as measured at twenty-four (24) inches above actual grade). An Arborist's report shall be submitted with the plans identifying the retention value of all Heritage Trees.

Policy 10.3.3: Impacts to Heritage Trees shall be avoided wherever feasible. A permit shall be obtained for any necessary removal of a Heritage Tree, pursuant to the Stockton Heritage Tree Ordinance. If Heritage Tree removal is unavoidable, mitigation in the form of replacement plantings for trees lost shall be provided, consistent with the Stockton Heritage Tree Ordinance.

Policy 10.3.4: Grading of development sites that include Heritage Trees to be preserved shall be designed to preserve existing grade to the drip line surrounding the Heritage Tree, in order to enhance tree survivability, wherever feasible.

Policy 10.3.5: Prior to construction, temporary barriers shall be placed around the drip lines of any Heritage Trees to be preserved that are within 25 feet of any planned grading or construction activity. No storage or operation of any equipment will occur within these barriers. No construction materials or fill will be stockpiled within these barriers.

Policy 10.3.6: The owners, developer, and/or successors-in-interest shall implement remedial pruning or other recommendations set forth in the Arborist's report for existing Heritage Trees that will be retained so as to preserve the existing tree(s) and protect the general public.

Policy 10.3.7: Where feasible, replacement oak trees shall be planted on the same site as removed if at all possible; otherwise an alternate site shall be selected by the applicant and submitted to the City Parks and Recreation Department for approval. The size of replacement trees shall be based on the original tree's retention value in accordance with current City standards.

Policy 10.3.8: Where feasible, removal of non-heritage oak trees greater than six inches in diameter shall also be avoided. If avoidance is not feasible, replacement oak trees shall be planted.

Policy 10.3.9: The owners, developers, and/or successors-in-interest shall provide the resources necessary to insure that the newly planted replacement trees become established in their new location in accordance with current City standards, including the replacement of damaged or unhealthy trees.

Policy 10.3.10: All development pursuant to the MLSP that is located within the SJMSCP plan area shall participate in the SJMSCP. SJMSCP participation shall include payment of the required fee, implementation of any required "take avoidance" measures, and taking any other actions required by the SJCOG in implementing the adopted SJMSCP.

Policy 10.3.11: Development of lands located outside the SJMSCP area will require pre-construction surveys for nesting Swainson's hawks and burrowing owls. Surveys shall be conducted by a qualified biologist on the project site, and on adjacent lands within 500 feet of the project site, if construction is scheduled to occur during the respective breeding season. If nesting of either species is found within the areas surveyed, the biologist shall determine appropriate setbacks or other construction limitations that shall apply until the conclusion of the breeding season, consistent with adopted state or federal management guidelines for these species.

Policy 10.3.12: Development of lands outside of the SJMSCP area require the provision of suitable replacement habitat or other acceptable mitigation for any direct or cumulatively significant loss or elimination of Swainson's hawk, burrowing

owl or other special-status wildlife species, and/or their habitat that would result from the project. The developer shall select and implement any one or a combination of the following:

a. The owners, developers and/or successors-in-interest shall retain a qualified wildlife biologist, subject to City approval, who shall conduct a biological site assessment and prepare a mitigation/management plan and agreement which insures a no-net-loss of habitat value by providing suitable on-site and/or off-site replacement habitat. The mitigation/management plan and agreement shall identify the location, type, and extent of replacement habitat and any enhancement/management measures as well as establish a financing mechanism to guarantee the perpetual maintenance and monitoring of that habitat. The biological assessment and mitigation/management plan and agreement must be approved by the City prior to the issuance of any construction permit or initiation of site improvements, whichever occurs first.

b. The owners, developers and/or successors-in-interest shall enter into a habitat mitigation/management agreement with CDFG to insure no-net-loss of habitat value. A copy of the fully executed agreement with CDFG shall be submitted to the Stockton Community Development prior to the issuance of any construction permit or initiation of site improvements, whichever occurs first.

Policy 10.3.13: Where it is not practicable to avoid impacts to wetlands or waters of the ~~U.S.~~US, the owners, developers and/or successors-in-interest shall obtain any required permits for stream or wetland encroachment from agencies with jurisdiction, including the US Army Corps of Engineers, State Reclamation Board, California Department of Fish and Game and Regional Water Quality Control Board.

Policy 10.3.14: The owners, developers and/or successors-in-interest shall provide mitigation acceptable to the regulatory agencies with jurisdiction for impacts to wetlands or waters of the ~~U.S.~~ US as specified in required permits. If the proposed on-site wetland creation and habitat restoration activities are not approved by the Corps to serve as mitigation for direct impacts to wetlands associated with development of the project, then alternative mitigation would be proposed, such as the purchase of wetland credits at a Corps-approved mitigation bank located off-site.

Policy 10.3.15: The owners, developers, and/or successors-in-interest shall design all structures to be located within the floodway section of Duck Creek, Branch Creek, or North Little Johns Creek to avoid significant backwater effects, as defined by the agencies with jurisdiction.

Policy 10.3.16: Proposed improvements within the floodways of Duck Creek, Branch Creek, or North Little Johns Creek shall be subject to the approval of the City Engineer and the Community Development Director as well as federal, state, and local permit agencies with jurisdiction, including US Army Corps of Engineers, the State Reclamation Board, the San Joaquin County Flood Control and Water Conservation District, and the California Department of Fish and Game.

Policy 10.3.17: Implement recommendations of PACE downstream capacity study (Pacific Advanced Civil Engineering, On-Site Water Quality Modeling [Fountain Valley: February 2006]) .

Policy 10.3.18: Prepare and submit application for Conditional Letter of Map Revision, construct required channel and other improvements, and obtain final Letter of Map Revision prior to issuance of building permit within Zone A, as shown in 2002 FEMA Flood Insurance Map.

Policy 10.3.19: The owners, developers, and/or successors-in-interest shall retain a qualified biologist to prepare a wetland delineation pursuant to the applicable US Army Corps guidelines and obtain any required permits from the agencies within the jurisdiction, including the US Army Corps of Engineers, California Department of Fish and Game, and Regional Water Quality Control Board.

Policy 10.3.20: The owners, developers, and/or successors-in-interest shall provide mitigation for wetland losses as specified in required permits, which may include the payment of mitigation bank fees acceptable to the agencies with jurisdiction.

Policy 10.3.21: Development will not unduly impair continuing on-site agricultural operations.

10.4 WATER CONSERVATION PROGRAM (WCP)

The Mariposa Lakes WCP is intended to promote water conservation and more efficient water usage within the ~~Mariposa Lakes~~ Community by maximizing the use of recycled and non-potable water to irrigate plant material within public spaces and developing and promoting conservation measures to be applied to development of the MLSP's residential communities and their subsequent use of potable water.

10.4.1 Non-Potable Irrigation System

Non-potable water will be used to balance the water needs of the community by satisfying the demands for irrigation water for landscaped areas, including public and quasi-public landscaped areas such as ~~linear parks~~ open space, outlooks at lakes, public parks, and street parkways.~~, and private neighborhood parks.~~

A ~~c~~Community-wide non-potable irrigation system will be built that will allow for a well-managed and efficient means of irrigating public spaces. Irrigation water will be pumped out of the ~~project~~ Community lakes into a stand alone non-potable distribution system that will deliver water to sites throughout the ~~project~~Community. The automated system will include field satellite controllers located throughout the ~~project~~ Community with radio and/or telephone communication between field satellite controllers and master computers. An on-site weather station will signal all irrigation controllers to shut off in the event of rain, resulting in significant water savings. Irrigation controllers shall also include control equipment with evaportransporation based programming features, which adjust the watering schedules to align with historical or actual weather conditions, resulting in water savings.

Irrigation booster pump stations will be located at strategic points around the project site to provide efficient distribution of irrigation water from the on-site lakes to the various public landscaped areas. Water pressure will be maintained at a level appropriate for the various types of irrigation, which will be used throughout the project. Pump station and filtering equipment may be housed in protective structures designed to be consistent in appearance with the surrounding architecture or they may be housed in security enclosures depending on location and the ability to screen from public view with landscaping. Storm water will go through a simple filtration process before draining to the lakes and for use for irrigation purposes. The non-potable irrigation system will be owned, operated and maintained by the Home Owners Association (HOA). Private yard landscaping will be irrigated from the house potable system.

A detailed description of water conservation efforts is located in ~~the~~ Appendix C of this document.

10.4.2 Policies

The following Water Conservation Program policy has been established to help the City achieve the Community Objectives set forth in this section, and shall apply to all development within the Community.

Policy 10.4.1: To ensure water conservation steps have been achieved through proper irrigation design and construction, each public project must be certified by a Landscape Architect or Certified Irrigation Consultant. The certification will show that the public project has incorporated proper irrigation conserving measures.

Chapter Eleven:
Community Development Standards

Residential Site Development Standards

Performance Standards

Improvement Standards

Site Standards

Chapter Eleven:
Community Development Standards

The appearance and livability of the Community will be greatly influenced by the internal organization of residential, commercial, and industrial development and their relationships to the street and to each other. The Community Development Standards establish specific criteria for development including setbacks, building height, site coverage, FARs, and parking. These Standards give the City a framework for evaluating future development proposals within the Community.

The Community Development Standards are intended to address the following architectural and planning objectives:

- Create residential neighborhoods that are of high quality and are visually pleasing;
- Ensure neighborhoods that are compatible with and integrated into the existing Stockton community;
- Designate architectural and streetscape features that are consistent throughout the Community; and
- Build neighborhoods that feature a variety of lot types, home sizes, housing types, designs, and building materials.

The standards in the MLSP are intended to supplement and complement the City's existing, city-wide development standards as set forth in the City Development Code and Citywide Design Guidelines. Where there is a conflict between the Development Code standards and the MLSP standards, the MLSP standards shall control for development within the Community. Where the MLSP standards are silent with respect to a given development requirement, the Zoning Ordinance standard will apply.

11.1 RESIDENTIAL SITE DEVELOPMENT STANDARDS

Standards for residential site development will include streetscape and façade diversity, end of block mitigation, corner lot exposure, rear of house exposure to surrounding streets, side yard privacy, neighborhood privacy fencing, and handling of guest and resident parking.

11.1.1 Streetscape Diversity

Mariposa Lakes shall have a residential streetscape that provides architectural visual quality while including a variety of styles. High quality and varied design can be accomplished by building different housing plans and orienting them towards the street and each other so as to avoid repetition. Articulated building massing and enhanced elevations shall be used to promote a unique mix of architectural styles.

Streetscape Diversity

Builders shall combine different floor plans and elevations, using the following as guidelines:

- Offer at least one single-story floor plan for at least 20% of the neighborhood.
- Do not build homes with the same floor plan and elevation next to each other.
- Vary the floor plans and elevations so that any particular style does not represent more than 25% of the housing types on a block.
- Where possible, architectural features such as roof designs, building massing, color schemes, materials, and textures shall vary to create streetscape diversity.

11.1.2 End of Block Mitigation

Residences that are located adjacent to perimeter streets, open space, or other public areas shall be designed with side and rear elevations that provide a varied and aesthetically pleasing streetscape. Articulation to visible side and rear elevations along perimeter areas shall be achieved through combinations of the following elements:

- Enhanced window treatments,
- Off-set wall planes,
- Color blocking,
- Quality fencing that reflects the architecture,
- Accent building materials and colors, or
- Accent elements such as vents and decorative details.

11.1.3 Corner Lots

This corner-lot home has additional windows

Homes located on the intersection of two streets are more noticeable than other houses. Additional design standards will ensure that these visually prominent homes add to the overall character of the block and neighborhood.

Long, uninterrupted walls are discouraged on corner-lots. At least 25% of the side elevation shall be finished with a treatment (including but not limited to):

- Wrap-around porches,
- Bay windows,
- Picture widows,
- Chimney pop-outs, or
- Other elements architecturally significant to side facades.

Blank walls, small windows, and items that are not appropriate on front elevations shall not be included on the side elevation of corner lot homes.

11.1.4 Side Yard Privacy

Side yard fencing protects privacy

Privacy between adjacent residences is limited when side yard setbacks are less than 5′. Careful consideration shall be given in the architectural design process to ensure privacy. Installation of a side yard fence (min. 6′ high) to protect 1st floor privacy and windows with 5′ sill height on side elevations are suggested measures for ensuring privacy between neighbors.

11.1.5 Neighborhood Privacy Fencing

Neighborhood fencing shall be solid wood or masonry at least 6′ feet high to insure privacy. One fence style and color shall be established for each neighborhood. ~~Fence style shall reflect the architecture of the house and be built from durable materials. If painted, the colors shall reflect the colors of the adjacent architecture.~~ Gates and other entries shall be well made and constructed to be reliable and durable.

~~Corner fencing shall also reflect the style and look of the residential architecture.~~

11.1.6 Guest and Resident Parking

Single-family homes ~~and townhouses~~ require two parking spaces per dwelling unit. Single-family detached homes shall have the two spaces in garage. Townhome spaces may be detached from the residence but must be covered. A guest parking space is required for each single-family unit or townhome and shall be available on the street.

~~Multi-family homes require 2 1.75 parking spaces per unit, one of which must be covered. The covered unit may be in a communal parking garage.~~ Multi-family homes will be required to provide parking as illustrated within Table 11.5. ~~Guest spaces for multi-family dwellings shall be assessed at ½ parking space per dwelling unit.~~

11.1.7 Alleys

Alleys are desirable because they eliminate the impact of the garage door and driveway apron on the streetscape. Alleys shall be configured so that activity in alleys can easily be observed from a single location. ~~Alleys shall be a minimum of 20′ in width with a minimum of 30′ separation between garage door wall planes.~~

Windows overlook the alley, ensuring that activity can be observed.

11.1.8 Policies

~~Policy 11.1.1: Neighborhoods with higher residential densities will be located near the Village Centers.~~

Policy 11.1.~~2~~1: Applicants shall supply plans and elevations for all proposed structures for review and approval by the City to insure conformance with the Mariposa Lakes Design Standards.

Policy 11.1.~~3~~2: Applicants shall show all entry features, architectural details, signage, and landscape treatments.

11.2 PERFORMANCE STANDARDS

11.2.1 Noise Generation and Mitigation

Mariposa Lakes may be subjected to noise from highways, roads, and railroads that surround the ~~e~~Community. These noises are limited primarily to the boundaries of the Specific Plan Area.

It is expected that projected noise level for State Routes 4 and 99; BNSF railroad; and Mariposa, Austin, and Arch Roads will exceed City noise standards for residential areas. Soundwalls will mitigate the effects of these noise generators.

11.2.2 Soundwall and Burlington Northern Santa Fe Railroad Barrier Standards

Soundwalls must be constructed at the same time as the development. Soundwalls along ROWs ~~are eight~~ shall be six feet in height, although mitigation measures may require higher walls. Soundwalls ~~may~~ must be ~~6'~~ 8' in height adjacent to parks. Walls shall be of decorative masonry construction and are subject to the approval of the Community Development Director (SMC 16-325.060), or the Architectural Review Committee.

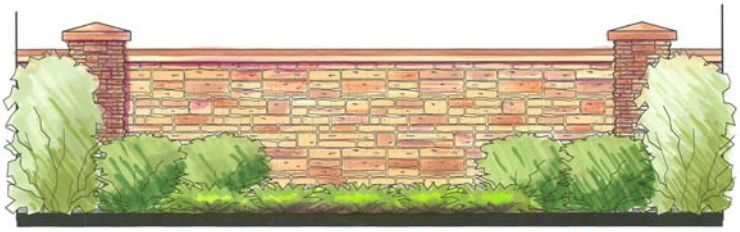


Figure 11.1 Soundwalls (Photo and Illustration)

Vandal resistant fencing or a masonry wall barrier shall be constructed along the entire Burlington Northern Santa Fe Railroad corridor within the Community. The barrier shall be continuous in an effort to deter trespassing onto the tracks as well as to prevent short cuts over the tracks to adjacent properties. The barrier shall be installed simultaneously with development directly abutting the railroad tracks.

There shall be one design style of the vandal resistant barrier for each land use. The maximum height of the barrier shall be six feet. Standard chain link fence will not be permitted nor will barb wire and / or razor wire. Suggested decorative fencing options include the inclusion of vinyl coated chain link fence, privacy slats incorporated into chain link fence or tubular steel fencing.

11.2.3 Lighting and Glare

Roofs shall have matte finishes to reduce glare. Lights shall conform to the General Performance Standards dictated in Stockton's Development Code (SMC 16-305.060).

11.2.4 Energy Conservation

In the Goals and Policies Report for the 2035 General Plan, the City of Stockton considers requiring "all new development, including rehabilitation, renovation, and redevelopment, to incorporate energy conservation and green building practices to maximum extent feasible. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems." Mariposa Lakes will encourage builders to provide a full array of energy efficient design options for the buyer to choose from in all home designs. ~~Residential construction shall comply with "Build-It-Green," green point rated guidelines in effect on the date of adoption of this Specific Plan. Non-residential private construction (commercial, industrial) shall comply with LEED-certified standards in effect on the date of adoption of this Specific Plan, and inspections and enforcement of LEED-certified standards shall be pursuant to City rules and regulations in effect on the date of adoption of this Specific Plan, and not pursuant to LEED inspection and certification requirements.~~ The builders of residential construction in the Mariposa Lakes SPA will comply with "Build-It-Green," green point rated guidelines in effect at the time of construction. The builders of non-residential construction (commercial, industrial) in the Mariposa Lakes SPA will comply with LEED-certified standards in effect at the time of construction. The builders of non-residential construction will not be required to participate in the formal LEED inspection and certification process, but will be required to demonstrate to the City the ability to be certified to LEED standards.

Residential Design Features

Energy efficient features ultimately provide savings of energy and on utility bills. Design features that may be offered as a buyer option for residential units include:

- High efficiency furnaces and air conditioners,
- High performance windows that filter infrared rays,
- Tank-less water heaters,
- Soy-based insulation,
- Reflective radiant barrier, and
- Modern efficient lighting.

Industrial and Office Features

Buildings should be oriented to conserve energy as much as possible by using natural light and avoiding heat transfer on the south and west facades of buildings. The orientation of buildings and outdoor spaces should limit the amount of glass on the south and west facades, and provide solar protection for south facing walls through landscaping or earth sheltering. Additional design features for business and industrial buildings include:

- Thermal insulation, double-paned windows, high-tech window glazing, vapor barriers, and controlled air filtration to reduce energy consumption,
- Skylights, light pipes, light shelves, exterior shade panels, and reflectors to reflect and transfer light to the interior of the building,
- Photovoltaic, solar panels, and/or fuel cells to generate power and reduce power consumption.

11.2.5 Policies

Policy 11.2.1: Barrier walls enclosing planned residential areas shall conform to Appendix ~~J~~T of the EIR, or to a subsequent noise analysis prepared by a qualified acoustical consultant.

Policy 11.2.2: All walls shall be located on private property, and a separate maintenance easement shall be recorded for such walls. Such easements shall be sufficient to allow for regular maintenance (i.e. graffiti removal) and shall include the width of the support footing as it extends from both sides of the wall.

Policy 11.2.3: An analysis of projected future railroad noise levels shall be conducted at the exterior and interior spaces of future noise-sensitive developments proposed within the Mariposa Lakes project area which would be located within the 65 dB Ldn railroad noise contour. This would specifically include residential area N-43, N-44, and N-48. These analyses shall be prepared at such a time as tentative maps are available so that practical and feasible noise mitigation measures can be included in the project design to achieve compliance with the applicable noise standards.

Policy 11.2.4: All industrial and commercial uses shall comply with the applicable City of Stockton Noise Element and Development Code requirements. During the review of industrial and commercial projects that abut residential-zoned lands, the City shall determine whether an acoustical analysis to define potential noise impacts and noise control measures is warranted and require such analysis if necessary. The noise analysis shall identify mitigation measures needed to maintain City noise standards on adjoining residential sites, including noise barriers, site design that separates noise sources and receivers, location of truck circulation routes, silencers, equipment enclosures of critical equipment, location of HVAC equipment, need for parapet walls for equipment noise shielding. Appendix ~~J~~T of the EIR provides an information source for this analysis.

Policy 11.2.5: All project-related construction activities shall adhere to the requirements of the City of Stockton Development Code with respect to hours of operation. In addition, all construction equipment shall be fitted with factory equipment mufflers, and

shall be maintained in good working order at all times.

Policy 11.2.6: Homebuilders shall provide either as a standard or optional feature, energy efficient features such as those illustrated within Section 11.2.4 or others that are readily available and common to the industry.

Policy 11.2.7: Vandal resistant fencing or a masonry wall barrier shall be constructed along the entire Burlington Northern Santa Fe Railroad corridor within the Community. The barrier shall be continuous in an effort to deter trespassing onto the tracks as well as to prevent short cuts over the tracks to adjacent properties. The barrier shall be installed simultaneously with development directly abutting the railroad tracks.

11.3 IMPROVEMENT STANDARDS

Public improvements for Mariposa Lakes shall be in accordance with Chapter 16-355 of the Stockton Development Code ("Public Improvements").

11.4 SITE STANDARDS

11.4.1 Residential Estates (ML-RE)

Table 11.1 Residential Estates (ML-RE)

Lot Size (minimum)	**43,560 sq. ft.**
Lot width (minimum)	150 feet
Net density range	0 - 1.0 DU / acre
Structures per Lot	1 primary dwelling unit, 1 secondary dwelling unit, and 2 accessory structures (detached garage, barn, etc.)
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front (living space)	30 feet
Front (garage)	30 feet (minimum offset of 8 feet to living space is required.)
Side (interior lot)	20 feet
Side (corner lot)	30 feet
Rear	30 feet minimum for all structures
Coverage	
Site Coverage (all buildings)	35% maximum
Height (maximum)	
Primary Building	35 feet
Secondary Buildings	25 feet

Notes:
[1] Front setback measured from street right-of-way (ROW) line.
[2] Deeper front setbacks for detached garages are encouraged.
[3] Corner or side loading garages shall provide a minimum 30' setback.

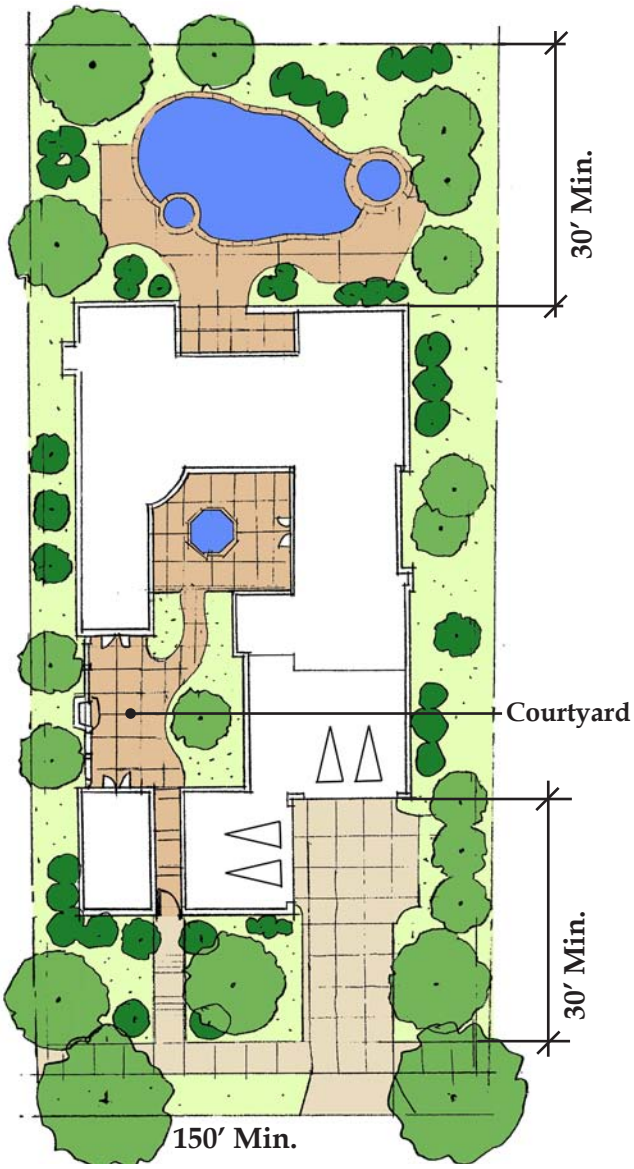
Figure 11.2 ~~11.3~~ One Acre Estate Lots (ML-RE)

Lot Size: One Acre

~~House: 3,800 - 6,000 sq. ft.~~

Expected net density: 0 - 1.0 DU/ac

No two of the same floor plans in a row.



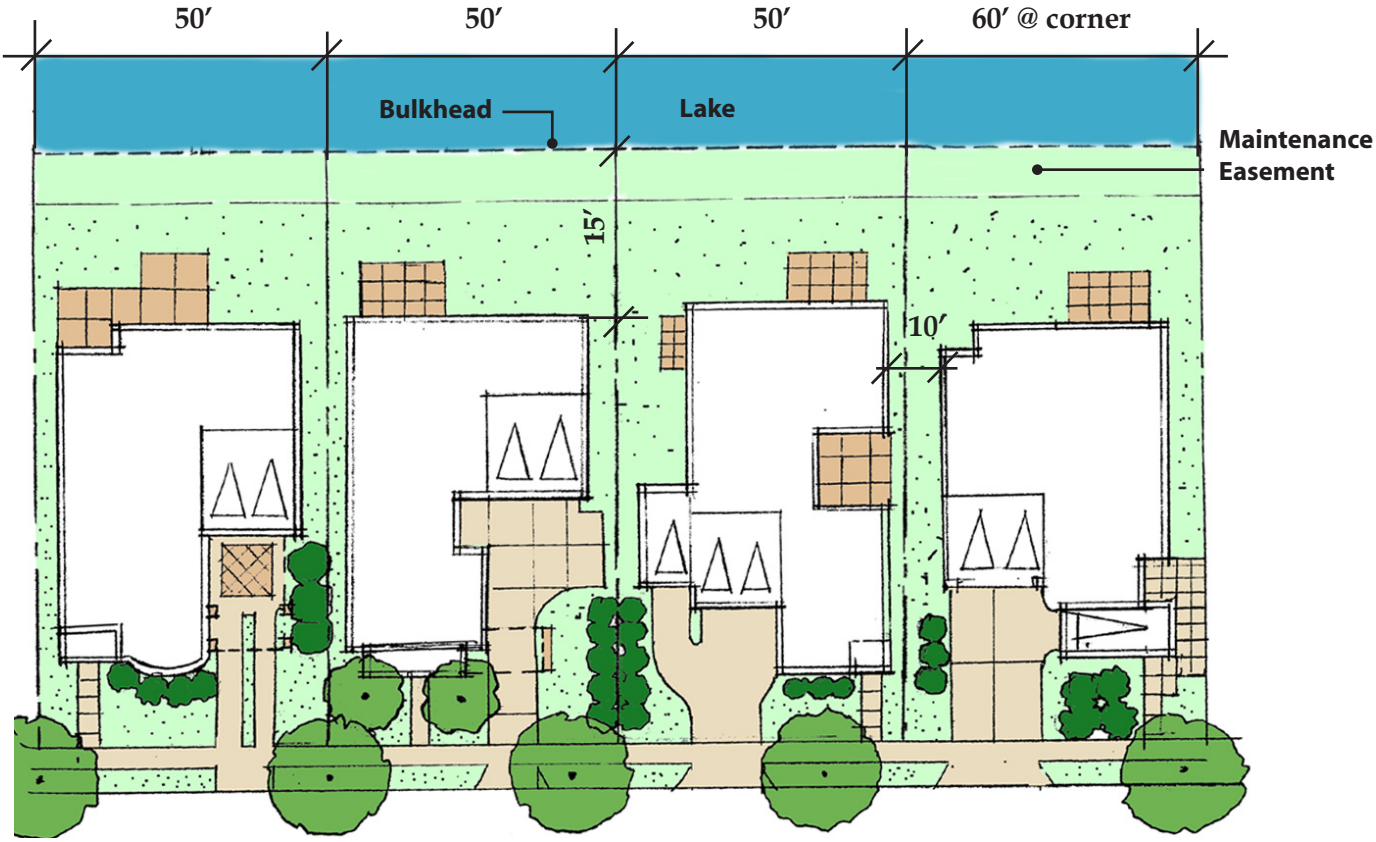
This estate prototype shows an entry courtyard and garage access that is turned away from the street frontage.

11.4.2 Low Density, Lake-Oriented (ML-RL-L)

Table 11.2 Lake-Oriented Lots (ML-RL-L)

Lot Size (minimum)	**6,000 - 10,000 sq.ft.**
Lot width, interior lot	50 feet
Lot width, corner lot	60 feet
Net density range	1.1 - 8.7 DU / acre
Target net density	5.0 DU/acre
Structures per Lot	1 primary dwelling unit, 1 secondary dwelling unit/accessory structure (detached garage)
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	12 feet
Porch	10 feet
Garage	20 feet for entry; 12 feet for non-entry side
Side	
Living space (interior lot)	5 feet or 10' at zero lot line condition
Living space (corner lot)	10 feet
Detached garage/accessory unit (at interior lots)	3 feet
Attached/detached garage (at corner lots)	20 feet to garage door; 10 feet to garage side wall
Rear	
Living space	15 feet minimum
Detached garage	15 feet minimum
Patio covers	7 feet
Site Coverage (maximum)	50%
~~Interior lot~~	~~50% for one story; 35% for two stories~~
~~Exterior Corner lot~~	~~55% for one story; 40% for two stories~~
Height (maximum)	
Primary Building	35 feet
Secondary Buildings	25 feet
Parking	
Garage	2 spaces
Driveway	2 spaces

Figure 11.3 ~~11.4~~ Lake-Oriented Lots (ML-RL-L)



Lot Size: ~~8,450~~ 6,000 - 10,000 sq. ft.

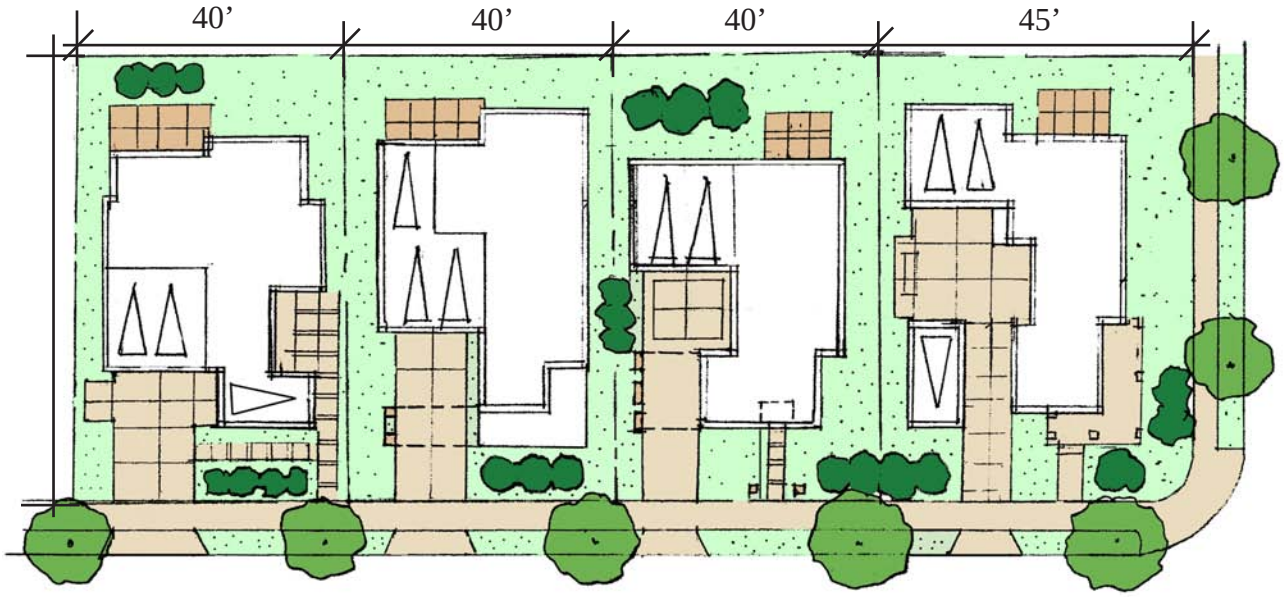
~~House: 3,800 - 5,000 sq. ft.~~

11.4.3 Low Density, Non-Lake Oriented (ML-RL)

Table 11.3 Low Density Lots (ML-RL)

Lot Size (minimum)	**3,600 - 6,000 sq.ft.**
Lot width, interior lot	40 feet
Lot width, corner lot	45 feet
Net density range	3.0 - 8.7 DU / acre*
Target net density	6.8 DU / acre*
Structures per Lot	1 primary dwelling unit, 1 secondary dwelling unit/accessory structure (detached garage)
** Net densities do not include open space acreages that are required for any subdivision where proposed single family residential lots are less than 5,000 sq.ft.*	
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	12 feet
Porch	10 feet
Garage	20 feet for entry; 12 feet for non-entry side
Side	
Living space (interior lot)	5 feet or 10' at zero lot line condition
Living space (corner lot)	15 feet
Detached garage/accessory unit (at interior lots)	3 feet (0 feet at zero lot line condition)
Attached/detached garage (at corner lots)	20 feet to garage door; 10 feet to garage side wall
Rear	
Living space	10 feet minimum
Detached garage	0 feet - 3 feet
Patio covers	7 feet
Site Coverage (maximum)	50%
~~Interior lot~~	~~50% for one story; 35% for two stories~~
~~Exterior Corner lot~~	~~55% for one story; 40% for two stories~~
Height (maximum)	
Primary Building	35 feet
Secondary Buildings	25 feet
Parking	
Garage	2 spaces
Driveway	2 spaces (where a driveway is planned)
Open Space	Required for subdivisions with lots less than 5,000 sq.ft.
A minimum of 20% of the gross property area shall be reserved for and devoted to landscaped and useable common open space areas (e.g. greenbelts, enhanced entries to gated communities, enhanced right-of-way treatments, and mini-parks). Front yards of single family residential lots count towards the required 20 percent. *Maintenance shall be provided by a private entity (e.g. Home Owners' Association).*	

Figure 11.4 ~~11.5~~ Non-Lake Oriented Lots (ML-RL)



Lot size: 3,600 - 6,000 sq. ft.

~~House: 2,700 - 3,500 sq. ft.~~

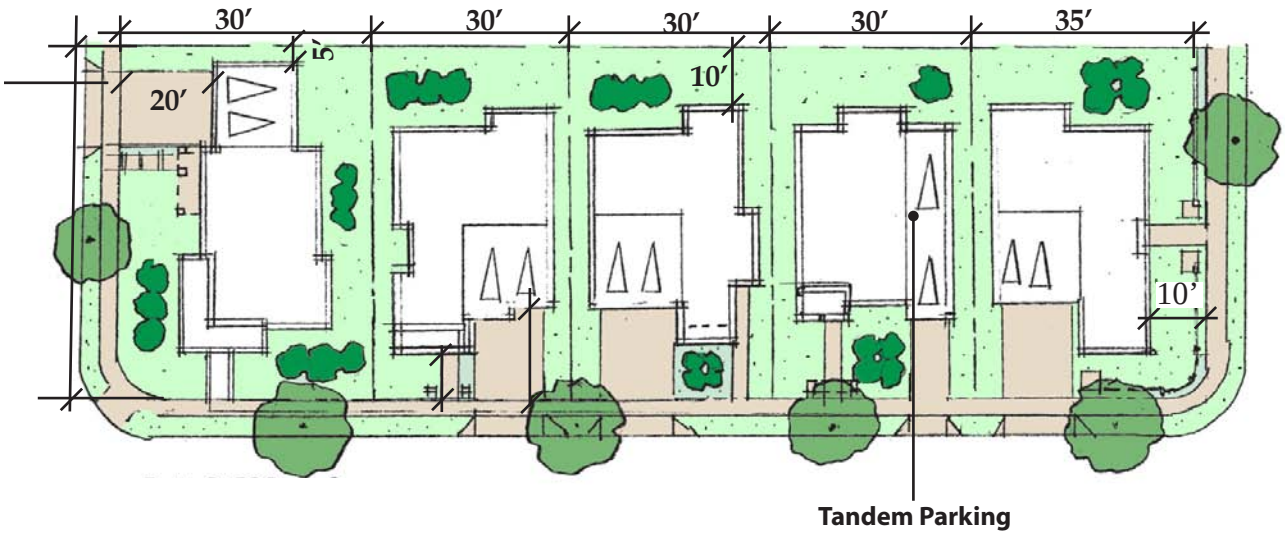
No two of the same floor plans in a row.

11.4.4 Medium Density (ML-RM)

Table 11.4 Medium Density Lots (ML-RM)

Lot Size (maximum)	**4,000 sq.ft.**
Lot width, interior lot (minimum)	30 feet
Lot width, corner lot (minimum)	35 feet
Net density range	8.8 - 17.4 DU / acre*
Target net density	12.4 DU / acre*
Structures per Lot	1 dwelling unit
** Net densities do not include open space acreages that are required for any subdivision where proposed single family residential lots are less than 5,000 sq.ft.*	
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	10 feet
Porch	10 feet
Garage	20 feet for entry; 12 feet for non-entry side
Side	
Living space (interior lot)	4 feet or 8' at zero lot line condition
Living space (corner lot)	10 feet
Detached garage/accessory unit	0 feet
Attached garage	4 feet
Rear	
Living space	8 feet minimum
Detached garage	0 feet - 3 feet
Patio covers	4 feet
Site Coverage (maximum)	50%
Height (maximum)	40 feet
Parking	
Garage	2 spaces
~~Driveway~~ Additional	1 space within specific development
Open Space	Required for subdivisions with lots less than 5,000 sq.ft.
A minimum of 20% of the gross property area shall be reserved for and devoted to landscaped and useable common open space areas (e.g. greenbelts, enhanced entries to gated communities, enhanced right-of-way treatments, and mini-parks). Front yards of single family residential lots count towards the required 20 percent. *Maintenance shall be provided by a private entity (e.g. Home Owners' Association).*	

Figure 11.5 ~~11.12~~ Medium Density Lots (ML-RM)



Lot size: 3,200 sq. ft.

~~House: 1,800 - 2,400 sq. ft.~~

No two of the same floor plans in a row.

11.4.5 High Density (ML-RH)

Table 11.5 High Density Lots (ML-RH)

Lot Size	**6 acre minimum**
Net density range	17.5 - 29 DU / ac
Target net density	26.3 DU / ac
Minimum Setbacks *(as measured from street right-of-way/property line)*	
Front	
Living space	20 feet
Porch	14 feet
Garage	10 feet
Carport	15 feet
Side	
Adjacent to single family residential:	
First and second stories	20 feet
Third story	28 feet
All other locations:	20 feet
Rear	
Adjacent to single family residential:	
First and second stories	20 feet
Third story	28 feet
All other locations:	20 feet
Site Coverage (maximum)	50%
Height (maximum)	50 feet
Parking	
Covered	1 space / unit
Uncovered	.5 space / unit
Guest	.25 space / unit
Open Space	
Private	50 sq.ft. minimum per unit; Minimum dimension of 7 feet.
Common	150 sq.ft. minimum per unit

Figure 11.6 ~~11.19~~ High Density Lots (Apartments/Condominiums) (ML-RH)

Lot size: ~~1 unit per 750 sq.ft. min.~~ 6 acre minimum

~~House: 650 - 1,300 sq.ft.~~

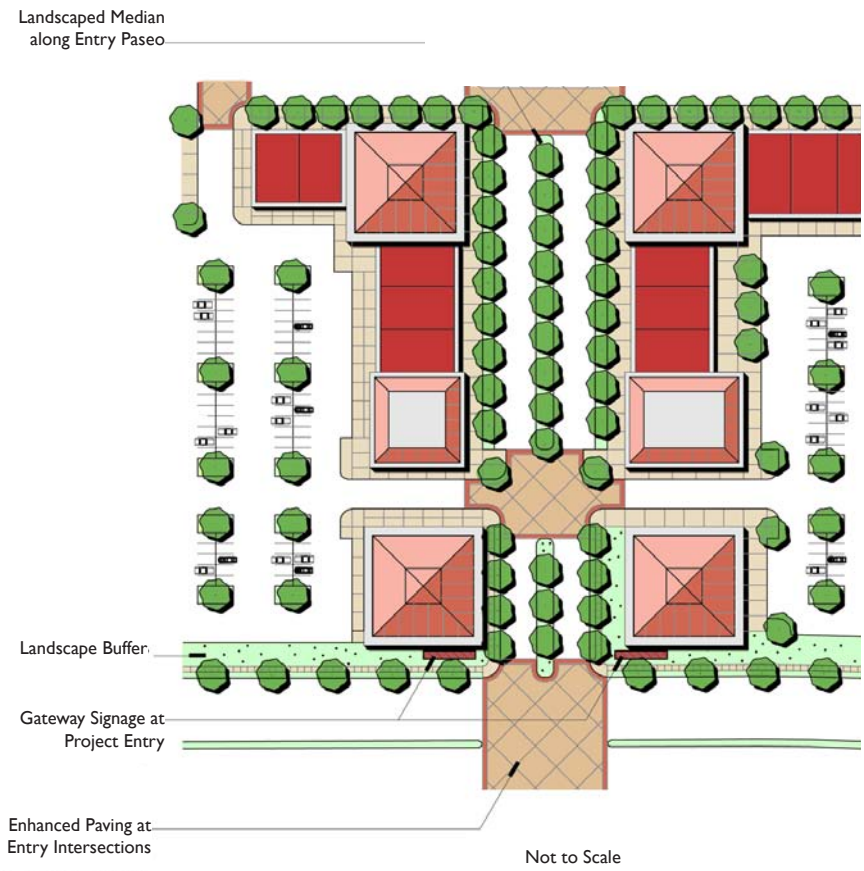
Expected net density: ~~20~~ 17.5 - 29 DU/ac

11.4.6 Commercial Lots (ML-CG, ML-CN, ML-CO, ML-CL)

Table 11.6 Commercial ~~and Industrial~~ Standards

Key	Lot Size (Min)	Front Setback	Side (Between Buildings)	Side (Adjacent to Residence)	Side (to Street)	Rear Set-back	Set-back to Sign	Height	Coverage	FAR	Landscaping, Parking, & Loading
Commercial	7,500	10′	15′	15′	15′	10′	5′	45′	60% ~~+~~	.25	Per City Zoning District Development Standards

Figure 11.7 ~~11.20~~ Neighborhood Commercial



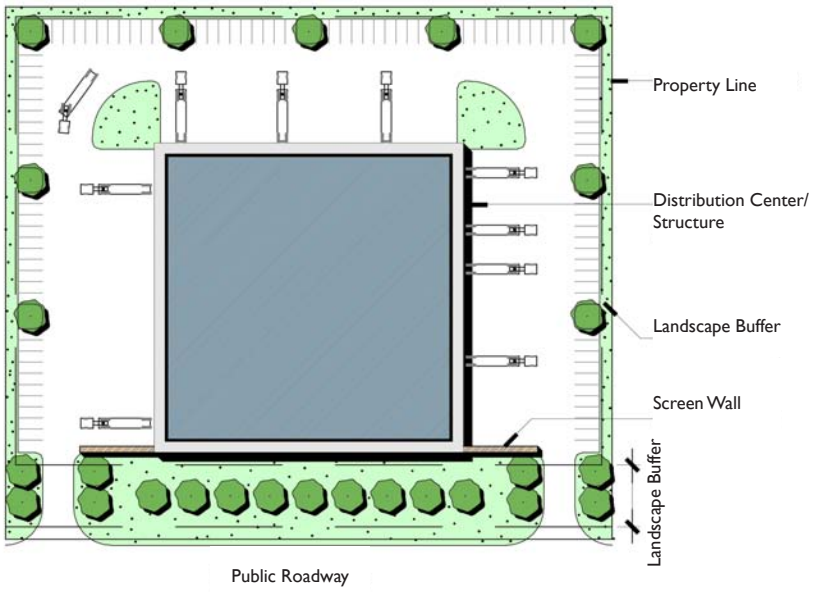
11.4.7 Industrial Lots (ML-IG, ML-IL)

Table 11.7 ~~Commercial and~~ Industrial Standards (ML-IG, ML-IL)

Key	Lot Size (Min)	Front Setback	Side (Between Buildings)	Side (Adjacent to Residence)	Side (to Street)	Rear Set-back	Set-back to Sign	Height	Coverage	FAR	Landscaping, Parking, & Loading
Industrial (IL)	--	20′	15′	10′	10′	10′	10′	60′~~+~~	60%	.30	Per City Zoning District Development Standards
Industrial (IG)	--	10′	15′	10′	10′	10′	10′	75′~~+~~	60%	.40	

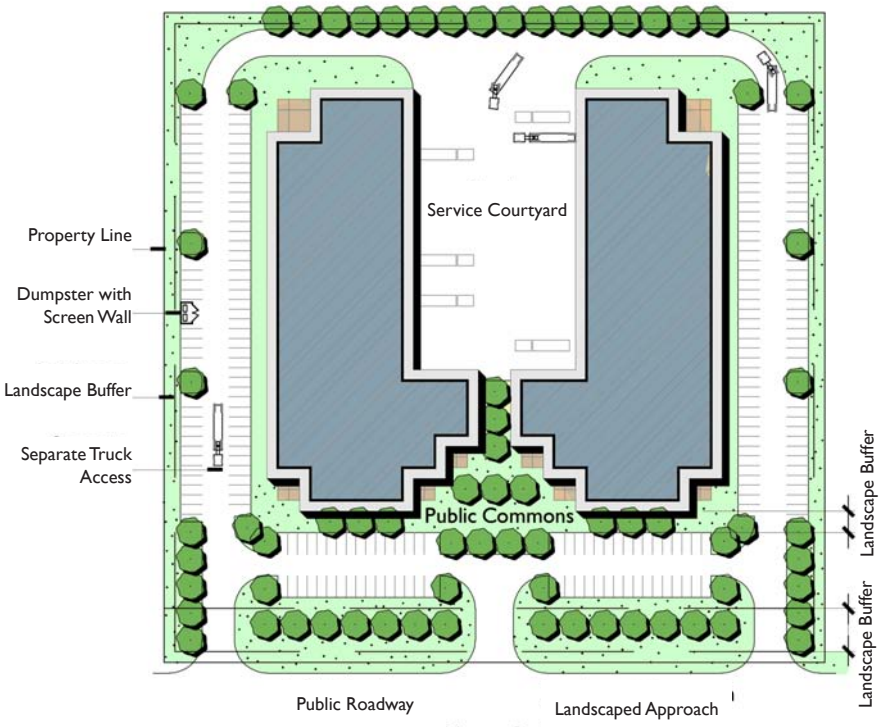
Figure 11.8 ~~11.22~~ Business/Professional

Figure 11.9 ~~11.23~~ Warehouse Building Prototype



Not to Scale

Figure 11.10 ~~11.24~~ Industrial Building Prototype



Not to Scale

Figure 11.11 ~~11.25~~ Industrial and Business Park Site Planning

Chapter Twelve: Design Guidelines

Intent of Design Guidelines

Residential Design Guidelines – Single-Family Dwellings

Residential Design Guidelines – Multi-Family Dwellings

Commercial Design Guidelines

Business Park & Industrial Design Guidelines

Landscape Guidelines

Signage Guidelines

Lighting Guidelines

Chapter Twelve: Design Guidelines

12.1 INTENT OF DESIGN GUIDELINES

The Design Guidelines portion of the ~~Specific Plan~~ MLSP provides the design framework for Mariposa Lakes. The Guidelines address a wide variety of architectural elements including facade treatment, massing, roof form, garage treatment, color schemes, materials, and architectural details. The City's architectural review process will apply to Mariposa Lakes. ~~Design Review will be conducted at each building phase of Mariposa Lakes.~~

The design guidelines in the MLSP are intended to supplement and complement the City's existing~~,~~ ~~City-Wide~~ Citywide Design Guidelines, dated March 30, 2004 (adopted by Resolution No. 04-0213). Where there is a conflict between the ~~City-Wide~~ Citywide Design Guidelines and the MLSP Design Guidelines, the MLSP Design Guidelines shall control for development within the Community. Where the MLSP Design Guidelines are silent with respect to a given design requirement, the ~~City-Wide~~ Citywide Design Guidelines will apply.

12.2 RESIDENTIAL DESIGN GUIDELINES – SINGLE-FAMILY DWELLINGS

12.2.1 Site Planning Guidelines

Entries

The entry of a residential dwelling shall be articulated as a focal point of the building's front elevation. Architectural features that enhance the entryway include:

- Archways,
- Columns,
- Courtyards,
- Porches,
- Recesses or projections,
- Roof elements, and
- Windows.

This example of an good residential entry features a porch, recessed door, and decorative facade element.

Driveways

In order to minimize the visual impact driveways have on the street scene, the following design concepts are encouraged where applicable:

- Hollywood driveways, which allow for the turning of the garage door away from the street.
- Single-car width driveways that widen to two-car aprons at recessed or detached garages are encouraged (driveways that permit turf or other low groundcover to be planted within the center of the driveway are encouraged on long driveways).
- Different paving treatment to driveways, such as colored concrete, stamped concrete, pavers, insets, or other enhanced driveway material, are encouraged.

Garages and Alleys

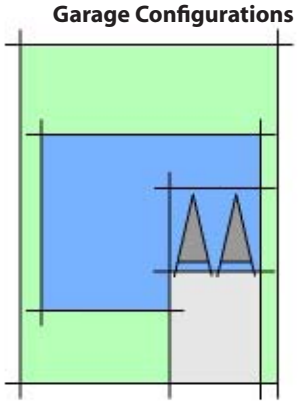
Garages and driveways shall not be the primary feature of a home. Minimizing the visual impact of a garage contributes to a visually interesting and more pedestrian-friendly environment. Corner lots shall have driveways on a side of the home that does not face the street on which the house fronts.

Garage plans may vary greatly. Acceptable garage forms include rear-loaded, detached, swing-in, shallow-recessed, mid-recessed, deep-recessed, and split garages.

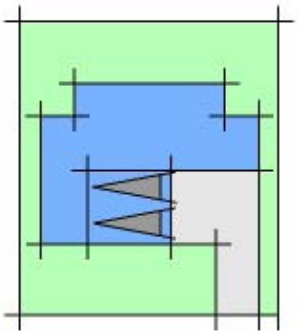
The following guidelines apply to garages:

- Garage doors shall match the architecture of the main building.
- Garage doors shall be recessed a minimum of ~~12~~ 8 inches behind the garage wall plane.
- Porte-cocheres or trellises are encouraged on homes with front-loaded, mid-recessed, or deep-recessed garages to soften their appearance.
- Front loaded garage elements shall not exceed more than 50% of the overall width of the residence.
- Hollywood-type driveways are encouraged on long driveways unless located behind the primary structure.
- Garage doors shall roll-up and not tilt-up.
- Cut-in windows or other stylized improvements to the door façade to help reduce its mass and impact.
- Split garage doors into two garage entries separated by architectural elements.

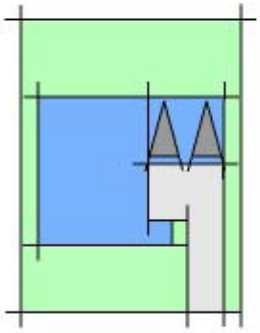
Figure 12.1 Driveway and Garage Configurations



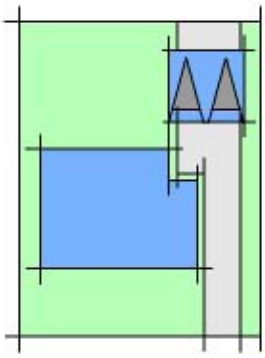
Recessed front garage



Garage access turned away from street frontage



Side drive attached garage located to rear



Side drive detached garage or possible alley

Special paving accents shall be provided where alleys meet public right of ways. Garage drive aprons shall be a maximum of 5′ in depth. Alleys shall be privately owned and maintained. Public utility easements may be located in the alley.

Courtyards

Courtyards function as a transition from the public space of the street to the entrance of the dwelling and private outdoor living space. Courtyards are encouraged where appropriate to the architectural style of the residence. Freestanding courtyard walls, when provided, shall be finished to match the residence.

This courtyard is adjacent to the front entrance and is architecturally appropriate to the home's style.

Stone, ceramic tiles, steps, recesses, cutouts, wrought iron accents, or other elements appropriate to the architectural style are encouraged. Courtyards shall be a minimum of 100 square feet with a minimum dimension of 10′. Courtyards shall be located at the front entrance or adjacent to the primary living space of the residence.

Window Treatments

Principal window treatments are enhanced windows that create a focal point on the residence. Window treatments add architectural detailing and contribute to the residence's character and architectural style.

Where appropriate to the architectural styling, front elevations shall feature at least one principal window treatment and rear/side elevations that are visible from side streets shall have at least one principal window treatment.

The principal windows of this home feature enhanced sills and decorative shutters.

The use of shutters is an acceptable principal window treatment on visible rear/side elevations when used in conjunction with an enhanced sill or other form of articulation. Principal windows are defined as having one of the following characteristics:

- Recessed window or pop-out surround;
- An enhanced sill with corresponding roof element and corbels;
- Decorative shutters;
- Decorative iron window grille projecting forward of the wall plane;
- A bay window with projection and detailing appropriate to the architectural style of the residence;
- An overhead trellis element.

This second-story window has shutters and a decorative grille.

To complement the principal window treatment, all other windows on the front elevation and visible side and rear elevations shall feature trim surrounds (minimum reveal of 1"), headers, or sills.

Gutters, Downspouts, & Mechanical Equipment

Gutters and downspouts may function as architectural elements, and shall be designed with the architecture of the structure.

Exposed gutters and downspouts shall be colored to match or complement the surface to which they are attached. Mechanical equipment, such as air conditioners, heaters, evaporative coolers and other such devices are not permitted to be mounted on any roof. All mechanical equipment shall be located in the side yard or in the rear yard when the side yard is less than 7' wide. Mechanical devices, such as exhaust fans, vents, and pipes shall be located on the rear side of roof ridges, when possible, and painted to match adjacent roof structures. All mechanical equipment shall be screened from public view in a manner that is compatible with the architectural style of the residence such as with landscaping, fencing, or walls. Utility meters and related equipment shall not be located within view of the public right-of-way unless they are suitably screened in a manner consistent with the architectural style of the residence.

The air conditioner for this unit has been screened from public view.

12.2.2 Architectural Guidelines

All homes shall incorporate detail elements that are consistent with the architectural style of the residence on front, side and rear elevations. Detail elements may include shutters, enhanced windowsills, decorative wood and iron railings, or decorative grille work.

Building Materials

Building materials complement the building form and define the architectural style of a residence. Craftsmanship shall be accentuated though the use of quality building materials. Building materials shall be appropriate in their use and application, and shall be consistent with the home's architecture. Surface treatments and materials shall appear as part of the design (and not an add-on).

Accent materials shall be either natural or have a natural appearance, such as brick or stone. All materials shall wrap columns and porches entirely.

The accent materials on this home simulate natural stone.

Building Color

Color schemes complement the character and architectural style of the building while providing a distinctive streetscape. Color palettes shall avoid monotony and provide a variety of schemes that will promote visual diversity.

Within residential neighborhoods, color schemes shall appropriately reflect the style of a home and variation in the colors of homes on a block shall be encouraged. Homes adjacent to or across from each other shall not have the same color scheme. High gloss paints are strongly discouraged.

The colors used on this home complement the architecture of the residence.

Building Form

Variation in building form provides diversity and visual interest to the neighborhood street scene. The following elements shall be incorporated into the design of residences throughout the ~~Mariposa Lakes Specific Plan Area~~ Community:

This photo illustrates how a lack of architectural diversity creates a monotonous and impersonal streetscape. Homes on this street have identical building planes and offer little variety in architectural details.

- Staggered building wall planes (particularly on front elevations);
- Projections and recesses that provide shadow and depth;
- Combinations of one- and two-story elements to vary mass and enhance building articulation; and/or
- Single-story elements on front elevations to enhance pedestrian scale of residential areas.

Roofs

Roof treatments shall be consistent with the architectural style of the building. Roofs in residential neighborhoods shall be varied and may include gables, cross-gables, sheds, hips, or a combination of these roof forms. All buildings shall have a variation in roof lines, ridge heights, roof forms, and direction of gables.

Homes within Mariposa Lakes shall include a variety of roof materials. In all cases, the materials shall complement the residence's architecture. Any roof vents shall be painted to match the roof color.

This photo depicts a neighborhood where roof materials vary depending on each home's individual style and palette.

Columns & Archways

Columns and archways shall be scaled appropriately to provide a sense of strength and support compatible with the architectural styling. They shall be oriented toward the public right-of-way.

Porte cocheres, like the one shown above, minimize the impact of the garage.

Porte-Cocheres

Porte-cocheres provide access to front-facing garages while minimizing the visual impact of the garage door. Porte-cocheres provide additional covered parking and can serve as an outdoor private space when not in use as a parking space.

Porte-cocheres are appropriately used with mid-recessed, deep-recessed, or detached garages. The height of porte-cochere, without living space above, shall not exceed 15′. Porte-cocheres without living space above shall be setback at least 3′ from the side property line.

Porches

Porches shall be an integral component of the building's architecture, and builders shall design at least 50% of their floor plans with a full front porch. Porches shall be located on the front elevation to enhance the entry. Corner lots are encouraged to feature wrap porches on the front and side elevation. All porches shall be fully covered with a roof, trellis structures, or second floor balconies.

This corner home features a wrap-around front porch.

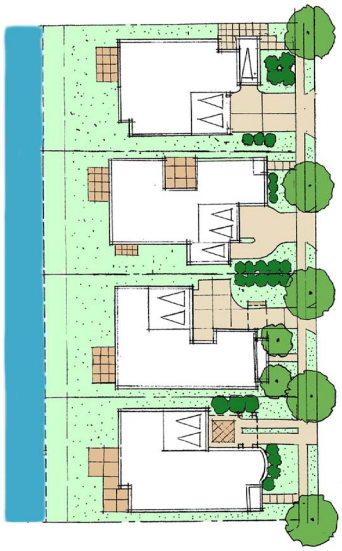
Porches shall be a minimum of 6′ deep and cover a minimum of 25% of the facade. Full front porches and wrap porches are encouraged. Porch entries shall be elevated, where possible to provide an additional dimension of public and private separation.

Patio Covers & Balconies

Rear patio covers and second story balconies provide an opportunity for the articulation of rear facades, particularly along public spaces or streets. Second story balconies increase the perceived front setback of the second story.

Figure 12.2 Typical House Types — Lake-Oriented Homes

Rear View of Lake-Oriented Homes



Plan View of
Lake Homes

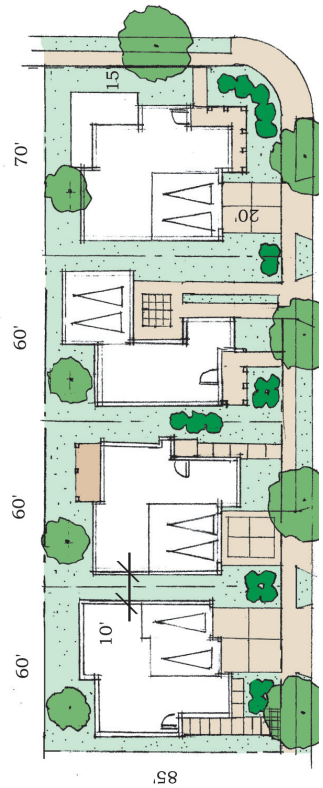
Lake-oriented homes are very low-density, approximately 3.5 homes per acre. Homes directly on the lakes have private access to the lakes from backyards. These lots are usually larger than 5,000 square feet.

Front Elevation of Typical Lake-Oriented Home

Figure 12.3 Typical House Types — Single Family Detached Homes

Front Streetscape of Detached Homes

Lots for single-family homes are usually 5,000 square feet. Garages should be recessed so that they are not the dominant aspect of the home.



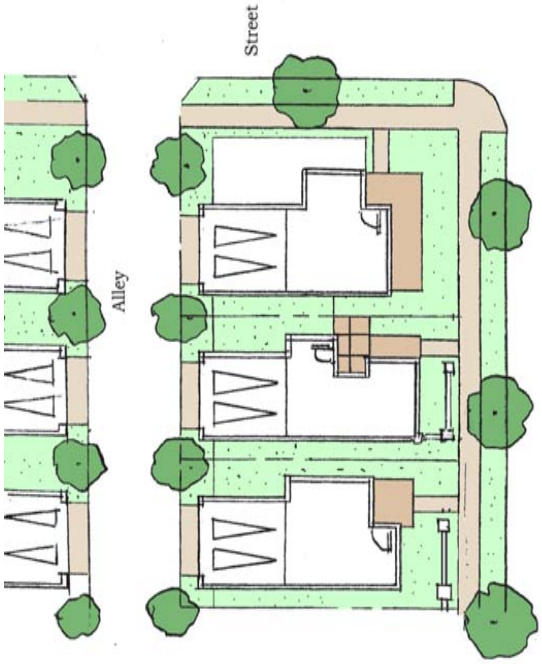
Plan View of Detached Homes

Front Elevation of Typical Single-Family Home

Figure 12.4 Typical House Types — Alley Homes

Rear Streetscape of Alley Homes

Alley homes allow for uninterrupted front yards by placing the garage at the back of the lot. These lots are generally between 3,000 and 4,500 square feet in size.



Plan View of Alley Homes

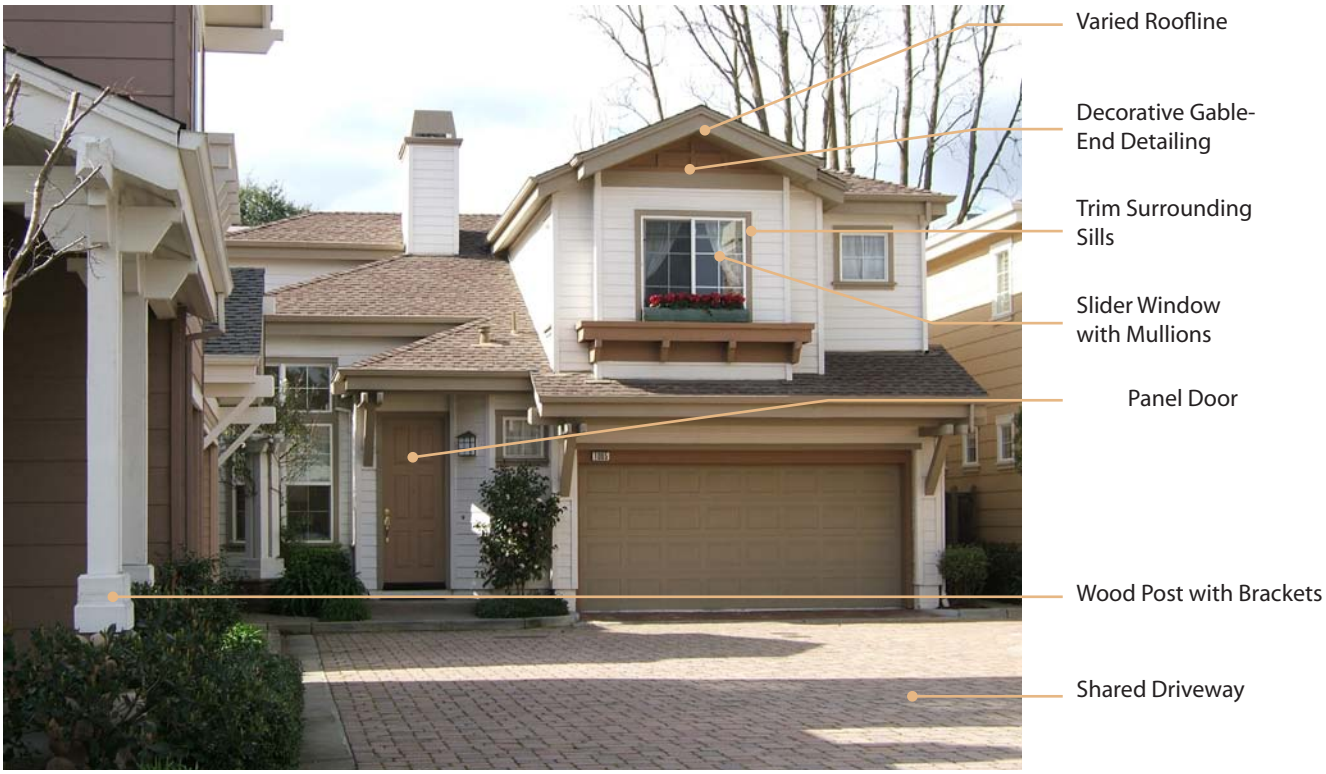
Front Elevation of Typical Alley Home

Figure 12.5 Typical House Types — Cluster Homes

Front Streetscape of Cluster Homes

Cluster homes, often called courtyard homes, have shared, private driveways. Backyards wrap around the cluster of homes. These lots are generally between 3,000 and 4,500 square feet in size.

Plan View of Cluster Homes



Front Elevation of Typical Cluster Home

12.3 RESIDENTIAL DESIGN GUIDELINES – MULTI-FAMILY DWELLINGS

12.3.1 Site Planning Guidelines

Multi-family dwellings and attached housing products shall be oriented to the public street or to the neighborhood's internal streets. Setbacks shall be varied to maximize visual interest. When possible, buildings shall be organized around open spaces and gathering areas. Courtyard arrangements are encouraged. Buildings that are not oriented towards streets or around open/ community spaces shall be well integrated into the neighborhood's overall design.

Buildings shall be oriented to provide some privacy yet still relate to the street and adjacent communities. Doors shall be visible from the street or common open space. Windows shall provide "eyes on the street".

Each dwelling unit shall have 150 ~~100~~ square feet of common open space that can be used for active or passive outdoor activity. Shared open space may be centralized or adjacent to units. Open space may include swimming pools, patios, decks, lawns, or courts. The space shall not include required setbacks. Builders are encouraged to centralize the open space or connect a series of open spaces that vary in shape, appearance, and usage.

Private open space must be allocated at 50 ~~40~~ square feet per dwelling unit. Private space may include patios, balconies, decks, or other similar uses. The private open space allocation may be counted towards the common open space requirement. However, boundaries between private and common open spaces shall be clearly defined by low walls or plant materials.

Front doors in these townhomes are visible from the common open space.

12.3.2 Architectural Guidelines

The multi-family residential buildings within Mariposa Lakes shall be compatible with the surrounding community. All support buildings and accessory structures shall complement the architecture, color, and materials of the primary buildings.

Building Scale

Buildings shall incorporate smaller-scale architectural forms such as bays, balconies, and dormers to visually reduce the height and scale of the building. Builders are encouraged to set second floors ~~further~~ farther back than first floors. Building heights shall be varied to give the appearance of a collection of smaller buildings.

Varied architectural forms reduce the building's height and scale.

Building Materials

Multi-family homes shall have a consistent theme that is emphasized through the building materials. Materials shall be durable and require low maintenance. The neighborhoods shall blend to adjacent land uses.

Colors

Color schemes complement the character and architectural style of the building while providing a distinctive streetscape. Color palettes shall avoid monotony and provide a variety of schemes that will promote visual diversity.

Varied Color Palette & Roof Pitches

Roofs

Roof pitches and materials shall be similar to other roof types in the neighborhood. Roof lines shall be varied across the horizontal plane to create variation and visual interest. Carports and garages shall have roofs that are similar to main buildings.

Entries

Doors and gates to courtyards are important architectural features of multi-family neighborhoods. Unit entries shall be individualized and emphasized. Units shall have individual porches, steps, or landscaped walkways.

12.3.3 Parking and Circulation

Parking

Parking areas should be located in the development's interior area and not along street frontages. One large parking area where cars would dominate views and increase perceived density should be avoided. Parking areas should be divided into a series of small parking courts with convenient access that relates to adjacent dwelling units. For security reasons, dwelling units should have sight lines out to the parking areas; these views should be partially filtered through the use of appropriate landscaping (such as trees).

Parking structures, such as garages and carports, should be located where they do not obstruct natural surveillance. Carports and tuck-under parking should not be visible from a public street. Carports, detached garages, and accessory structures should be designed as an integral part of the development's architecture. They should be similar in material, color, and detail to the main buildings of the development. Prefabricated metal carports are prohibited.

Visitor and disabled parking should be clearly identified and distributed throughout the development to provide convenient access to groups of dwellings and community facilities.

Pedestrian Circulation

Convenient pedestrian connections should be provided to adjoining residential developments, commercial projects, and other compatible land uses. Pedestrian access to adjacent existing or planned open space areas and corridors should be provided for the development's residents.

12.3.4 Trash Enclosures

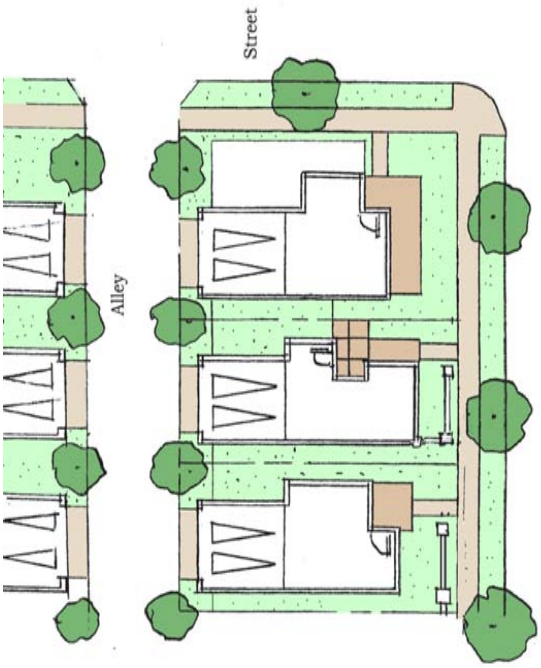
Trash enclosures and recycling storage areas should be located in convenient but not prominent areas, such as inside parking courts or at the end of parking bays. They will be well screened in compliance with requirements of the City of Stockton Development Code. Screening should be of the same type of material as, or complementary to, the material used on the main building. Enclosures will be landscaped whenever feasible.

Trash receptacles will be accessible for trash collection but will neither block circulation drives nor conflict with parking. Trash enclosures will not create blind spots or hiding areas.

Figure 12.6 Typical House Types — Townhomes

Front Streetscape of Townhomes

Townhomes are attached housing products. They are generally two or three stories. Townhomes can have garages in either the front or back.



Plan View of Alley Townhomes

Front Elevation of Typical Townhome

Figure 12.7 Typical House Types — Apartments

Courtyard of Typical Apartments

Apartments are typically one or two stories. They have private space in the form of balconies or patios and shared yard space. Apartments should be designed so that the shared space is as visible as possible.

Plan View of Apartments

Rear of Typical Apartments

12.4 COMMERCIAL DESIGN GUIDELINES

12.4.1 Site Planning Guidelines

Appropriate Development Pattern

Commercial and retail areas shall be developed with the buildings adjacent to the street and oriented towards pedestrian. This development pattern can be found in the City of Stockton Commercial Design Guidelines [Stockton Citywide Design Guidelines, 4.01-4.05]. Key elements of this development pattern include:

- Corner "cut-offs" for buildings on prominent intersections.
- Build to the property line (zero setback) and at the sidewalk edge to maintain the continuity of the "street wall".
- Create continuous pedestrian activity in an uninterrupted sequence by minimizing gaps between buildings.
- Avoid blank walls and other "dead spaces".
- Create pedestrian paseos to the rear lots of buildings.
- Use building indentations to create small pedestrian plazas.

Site Access

Parking lots shall be accessible only from commercially developed streets to discourage traffic that might impact residential neighborhoods. Sidewalks shall be provided on at least one side of driveways to minimize conflict between pedestrians and vehicles. Driveways shall be located as far as possible from street intersections.

Public Spaces

The organization and design of commercial buildings shall encourage and facilitate pedestrian activity. Buildings shall be organized to create usable open space, courtyards, plazas, and outdoor dining areas. Convenient, well-defined pedestrian access shall be provided from commercial uses to the community-oriented public spaces. Pedestrian-oriented public spaces shall include a focal element such as a sculpture or water feature. Sitting areas are encouraged.

Public Spaces in Commercial Areas

Adjacent Uses

Adjacent residential uses shall be buffered from commercial development. Orientation of uses, buildings, landscaping, and increased setbacks shall provide visual and physical separation of land uses. Commercial development shall be oriented away from residential streets.

Site Elements

Site elements are important to the character of a commercial or retail area and shall be carefully considered when planning the commercial site. Lighting sources shall be shielded to avoid glare (in compliance with Stockton's Development Code). Wall mounted lights provide a good alternative to freestanding light poles.

Walls visible from public rights-of-way shall be decorative and complement the design of on-site buildings. Untreated concrete block is strongly prohibited.

Trash enclosures shall not be located in areas where they can interfere with vehicle visibility. Enclosure areas shall also be located away from adjacent residential areas.

Village centers shall have security cameras and appropriate signage to deter crime whenever feasible.

12.4.2 Architectural Guidelines

Mass and Scale

Commercial buildings in Mariposa Lakes shall be detailed in a way that makes them seem smaller (more pedestrian) in scale. Separate floors shall be articulated with horizontal bands. Buildings are encouraged to have vertical and horizontal variations in wall and roof planes.

Facades

Design details shall be continued or repeated upon all elevations of a building. Side and rear views shall also be detailed. Entrances to buildings within commercial areas shall be readily identifiable. Encouraged entrance elements include recesses, projections, columns, or other forms of building articulation. Facades designed with building projections, door and window bays, arcades, and similar elements are encouraged.

Storefronts

Storefronts shall be predominantly comprised of windows. Glass windows on the first floor shall be at least 80% transparent to light. Dark tinted glass and mirror-like films are strongly discouraged. Windows shall be large and elevated off of the ground. ~~(minimum 24 inches).~~ Maximum bulkhead height shall be approximately 40 inches.

Transparent Storefront

Storefront entries shall promote a sense of entry into the structure. Entries shall also provide shelter

by incorporating elements like overhangs, canopies, awnings, and recesses. These elements shall match the architectural style of the building (i.e., rectangular awnings for rectangular windows).

Screening

Rooftop or ground mounted equipment shall be screened from public streets and adjacent residential neighborhoods. Screening devices shall be compatible with the architecture, materials, and colors of the building. Trash enclosures shall be located away from residential areas to minimize nuisance to adjacent property owners. Enclosures must conform to the Stockton Development Code (Solid Waste/Recyclable Materials Storage). Trash enclosures that are visible from the upper stories of adjacent structures or elevated roads shall have an opaque or semi-opaque cover/screen.

Trash Screening

12.5 BUSINESS PARK & INDUSTRIAL DESIGN GUIDELINES

Industrial areas within Mariposa Lakes are designed in accordance with City of Stockton Citywide Design Guidelines, adopted by the ~~city~~ City Council in March 2004. The Citywide Design Guidelines are divided into separate sections for business parks and industrial & warehouse areas.

12.5.1 Business Park Design Guidelines

Site Planning Guidelines

Buildings, open spaces, and parking areas shall reflect a well-organized character that emphasizes pedestrian connections and landscaped open spaces in a campus-like setting. Building edges and corners shall present a high quality community image.

Development adjacent to residential uses shall be stepped down in scale and truck access directed to non-residential edges. Limited short-term parking may be provided at the front of the building to accommodate visitors. The majority of onsite parking shall be located to the side and/or rear of the buildings.

Business Park

Site Access

Access to each development shall be clearly visible and accessible to pedestrians and motorists. Access to adjacent streets shall be reduced through the use of frontage roads and shared driveways, which will minimize the points of vehicular conflict. Outdoor storage, work, and loading areas shall be located to the rear or side of the building and screened from view from adjacent rights-of-way.

Driveway & Building Entrance

Pedestrian Circulation

Safe and convenient pedestrian walkways shall be provided between building entrances, public sidewalks, and parking areas. Pedestrian circulation shall be separate from motor vehicle circulation.

Walls and Fences

Walls and fences shall be used to screen the property from adjacent uses. Colors, materials, and appearances of walls and fences shall be compatible with the overall design character of the development. Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and deter graffiti.

Business park wall element

Architectural Guidelines

The mass and scale of business parks shall respect the visual and physical relationship of adjacent buildings. Taller buildings shall be placed toward the center of the development and away from shorter buildings or adjacent land uses.

Building Walls

Building walls shall be appropriately articulated with consistently designed architectural elements. Details shall add interest and reduce the apparent mass of the buildings. Significant vertical and horizontal offsets shall be provided to reduce the visual bulk of buildings.

Building Facades

Building facades shall incorporate architectural elements and details to create visual interest. Windows are an effective way to break up a building's mass. Entries shall be easily identifiable. Projections, columns, vertical elements, or other design features that emphasize entries are strongly encouraged.

Interesting Building Facade

Screening.

Trash storage enclosures and outdoor mechanical equipment are required to be screened from view. Roof-mounted equipment shall be screened from view, especially if visible from a freeway or elevated road.

12.5.2 Industrial and Warehouse Design Guidelines

Site Planning Guidelines

Buildings shall be organized in a manner that is efficient, convenient, safe, and aesthetically pleasing. Main buildings shall have well-designed entries and attractive landscaping. Employee parking and service areas shall be located at the back or sides of the buildings; visitor parking may be located in front of the buildings. Storage and work areas shall be in the rear of the site.

Buildings, parking, and driveways shall be arranged to emphasize the more aesthetically pleasing components of a site and disguise the less attractive elements. This can be accomplished through proper placement and design of buildings, screen walls, and landscaping.

Site Access

The number of access points to the site shall be minimized and located as far as possible from street intersections in order to minimize points of potential vehicle conflict. Primary entry drives shall be enhanced with ornamental landscaping, low-level decorative walls, monument-type signs, and decorative paving.

Walls and Fences

The colors, materials, and appearance of walls and fences shall be compatible with the overall design character of the development. Masonry walls and solid fences shall be treated with a graffiti-resistant coating. Security fences shall consist of wrought iron, tubular steel, or similar material supported by masonry piers.

Architectural Guidelines

The mass and scale of large, box-like buildings shall be reduced through the incorporation of varying building heights and setbacks. If adjacent to residential areas, additional building

setbacks shall be further recessed to minimize the visual impact of the large-scale industrial buildings.

Building Facades

Facades of large buildings that are visible from public streets shall include architectural features such as reveals, windows, openings, or changes in color, texture, and material to add interest to the building elevation. Primary building entries shall be easily identifiable and well-defined.

Roofs

Proposed parapets shall be integrated into the roof design and their function as screening devices for roof-mounted equipment shall be considered early in the design process. All roof-mounted equipment shall be screened from view in compliance.

Interesting warehouse facade

12.6 LANDSCAPE GUIDELINES

Plant materials shall be used to create unique identities, visually connect neighborhoods, soften architecture, provide shade, and screen less-attractive areas. Use of landscaping is encouraged to define and accent specific areas.

Landscaped areas shall generally use a three-tiered planting system consisting of ground cover, shrubs and vines, and trees. These elements shall be used to frame and soften the appearance of buildings, screen undesirable views, and buffer incompatible uses.

Landscape designs shall avoid water-intensive plants. The choice, placement, and scale of plants shall relate to the architectural and site design of the project. Plantings shall be used to shade and screen, accent focal points and entries, complement building design, break up expanses of paving and walls, and define on-site circulation.

Residential use of 3-tiered landscaping

Trees located in private development areas along street frontages shall be selected to match or complement existing or proposed street trees in the public right-of way. Parking in commercial

and industrial areas shall be separated from buildings by a landscaped area or raised walkway. Additionally, a 5-foot landscape strip shall be used along circulation aisles in parking lots, and along side and rear building elevations if there is no walkway.

Commercial use of 3-tiered landscaping

12.7 SIGNAGE GUIDELINES

Signs in Mariposa Lakes shall relate to the architectural features of the building or community. They shall be placed near public entrances. Fluorescent colors and visible raceways are strongly discouraged. A comprehensive sign program is required for all retail/commercial centers, business parks, and industrial/warehouse areas (SMC 16-360).

12.7.1 Residential

Signs within the residential areas of Mariposa Lakes will contribute to the community's uniqueness. Legible signs must be placed at entry points to the villages and neighborhoods. Multi-family neighborhoods (VMDR and VHDR) shall have directories and maps that show building locations and the neighborhood's relation to the entire village. Signs shall be consistently located, visible at night, and consistent with the theme of the neighborhood.

Entry Monument Sign

12.7.2 Non-Residential Sign Guidelines

Signs within the commercial and industrial areas in Mariposa Lakes shall be designed in accordance with the City of Stockton's Citywide Design Guidelines. The following elements are excerpted from Sign Design Guidelines chapter of that document.

Appropriate wall signs

Wall and Building Signs

Wall signs shall be located where the architectural features or details of the building suggest a location, size, or shape for the sign. The best location for a wall sign is generally a band or blank area between the first and second floors of a building.

Walls for individual businesses within a larger center or village shall be placed consistent with the location of signs for other businesses in the same area. This establishes visual continuity and creates a unified appearance.

Signs shall not project more than 12 inches. If lit internally, individually-cut channel letters and numbers are strongly encouraged.

In all cases, holes and disfigurations to walls left after signs are removed shall be patched and painted to match surrounding areas.

Projecting Signs

The use of small, pedestrian-oriented signs is strongly encouraged. Projecting signs shall be used on the ground floor only. Supports and brackets for projecting signs shall be compatible with the design and scale of both the sign and the building. Signs shall be hung at a 90 degree angle from the face of the building and have at least eight feet (8') between the bottom of the sign and the sidewalk. Projecting signs may not be internally illuminated.

Appropriate projecting signs

Awning Signs

Text on awning signs shall only be located on the ~~valence~~valance. Lettering shall not exceed eight inches, and the color of lettering shall be complimentary to the building's color scheme. Temporary lettering and adhesive/press-on lettering are not acceptable.

Encouraged (left) and Discouraged (right) Awning Signs

Freestanding Monument Signs

Monument signs are preferable to pole-mounted signs and shall be placed parallel or perpendicular to the street. They may be internally illuminated. Backgrounds on monument signs shall be opaque or non-gloss. The sign area and height of the sign shall be in proportion to the site and surrounding buildings. Between 5 and 10 percent of the sign area shall be used to identify the street name.

Monument signs shall create visual interest and compliment their surroundings. Monument signs shall incorporate architectural elements, details, and articulation as follows:

- Provide a solid architectural base that supports the sign, a minimum of one-foot in height.
- Provide architectural elements on the sides and top to frame sign panes. Use columns, pilasters, cornices, and similar details to create an interesting sign.
- Incorporate materials and colors into the sign support structures to match or be compatible with materials and colors of the buildings.

Highway-Oriented Signs

Freestanding highway-oriented signs shall be of a pylon-type design, supported by two or more appropriately dimensioned columns. Pole signs are not allowed. Highway-oriented signs shall incorporate architectural design elements into the sign and the supporting structure. The design theme for the sign shall be compatible with the building or development it advertises.

12.8 LIGHTING GUIDELINES

12.8.1 Residential

Lighting levels in residential areas shall be sufficient that intruders cannot lurk in shadows. ~~Steps or other grade changes shall be apparent.~~ Theft and vandalism shall be discouraged by the lighting design.

Street lighting shall be installed along the internal circulation streets. Lighting shall shine downward and eliminate skyward glare. Lights shall be pedestrian in scale and spaced appropriately for the type of light and pole height. Lighting in parking areas shall be arranged to prevent direct glare into adjacent residences.

Pedestrian-scale lighting shall be located on all walkways within neighborhoods. Lighting bollards are generally unacceptable as they do not illuminate a large enough area. Light standards of twelve feet (12′) are recommended. Additional lighting may be located on buildings to illuminate site areas not covered by individual light standards.

12.8.2 Commercial

Lighting shall be designed as part of the overall architectural style of the building. It shall relate to the design elements of the building and highlight interesting design features. For safety, building entrances shall be well illuminated. The average level of illumination shall be:

- Walkways: 1 foot-candle
- Entrances: 2 foot-candles

12.8.3 Industrial

The design and location of lighting fixtures shall preclude direct glare onto adjoining property and streets in compliance with Stockton's Development Code. Lights shall be installed, directed, and shielded to confine light rays within the property. Lighting shall be designed to enhance security, and entries and walkways shall be well-illuminated.

Chapter Thirteen: Implementation and Administration

Specific Plan Implementation

Development Agreement

Phasing

Project Fiscal Impact Analysis Study

Public Facilities Implementation Program

Policies

Chapter Thirteen: Implementation and Administration

Objective 14. Provide and maintain public services and facilities in a manner that will not burden the existing level of public services and facilities.

Objective 15. Develop essential sewer and water trunk systems for the east side of Stockton in an orderly, phased approach.

Objective 16. Achieve the purpose of Measure X, to facilitate economic development in southeast Stockton, in a timely and economically feasible manner.

13.1 SPECIFIC PLAN IMPLEMENTATION

13.1.1 Adoption of the Specific Plan

The MLSP establishes the policies, land uses, and development standards for the Community, to guide the review process for subsequent development project applications. The MLSP will become effective upon annexation of the Community site to the City of Stockton.

13.1.2 Subsequent Entitlements, Review, and Annexation

Entitlement

An entitlement is an authorization from the City of Stockton to use or develop property. Entitlements include but are not limited to zoning changes, tentative and final subdivision maps, parcel maps, conditional and unconditional use permits, and site plan and design review approvals.

Review

Subsequent entitlement applications shall be reviewed by the City Council, the Planning Commission, the Director of the Community Development Department ("Director"), and/or the Development Review Committee, depending upon the nature of the entitlement sought and as provided in the City's Development Code. Any subdivision maps approved for lands within the MLSP area prior to the annexation of such lands to the City will not become effective until such lands have been annexed to the City of Stockton.

Review will be conducted pursuant to the City's applicable development application review procedures to determine whether the subsequent entitlement sought is consistent with the MLSP's policies and standards. Approvals of subsequent entitlements may be subject to appropriate findings, conditions, or mitigation requirements necessary to mitigate the proposed development's impact.

Annexation

Stockton has developed clear criteria for evaluating proposed annexations to the City of Stockton (Municipal Code 16-720.070). The site must be located within the Urban Service Area boundary and conform to the 1990 General Plan Diagram and Policies. An application for a General Plan Amendment must be submitted concurrently if the ~~Plan~~ proposal does not conform to the General Plan.

The City of Stockton's annexation process consists of eleven steps. The first step is the submittal of an annexation request. The second step involves the concurrent processing of applications, meaning that annexation requests and project applications should be reviewed together. Next, the site must be pre-zoned; the proposal then must undergo a cost/benefit analysis. The fifth step is the preparation of an agricultural conversion statement by either staff or independent consultants. The sixth step is the environmental consideration (CEQA). The seventh step involves the annexation request being reviewed by the Development Review Committee. If it is forwarded with a recommendation, it is then presented to the City Council, at which time the City may file an annexation request with LAFCO. Following submittal to LAFCO, there are public hearings regarding the annexation and notifications if the annexation is approved.

13.1.3 Interpretation, Site Plan Review, and Amendments

~~The Director has the authority to interpret the MLSP. The Director shall determine whether applications for subsequent entitlements and development permits are allowed by the MLSP. The Director's determination is subject to appeal as provided in the City's Development Code. The Director is authorized to issue a Site Plan approval if it is consistent with the MLSP and the Site Plan passes Site Plan Review as provided in the City's Development Code. The MLSP may only be amended by using the process that was used to adopt the original MLSP.~~ The Director has the authority to interpret the MLSP. The descriptions of the proposed Community set forth in this MLSP, including the approximate acreages, unit counts, square footage numbers, employment numbers, and all other data and figures, are intended to guide future development of the Community. However, actual development may vary from these estimates and the Director shall determine whether an application for subsequent entitlements or development permits is consistent with the MLSP. The Director's determination is subject to appeal as provided in the City's Development Code. The Director is authorized to issue a Site Plan approval if he or she determines that the proposed Site Plan is consistent with the MLSP and the Site Plan passes Site Plan Review as provided in the City's Development Code. The MLSP may only be amended using the same process that was used to adopt the original MLSP.

13.1.4 Enforcement

All subsequent development within the MLSP area will be required to comply with the policies and requirements of this MLSP, as well as all applicable mitigation measures in the Mitigation Monitoring and Reporting Plan (MMRP). The City will enforce these policies, requirements and mitigation measures through the applicable development application review procedures, as set forth in the City's

Development Code. Approval of subsequent development applications will be subject to appropriate conditions to enforce the MLSP and implement the MMRP.

13.1.5 Statement of Severability

If any regulation, condition, or program or portion thereof of the MLSP is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and the invalidity of such provision shall not affect the validity of the remaining provisions.

13.1.6 Statement of Indemnity

The master developer shall indemnify, defend, and hold harmless the City of Stockton, its agents, officers, and employees from any and all claims, actions, or proceedings against the City of Stockton, its agents, officers, and employees to attack, set aside, void, or annul, the approval by the City of Stockton and its advisory agency, appeal board, or legislative body of the MLSP and any concurrently approved entitlements associated with the approval of the MLSP.

13.2 DEVELOPMENT AGREEMENTS

Development Agreements assure applicants and the City that upon approval of the MLSP, development of the Community will proceed in accordance with agreed to policies, procedures, and rules. These agreements are intended to strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic costs of a development. A Development Agreement is a legislative act that is normally approved by ordinance. The City will consider applications for development agreements for lands within the MLSP, provided that such proposed development agreements are consistent with the General Plan, Stockton Municipal Code, and the MLSP.

13.3 PHASING

Planned phasing of development within the MLSP is shown graphically on Figure 13.1 and summarized in Table 13.1. Table 13.1 identifies the types and quantities of development that would occur as well as a list of the major infrastructure and off-site improvements that will occur in within each phase. The timing of development of the Community, and of each phase of the Community, shall be governed by ~~The~~ the City's development agreements with the Master Developer. It is anticipated that market conditions and other relevant factors will influence the timing of the development of the Community, and of each phase of development of the Community. Development of each phase will follow or be undertaken concurrent with the construction of essential infrastructure for such phase as defined in the Mariposa Lakes Public Facilities Financing Plan.

Phase 1 of the project will include a total of ~~987.4 1,000.8~~ about 1,000 acres. Of this total, the majority of the lands would be devoted to planned low- and medium-density residential neighborhoods.~~, particularly in Phases 1A and 1B.~~ Development of this phase will include approximately 59 acres of the Austin Road Village Center, about ~~30.6~~ 31 acres of high-density residential development and two elementary schools. ~~Phase 1 will include the development of a 9.8-acre Industrial Village.~~ A total of ~~65.2 63.8~~ about 64 acres of parks will be developed in Phase 1; an additional ~~108.7~~ 107 +/- acres would be devoted to open space uses. The Amtrak station, the temporary fire station and public library ~~will~~ are expected to be developed during Phase 1. This phase will produce approximately ~~4,535~~ 4,298 residential units.~~ and 170,755 170,700 square feet of industrial uses.~~ Phase 1 should generate an estimated ~~1,557~~ 1,300 jobs.

Phase 1 development, as well as subsequent phases, is expected to include construction of necessary on-site streets, utilities and other infrastructure. Infrastructure improvements associated with each phase are detailed in the project Phasing Plan (Stantec, 2006). Major improvements in Phase 1 include the ~~Austin Road~~ Austin/Mariposa railroad grade separation; street improvements to Arch, Kaiser and Mariposa Roads; sewer connection to existing Wastewater Collection System No. 8; construction of ~~three~~ two new municipal wells and ~~three~~ one storage tank~~s~~; connection to existing potable water systems; construction of ~~ten~~ five lakes ~~and six detention basins~~ (including storm detention and stormwater quality), the initial phase of the

Table 13.1 Phasing Summary

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Totals*
Residential Units	4,298	2,449	2,438	974	403	10,562
Commercial Square Footage	642,500	169,900	197,100	0	0	1,009,500
Industrial Square Footage	~~170,700~~ 0	748,800**	~~6,232,600~~ 6,403,300	2,563,100	2,265,100	11,980,300
Schools	2 ES	1 HS, 1 ES	1 ES	1 ES	1 ES	6 ES, 1 HS
Park Acres	64	30	63	25	15	197
Open Space Acres	108	24	139	38	18	327
Total Population	13,496	7,690	7,654	3,060	1,265	33,165
Total Jobs	1,557	3,435	5,660	2,100	1,862	14,615
Other Major Land Uses	Library, Fire Station					

*All area calculations are rounded-off in this summary.

** Business Professional

Arbini groundwater recharge/detention facility and ~~restoration~~ enhancement of the North Little Johns Creek channel within the Phase 1 development area~~s~~.

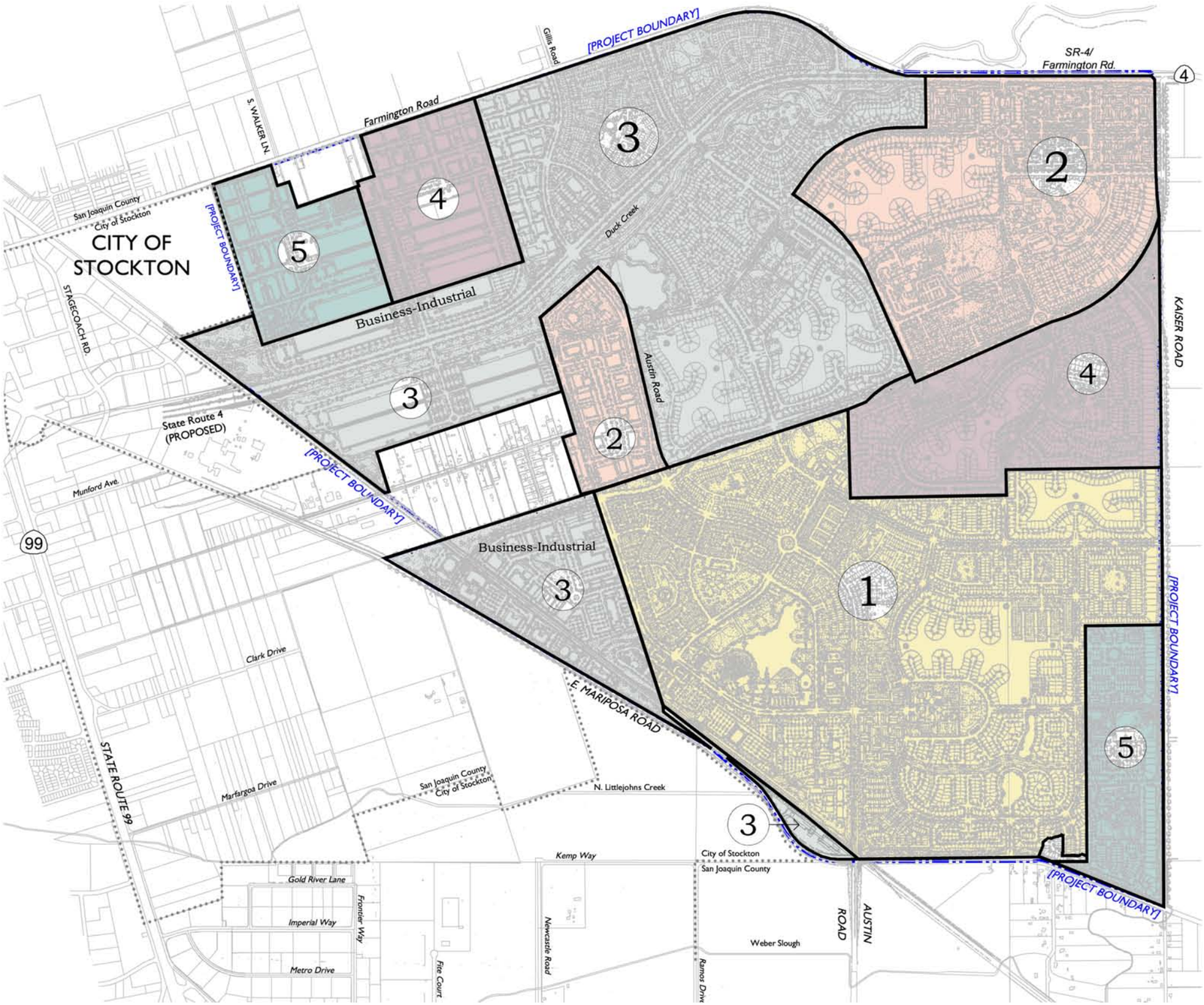
Phase 2 of the project will include a total of ~~513.6~~ ~~505.5~~ just over 500 acres. Substantial portions of the Phase 2 area will be devoted to planned residential uses, including approximately ~~31.8~~ ~~32.4~~ 32 acres of high-density residential development. This phase will include the establishment of the Farmington Road Village Center, an 18-acre area for church and other institutional development and development of a ~~57.3~~ 57+/- acre Business/Professional area. Phase 2 will also include the development of additional associated parks (~~22.3~~ ~~29.7~~ 30 acres), open space (~~24.1~~ 24 acres), the proposed high school and an additional elementary school, as well as the new PG&E substation and gas processing facility. This phase will produce approximately ~~2,232~~ 2,449 residential units and ~~748,796~~ 748,800 square feet of ~~industrial~~ business/professional uses, and should generate an estimated ~~3,435~~ 3,400 jobs.

Major infrastructure improvements occurring in Phase 2 ~~will~~ are expected to include reconstruction of the Mariposa Road interchange (by Cal Trans) ~~(partial project responsibility)~~; the completion of the widening of Mariposa Road from SR 99 to Austin Road; ~~street~~ frontage improvements to Farmington Road; street improvements to Austin Road and Viceroy Avenue (including railroad grade separation) ~~development of the new Wastewater Collection System 13 pump station and force main~~; construction of one lake (including storm detention and stormwater quality); and development of an additional municipal well and storage tank~~)~~.~~; and restoration enhancement of the Duck Creek channel.~~

Phase 3 of the project includes a total of ~~1,044.9~~ ~~1,069.8~~ approximately 1,070 acres. Of this, the majority consists of low- and medium-density residential subdivisions; this phase does not include high-density residential development, but does include over ~~329.1~~ ~~357.7~~ 357 acres of industrial development and the development of the Duck Creek Village Center. School development during this phase includes an ~~additional~~ elementary school and and may also include the Delta College satellite campus. This phase will produce approximately ~~2,549~~ 2,438 residential units and approximately ~~5.7~~ ~~6.2~~ 6.4 million square feet of industrial uses, and should generate an estimated ~~5,262~~ ~~5,660~~ 5,900 jobs.

Major infrastructure improvements expected to occur in Phase 3 include the relocation of SR 4 through the ~~Community~~ community (pending Caltrans authorization); ~~construction of the Viceroy Avenue grade separation;~~ widening of ~~Walker Road and~~ off-site Gillis Road; ~~development of an additional municipal well and storage tank; and~~ construction of ~~four~~ three lakes (including storm detention and stormwater quality); construction of the downstream Duck Creek storm detention facility; and enhancement of the Duck Creek channel.

Mariposa Lakes
Stockton, California
Phasing Plan
Figure 13.1



Key	Land Use
	Project Boundary
	Phase 1 Development
	Phase 2 Development
	Phase 3 Development
	Phase 4 Development
	Phase 5 Development

SCALE: 1" = 1800'

0 900 1800 3600 5400

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Phase 4 of the project includes ~~a total of 443.2~~ approximately 421 acres. Less than half of this phase consists of low- and medium-density residential subdivisions with no high-density residential development. Approximately ~~145.5~~ ~~147.1~~ 147 acres will be devoted to industrial use, and this phase will include additional development of public parks (~~62.7~~ ~~32.7~~ 25 acres) and open space (~~36.8~~ ~~38.2~~ 38 acres) and an additional elementary school. This phase will produce approximately ~~848~~ 974 residential units and about 2.5 million square feet of industrial uses, and should generate an estimated ~~2,078~~ 2,100 jobs.

Major infrastructure improvements expected to occur in Phase 4 include additional improvements to Kaiser Road; and construction of two lakes (including storm detention and stormwater quality).

Phase 5 of the project will include a total of ~~420.7~~ ~~420.6~~ about 420 acres, less than half of which will be devoted to planned residential areas. This phase will also include approximately 130 acres of industrial development, additional public parks (~~15.1~~ 15 acres) and open space (~~18.1~~ 18 acres), and development of the final elementary school. Phase 5 will produce approximately 403 residential units and approximately 2.3 million square feet of industrial uses, and should generate an estimated ~~1,862~~ 1,900 jobs.

Phase 5 would not involve additional major infrastructure improvements.

13.4 PROJECT FISCAL IMPACT ANALYSIS STUDY

The Mariposa Lakes Development Project Fiscal Impact Analysis Study (the "Fiscal Study") evaluates the potential recurring fiscal impacts to the City from the development of the Community. The Fiscal Study compares the annual costs of providing public services to the annual revenues that will be generated by the Community to determine the net fiscal impact to each agency or fund. A copy of the Fiscal Study is available for public review from the Community Development Department. ~~A summary of the Fiscal Study is provided on the following pages.~~

~~13.4.1 Fiscal Revenues~~

~~The City will provide the vast majority of public services to the Project. The City's General Fund is the primary discretionary fund that will be impacted by new development proposed by the Project and, as a result, is the only fund estimated in the Fiscal Study. Property taxes in lieu of vehicle license fees are the largest single source of projected City revenues, accounting for approximately 32% of the total revenue at buildout. The second largest source of revenue comes from property taxes, which represent approximately 19% of all revenue at buildout. Total annual~~

~~revenue generated by the Project at buildout is estimated to be $24.7 close to $25 million in 2006 dollars.~~

~~13.4.2 Fiscal Expense~~

~~Development plans for the Project will increase operation and maintenance costs for the City as the City provides for the demands of the increased population. The impact of the development on the City's General Fund expenses after buildout is estimated to be $20.6 approximately $21 million annually. The largest expense category is the police department, accounting for approximately 50% of the total General Fund expenditures related to the Project. Buildout costs for the fire department, which total nearly 29% of the total General Fund expenditures, represent the second largest expense.~~

13.4.~~3~~ 1 Fiscal Study Results

The Project is expected to generate a negative net fiscal impact on the City's General Fund until a significant portion of MLSP development has occurred; however, as the MLSP area fully develops, sufficient revenue will be generated to offset expenses. ~~Fiscal deficits are projected for the first 16 years of development. Annual fiscal deficits, in 2006 dollars, range from a maximum of about $3.6 million in fiscal year 2012-13 to a minimum of approximately $0.9 million in fiscal year 2022-23. It is important to note that these projected deficits do not account for special tax revenues that would be collected from the proposed community services district.~~

A community services district within the Project area is proposed to partly mitigate the fiscal deficits created by MLSP development. An annual special tax for services is proposed on both developed residential property and developed nonresidential property. ~~The proposed maximum annual services special tax rates are shown in the table below:~~

~~Table 13.2 Proposed Maximum Annual Services Special Tax Rates~~		
~~Land Use~~	~~Proposed Maximum Annual Services Special Tax Rates~~	
~~Residential (per Unit)~~		
~~Village Residential Estates~~	~~$190~~	~~*Per Unit*~~
~~Village Low Density Residential~~	~~$150~~	~~*Per Unit*~~
~~Village Medium Density Residential~~	~~$100~~	~~*Per Unit*~~
~~Village High Density Residential~~	~~$70~~	~~*Per Unit*~~
~~Nonresidential (per Building Square Feet)~~		
~~Commercial~~	~~$0.30~~	~~*Per Building Square Foot*~~
~~Business/Professional~~	~~$0.20~~	~~*Per Building Square Foot*~~
~~Industrial~~	~~$0.10~~	~~*Per Building Square Foot*~~

Special tax revenues are not anticipated to sufficiently mitigate the fiscal impacts on the City's general fund. Consequently, developer shortfall payments are anticipated to mitigate remaining fiscal deficits created by MLSP development.

~~It is important to note that although annual fiscal deficits are anticipated, the Project is expected to create an annual surplus of nearly $4.1 million at buildout. The Project is expected to generate $24.7 close to $25 million (2006$) in annual revenues and $20.6 about $21 (2006$) million in annual expenses after buildout. This results in an annual surplus of approximately $4.1 $4 million in 2006 dollars on the City's General Fund at Project buildout, an average of about $387 per dwelling unit. The approximately $4.1 $4 million positive fiscal impact also indicates that projected revenues could drop as much as 17% and still allow for a fiscally balanced project.~~

13.5 PUBLIC FACILITIES IMPLEMENTATION PROGRAM

13.5.1 Overview

The MLSP provides for a comprehensively planned infrastructure system with coordinated phasing and construction facilities. Five infrastructure phases are proposed in the MLSP. Due to the size of Phase 1, it is anticipated that Phase 1 development will be separated into three smaller sub-phases. It is also anticipated that the phasing will proceed in numerical order; however, full completion of a phase is not required prior to commencement of another phase.

Infrastructure requirements for each phase of development include all on-site backbone infrastructure and offsite facilities necessary for each phase to proceed. The Mariposa Lakes Public Facilities Financing Plan will be prepared to identify project costs and funding responsibility for MLSP infrastructure, including roadway, storm drainage, sanitary sewer, water, park, school, other miscellaneous facilities as well as land acquisition costs.

A copy of the Public Facilities Financing Plan is available for public review from the Community Development Department.

13.5.2 Public Works Projects

A summary of community-level infrastructure facilities required to be constructed by phase to support the build out of the MLSP ~~is~~ was published as an appendix within the MLSP EIR. ~~under a separate cover.~~ The facilities described are primarily located within the MLSP area. The detailed listing of infrastructure requirements by phase and preliminary costs is provided in the Mariposa Lakes Public Facilities Financing Plan.

~~13.5.3 Capital Improvement Program and Phasing~~

~~Buildout of the MLSP area will require construction of approximately $1.2 $1.1 billion in roadway, storm drainage, sanitary sewer, water, park, school, and other miscellaneous infrastructure costs as well as land acquisition costs. Of the total infrastructure and land acquisition costs, development within the MLSP will be responsible for approximately 90% 96% or about $1.05 billion, which includes approximately $133 million (12%) for major offsite roads to be credited/reimbursed by the proposed Stockton Transportation Impact Fee Program, or $1.1 billion. The remaining 10% 4% is allocated to development outside of the MLSP area.~~

13.5.~~4~~ 3 Overall Financing Policies

The construction of backbone and other public improvements designed to serve the MLSP will be funded through a combination of public and private financing. Such financing mechanisms include City impact fees, the proposed MLSP fee, establishment of special districts and assessments (i.e. community facilities district, community services district, and/or county service area), developer financing and other potential methods.

13.5.~~5~~ 4 Specific Financing Policies

The following financing goals will guide the implementation of the Financing Plan for the MLSP area.

- Development and infrastructure facilities will be phased in response to market demand and new development will be required to provide the infrastructure necessary to serve the developing area as required by the MLSP.
- Areas within the MLSP may develop when essential infrastructures are constructed as defined by the Mariposa Lakes Public Facilities Financing Plan.
- Required infrastructure will be constructed prior to or concurrent with the initial development with a particular phase, and will be conditioned during the subdivision process accordingly. Several different financing sources will be used to fund the infrastructure required to serve the MLSP area and to mitigate impacts on surrounding development.
- The full costs of the infrastructure required to support development in the MLSP area will be funded from revenues generated by development within the MLSP area.
- The costs for MLSP infrastructure will be allocated to property within the MLSP area based on the degree of benefit received.
- Pay-as-you-go financing will be used to the extent possible. Debt financing will be used only when essential to provide facilities necessary to permit development.
- Existing City and/or other public agency fee programs will be used to fund MLSP infrastructure to the extent the improvements are eligible for fee program funding.

- An MLSP fee will be created for those required facilities that are not funded by existing fee programs. A fair share cost allocation of the proposed MLSP fee for required infrastructure will be established for each land use.
- Development projects in the MLSP area will be required to fund and/or build all facilities identified in the Mariposa Lakes Public Facilities Financing Plan necessary to adequately serve and support individual developments. Any oversizing shall be subject to fee credits and reimbursement from future developments benefiting from the oversizing.
- Development projects will be required to pay the costs of extending the public infrastructure consistent with the Mariposa Lakes Public Facilities Financing Plan to their project, subject to fee credits or future reimbursement.

~~*13.5.5.1 Estimated Costs*~~

~~Development in the MLSP area requires significant amounts of infrastructure and community facilities to serve it. Project-specific infrastructure costs, including roadway, storm drainage, sanitary sewer, water, park, school, land acquisition and a variety of other public infrastructure facilities and improvements, are estimated to total approximately $1.1 billion at buildout. Table 13.2 below summarizes total infrastructure costs, gross and net costs attributable to MLSP development, as well as total net costs attributable to MLSP development. Estimated net MLSP costs include construction related costs as well as project contingencies.~~

~~**Table 13.3 Infrastructure Cost Summary**~~

~~**Improvement**~~	~~**Estimated Costs**~~	~~**Non-MLSP Cost**~~	~~**Gross MLSP Cost**~~	~~**Measure K Funding / State Grants/ Fee Program Offsets**~~	~~**Net MLSP Cost**~~	~~**Total Net MLSP Cost 1**~~
~~Major Roadway Improvements~~	~~$303,411,000~~	~~$19,309,000~~	~~$284,102,000~~	~~$188,370,000~~	~~$95,732,000~~	~~$119,557,000~~
~~Storm Drainage Improvements~~	~~$101,945,000~~	~~$0~~	~~$101,945,000~~	~~$0~~	~~$101,945,000~~	~~$139,053,000~~
~~Sanitary Sewer Improvements~~	~~$8,762,000~~	~~$0~~	~~$8,762,000~~	~~$0~~	~~$8,762,000~~	~~$11,951,000~~
~~Potable Water Improvements~~	~~$37,542,000~~	~~$0~~	~~$37,542,000~~	~~$0~~	~~$37,542,000~~	~~$51,207,000~~
~~Non-Potable Water Improvements~~	~~$18,393,000~~	~~$0~~	~~$18,393,000~~	~~$0~~	~~$18,393,000~~	~~$25,088,000~~
~~Park & Open Space Improvements~~	~~$100,885,000~~	~~$0~~	~~$100,885,000~~	~~$20,435,000~~	~~$80,450,000~~	~~$109,734,000~~
~~Schools 3~~	~~$245,000,000~~	~~$22,250,000~~	~~$222,750,000~~	~~$89,100,000~~	~~$133,650,000~~	~~$174,764,000~~
~~Land Acquisition~~	~~$196,750,000~~	~~$0~~	~~$196,750,000~~	~~$375,000~~	~~$196,375,000~~	~~$196,375,000~~
~~Misc.– Street Related~~	~~$51,358,000~~	~~$0~~	~~$51,358,000~~	~~$0~~	~~$51,358,000~~	~~$70,052,000~~
~~Misc.– Joint Trench~~	~~$14,482,000~~	~~$0~~	~~$14,482,000~~	~~$0~~	~~$14,482,000~~	~~$19,753,000~~
~~Misc.– Public Facilities~~	~~$12,750,000~~	~~$0~~	~~$12,750,000~~	~~$5,000,000~~	~~$7,750,000~~	~~$10,571,000~~
~~**Total**~~	~~**$1,091,278,000**~~	~~**$41,559,000**~~	~~**$1,049,719,000**~~	~~**$303,280,000**~~	~~**$746,439,000**~~	~~**$928,105,000**~~

1. ~~The costs identified in this column include costs for engineering and surveying, construction staking, City plan check fees, and City inspection fees. These costs represent the total improvement costs for each category of improvement, except in the cases of Major Roadways and Schools. The total improvement costs for Major Roadways and Schools equals the costs identified in this column plus the total amount anticipated to be funded by other financing measures, including non-MLSP development, Measure K, and state grants.~~
2. ~~The amount estimated to be funded by Measure K is based on current Measure K appropriations.~~
3. ~~Includes land acquisition costs.~~
4. ~~Assumes 40% of the gross MLSP cost for school facilities and land will be funded by state grants.~~

~~*Source: Goodwin Consulting Group, Inc.; Allied Land Consulting; PMA*~~

13.5.5.~~2~~ 1 Responsible Parties

~~Table 13.3 identifies the preliminary funding sources for each project infrastructure category.~~ A proposed MLSP fee is anticipated to fund roads, schools, parks and other miscellaneous facilities as well as land acquisition costs. As with most fee programs, some facilities may need to be

constructed before sufficient fees are generated. The developer(s) will be required to advance fund such facilities and will receive either fee credits or reimbursements.

The developer(s) will also be required to provide advance funding for storm drainage, sewer, and water improvements. Developers will be reimbursed for such improvements from revenue bonds.

A Mello-Roos Community Facilities District will be used to fund a portion of the required school facilities and land costs. Remaining school facilities that cannot be funded by a Community Facilities District are anticipated to be funded by the proposed MLSP fee. Upon formation of a Community Facilities District (CFD), Mello-Roos bonds will be sold to fund school facilities. An annual special tax will be established and used to repay debt service on outstanding Mello-Roos bonds.

13.5.5.~~3~~ 2 Financing Measures

Several different funding mechanisms will likely be used to pay for public facilities required to serve new development within the MLSP area. Impact fees, land-secured bonds, bonds secured by a pledge of revenues, and other funding alternatives will be analyzed in detail prior to implementation.

It is expected that costs will change over time and therefore each funding mechanism identified below shall include a method for adjusting the amount of funding to reflect current costs at the time of construction.

Development Impact Fees

Development impact fees are monetary exactions (other than taxes or special assessments) that are charged by local agencies in conjunction with approval of a development project. Impact fees are levied for the purpose of defraying all or a portion of the costs of a public facility, improvement, or amenity that benefits the project. The collection of impact fees does not require formation of a special district; an impact fee program is implemented by a public agency's adoption of a resolution or ordinance.

After the Community site is annexed to the City of Stockton, a fee ordinance shall be adopted by the City or the City's existing fees shall be updated prior to MLSP development; fee programs may be updated and revised as part of future development phases. Because fees are collected as development occurs and certain facilities will need to be in place prior to development, fee revenues may be collected in future years to reimburse developers that have paid to cover certain costs prior to the availability of fee revenues.

The MLSP fee program is proposed to finance project specific roads, parks, land acquisition costs as well as costs associated with other miscellaneous facilities. As with most development impact fee programs, some facilities may need to be constructed before sufficient fees are generated. The developer(s) will receive either fee credits or reimbursements for advancing eligible projects based on the City's reimbursement policies.

Revenue Bonds

Revenue bonds will be the primary source of funding for storm drainage, sanitary sewer, and water facilities. MLSP developers shall be reimbursed for advanced funding of storm drainage, sanitary sewer, and water facilities from revenue bonds and monthly rate charges.

Mello-Roos Community Facilities Act of 1982

In addition to school facilities and land, facilities that can be financed by a Mello-Roos CFD include, but are not limited to, the following:

- Roads, water and sewer lines, flood control channels
- Local park, recreation parkway, and open-space facilities
- School sites, structures, furnishings, and equipment
- Libraries
- Child care facilities
- Utility improvements (limited to five percent of bond proceeds if improvements are to be taken over by a non-publicly owned utility agency)
- Any other governmental facilities which the legislative body creating the CFD is authorized by law to contribute revenue to, construct, own, or operate
- School facilities

A CFD may also pay for public services, including the following:

- Police protection
- Fire protection
- Recreation program services
- Library services
- Park and open space maintenance
- Flood and storm protection services
- Removal or cleanup of hazardous substances
- Sandstorm protection
- Seismic retrofitting

Although a majority of the MLSP public facilities are included in fee programs to ensure that each development pays its fair share of these costs, many major improvements will be required at the onset of each phase of development. Mello-Roos bonds are anticipated as a source of funding for such improvements in order to fund improvements needed early in the development of each phase or to close funding gaps that exist due to the timing of fee revenues. Proceeds of Mello-

Roos bonds would likely be used to fund a variety of facilities, including roads, parks, and other miscellaneous facilities.

1913/1915 Act Assessment Bonds

Special Assessment Districts ("AD") may be used to finance public works improvements to the extent that properties within the AD receive a special, measurable, local, and direct benefit from such improvements. Improvements to be financed using an AD may include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines, and landscaping. Public improvements which have a "regional" significance (e.g., major roads, bridges, flood control facilities, etc.) are partially eligible, based on the proportion of benefit from the improvements that can be assigned to parcels within the AD.

Infrastructure Financing Districts

Infrastructure Financing Districts ("IFDs") may be used to finance regional infrastructure facilities. Such facilities include the following:

- Highways, interchanges, arterial streets, and transit facilities
- Sewage treatment and water reclamation plants
- Water collection and treatment facilities
- Flood control levees and dams, retention basins, and drainage channels
- Child care facilities and libraries
- Parks and open space
- Facilities for the transfer and disposal of solid waste

To encourage economic development and job creation, the City may consider formation of an IFD to assist commercial or industrial property owners with the funding of required facilities.

Integrated Financing District

An Integrated Financing District ("IGFD") may be used to finance improvements authorized in the legislation of any co-financing district, including major regional improvements and local community facilities, such as schools, fire stations, and parks. Reimbursement Agreements may serve as an alternative to forming an IGFD. If a reimbursement agreement is challenged and overturned, or if a legal precedent suggests that it might be, a developer who paid for oversizing infrastructure facilities in the community may request an IGFD to secure a lien and ensure reimbursement for costs beyond the developer's assigned fair share.

Developer Financing

Direct developer financing may be used to contribute towards backbone improvements and facilities as well as shortfall financing. In cases where developer financing is used, fee credits or reimbursements will be provided for appropriate facilities that are also funded by the proposed MLSP fee program based on the City's reimbursement polices.

Other

A variety of grant and low-interest loan programs may be available through various federal and state agencies to fund public facilities. In addition, programs by which the federal government and state governments seek to motivate new development to make use of advanced and/or environmentally-sensitive technology and facilities may also be available to help fund such facilities.

The City will continue to evaluate the availability of federal and state funds for public facilities to maximize outside funding sources and minimize the burden on homeowners and property owners. If there is the potential for MLSP facilities to qualify for a program, the City will consider such funding. The City will also encourage other agencies to apply for and secure such funding, such as state funding for schools. In addition to state and federal grants and programs, other financing mechanisms, such as Measure K funds, may be utilized.

~~13.5.6 Funding Summary Table~~

~~Table 13.4 identifies the preliminary funding sources for each project infrastructure category. Total net cost allocated to MLSP development totals approximately $1 billion $928 million.~~

~~Table 13.4 Funding Table Summary~~

~~Improvement~~	~~Total Net MLSP Cost~~ [2]	~~Financing Measures~~			~~Other Financing Measures~~	
		~~Proposed MLSP Fee~~	~~Developers/ Revenue Bonds~~	~~Mello-Roos Community Facilities District~~	~~Non-MLSP Development~~	~~Measure K / State Grants/ Fee Program Offsets~~
~~Major Roadway Improvements~~	~~$119,557,000~~	~~$119,557,000~~	~~$0~~	~~$0~~	~~$19,309,000~~	~~$188,370,000~~ [3]
~~Storm Drainage Improvements~~ [4]	~~$139,053,000~~	~~$0~~	~~$139,053,000~~	~~$0~~	~~$0~~	~~$0~~
~~Sanitary Sewer Improvements~~ [4]	~~$11,951,000~~	~~$0~~	~~$11,951,000~~	~~$0~~	~~$0~~	~~$0~~
~~Potable Water Improvements~~ [4]	~~$51,207,000~~	~~$0~~	~~$51,207,000~~	~~$0~~	~~$0~~	~~$0~~
~~Non-Potable Water Improvements~~ [4]	~~$25,088,000~~	~~$0~~	~~$25,088,000~~	~~$0~~	~~$0~~	~~$0~~
~~Park & Open Space Improvements~~	~~$109,734,000~~	~~$109,734,000~~	~~$0~~	~~$0~~	~~$0~~	~~$20,435,000~~
~~Schools~~ [5]	~~$174,764,000~~	~~$17,581,000~~	~~$0~~	~~$157,183,000~~	~~$22,250,000~~	~~$89,100,000~~
~~Land Acquisition~~	~~$196,375,000~~	~~$196,375,000~~	~~$0~~	~~$0~~	~~$0~~	~~$375,000~~
~~Misc.–Street Related~~	~~$70,052,000~~	~~$70,052,000~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
~~Misc.–Joint Trench~~	~~$19,753,000~~	~~$19,753,000~~	~~$0~~	~~$0~~	~~$0~~	~~$0~~
~~Misc.– Public Facilities~~	~~$10,571,000~~	~~$10,571,000~~	~~$0~~	~~$0~~	~~$0~~	~~$5,000,000~~
~~Total~~	**~~$928,105,000~~**	**~~$543,623,000~~**	**~~$227,299,000~~**	**~~$157,183,000~~**	**~~$41,559,000~~**	**~~$303,280,000~~**

1. ~~Excludes fee programs applicable to MLSP for which the Project's infrastructure obligation is expected to be satisfied through fee payments (e.g., Public Facilities Fee). The above Fee Program Offsets do include Major Roadway, Parks, and Fire fees.~~
2. ~~The costs identified in this column include costs for engineering and surveying, construction staking, City plan check fees, and City inspection fees. These costs represent the total improvement costs for each category of improvement, except in the cases of Major Roadways and Schools. The total improvement costs for Major Roadways and Schools equals the costs identified in this column plus the total amount anticipated to be funded by other financing measures, including non-MLSP development, Measure K, and state grants.~~
3. ~~The amount estimated to be funded by Measure K is based on current Measure K appropriations.~~
4. ~~Anticipated to be reimbursed to MLSP developers from revenue bonds and monthly rate charges~~
5. ~~The total net MLSP cost for school improvements are anticipated to be funded through a combination of Mello-Roos Community Facilities District and the proposed MLSP fee in-lieu of paying school mitigation fees.~~

~~Source: .Goodwin Consulting Group, Inc.; Allied Land Consulting / PMA~~

13.6 5.5 POLICIES

The following administration, implementation and financing policies have been established to help the City achieve the Community Objectives set forth in Chapter 2, and shall apply to the administration, implementation and financing of the development of the Community:

Policy 13.1: The MLSP and all subsequent discretionary permits and approvals shall be consistent with the City's General Plan.

Policy 13.2: Contiguous development shall be strongly encouraged throughout development of the Community.

Policy 13.3: Phasing of development in the Community shall not result in a net fiscal deficit to the City.

Policy 13.4: The assumptions, policies and implementation measures in the MLSP shall be periodically reviewed and revised as necessary to achieve the goals and objectives of the Community.

Policy 13.5: Depending upon the results of the periodic reviews, adjustments may be made in the service delivery, fees and charges, and/or the use of other financing mechanisms.

Policy 13.6: All property owners in the Community shall fund a fair share contribution to the improvement of surrounding arterial streets and collectors, and full reimbursement shall be made to property owners for contributions in excess of fair shares through the mechanisms described in the MLSP and through and according to existing City reimbursement mechanisms and policies.

Policy 13.7 All funds advanced or lands dedicated for all public facilities in the Community shall be paid for through the Public Facilities Financing Plan and funded by the various mechanisms described in Chapter 13 of the MLSP.

Chapter Fourteen: Environmental Review

Environmental Review for Community Approvals

Environmental Review for Subsequent Community Approvals

Chapter Fourteen: Environmental Review

14.1 ENVIRONMENTAL REVIEW FOR COMMUNITY APPROVALS

The California Environmental Quality Act (CEQA) establishes the process by through which cities and counties are to identify and ameliorate the environmental impacts of new development within their jurisdictions. In compliance with the requirements of CEQA, the City prepared and certified an environmental impact report (EIR) to support its adoption of the MLSP and approval of development of the Community.

The EIR evaluated the following types of potential environmental impacts associated with the development of the Community:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems

The EIR for the Community contains a detailed discussion of the potential environmental impacts in each category, and identifies mitigation measures necessary to avoid such impacts, or reduce them to less than significant levels. The EIR also identifies and discusses those environmental impacts that could not feasibly be reduced to less than significant levels.

In conjunction with its certification of the EIR, the City approved a Mitigation Monitoring and Reporting Program (MMRP) for the Community. The MMRP establishes the mitigation requirements that developers in the Community will be required to implement in conjunction with their development of the Community.

The MMRP and MLSP EIR are available for public review from the City's Community Development Department.

14.2 ENVIRONMENTAL REVIEW FOR SUBSEQUENT COMMUNITY APPROVALS

Future discretionary approvals required to complete buildout in the Community will be required to comply with CEQA. If new and significant environmental impacts not evaluated in the MLSP EIR are identified, a subsequent CEQA review document may need to be prepared.

The MLSP EIR was prepared to evaluate the potentially significant, adverse environmental impacts of the complete buildout of the Community, including the construction of certain, associated off-site infrastructure improvements. Its evaluation of these potential impacts was based on the most complete information that was available at the time of preparation and certification of the MLSP EIR. The City anticipates that subsequent environmental review may be required for both subsequent development within the Community~~,~~ and development of off-site infrastructure improvements. To the extent possible, the City intends to rely on the MLSP EIR to streamline subsequent environmental review processes required for development of the Community, in accordance with the policies and provisions of CEQA and the CEQA Guidelines promoting complete and expeditious environmental review of development projects.

Under CEQA and the CEQA Guidelines, when an EIR has been prepared for a Specific Plan, subsequent development approvals for residential development that conforms to the Specific Plan generally does not require the preparation of a new EIR. A determination will be made in connection with each application or a subsequent discretionary development approval for the Community to determine the extent of the environmental review required under CEQA.

Appendix A:
List of Abbreviations

Appendix A: List of Abbreviations

ACE	Altamont Commuter Express
AD	Assessment Districts
ADT	Average Daily Traffic
APN	Assessor's Parcel Number
AST	Above Ground Storage Tank
BMP	Best Management Practices
BNSF	Burlington Northern Santa Fe Railroad
BP	Business Professional
Cal Water	California Water Services Company
Caltrans	California Department of Transportation
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CFD	Community Facilities District
City	City of Stockton
CLOMR	Conditional Letter of Map Revision
County	County of San Joaquin
DBH	Diameter at Breast Height
DU/ac	Dwelling Units per Acre
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ES	Elementary School
FAR	Floor-to-Area Ratio
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
HOA	Home Owners Association
HS	High School
IFD	Infrastructure Financing District
IGFD	Integrated Financing District
IWMP	Integrated Water Management Plan
KV	Kilovolt
LAFCO	Local Agency Formation Commission
LLD	Landscaping & Lighting District
LOMR	Letter of Map Revision

LOS	Level of Service
M-G	Million Gallon
MGD	Millions of Gallons per Day
ML- CG	Mariposa Lakes Commercial, General
ML- CL	Mariposa Lakes Commercial, Large-Scale
ML- CN	Mariposa Lakes Commercial, Neighborhood
ML- CO	Mariposa Lakes Commercial, Office
ML- IG	Mariposa Lakes Industrial, General
ML- IL	Mariposa Lakes Industrial, Limited
ML- IV	Mariposa Lakes Industrial Village
ML-MX	Mariposa Lakes Mixed-Use
ML-RE	Mariposa Lakes Residential Estates
ML-RH	Mariposa Lakes Residential, High Density
ML-RL~~-M~~	Mariposa Lakes Residential, Low Density ~~(Modified)~~
ML-RL-~~O~~L	Mariposa Lakes Residential, Low Density (Lake-Oriented)
ML-RM	Mariposa Lakes Residential, Medium Density
ML- UC	Mariposa Lakes University/College
MLSP	Mariposa Lakes Specific Plan
MMRP	Mitigation Monitoring and Reporting Program
MOU	Memorandum of Understanding
MUD	Municipal Utilities Department
NPDES	National Pollutant Discharge Elimination System
OS	Open Space
PACE	Pacific Advanced Civil Engineering, Inc.
PD	Planned Development
PF	Public Facilities
PG&E	Pacific Gas & Electric
PWWF	Peak Wet Weather Flow
ROW	Right(s)-of-Way
RWCF	Regional Wastewater Control Facilities
RWCQB	Regional Water Quality Control Board
SEWD	Stockton East Water District
SJCFCWCD	San Joaquin County Flood Control and Water Conservation District
SJCOG	San Joaquin County Council of Governments
SJDCCD	San Joaquin Delta Community College District

SJMSCP	San Joaquin County Multi-Species Habitat Conservation Plan
SJRTD	San Joaquin Regional Transit District
SMC	Stockton Municipal Code
SP	Specific Plan
Sq.Ft.	Square Feet
SPA	Specific Plan Area
SPD	Stockton Police Department
SR	State Route
SUSD	Stockton Unified School District
USACE	US Army Corps of Engineers
UST	Underground Storage Tank
VC	Village Commercial
VHDR	Village High-Density Residential
VIN	Village Institutional
VLDR	Village Low-Density Residential
VMDR	Village Medium-Density Residential
VOS	Village Open Space
VPD	Vehicles per Day
VPR	Village Parks & Recreation
VRE	Village Residential Estate
WCP	Water Conservation Plan
WSA	Water Supply Assessment
WUCOLS	Water Use Classification of Landscape Species

Appendix B:
Glossary of Terms

Appendix B:
Glossary of Terms

Assessment District

A financing district that requires property owners to pay based on the benefit each property receives from the construction of public infrastructure.

Capital Improvement

The building of infrastructure or public works projects.

California Environmental Quality Act

(CEQA) A state law that (1) defines state environmental goals and the responsibilities of local governments to assist in achieving those goals; and (2) sets forth the requirements for the environmental analysis of proposed public and private projects, including the preparation and/or review of environmental impact reports or issuance of exemptions and negative declarations.

Community

Refers to the Mariposa Lakes Planned Community.

Community Facilities District

(CFD) Districts created by cities, counties, and school districts under the Mello-Roos law to finance the construction of needed community infrastructure. The CFD is empowered to levy additional property taxes on land located inside the district, thus creating a dependable revenue stream that can be used in issuing bonds to pay for the new infrastructure.

Conditional Use Permit

(CUP) A mechanism that allows a local government the ability to permit specific uses not otherwise allowed, as long as landowner or business owner meets certain conditions.

Council of Governments

(COG) An association of cities and counties that often acts as a regional planning agency with some power under state and federal law.

Design Review

The process by which a decision-making body considers a project's consistency with the design standards and guidelines established for new development.

Development Agreement

A contract between a city or county and a developer, which may specify conditions, terms, restrictions, and regulations pertaining to all aspects of a development.

Director

Refers to the Director of the Department for Community Development of Stockton, California.

Environmental Impact Report

(EIR) A detailed informational document prepared by the public agency responsible for carrying out a project as part of the CEQA process that describes and analyzes a project's significant environmental effects and discusses ways to mitigate or avoid those effects.

Floor-Area Ratio

(FAR) A formula set by local ordinance that establishes the maximum permitted building volume as a multiple of the area of the lot.

General Plan Amendment

A change or addition to a community's General Plan.

Habitat Conservation Plan

(HCP) A plan prepared under the federal Endangered Species Act that permits development in some areas in exchange for conserving land in other areas where endangered species are likely to be found.

Local Agency Formation Commission

(LAFCO) A county commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve these proposals.

Master Development Plan

A special set of development standards that apply to a particular geographic area.

Mello-Roos Bond

A bond issued pursuant to the establishment of a community facilities district created for a new development.

Mitigation

Actions or project design features that reduce environmental impacts by avoiding adverse effects, minimizing adverse effects, or compensating for adverse effects.

Quimby Fee

An in lieu fee paid to create public parks pursuant to the Quimby Act.

Site Planning

The physical layout of building and landscape design.

Sphere of Influence

The probable ultimate physical boundaries and service area of a city as determined by the local agency formation commission (LAFCO) of each county.

Definitions are from William Fulton's *Guide to California Planning: Second Edition – Expanded and Updated* (Point Arena: Solano Press Books, 1999).

Appendix C:
Water Conservation Program

Mariposa Water Conservation Plan–Irrigation Guidelines

Plant Selection Guide

Appendix C:
Water Conservation Program

C.1 MARIPOSA WATER CONSERVATION PLAN–IRRIGATION GUIDELINES

These guidelines apply to private yard and public area landscapes developed and installed by Mariposa Lakes developers and shall be used by licensed contractors, landscape architects, certified irrigation designer, or other licensed or certified professionals who prepare plans for Mariposa Lakes.

01.10 Alternative Water Sources.

All uses of water in common open space of new development project with ornamental purposes, such as ponds, lakes, or fountains, shall be supplied, operated, and maintained with reclaimed water or other alternative sources of water, to the extent available.

01.20 Plant Selection.

Seventy-five percent of the plants selected in non-turf areas shall be suited to the climate of the region and require minimal water once established. Plants may be of a non-drought tolerant variety as long as such plants are planted in close proximity to each other and can be irrigated separately from the drought-tolerant plants.

01.30 Turf Selection and Limitations. (Residential areas)

A. The combined water area (such as pools, ponds and fountains) shall be limited to 25 percent of the landscaped areas.
B. Turf area shall be limited to 50 percent of the landscaped area.
C. No turf area shall be allowed on slopes greater than 4:1.
D. The use of turf in median strips shall be in limited areas

01.40 Soil Conditioning and Mulching.

A. A soils report shall be submitted with landscape plans, showing soil type, soil composition and ph. The soil shall be amended as per the recommendation of the soils reports.
B. A minimum of 2 inches of mulch shall be added in non-turf areas to the soil surface after planting. Non-porous material shall not be placed under the mulch.

01.50 Irrigation.

A. Drip and bubblers that exceed 1.5 gallons per minute per device shall not be used.
B. To minimize runoff, on slopes exceeding 10 percent slope within 10 feet of pavement, sprinkler heads shall have a precipitation rate of .85" per hour or less.
C. Valves and circuits shall be separated based on hydrozones.
D. Newly installed trees shall have bubbler irrigation systems.
E. Sprinkler heads shall have matched precipitation rates within each control valve circuit.

F. Serviceable check valves shall be required where elevation differential may cause low head drainage.

G. Sprinkler head spacing shall be designed for head-to-head coverage. The system shall be designed for minimum runoff and overspray onto non-irrigated areas.

H. All irrigation systems shall be equipped with an automatic controller capable of dual or multiple programming. ~~Controllers shall have m~~

I. Pop-up sprinklers in lawn areas shall have at least a 4″ pop-up height.

J. All irrigation system shall be equipped with automatic rain shutoff devices.

K. Irrigation plans shall include:

1. Irrigated turf area (in square feet).
2. Irrigated non-turf area (in square feet).
3. Flow rate in gallons per minute per valve.

L. Upon completing the installation of the landscaping and irrigation system, a landscape irrigation audit should be provided during the maintenance period. The results of the audit shall be used to produce an irrigation schedule.

01.60 Certification~~:~~ for Public Areas

To ensure water conservation steps have been achieved through proper irrigation design and construction, each public project must be certified by a Landscape Architect or Certified Irrigation Consultant. The certification will show that the public project has incorporated proper irrigation conserving measures. Either the Landscape Architect or the Certified Irrigation Consultant shall certify that a final field observation has been conducted and that the project has been constructed in compliance with the approved improvement plans and specifications. ~~The applicant shall provide a certificate of substantial completion to the Home Owners Association (HOA), signed by (1) a licensed contractor and (2) a licensed landscape architect, certified irrigation designer, or other licensed or certified professional in a related field. Each of the signatories to the certificate of substantial completion shall certify that they conducted a final field observation prior to signing the certificate.~~

C.2 PLANT SELECTION GUIDE

Botanical name	Common name	Water Needs (M = Medium; L = Low; VL = Very Low)
Trees		
Acacia baileyana	Bailey Acacia	**L**
Aesculus californica	California Buckeye	**VL**
Arbutus 'Marina'	Hybrid Strawberry Tree	**M**
Arbutus menziesii	Madrone	**VL**
Arbutus unedo	Strawberry Tree	**L**
Calocedrus decurrens	Incense-cedar	**M**
Cedrus atlantica	Atlas Cedar	**M**
Cedrus deodora	Deodar Cedar	**M**

Botanical name	Common name	Water Needs (M = Medium; L = Low; VL = Very Low)
*Cercis occidentalis**	Western Redbud	**VL**
*Chilopsis linearis**	Desert Willow	**VL**
Chitalpa tashkentensis	Chitalpa	**M**
Crataegus spp.	Hawthorne	**M**
Cupressus sempervirens	Italian Cypress	**L**
Eriobotrya japonica	Loquat	**L**
Ginkgo biloba	Maiden Hair Tree	**M**
Grevillea robusta	Silk Oak	**L**
Jacaranda mimosifolia	Jacaranda	**M**
Koelreutieria paniculata	Golden Rain Tree	**M**
Lagerstroemia indica	Crape Myrtle Tree	**L**
Laurus nobilis	Bay Tree	**L**
Leptospermum laevigatum	AustralianTea Tree	**L**
Melaleuca linariifolia	Flax Leaf Paper Bark	**L**
Melaleuca styphelioides	Black Tea Tree	**L**
Myrica californica	Pacific Wax Myrtle	**L**
Olea europaea	Olive	**VL**
Pistacia chinensis	Chinese Pistache	**L**
Platanus racemosa	California Sycamore	**M**
Punica granatum	Pomegranate	**L**
Quercus agrifolia	Coast Live Oak	**VL**
Quercus lobata	Valley Oak	**L**
Quercus douglasii	Blue Oak	**VL**
Rhus lancea	African Sumac	**L**
Robinia pseudoacacia	Black Locust	**L**
Sophora japonica	Japanese Pagoda Tree	**L**
Umbellularia californica	Bay Laurel	**M**
Shrubs		
Abelia x grandiflora	Glossy Abelia	**L**
Agapanthus africanus	Lily-of-the-Nile	**M**
Alyogyne huegelii	Blue Hibiscus	**L**
Arbutus menziesii	Madrone	**VL**
Buddleia davidii	Butterfly Bush	**L**
Alyogyne huegelii	Blue Hibiscus	**L**
Arbutus menziesii	Madrone	**VL**
Buddleia davidii	Butterfly Bush	**L**
Callistemon viminalis	Weeping Bottle Brush	**L**
Carpenteria californica	Bush Anemone	**L**
Caryopteris x clandonensis	Blue Mist	**M**
Chamelaucium uncinatum	Geraldton Wax Flower	**L**
Chaenomeles japonica	Japanese Flowering Quince	**L**
Choisia ternata	Mexican Mock Orange	**M**

Botanical name	**Common name**	**Water Needs (M = Medium;L = Low; VL = Very Low)**
Cistus species	Rockrose	**L**
Coleonema album	White Breath of Heaven	**M**
Convolvulus cneorum	Bush Morning Glory	**L**
Correa spp.	Australian Fuchsia	**L**
Cotinus coggygria	Smoke Tree	**L**
Dendromecon spp	Bush Poppy	**L**
Dietes vegeta	Fortnight Lily	**L**
Echium candicans	Pride of Madeira	**L**
Eriobotrya japonica	Loquat	**L**
Escallonia spp	Escallonia	**M**
Euryops pectinatus	Euryops Daisy	**L**
Feijoa sellowianna	Pineapple Guava	**L**
Fremontodendron spp	Flannel Bush	**VL**
Garrya elliptica	Coast Silktassel	**L**
Helianthemum nummularium	Sun Rose	**L**
*Heteromeles arbutifolia***	Toyon	**VL**
Hibiscus syriacus	Rose of Sharon	**M**
Lantana sp	Lantana	**L**
Lavatera assurgentiflora	Tree Mallow	**M**
Lavandula	Lavender	**L**
Leptospermum laevigatum	Austrailian Tea Tree	**L**
Leucophyllum spp.	Texas Ranger	**L**
Melaleuca stypheliodes	Melaleuca	**L**
Melaleuca linariifolia	Flax Leaf Paper Bark	**L**
Nerium oleander	Oleander	**L**
Osmanthus fragrans	Sweet Olive	**M**
Philadelphus x virginalis	Wild Mock Orange	**M**
Pittosporum spp	varies	**M**
Plumbago auriculata	Cape Plumbago	**M**
Prunus ilicifolia	Hollyleaf Cherry	**L**
Prunus laurocerasus	Laurel Cherry	**M**
Rhamnus alaternus	Italian Buckthorn	**L**
Rhamnus californica	Coffeeberry	**L**
Rhus integrifolia	Lemonade Berry	**L**
Rhus lancea	African Sumac	**L**
Ribes spp.	Currants/Gooseberries	**L - VL**
Rosa spp.	Rose	**Varies M - L**
Salvia clevelandii	Cleveland Sage	**L**
Salvia leucantha	Mexican Sage	**L**
Santolina spp.	Lavender Cotton	**L**
Sarcococca ruscifolia	Fragrant Sarcococca	**M**
Solanum jasminoides	Potato vine	**M**

Botanical name	Common name	Water Needs (M = Medium;L = Low; VL = Very Low)
Sollya heterophylla	Australian Bluebell Creeper	**L**
Styrax officinalis californicus	Calif. Storax, Snowcap Bush	**L**
Syringa vulgaris	Fragrant Lilac	**M**
Tecoma capensis	Cape Honeysuckle	**M**
Teucrium sppl.	Germander	**L**
*Trichostema lanatum**	Wooly Blue Curls	**VL**
Vitex agnus-castus	Chaste Tree	**L**
Westringia fruticosa	Australian Rosemary	**L**
*Yucca spp.**	Yucca	**L**
Leafy Shrubs		
Berberis spp,	Barberry	**L**
Dodonaea sp	Hop Bush	**L**
Elaeagnus pungens sp.	Silverberry	**L**
Laurus nobilis	Sweet Bay	**L**
*Mahonia (Berberis) aquifolium**	Oregon Grape	**M**
Melianthus major	Honey Bush	**M**
Myrica californica	Pacific Wax Myrtle	**L**
Myrsine africana	African Boxwood	**L**
Myrtus communis	Myrtle	**L**
Nandina domestica	Heavenly Bamboo	**L**
*Sambucus mexicana**	Blue Elderberry	**L**
Xylosma congestum	Xylosma	**L**
Groundcover		
Arctostaphylos spp.	Manzanita	**L**
Artemisia spp.	Sagebrush	**L**
Baccharis piliularis	Dwarf Coyote Bush	**L**
Ceanothus spp.	California Lilac	**L**
Cerastium tomentosum	Snow-in-Summer	**M**
Convolvolus mauritanicus	Ground Morning Glory	**L**
Coprosma kirkii	Creeping Corprosma	**L**
Coprosma pumila 'Verde Vista'	Verde Vista Coprosma	**L**
Euonymus japonica	Evergreen Euonymus	**L**
Grevillea spp.	Grevillea	**L**
Juniperus spp.	Juniper	**L**
Lantana camara	Lantana	**L**
Lantana montevidensis	Trailing Lantana	**L**
Osteospermum spp.	African Daisy	**L**
Rosmarinus officinalis	Rosemary	**L**
Sedum spp.	Stonecrop	**L**

Botanical name	**Common name**	**Water Needs (M = Medium;L = Low; VL = Very Low)**
Sphaeralcea spp.	Globe Mallow	**L**
Stachys byzantina	Lamb's Ears	**L**
Thymus spp.	Thyme	**M**
Verbena tenuisecta	Moss Verbena	**L**
Vines		
Bouganvillea spp.	Bouganvillea	**L**
Campsis radicans	Trumpet Creeper	**L**
Clytostoma callistigioides	Violet Trumpet Vine	**M**
Distictus buccinatoria	Blood Red Trumpet Vine	**M**
Hardenbergia violacea	Lilac Vine	**M**
Jasminium polyanthum	Pink Jasmine	**M**
Lonicera japonica 'Halliana'	Hall's Honeysuckle	**M**
Macfadyena unguis-cati	Cat's Claw	**L**
Parthenocissus quinquefolia	Virginia Creeper	**M**
Rosa banksiae	Yellow Lady Banks Rose	**L**
Solanum jasminoides	Potato Vine	**M**
Vitis labrusca	American Grape	**L**
Wisteria spp.	Wisteria	**M**
Clumping plants: grasses and grass-like plants		
*Carex tumulicola**	Berkeley Sedge	**M**
*Deschampsia caespitosa**	Tufted Hairgrass	**L**
Elymus spp.	Wild Rye	**L**
Eriogonum spp.	Buckwheat	**L**
Festuca californica	California Fescue	M
Festuca ovina flauca	Blue Fescue	L
Miscanthus sinensis	Maiden Grass	M
Nolina microcarpa	Bear Grass	VL
* Native to California		

C.3 RESIDENTIAL CONSERVATION MEASURES

Water users can be divided into two basic groups: system users (such as residential users, industries, and farmers) and system operators (such as municipalities, state and local governments, and privately owned suppliers). These users can choose from among many different water use efficiency measures, which fall generally into two categories: Design and Engineering Measures and Operational Measures.

Design and Engineering Measures. Residential home builders in the Mariposa Lakes Community shall, to the extent feasible, incorporate the following design and engineering measures in all homes constructed in the Mariposa Lakes Community:

Plumbing: Low-flow plumbing fixtures are permanent, one-time conservation measures that can be implemented at the time of construction with little or no additional cost over their life times.

Low-Flush Toilets

Indoor use accounts for roughly 60 percent of all residential use, and of this, toilets (at 3.5 gallons per flush) use nearly 40 percent. Toilets, showers, and faucets combined represent two-thirds of all indoor water use.

Low-Flow Showerheads

Showers account for about 20 percent of total indoor water use. By replacing standard 4.5-gallon-per-minute showerheads with 2.5-gallon-per-minute heads, which cost less than $5 each, a family of four can save approximately 20,000 gallons of water per year.

Faucet Aerators

Faucet aerators, which break the flowing water into fine droplets and entrain air while maintaining wetting effectiveness, are inexpensive devices that can be installed in sinks to reduce water use. Aerators can be easily installed in new construction and can reduce the water use at a faucet by as much as 60 percent while still maintaining a strong flow.

Operational Measures

Operational measures involve adopting water use habits that use water more efficiently, thus reducing the overall water consumption in a home. Operational measures for residential water users can be applied both indoors, in kitchens, bathrooms and laundry rooms, and outdoors. In the kitchen, for example, 10 to 20 gallons of water a day can be saved by running the dishwasher only when it is full. If the washing machine does not have a variable-load control water can be saved by running the machine only when it is full. Outdoor water use can be reduced by watering the lawn early in the morning or late in the evening and on cooler days, when possible, to reduce evaporation. Allowing the grass to grow slightly taller will reduce water loss by providing more ground shade for the roots and by promoting water retention in the soil. As much as 150 gallons of water can be saved when washing a car by turning the hose off between rinses. The car should be washed on the lawn if possible to reduce runoff. If a home has an outdoor pool, water can be saved by covering the pool when it is not in use.

All residential home buyers in the Mariposa Lakes Community shall be provided with educational materials regarding water use efficiency. In addition to the topics discussed above, the topics to be addressed in such materials shall include, without limitation, the following:

Pressure Reduction

Because flow rate is related to pressure, the maximum water flow from a fixture operating on a fixed setting can be reduced if the water pressure is reduced. For example, a reduction in pressure from 100 pounds per square inch (psi) to 50 psi at an outlet can result in a water flow reduction of about one-third. A reduction in water pressure can save water in other ways: it can reduce the likelihood of leaking water pipes, leaking water heaters, and dripping faucets. It can also help reduce dishwasher and washing machine noise and breakdowns in a plumbing system.

Gray Water Use

Domestic wastewater composed of wash water from kitchen sinks and tubs, clothes washers, and laundry tubs is called gray water. Gray water can be used by homeowners for home gardening, lawn maintenance, landscaping, and other innovative uses.

Landscaping

Lawn and landscape maintenance often requires large amounts of water, particularly in areas with low rainfall. Outdoor residential water use varies greatly depending on geographic location and season. On an annual average basis, outdoor water use in the arid West and Southwest is much greater than that in the East or Midwest. Nationally, lawn care accounts for about 32 percent of the total residential outdoor water use. Other outdoor uses include washing automobiles, maintaining swimming pools, and cleaning sidewalks and driveways.

Landscape Irrigation – Residential Yards

One method of water conservation in landscaping is grouping plants with similar water needs. Scheduling lawn irrigation for specific early morning or evening hours can reduce water wasted due to evaporation during daylight hours. Another water use efficiency practice that can be applied to residential landscape irrigation is the use of cycle irrigation methods to improve penetration and reduce runoff. Cycle irrigation provides the right amount of water at the right time and place, for optimal growth. Other practices include the use of low-precipitation-rate sprinklers that have better distribution uniformity, bubbler/soaker systems, or drip irrigation systems.

C.4 DEFINITIONS

The following definitions shall apply to the interpretation and implementation of the Mariposa Lakes WCP:

A. "Automatic controller" means a mechanical or solid state timer, capable of operating valve stations to set the days and length of time of a water application.

B. "Check valve" means a valve located under a sprinkler head to hold water in the system so as to minimize from the lower elevation sprinkler heads.

C. "Conversion factor" means a number that converts the estimated total water use from acre-inches per acre per year to gallons per square foot per year. The conversion factor is calculated as follows:

(325,829 gallons/43,560 square feet) / 12 inches = (0.62)
325,829 gallons = one acre foot
43,560,square feet = one acre
12 inches = one foot
Gallons per year may be converted to 100-cubic-feet per year

D. "Estimated total water use" means the annual total amount of water estimated necessary to keep the plants in the landscaped area healthy.

E. "Evapotranspiration" means the quantity of water evaporated from adjacent soil surfaces and transpired by plants during a specific time.

F. "Flow rate" means the rate at which water flows through pipes and valves (gallons per minute or cubic feet per second).

G. "Hydrozone" means a portion of the landscape area having plants with similar water needs that are served by a valve or set of valves with the same schedule. A hydrozone may be irrigated or non-irrigated. For example, a naturalized area planted with native vegetation that will not need supplemental irrigation once established is a non-irrigated hydrozone.

H. "Irrigation efficiency" or "IE" means the measure of the amount of water beneficially used divided by the amount of water applied. Irrigation efficiency is derived from measurements and estimates of irrigation system characteristics and management practices. For the purposes of this Chapter the following factors shall be used:

Spray heads (pop-up or riser)	0.60
Rotor or impact head	0.70
Bubbler	0.70
Drip	0.76

I. "Landscape Irrigation audit" means a process to perform site inspections, evaluate irrigation systems and develop efficient irrigation schedules.

J. "Landscaped area" means the entire parcel other than the area occupied by the building footprint, driveways, non-irrigated portions of parking lots, and hardscapes, such as decks and patios, and other non-porous areas. Water features are included in the calculation of the landscaped area. Areas dedicated to edible plants, such as orchards or vegetable gardens are not included.

K. "Mulch" means any material such as leaves, bark, straw or other materials left loose and applied to the soil surface to reduce evaporation.

L. "Overspray" means water, which is delivered beyond the landscaped area, which wets pavements, walks, structures, or other non-landscaped areas.

M. "Plant factor" or "PF" means a factor that when multiplied by reference evapotranspiration, estimates the amount of water used by plants. For purposes of this ordinance, the following plant factors shall apply:

Low water using:	0.1-0.3
Medium water using:	0.4-0.6
High water using:	0.7-0.9

These plant factors are based on the Water Use Classification of Landscape Species project (WUCOLS). The project list is intended solely as a guide to help landscape species. It is not intended to be used as a required, mandatory, approved or master list. The WUCOLS project is available from the California Department of Water Resources or from the Contra Costa Water District

N. "Reclaimed water" means treated or recycled waste water of a quality suitable for non-potable uses such as landscape irrigation.

O. "Reference evapotranspiration" or "Eto," means a standard measurement of environmental parameters, which affect the water use of plants. Eto is given in inches per day, month or year and is an estimate of the evapotranspiration of a large field of four-to-seven-inch tall, cool-season grasses that is well watered. Eto is used as the basis of determining the estimated total water use so that regional differences in climate can be accommodated.

P. "Runoff" means water, which is not absorbed by the soil or landscape to which it is applied and flows from the area. For example, runoff may result from water that is applied at too great a rate (i.e., the application rate exceeds the infiltration rate) or when water is applied to a server slope.

Q. "Soil composition," means the classification of soil based on the percentage of sand, silt, and clay in the soil.

R. "Sprinkler" means a device, which sprays water through nozzle.

S. "Station," means an area served by one valve that operates simultaneously.

T. "Turf" means a surface layer of earth containing mowed grass with its roots. This can be either a cool season or warm season grass.

U. "Valve" means a device used to control the flow of water in the irrigation system.

Appendix D:
Land Use Table

Note: All pages in Appendix D are single-sided.

								Population			Public Service	Business Park			Commercial			Industrial/Warehouse		
	Key	ML Land Use	Gross Acreage	Units	Gross Density	Net Acreage*	Net Density	Persons	K-8	9-12	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs
RESIDENTIAL																				
Estates	N-11 B	VRE	6.0	6	1.0	5.4	1.1	19	3	1										
	N-12 B	VRE	5.6	5	1.0	5.0	1.0	16	3	1										
	N-40 B	VRE	13.2	11	0.9	11.9	1.0	35	6	2										
	N-41 B	VRE	6.1	6	1.0	5.5	1.1	19	3	1										
	N-42 B	VRE	11.7	11	1.0	10.5	1.0	35	6	2										
	N-50-B	VRE	9.8	9	1.0	8.8	1.0	28	5	2										
	Subtotal		**52.4**	**48**	**0.9**	**47.2**	**1.0**	**151**	**26**	**10**										
Low	N-1	VLDR	12.5	63	5.0	8.8	7.7	196	34	13										
Density	N-2	VLDR	12.0	64	5.3	8.4	7.6	200	35	13										
	N-3	VLDR	23.0	140	6.1	16.1	8.7	441	77	28										
	N-4	VLDR	27.1	121	4.5	19.0	6.4	380	66	24										
	N-5	VLDR	15.2	62	4.1	10.6	5.8	195	34	12										
	N-6	VLDR	12.2	56	4.6	8.5	6.6	176	31	11										
	N-7	VLDR	22.3	96	4.3	15.6	6.1	301	53	19										
	N-8	VLDR	15.4	50	3.3	10.8	4.7	158	28	10										
	N-9	VLDR	23.3	84	3.6	16.3	5.2	264	46	17										
	N-10 B	VLDR	16.8	69	4.1	11.8	5.9	218	38	14										
	N-11 A	VLDR	32.7	164	5.0	22.9	7.2	515	90	33										
	N-12 A	VLDR	47.8	142	3.0	33.5	4.2	444	78	28										
	N-13	VLDR	20.6	113	5.5	14.4	7.8	354	62	23										
	N-14	VLDR	22.4	118	5.3	15.7	7.5	371	65	24										
	N-15	VLDR	29.1	139	4.8	20.4	6.8	436	76	28										
	N-38-A	VLDR	43.4	206	4.8	30.4	6.8	647	113	41										
	N-38-B	VLDR	4.4	15	3.4	3.1	4.9	47	8	3										
	N-40 A	VLDR	81.4	407	5.0	57.0	7.2	1,279	224	82										
	N-41 A	VLDR	33.9	169	5.0	23.7	7.1	531	93	34										
	N-42 A	VLDR	19.4	97	5.0	13.6	7.1	305	53	19										
	N-43	VLDR	11.7	60	5.1	8.2	7.3	188	33	12										
	N-44	VLDR	11.7	60	5.1	8.2	7.3	188	33	12										
	N-45	VLDR	61.1	284	4.7	42.8	6.6	892	156	57										
	N-46	VLDR	83.3	387	4.7	58.3	6.6	1,216	213	78										
	N-60	VLDR	78.5	399	5.1	55.0	7.3	1,252	219	80										
	N-61	VLDR	58.2	291	5.0	40.7	7.1	914	160	58										
	N-64	VLDR	67.2	336	5.0	47.0	7.1	1,055	184	68										
	Subtotal		**886.9**	**4,192**	**4.7**	**620.6**	**6.8**	**13,164**	**2,302**	**843**										

Note: The residential unit counts shown in this MLSP represent the maximum unit count permitted under the MLSP. Actual unit counts may be less than the maximum as a result of the project's compliance with the City's applicable development standards and tentative subdivision map.

								Population			Public Service	Business Park			Commercial			Industrial/Warehouse		
	Key	ML Land Use	Gross Acreage	Units	Gross Density	Net Acreage*	Net Density	Persons	K-8	9-12	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs
Medium	N-10 A	VMDR	15.9	159	10.0	11.1	14.3	499	87	32										
Density	N-16	VMDR	35.6	285	8.0	26.7	10.7	896	157	57										
	N-17	VMDR	14.8	133	9.0	11.1	12.0	418	73	27										
	N-19	VMDR	13.7	137	10.0	10.3	13.3	430	75	28										
	N-22	VMDR	16.4	156	9.5	12.3	12.7	489	86	31										
	N-23	VMDR	46.7	364	7.8	35.0	10.4	1,144	200	73										
	N-24	VMDR	0	0	0	0	0	0	0	0										
	N-25	VMDR	20.3	193	9.5	15.2	12.7	606	106	39										
	N-26	VMDR	7.1	47	6.6	5.3	8.8	148	26	9										
	N-27	VMDR	11.5	88	7.7	8.6	10.2	276	48	18										
	N-33	VMDR	32.1	305	9.5	24.1	12.7	958	167	61										
	N-34	VMDR	20.0	190	9.5	15.0	12.7	597	104	38										
	N-36 A	VMDR	2.0	18	9.0	1.5	12.0	57	10	4										
	N-36 B	VMDR	12.7	152	12.0	9.5	16.0	479	84	31										
	N-37	VMDR	15.2	182	12.0	11.4	16.0	573	100	37										
	N-48	VMDR	30.7	368	12.0	23.0	13.3	1,157	202	74										
	N-50 A	VMDR	49.0	490	10.0	36.8	14.0	1,539	269	98										
	N-51	VMDR	14.9	156	10.5	11.2	13.3	491	86	31										
	N-52	VMDR	16.8	168	10.0	12.6	12.0	528	92	34										
	N-59	VMDR	12.6	113	9.0	9.5	9.5	356	62	23										
	N-62	VMDR	45.4	431	9.5	34.1	12.7	1,354	237	87										
	N-63	VMDR	74.5	708	9.5	55.9	12.7	2,222	389	142										
	Subtotal		**507.9**	**4,845**	**9.5**	**30.1**	**12.7**	**15,214**	**2,660**	**974**										
High	N-18	VHDR	11.8	224	19.0	9.4	23.8	778	25	3										
Density	N-21	VHDR	18.8	357	19.0	15.0	23.8	1,240	40	4										
	N-53	VHDR	16.2	373	23.0	13.0	28.8	1,068	34	4										
	N-54	VHDR	16.2	373	23.0	13.0	28.8	1,029	33	4										
	Subtotal		**62.4**	**1,310**	**21.1**	**50.4**	**26.3**	**4,166**	**134**	**15**										
Residential Subtotal			**1,509.9**	**10,412**	**6.9**	**1,098.3**	**9.5**	**32,695**	**5,122**	**1,841**										
COMMERCIAL																				
Farmington Rd. Village Center	N-55	VNC	5.3												0.3	57,717	115			
Farmington Rd. Village Center	N-56	VNC	2.7												0.3	29,403	59			
Farmington Rd. Village Center	N-57	VNC	5.4												0.3	58,806	118			
Farmington Rd. Village Center	N-58	VNC	2.2												0.3	23,958	48			
Duck Creek Village Center	N-65	VNC	18.1												0.3	197,109	394			
Austin Rd. Town Center	N-20	VTC	59.0	150				471	15	2					0.3	642,510	1,285			
	Subtotal		**92.7**	**150**				**471**	**15**	**2**						**1,009,503**	**2,019**			

								Population			Public Service	Business Park			Commercial			Industrial/Warehouse		
	Key	ML Land Use	Gross Acreage	Units	Gross Density	Net Acreage*	Net Density	Persons	K-8	9-12	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs
INDUSTRIAL																				
Industrial Village	N-66	IV	63.8															0.4	1,111,651	889
	N-67	IV	147.1															0.4	2,563,070	2,050
	N-68	IV	130.0															0.4	2,265,120	1,812
	N-69	IV	69.7															0.4	1,214,453	972
	N-70	IV	112.8															0.4	1,965,427	1,572
	N-74	IV	65.0															0.4	1,132,560	906
	N-75	IV	46.4															0.4	808,474	647
	N-76	IV	9.8															0.4	170,755	137
Business/Professional	N-77	BP	57.3									0.3	748,796	2,995						
	Subtotal		**701.9**										**748,796**	**2,995**					**11,231,510**	**8,986**
PARKS AND OPEN SPACE																				
Community Parks	CP-1	VPR	22.0																	
Community Parks	CP-2	VPR	24.9																	
Community Parks	CP-3	VPR	15.3																	
Community Parks	CP-4	VPR	15.4																	
Community Parks	CP-5	VPR	0																	
Community Parks	CP-6	VPR	25.0																	
Community Parks	CP-7	VPR	15.1																	
	Subtotal		**117.7**																	
Neighborhood Parks	NP-1	VPR	0.0																	
Neighborhood Parks	NP-2	VPR	9.1																	
Neighborhood Parks	NP-3	VPR	6.1																	
Neighborhood Parks	NP-4	VPR	5.0																	
Neighborhood Parks	NP-5	VPR	5.0																	
Neighborhood Parks	NP-6	VPR	0.0																	
Neighborhood Parks	NP-7	VPR	5.0																	
Neighborhood Parks	NP-8	VPR	7.8																	
Neighborhood Parks	NP-9	VPR	4.8																	
Neighborhood Parks	NP-10	VPR	0.0																	
Neighborhood Parks	NP-11	VPR	7.4																	
Neighborhood Parks	NP-12	VPR	7.0																	
Neighborhood Parks	NP-13	VPR	16.6																	
Neighborhood Parks	NP-14	VPR	5.0																	
	Subtotal		**78.8**																	
Parks Subtotal			**196.5**																	

								Population			Public Service	Business Park			Commercial			Industrial/Warehouse		
	Key	ML Land Use	Gross Acreage	Units	Gross Density	Net Acreage*	Net Density	Persons	K-8	9-12	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs
Private Sports Facility	REC-1	REC	12.5																	
Private Sports Facility	REC-2	REC	11.5																	
	Subtotal		**24.0**																	
Open Space Creek	OS/CK-1 A	VOS	11.9																	
Open Space Creek	OS/CK-1 B	VOS	3.7																	
Open Space Creek	OS/CK-1 C	VOS	6.5																	
Open Space Creek	OS/CK-2	VOS	1.5																	
Open Space Creek	OS/CK-3	VOS	6.1																	
Open Space Creek	OS/CK-4 A	VOS	1.8																	
Open Space Creek	OS/CK-4 B	VOS	3.7																	
Open Space Creek	OS/CK-5	VOS	2.4																	
Open Space Creek	OS/CK-6	VOS	2.4																	
Open Space Creek	OS/CK-7	VOS	2.6																	
Open Space Creek	OS/CK-8	VOS	3.7																	
Open Space Creek	OS/CK-9 A	VOS	1.4																	
Open Space Creek	OS/CK-9 B	VOS	2.0																	
Open Space Creek	OS/CK-10	VOS	37.3																	
Open Space Creek	OS/CK-11	VOS	26.3																	
Open Space Creek	OS/CK-12	VOS	39.4																	
Open Space Creek	OS/CK-13	VOS	3.9																	
Open Space Creek	OS/CK-14	VOS	6.7																	
Open Space Creek	OS/CK-15	VOS	25.4																	
Open Space Creek	OS/CK-16	VOS	0.2																	
Open Space Greenbelt	OS/GB-1	VOS	5.8																	
Open Space Greenbelt	OS/GB-2	VOS	1.3																	
Open Space Greenbelt	OS/GB-3	VOS	5.0																	
Open Space Greenbelt	OS/GB-4	VOS	2.8																	
Open Space Greenbelt	OS/GB-5	VOS	3.6																	
Open Space Greenbelt	OS/GB-6	VOS	3.0																	
Open Space Greenbelt	OS/GB-7	VOS	2.8																	
Open Space Greenbelt	OS/GB-8	VOS	6.7																	
Open Space Greenbelt	OS/GB-9	VOS	5.0																	
Open Space Greenbelt	OS/GB-10	VOS	0.7																	
Open Space Greenbelt	OS/GB-11	VOS	3.4																	
Open Space Greenbelt	OS/GB-12	VOS	3.2																	
Open Space Greenbelt	OS/GB-13	VOS	2.6																	
Open Space Greenbelt	OS/GB-14	VOS	3.0																	
Open Space Greenbelt	OS/GB-15	VOS	4.2																	

								Population			Public Service	Business Park			Commercial			Industrial/Warehouse		
	Key	ML Land Use	Gross Acreage	Units	Gross Density	Net Acreage*	Net Density	Persons	K-8	9-12	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs
Open Space Greenbelt	OS/GB-16	VOS	4.4																	
Open Space Greenbelt	OS/GB-17	VOS	4.2																	
Open Space Greenbelt	OS/GB-18	VOS	2.4																	
Open Space Greenbelt	OS/GB-19	VOS	6.0																	
Open Space Greenbelt	OS/GB-20	VOS	3.2																	
Open Space Easement	OS/E-1	VOS	1.6																	
Open Space Easement	OS/E-2	VOS	10.3																	
Open Space Easement	OS/E-3 A	VOS	17.6																	
Open Space Easement	OS/E-3 B	VOS	5.4																	
Open Space Easement	OS/E-4	VOS	8.9																	
Open Space Easement	OS/E-5	VOS	1.2																	
Open Space Easement	OS/E-6	VOS	4.7																	
Open Space Easement	OS/E-7	VOS	10.8																	
Open Space Easement	OS/E-8	VOS	3.2																	
	Subtotal		**325.9**																	
Parks & Open Space Subtotal			**546.4**																	
EDUCATIONAL* **																				
K-8	N-28	VIN	16.1								50									
K-8	N-30	VIN	16.9								50									
K-8	N-39	VIN	16.3								50									
K-8	N-47	VIN	16.3								50									
K-8	N-79	VIN	16.0								50									
K-8	N-80	VIN	16.1								50									
High School	N-49	VIN	55.9								50									
	Subtotal		**153.6**								**350**									
Delta College (5,000 enroll)	N-73	VIN	20.7								230									
	Subtotal		**174.3**	**							**580**									
INSTITUTIONAL																				
Library	N-29	LIB	2.0																	
Amtrak	N-32	AMT	14.9																	
Public Safety Facility	N-35	FIRE	3.5								35									
Maintenance	N-72	MAINT	5.2																	
Religious/Institutional	N-78	RELIG	18.0																	
	Subtotal		**43.6**								**35**									

								Population			Public Service	Business Park			Commercial			Industrial/Warehouse		
	Key	ML Land Use	Gross Acreage	Units	Gross Density	Net Acreage*	Net Density	Persons	K-8	9-12	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs	FAR	Square Feet	Jobs
PUBLIC/UTILITIES																				
PG&E Sub-Station	PGE-1	PGE-1	3.2																	
Detention/Recharge Basin	BAS-1	RB	18.6																	
	Subtotal		**21.8**																	
MISCELLANEOUS																				
Lakes	L-1	L	35.5																	
Lakes	L-2	L	15.8																	
Lakes	L-3	L	17.7																	
Lakes	L-4	L	16.4																	
Lakes	L-5	L	21.8																	
Lakes	L-6	L	25.4																	
Lakes	L-7	L	35.7																	
Railroad	RR	RR	15.6																	
Backbone Roads		ROAD	384.5																	
Existing Residential	SPA-1	SPA	4.1																	
Existing Residential	SPA-2	SPA	119.6																	
Existing Residential	SPA-3	SPA	27.3																	
	Subtotal		719.4																	
TOTAL			**3810.0**	**10,562**				**33,166**	**5,147**	**1,842**	**615**		**748,796**	**2,995**		**1,009,503**	**2,019**		**11,231,510**	**8,986**
			Gross Acres	**Units**				**People**	**ES Stud.**	**HS Stud.**	**jobs**		**Sq.Ft.**	**Jobs**		**Sq.Ft.**	**Jobs**		**Sq.Ft.**	**Jobs**

* Net acreage is the size of a parcel after subtracting the amount of land devoted to road and infrastructure rights-of-way.

** Elementary and High School jobs are estimated at 50 per campus. Delta College jobs figured at .046 job per enrollment.

Appendix E:
Development Code Matrix

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Stockton Municipal Development Code	Corresponding Section within Mariposa Lakes Specific Plan	
Article I Division 16-110 Purpose and Effect of Development Code 16-110.010 – Title 16-110.020 – Purpose and Intent of Development Code 16-110.030 – Authority, Relationship to General Plan 16-110.040 – Responsibility for Administration 16-110.050 – Applicability of Development Code 16-110.060 – Partial Invalidation of Development Code	None*	
Article I Division 16-120 Purpose and Applicability 16-120.010 – Purpose of Division 16-120.020 – Rules of Interpretation 16-120.030 – Procedures for Interpretations	None*	
Article I Division 16-130 Land Use Permit Requirements 16-130.010 – Purpose of Division 16-130.020 – Requirements for Development and New Land Uses 16-130.030 – Exemptions from Development and Land Use Approval Req. 16-130.040 – Additional Permits or Approvals May Be Required	None*	
Article II Division 16-210 Zoning Districts Established, Zoning Map Adopted	None*	

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16-210.010 – Purpose of Division 16-210.020 – Zoning Districts Established 16-210.030 – Zoning Map Adopted		
Article II Division 16-220 Allowable Land Uses and Permit Requirements 16-220.010 – Purpose of Division 16-220.020 – Allowable Land uses and Permit Requirements	Chapter 4 Section 4.4.3	The following Permitted Uses within the Development Code are prohibited within MLSP Industrial (IL and IG) land uses ▪ Mining ▪ Heavy manufacturing ▪ Recycling and waste facilities including collection facilities, redemption centers, recycling facilities, scrap and dismantling yards and transfer stations ▪ Inoperable auto / vehicle storage yards ▪ Education facilities for (exterior) equipment repair and maintenance training ▪ New and used vehicle sales / leasing / rental ▪ Construction, farm and heavy equipment sales ▪ Mobile home sales ▪ New and used recreational vehicle and boat sales
Article II Division 16-230 Zoning District Development Standards 16-230.010 – Purpose of Division 16-230.020 – General Zoning District Development Standards **16-230.030 – RE (Residential, Estates) Zoning District Standards** ▪ Lot Size: 1 acre min. ▪ Width: 150' min. ▪ Density: 1.0 du/nac ▪ Max. number of dwellings units per parcel: 1 Setbacks:	Chapter 4 Section 4.5 and Chapter 11 Section 11.4	**11.4.1 Residential Estates** ▪ Lot Size: 43,560 sq. ft. (1 acre) ▪ Lot width: 150' min. ▪ Net density range: 0-1.0 du/ac ▪ Structures per lot: 1 primary dwelling, 1 secondary dwelling unit and 2 accessory units Setbacks: ▪ Front, living space: 30' min. ▪ Front, garage: 30' min. ▪ Sideyard, interior: 20' min. ▪ Sideyard, corner: 30' min. ▪ Rearyard: 30' min. for all structures ▪ Coverage (all buildings): 35% max.

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▪ Front: 30' min. ▪ Sideyard: 10' ▪ Sideyard street: 10' min. ▪ Rearyard: 30' min. ▪ Coverage: 25% max. ▪ Height: 35' max. **16-230.040 – RL (Residential, Low Density) Zoning District** ▪ Lot Size: 5,000 sf min. ▪ Width: 50' min. ▪ Density: 0-8.7 du/nac ▪ Max. number of dwellings units per parcel: 1 Setbacks: ▪ Front: 20' min. ▪ Sideyard: 5' ▪ Sideyard street: 10' min. ▪ Rearyard: 10' min. ▪ Coverage: 50% max. ▪ Height: 35' max.		▪ Height, primary: 35' max. ▪ Height, secondary: 25' max. **11.4.2 Low Density Residential (lake oriented)** ▪ Lot size: 6,000 – 10,000 sf ▪ Lot width, interior: 50' min. ▪ Lot width, corner: 60' min. ▪ Target net density: 5.0 du/ac ▪ Density range: 1.1 – 8.7 du/ac ▪ Structures per lot: 1 primary dwelling unit & 1 secondary dwelling unit / accessory unit Setbacks: ▪ Front, living space: 12' ▪ Front, porch: 10'min. ▪ Front, garage: 20' for entry; 12' for non-entry side ▪ Sideyard, interior (living area): 5' one side or 10' (zero lot line) ▪ Sideyard, corner (living area): 10' ▪ Sideyard, detached garage / accessory unit: 3' min. ▪ Sideyard, attached / detached garage (at corner lots): 20' to garage door; 10' to garage side wall. ▪ Rearyard, living space: 15' min. ▪ Rearyard, detached garage: 15' ▪ Rearyard, patio covers: 7' ▪ Coverage (interior lot): 50% for 1 story / 35% for 2

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		story ▪ Coverage (corner lot): 55% for 1 story / 40% for 2 story ▪ Height, primary: 35' max. ▪ Height, secondary: 25' max. Parking: ▪ Garage: (2) spaces ▪ Driveway: (2) spaces **11.4.3 Low Density Residential (non-lake oriented)** ▪ Lot size: 3,600 – 6,000 sf ▪ Lot width, interior: 40' min. ▪ Lot width, corner: 45' min. ▪ Target net density: 6.8 du/ac ▪ Density range: 3.0 – 8.7 du/ac ▪ Structures per lot: 1 primary dwelling unit & 1 secondary dwelling unit or accessory unit Setbacks: ▪ Front, living space: 12' ▪ Front, porch: 10'min. ▪ Front, garage: 20' for entry; 12' for non-entry side ▪ Sideyard, interior (living area): 5' one side or 10' (zero lot line) ▪ Sideyard, corner (living area): 15' ▪ Sideyard, detached garage / accessory unit: 3' min. (0 feet at zero lot line condition.) ▪ Sideyard, attached / detached garage (at corner lot): 20' to garage door; 10' to garage side wall. ▪ Rearyard, living space: 10' min. ▪ Rearyard, detached garage: 0 - 3' ▪ Rearyard, patio covers: 7' ▪ Coverage (interior lot): 50% for 1 story / 35% for 2

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Standards **16-230.050 – RM (Residential, Medium Density) Zoning District** ▪ Lot Size: 5,000 sf min. ▪ Width: 50' min. ▪ Density: 8.8-17.4 du/nac ▪ Max. number of dwellings units per parcel: 1 per 2,500 sf Setbacks: ▪ Front: 15' min. ▪ Sideyard: 5' ▪ Sideyard street: 10' min. ▪ Rearyard: 10' min. ▪ Coverage: 50% max. ▪ Height: 35' max.		story ▪ Coverage (corner lot): 55% for 1 story / 40% for 2 story ▪ Height, primary: 35' max. ▪ Height, secondary: 25' max. Parking: ▪ Garage (2) spaces ▪ Driveway (2) spaces **11.4.4 Medium Density Residential** ▪ Lot size: 4,000 sf maximum ▪ Lot width, interior: 30' min. ▪ Lot width, corner: 35' min. ▪ Target net density: 12.4 du/ac ▪ Density range: 8.8 – 17.4 du/ac ▪ Structures per lot: 1 dwelling unit Setbacks: ▪ Front, living space: 10' ▪ Front, porch: 10' min. ▪ Front, garage: 20' for entry; 12 feet for non-entry side ▪ Sideyard, interior (living area): 4' one side or 8' (zero lot line condition) ▪ Sideyard, corner lot: 10' ▪ Sideyard, detached garage / accessory unit: 0' ▪ Sideyard, attached / detached garage: 4' ▪ Rearyard, living space: 8' min. ▪ Rearyard, detached garage: 0 – 3' ▪ Rearyard, patio covers: 4' ▪ Coverage: 50% max. ▪ Height: 40' max. Parking: ▪ Garage, (2) spaces

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Standards **16-230.060 – RH (Residential, High Density) Zoning District** ▪ Lot Size: 7,500 sf. min. ▪ Width: 50' min. ▪ Density: 17.5-29 du/nac ▪ Max. number of dwellings units per parcel: 1per 1,500 sf Setbacks: ▪ Front: 15' min. ▪ Sideyard: 5' ▪ Sideyard street: 10' min. ▪ Rearyard: 10' min. ▪ Coverage: 50% max. ▪ Height: 35' max		▪ Additional: 1 space within specific development Common Open Space: ▪ 20% of gross subdivision area **11.4.5 High Density Residential** ▪ Lot size: 6 acre min. ▪ Target net density: 26.3 du/ac ▪ Density range: 17.5-29 du/ac Setbacks: ▪ Front, living space: 20' ▪ Front, porch: 14' ▪ Front, garage: 10' ▪ Front, carport: 15' ▪ Side and Rear adjacent to single family residential: First and Second Story- 20', Third Story- 28' ▪ Side and Rear at all other locations: 20' ▪ Coverage: 50% ▪ Height: 50' max. Parking: ▪ Covered, 1 space per unit ▪ Uncovered, .5 space per unit ▪ Guest, .25 space per unit Open Space ▪ Private area: 50 sf per unit min. ▪ Private area min. dimension: 7' ▪ Common area: 150 sf per unit min.

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Standards 16-230.070 – CO (Commercial, Office) Zoning District Standards **16-230.080 – CN (Commercial, Neighborhood) Zoning District** ▪ Lot Size: no min. ▪ Width: no min. ▪ Density: 17.5-29 du/nac ▪ Max. number of dwellings units per parcel: 1per 1,500 sf Setbacks: ▪ Front: none, except adjacent to residential ▪ Sideyard: none, except adjacent to residential ▪ Sideyard street: none, except adjacent to residential ▪ Rearyard: none, except adjacent to residential ▪ Coverage: 100% ▪ Height: 35' max. Standards 16-230.090 – CG (Commercial, General) Zoning District Standards ▪ Lot Size: no min. ▪ Width: no min. ▪ Density: 0-29 du/nac ▪ Max. number of dwellings units per parcel: no min. Setbacks: ▪ Front: 10'		**11.4.6 Commercial Lots** **Commercial General (CG) and Commercial Neighborhood (CN)** ▪ Lot size: 7,500 sf ▪ Front setback: 10' ▪ Side setback, between buildings: 15' ▪ Side setback, adjacent to residence: 15' ▪ Side setback, adjacent to street: 15' ▪ Rear setback: 10' ▪ Setback to sign: 5' ▪ Height: 45' ▪ Coverage: 60% ▪ FAR: .25

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▪ Sideyard: none, except adjacent to residential ▪ Sideyard street: 10' ▪ Rearyard: none, except adjacent to residential ▪ Coverage: 60% max. ▪ Height: 45' max. 16-230.100 – CD (Commercial, Downtown) Zoning District Standards 16-230.110 – CL (Large-Scale) Zoning District Standards 16-230.120 – CA (Commercial, Auto) Zoning District Standards **16-230.130 – IL (Industrial, Limited) Zoning District Standards** ▪ Lot Size: no min. ▪ Width: no min. ▪ Max. number of dwellings units per parcel: no min. Setbacks: ▪ Front: 10' ▪ Sideyard: none, except adjacent to residential ▪ Sideyard street: 10' ▪ Rearyard: none, except adjacent to residential ▪ Coverage: 60% max. ▪ Height: 60' max. 16-230.140 – IG (Industrial, General) Zoning District Standards ▪ Lot Size: no min. ▪ Width: no min. ▪ Max. number of dwellings units per parcel: no min. Setbacks: ▪ Front: 10' ▪ Sideyard: none, except adjacent to residential		**11.4.7 Industrial Lots** **Industrial Limited (IL)** ▪ Lot size: -- ▪ Front setback: 20' ▪ Side setback, between buildings: 15' ▪ Side setback, adjacent to residence: 10' ▪ Side setback, adjacent to street: 10' ▪ Rear setback: 10' ▪ Setback to sign: 10' ▪ Height: 60' ▪ Coverage: 60% ▪ FAR: .30 **Industrial General (IG)** ▪ Lot size: -- ▪ Front setback: 10' ▪ Side setback, between buildings: 15' ▪ Side setback, adjacent to residence: 10' ▪ Side setback, adjacent to street: 10' ▪ Rear setback: 10' ▪ Setback to sign: 10' ▪ Height: 75' ▪ Coverage: 60% ▪ FAR: .40

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▪ Sideyard street: 10' ▪ Rearyard: none, except adjacent to residential ▪ Coverage: 60% max. ▪ Height: no limit 16-230.150 – PT (Port) Zoning District Standards 16-230.160 – PF (Public Facilities) Zoning District Standards 16-230.170 – OS (Open Space) Zoning District Standards 16-230.180 – MX (Mixed Use) Zoning District Standards 16-230.190 – UC (University/College) Zoning District Standards		
Article II Division 16-240 Overlay Zoning District Land Use and Development Standards 16-240.010 – Purpose of Division 16.240.020 – Purpose and Applicability of Overlay Districts 16-240.030 – Aircraft Operations (-AIR) Overlay District 16-240.040 – Channel Area (-CHA) Overlay District 16-240.050 – Design Review (-DES) Overlay District 16-240.060 – Magnolia Historic (-MHD) Overlay District	None*	
Article III Division 16-305 General Performance Standards 16-305.010 – Purpose 16-305.020 – Applicability 16-305.030 – Evaluation of Proposed Projects	None*	

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16-305.040 – Air Pollution 16-305.050 – Electrical Interference 16-305.060 – Light and Glare 16-305.070 – Noise 16-305.080 – Odor 16-305.090 – Vibration 16-305.100 – Water Pollution		
Article III Division 16-310 General Development and Use Standards 16-310.010 – Purpose 16-310.020 – Applicability 16-310.030 – Access, General 16-310.040 – Agriculture Preservation (Right to Farm) 16-310.050 – Cultural Resources 16-310.060 – Development Considerations 16-310.070 – Environmental Compliance 16-310.080 – Hazardous Materials 16-310.090 – Height Measurement and Height Limit Exceptions 16-310.100 – Screening and Buffering 16-310.110 – Setback Regulations and Exceptions 16-310.120 – Site Coverage Measurements and Exceptions 16-310.130 – Solid Waste/Recyclable Materials Storage 16-310.140 – Traffic Sight Area	Chapter 11 Section 11.4	See Chapter 11, Section 11.4 and Division 16-230 of this document for information pertaining to Setback Regulations.
Article III Division 16-315 Affordable Housing Incentives/Density Bonus Provision 16-315.010 – Purpose 16-315.020 – Eligibility for Bonus and Incentives 16-315.030 – Types of Bonuses and Incentives Allowed	None*	

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16-315.040 – Requirements for Projects with Affordable Units 16-315.050 – Continued Availability 16-315.060 – Location of Bonus Units 16-315.070 – Development Standards for Targeted Units 16-315.080 – Processing of Bonus Requests 16-315.090 – Density Bonus Agreement		
Article III Division 16-320 Communications Facilities 16-320.010 – Purposes 16-320.020 – Criteria for Minor and Major Communications Facilities 16-320.030 – Review and Approval Process 16-320.040 – Abandonment of Communication Facilities 16-320.050 – Satellite Antennas, Amateur Radio & Citizen Band (CB) Radio Antennas 16-320.060 – Existing Nonconforming Communication Facilities	None*	
Article III Division 16-325 Fences, Hedges and Walls 16-325.010 – Purpose 16-325.020 – Applicability 16-325.030 – General Height Limitations Maximum height of walls in residential zoning districts ▪ 6' at rear and interior side yards ▪ 3' at front and street side yards ▪ 8' at rear and side yards adjacent to levees, parks	Chapter 11 Section 11.2.2	<u>Soundwall Standards</u> ▪ Soundwalls shall be 6' in height adjacent to public road right-of-ways. ▪ Soundwalls shall be 8' in height adjacent to parks.

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and nonresidential land uses ▪ Walls along rights-of-ways….up to six feet in height. (16-325.070, D,1) 16-325.040 – Exceptions to Height Limitations 16-325.050 – Measurement of Fence or Wall Height 16-325.060 – Walls Required Between Different Zoning Districts 16-325.070 – Special Wall and Fencing Requirements 16-325.080 – Prohibited Fence Materials		
Article III Division 16-330 Infill Development Standards 16-330.010 – Purpose 16-330.020 – Applicability 16-330.030 – Standards and Requirements 16-330.040 – Design Review 16-330.050 – Land Use	None*	
Article III Division 16-335 Landscaping Standards 16-335.010 – Purpose 16-335.020 – Areas Required to be Landscaped 16-335.030 – Landscape Plans 16-335.040 – Landscape Standards 16-335.050 – Water Waste Prohibited 16-335.060 – Maintenance Required 16-335.070 – Public Education	None*	
Article III Division 16-340 Noise Standards 16-340.010 – Purpose 16-340.020 – Activities Exempt from Noise Regulations	None*	

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16-340.030 – Activities Deemed Violations of this Division 16-340.040 – Standards 16-340.050 – Acoustical Study 16-340.060 – Evaluation of Proposed Projects 16-340.070 – Noise Attenuation/Mitigation Measures 16-340.080 – Enforcement of Regulations		
Article III Division 16-345 Off-Street Parking and Loading Standards 16-345.010 – Purpose 16-345.020 – Applicability 16-345.030 – General parking regulations 16-345.040 – Number of Parking Spaces Required ▪ Two per single family unit within enclosed garage. ▪ No guest parking is required for either SFR or townhouses ▪ Multi-Family: 1.5 spaces per unit (1 covered / unit), .25 spaces per unit for guest parking. 16-345.050 – Adjustments to Off-Street Parking Requirements 16-345.060 – Parking Assessment Districts 16-345.070 – Disabled/Handicapped Parking Requirements 16-345.080 – Development Standards for Off-Street Parking 16-345.090 – Parking in Residential Zoning Districts 16-345.100 – Bicycle Parking Requirements and Development Standards 16-345.110 – Off-Street Loading Space Standards	None*	
Article III Division 16-350	None*	

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Planned Development (Permit) Standards 16-350.010 – Purpose 16-350.020 – Applicability 16-350.030 – Development Standards		
Article III Division 16-355 Public Improvements 16-355.010 – Purpose of Division 16-355.020 – Applicability 16-355.030 – Conformity 16-355.040 – Environmental Impact 16-355.050 – Area of Benefit 16-355.060 – Dedications and Exactions 16-355.070 – Improvements (Plans, Agreements, and Security) 16-355.080 – Subdivision Design and Improvements Requirements 16-355.100 – Grading, Erosion, and Sediment Control 16-355.110 – Access, Circulation, Streets 16-355.120 – Street Improvements 16-355.130 – Bridges 16-355.140 – Railroad Crossings 16-355.150 – Traffic Signals 16-355.160 – Street Lighting 16-355.170 – Street Names 16-355.180 – Street Signs 16-355.190 – Street Trees 16-355.200 – Drainage Canals 16-355.210 – Storm Drainage Facilities 16.355.220 – Water Supply 16.355.230 – Sanitary Sewers 16-355.240 – Underground utilities		The MLSP is not intended to address the type of detail found within this Division of the Development Code. While it is the goal of implementing this Division of the Development Code, detail specific variations may be proposed for implementation. Only after approval by the City, shall variations occur.

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16-355.250 – Landscaping 16-355.260 – Energy Conservation 16-355.270 – Public Facilities Fee		
Article III Division 16-360 Sign Standards 16-360.010 – Purpose 16-360.020 – Applicability 16-360.030 – Prohibited Signs 16-360.040 – Sign Permits 16-360.050 – Comprehensive Sign Program 16-360.060 – General Provisions for All Signs 16-360.070 – Nonconforming Signs 16-360.080 – Abandoned Signs 16-360.090 – Illegal Signs 16-360.100 – Standards for Specific Types of On-Premise Signs 16-360.110 – Standards for Off-Premise Signs	None*	
Article III Division 16-365 Standards for Specific Land Uses 16-365.010 – Purpose and Applicability 16-365.020 – Accessory Uses and Structures 16-365.030 – Adult-Related Establishments 16-365.035 – Alcoholic Beverage Sales (Off-Sale) 16-365.040 – Amusement Devices 16-365.050 – Animal Regulations 16-365.055 – Auto and Vehicle Sales/Leasing/Rental Lots 16-365.060 – Bed and Breakfast Inns 16-365.070 – Child Care Facilities 16-365.080 – Christmas Tree/Holiday Sales Facilities	Chapter 11 Section 11.4	See Chapter 11, Section 11.4 for information regarding setbacks.

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16-365.090 – Condominium Conversions 16-365.100 – Community Gardens 16-365.110 –Convenience Stores 16-365.120 – Drive-In and Drive-Through Facilities 16-365.130 – Home Occupations 16-365.140 – Industrial Uses 16-365.150 – Live Entertainment 16-365.160 – Mini-Storage Facilities 16-365.170 – Mobile Home Parks and Subdivisions **16-365.180 – Multi-Family Development** **Usable Open Space**: For each dwelling unit, 100 sf of common usable open space shall be provided. For each dwelling unit, a min. of 40 sf (min. of 4 feet wide) shall be provided as private open space. 16-365.190 – Multi-Use Facilities 16-365.210 – Offices Adjacent to Residential Zoning Districts 16-365.220 – Outdoor Dining and Seating Areas 16-365.230 – Outdoor Display and Sales 16-365.240 – Problem Uses 16-365.250 – Produce Stands 16-365.260 – Recycling Facilities 16-365.270 – Religious Facilities 16-365.280 – Residential Care Home 16-365.290 – Secondary Dwelling Unites 16-365.300 – Service Stations (Fueling Stations) 16-365.310 – Shopping Centers and Large-Scale Commercial Retail Uses 16-365.320 – Tow Truck Operations 16-365.330 – Transitional Housing 16-365.340 – Utility Equipment		**Usable Open Space for Multi-Family Developments:** High Density Residential Open Space: ▪ Private area: 50 sf per unit min. ▪ Private area min. dimension: 7' ▪ Common area: 150 sf per unit min.

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16-365.350 – Veterinary Hospitals		
Article IV Division 16-410 Application Filing, Processing and Fees 16-410.010 – Purpose of Division 16-410.020 – Review Authority for Land Use and Zoning Decisions 16-410.030 – Pre-application Conference 16-410.040 – Application Filing 16-410.050 – Initial Application Review and Environmental Assessment 16-410.060 – Application Withdrawal 16-410.070 – Expiration of Completed Application 16-410.080 – Fees	None*	
Article IV Division 16-420 Review Procedures 16-420.010 – Purpose of Division 16-420.020 – General Provisions 16-420.030 – Public Hearing Notices 16-420.040 – Environmental Determination 16-420.050 – Procedures for Review of Applications	None*	
Article IV Division 16-430 Implementation Procedures, Conditions and Requirements 16-430.010 – Purpose of Division 16-430.020 – Applicability 16-430.030 – Appeals 16-430.040 – Approval Based on Section 65956 16-430.050 – Building Permit	None*	

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16-430.060 – Business License 16-430.070 – Certificate of Occupancy 16-430.080 – Changes to an Approved Project 16-430.090 – Effective Date 16-430.100 – Expiration/Extension 16-430.110 – Maintenance 16-430.120 – Owner Responsibility 16-430.130 – Performance Guarantees 16-430.140 – Resubmittals 16-430.150 – Review of Project 16-430.160 - Revocations/Modifications 16-430.170 – Runs with the Land 16-430.180 – Use of Property		
Article IV Division 16-440 Expirations and Extensions 16-440.010 – Purpose of Division 16-440.020 – Expiration of Permits or Entitlements 16-440.030 – Extensions of Time	None*, subject to extensions of permits and entitlements pursuant to approved Development Agreements.	
Article IV Division 16-450 Appeals 16.450.010 – Purpose of Division 16-450.020 – Appeal of Action 16-450.030 – Environmental Determination 16-450.040 – Filing and Processing of Appeals	None*	
Article IV Division 16-460 Changes to an Approved Project 16-460.010 – Purpose of Division	None*	

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16-460.020 – Applicability 16-460.030 – Types of Changes 16-460.040 – Procedure		
Article IV Division 16-470 Revocations and Modifications 16-470.010 – Purpose of Division 16-470.020 – Effect of Revocation/Modification 16-470.030 – Revocation and Modification Procedure	None*	
Article V Division 16-505 Administrative Exception 16-505.010 – Purpose of Division 16-505.020 – Review Authority 16-505.030 – Applicability 16-505.040 – Application Filing, processing, and Review 16-505.050 – Findings and Decision 16-505.060 – Notice of Decision 16-505.070 – Conditions of Approval 16-505.080 – Post Approval procedures	None*	
Article V Division 16-510 Amendments (General Plan, Development code and Zoning Map) 16-510.010 – Purpose of Division 16-510.020 – Review Authority 16-510.030 – Initiation 16-510.040 – Application Filing, Processing, and Review 16-510.050 – Findings and Decision	None*	
Article V	None*	

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Division 16-515 Design Review 16-515.010 – Purpose of Division 16-515.020 – Applicability 16-515.030 – Exemptions 16-515.040 – Applicable Review Authority 16-515.050 – Application Filing, Processing, and Review Procedures 16-515.060 – Findings 16-515.070 – Conformance to Plans 16-515.080 – Post Issuance Procedures		
Article V Division 16-520 Design Review Districts 16-520.010 – Purpose of Division 16-520.020 – Review Authority 16-520.030 – Applicability 16-520.040 – Initiation 16-520.050 – Application Filing, Processing, and Review 16-520.060 – Standards of Review	None*	
Article V Division 16-525 Development Agreements 16-525.010 – Purpose of Division 16-525.020 – Authorization 16-525.030 – Review Authority 16-525.040 – Applicability 16-525.050 – Initiation 16-525.060 – Preparation and Content 16-525.070 – Application Filing, Processing, and Review	None*	

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16-525.080 – Findings and Decision 16-525.090 – Execution and Recordation 16-525.100 – Environmental Review 16-525.110 – Periodic Review 16.525.120 – Modification or Termination of Development Agreement 16-515.130 – Compliance 16.525,140 – Effect of Development Agreement 16-525.150 – Subsequently Enacted State and Federal Laws 16-525.160 – Emergency Situations 16-525.170 – Enforcement 16-525.180 – Benefits and Burdens to Successors 16-525.190 – Approved Development Agreements		
Article V Division 16-530 Home Occupation Permits 16-530.010 – Purpose of Division 16-530.020 – Review Authority 16-530.030 – Applicability 16-530.040 – Exempt Activities 16-530.050 – Allowable Home Occupations 16-530.060 – Prohibited Home Occupation Uses 16-530.070 – Preparation and Content 16-530.080 – Application Filing, Processing, and Review 16-530.090 – Findings and Decision 16-530.100 – Post Approval Procedures	None*	
Article V Division 16-535 Land Development Permits 16-535.010 – Purpose of Division	None*	

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16-535.020 – Review Authority 16-535.030 – Applicability 16-535.040 – Exemptions 16-535.050 – Application Filing, Processing, and Review Procedures 16-535.060 – Findings and Decision 16-535.070 – Notice of Decision 16-535.080 – Conditions of Approval 16-535.090 – Approved Plans 16-535.100 – Post Approval Procedures		
Article V Division 16-540 Master Development Plans 16.540.010 – Purpose of Division 16-540.020 – Review Authority 16-540.030 – Applicability 16.540.040 – Initiation and Presubmittals 16.540.050 – Preparation and Content 16-540.060 – Application Filing, Processing, and Review 16-540.070 – General Standards 16-540.080 – Findings and Decision 16-540.090 – Notice of Decision 16-540.100 – Conditions of Approval 16-540.110 – Post Approval Procedures	None*	
Article V Division 16-545 Planned Development Permits 16-545.010 – Purpose of Division 16-545.020 – Review Authority 16.545.030 – Applicability 16-545.040 – Development Standards	None*	

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16-545.050 – Application Filing, Processing, and Review 16-545.060 – Findings and Decision 16-545.070 – Notice of Decision 16-545.080 – Conditions of Approval 16-545.090 – Approved Plans 16-545.100 – Post Approval Procedures		
Article V Division 16-550 Precise Road Plans 16-550.010 – Purpose of Division 16-550.020 – Review Authority 16-550.030 – Applicability 16-550.040 – Initiation of Precise Road Plans 16-550.050 – Preparation and Content 16-550.060 – Filing, Processing, and Review of Precise Road Plans 16-550.070 – Findings and Decision 16-550.080 – Method of Adoption 16-550.090 – Implementation and Amendments	None*	
Article V Division 16-555 Site Plan Review 16-555.010 – Purpose of Division 16-555.020 – Review Authority 16-555.030 – Applicability 16-555.040 – Exemptions 16-555.050 – Application Filing, Processing, and Review Procedures 16-555.060 – Conformance to Plans 16-555.070 – Post Issuance Procedures	None*	
Article V	None*	

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Division 16-560 Specific Plans 16-560.010 – Purpose of Division 16-560.020 – Authorization 16-560.030 – Review Authority 16-560.040 – Applicability 16-560.050 – Initiation of Specific Plans 16-560.060 – Preparation and Content 16-560.070 – Filing, Processing, and Review of Specific Plans 16-560.080 – Findings and Decision 16-560.090 – Method of Adoption 16-560.100 – Implementation and Amendments		
Article V Division 16-565 Street Name Changes 16-565.010 – Purpose of Division 16-565.020 – Review Authority 16.565.030 – Initiation 16-565.040 – Process 16-565.050 – Cost for Change of Street Name Signs	None*	
Article V Division 16-570 Temporary Activity Permits 16-570.010 – Purpose of Division 16.570.020 – Review Authority 17-570.030 – Temporary Activities 16-570.040 – Application Filing, Processing, and Review 16-570.050 – Findings and Decision 16-570.060 – Development Standards 16-570.070 – Conditions of Approval	None*	

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16-570.080 – Post Approval Procedures		
Article V Division 16-575 Use Permits 16-575.010 – Purpose of Division 16-575.020 – Review Authority 16-575.030 – Type and Applicability 16-575.040 – Application Filing, Processing, and Review 16-575.050 – Findings and Decision 16-575.060 – Notice of Decision 16-575.070 – Conditions of Approval 16-575.080 – Post Approval Procedures	None*	
Article V Division 16-580 Variances 16-580.010 – Purpose of Division 16-580.020 – Review Authority 16-580.030 – Applicability 16-580.040 – Application Filing, Processing, and Review 16-580.050 – Findings and Decision 16-580.060 – Notice of Decision 16-580.070 – Conditions of Approval 16-580.080 – Post Approval Procedures	None*	
Article VI Division 16-610 Applicability and Administration of Subdivision Regulations 16-610.010 – Title 16-610.020 – Purpose 16-610.030 – Authority	None*	

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16-610.040 – Applicability 16-610.050 – Responsibility for Administration 16-610.060 – Review authority for Subdivision Decisions 16-610.070 – Enforcement		
Article VI Division 16-620 Requirements to File Subdivision Maps 16-620.010 – Purpose of Division 16-620.020 – Type of Subdivision Approval Required 16-620.030 – Exemptions from Subdivision Approval Requirements	None*	
Article VI Division 16-630 Tentative Map and Tentative Parcel Map Filing and Processing 16-630.010 – Purpose of Division 16-630.020 – Review Authority 16-630.030 – Preparation and Contents 16-630.040 – Application Filing, Referrals, and Review 16-630.050 – Review and Decision 16-630.060 – Findings and Decision 16-630.070 – Conditions of Approval 16-630.080 – Vesting Tentative Maps 16-630.090 – Effective Date of Tentative Map and Tentative Parcel Map Approval 16-630.100 - Post Approval Procedures 16-630.110 – Completion of Subdivision Process	None*	
Article VI Division 16-640 Parcel Maps and Final Maps 16-640.010 – Purpose of Division	None*	

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16-640.020 – Filing and Processing Requirements 16-640.030 – Supplemental Information Sheets 16-640.040 – Recordation of Maps 16-640.050 – Amendments to Recorded Maps		
Article VI Division 16-650 Condominiums and Condominium Conversions 16-650.010 – Purpose of Division 16-650.020 – Condominiums – New Construction 16-650.030 – Condominiums – Conversions	None*	
Article VI Division 16-660 Lot Line Adjustments, Lot Mergers and Reversions to Acreage 16-660.010 – Purpose of Division 16-660.020 – Lot Line Adjustments 16-660.030 – Lot Mergers 16-660.040 – Reversions to Acreage	None*	
Article VI Division 16-670 Certificate of Compliance 16-670.010 – Purpose of Division 16-670.020 – Applicability 16-670.030 – Application Contents 16-670-040 – Review and Approval 16-670.050 – Recorded Final or Parcel Map	None*	
Article VI Division 16-680 Surveys and Monuments 16-680.010 – Purpose of Division	None*	

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16-680.020 – Survey Procedure and Practice 16-680.030 – Monuments 16-680.040 – Survey Information on Final or Parcel Map		
Article VII Division 16-710 Administrative Responsibility 16-710.010 – Purpose of Division 16-710.020 – Planning Agency 16-710.030 – City Council (Council) 16-710.040 – Planning commission (Commission) 16-710.050 – Development Review Committee (DRC) 16-710.060 – Site Plan Review Committee (SPRC) 16-710.070 – Community Development Director (Director) 16-710.080 – City Engineer 16-710.090 – City Attorney 16-710.100 – Municipal Utilities Director	None*	
Article VII Division 16-720 Boundary Changes 16-720.010 – Purpose of Division 16-720.020 – State Law 16-720.030 – Local Agency Formation Commission (LAFCO) 16.720.040 – Review Authority 16-720.050 – Initiation 16-720.060 – Criteria 16-720.070 – Annexation Process 16-720.080 – Detachment and Reorganization Process	None*	
Article VII Division 16-730	None*	

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Cultural Resources 16-730.010 – Purpose of Division 16-730.020 – Council Findings 16-730.030 – Review Authority 16-730.040 – Cultural Heritage Board 16-730.050 - Historic District Advisory Committee 16-730.060 – Certificates of Appropriateness 16-730.070 – Landmarks 16-730.080 – Historic Preservation District 16-730.090 – Historic Sites 16-730.100 – Structures of Merit 16-730.110 – Amendment or Rescission 16-730.120 – Maintenance 16-730.130 – Economic Hardship 16-730.140 – Enforcement		
Article VII Division 16-740 Enforcement 16-740.010 – Purpose of Division 16-740.020 – Responsibility for Enforcement 16-740.030 – Violations and Remedies 16-740.040 – Inspection 16-740.050 – Initial Enforcement Action 16-740.060 – Reinspection Fees	None*	
Article VII Division 16-750 Nonconforming Uses, Structures and Parcels 16-750.010 – Purpose of Division 16-750.020 – Legal Nonconformity 16-750.030 – Creation of a Nonconforming Use, Structure, or Parcel 16-750.040 – Provisions for Nonconforming Uses,	None*	

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Structures, and Parcels 16-750.050 – Use Permit Requirement 16-750.060 – Loss of Nonconforming Status		
Article VII Division 16-760 Redevelopment Regulations 16-760.010 – Purpose of Division 16-760.020 – Redevelopment Plans 16-760.030 – Redevelopment Projects 16-760.040 – Projects Within a Redevelopment Area	None*	
Article VII Division 16-770 Williamson Act Regulations 16-770.010 – Purpose of Division 16-770.020 – Nonrenewal of Williamson Act Contract 16-770.030 – Cancellation of Williamson Act Contract 16-770.040 – Subdivision of Property Under Williamson Act Contract	None*	
Article VIII Division 16-800 Glossary (557k) 16-800.010 – Purpose of Division 16-800.020 – Definitions of Specialized Terms and Phrases	None*	

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Temporary Appendix F:

Revised Tables and Graphics

To be removed pending approval of City Council

Revised Tables

Table 4.1 Land Use Summary

Summary of Land Uses			
Land Use	**Acres**		
Residential	1,524.3		
Commercial	92.7		
Business/Professional	57.3		
Industrial/Warehouse	614.4		
Community College	20.7		
Schools	153.7		
Religious	18.0		
Library	2.0		
Neighborhood, Community, & Regional Parks	206.3		
Open Space	329.5		
Lakes & Recharge Basin	189.1		
Amtrak	14.9		
Railroad	15.6		
Roads	384.6		
Maintenance	5.2		
Public Safety Facility	3.5		
Private Sports Club	24.0		
PG&E Substation	3.2		
Existing Residential	151.0		
Total	**3,810.0**		
Summary of Residential Land Uses			
Land Use	**Acres**	**Units**	**Net Density**
Estates	52.4	48	1.0
Low Density	886.9	4,200	6.8
Medium Density	522.6	4,858	12.4
High Density	62.4	1,460	26.3
Total	**1,524.3**	**10,566**	
Summary of Commercial & Industrial Land Uses			
Land Use	**Acres**	**Square Feet**	**Jobs**
Commercial	92.7	1,009,503	2,019
Industrial/Warehouse	614.4	10,705,305	8,565
Business/Professional	57.3	748,796	2,995
Total	**764.4**	**12,463,604**	**13,579***
Summary of Parks and Open Space			
Category	**Acres**		
Regional Sports Park	30.0		
Community Parks	109.6		
Neighborhood Parks	66.7		
Open Space	329.5		
Total	**535.8**		
* Does not include public service jobs (fire station and schools).			

Table 4.3 Residential Estates

Lot Size (minimum)	**43,560 sq. ft. or larger**
Area, Interior Lot	1 acre minimum
Width, Interior	150' minimum
Width, Corner	150' minimum

Maximum Permitted Density (Net)	
Average Density	1.0 DU / acre
Density Range	1.0 - 1.1 DU / acre
Structures per Lot	1 primary dwelling & 1 second or accessory unit

Setbacks/Separations (minimum)	
Front [1]	
Living Space	20' minimum
Porch	15' minimum
Garage [1]	30' minimum
Side Yard	
Interior	10' minimum
Exterior [3]	20' minimum
Rear Yard	
Primary Building	30' minimum
Secondary Building	10' for one story; 20' for two story
Detached Garage	10' for one story
Distance between Buildings	20' minimum

Coverage	
Site Coverage (all buildings)	50% maximum
Usable Open Space Coverage	30% of lot minimum

Height (maximum)	
Primary Building	35' maximum
Secondary Building	25'

Notes:

[1] Front setback measured from street right-of-way (ROW) line.

[2] Deeper front setbacks for detached garages are encouraged.

[3] Corner or side loading garages shall provide a minimum 30' setback.

Table 4.4 Residential, Low Density (Lake Oriented)

Lot Size (minimum)	**43,560 sq. ft. or larger**
Area, Interior Lot	1 acre minimum
Width, Interior	150' minimum
Width, Corner	150' minimum

Maximum Permitted Density (Net)	
Average Density	1.0 DU / acre
Density Range	1.0 - 1.1 DU / acre
Structures per Lot	1 primary dwelling & 1 second or accessory unit

Setbacks/Separations (minimum)	
Front [1]	
Living Space	20' minimum
Porch	15' minimum
Garage [1]	30' minimum
Side Yard	
Interior	10' minimum
Exterior [3]	20' minimum
Rear Yard	
Primary Building	30' minimum
Secondary Building	10' for one story; 20' for two story
Detached Garage	10' for one story
Distance between Buildings	20' minimum

Coverage	
Site Coverage (all buildings)	50% maximum
Usable Open Space Coverage	30% of lot minimum

Height (maximum)	
Primary Building	35' maximum
Secondary Building	25'

Notes:

[1] Front setback measured from street right-of-way (ROW) line.

[2] Deeper front setbacks for detached garages are encouraged.

[3] Corner or side loading garages shall provide a minimum 30' setback.

Table 4.5 Residential, Low Density (Non-Lake Oriented)

Lot Size (variable)	**3,600 - 6,000 sq.ft.**
Area, Interior Lot	3,600 sq. ft. minimum
Area, Corner Lot	5,000 sq. ft. minimum
Width, Interior	40′ minimum
Width, Corner	50′ minimum

Maximum Permitted Density (Net)	
Average Density	6.8 DU / acre
Density Range	3.0 - 8.7 DU / acre
Structures per Lot	1 primary dwelling & 1 second or accessory unit

Setbacks/Separations (minimum)	
Front	
Living Space	12′ (variable setback)
Porch	7′ minimum
Garage (entry / non entry side)	20′ / 12′
Side Yard	
Living Area (interior)	5′ one side or 10′ (zero lot line) [1]
Living Area (corner)	15′
Detached Garage/Accessory Unit	3′ minimum
Attached/Detached Garages	20′ / 10′
Rear Yard	
Living Area	15′ minimum
Attached Garage (no alley)	10′ / 5′ at corner
Detached Garage (no alley)	4′
Patio Covers	7′

Coverage	
Interior Lot	35% for 2 story 50% for 1 story
Corner Lot	40% for 2 story 55% for 1 story

Height (maximum)	
Primary Building	35′ maximum (or two stories, whichever is less)

Parking	
Garage	2 spaces
Driveway	2 spaces

Notes:
[1] Maintenance easement required for zero lot line.

Table 4.6 Residential, Medium Density

Lot Size (minimum)	**4,500 sq. ft. or smaller**
Area, Interior Lot	2,100 sq. ft. minimum
Area, Corner Lot	2,800 sq. ft. minimum
Width, Interior	30' minimum
Width, Corner	40' minimum

Maximum Permitted Density (Net)	
Average Density	12.6 DU / acre
Density Range	8.8 - 17.4 DU / acre
Structures per Lot	1 primary dwelling

Setbacks/Separations (minimum)	
Front	
Living Space	10'
Porch	6' minimum
Garage (entry / non entry side)	20' / 10'
Side Yard	
Living Area	4' one side or 8' (zero lot line) [1]
Detached Garage/Accessory Unit	0'
Attached/Detached Garages	4'
Rear Yard	
Living Area	15' minimum
Attached Garage (no alley)	10'
Detached Garage (no alley)	4'
Patio Covers	7'

Coverage	
Site Coverage	55% - 75%

Height (maximum)	
Height Limit	40' maximum

Parking	
Garage	2 spaces
Driveway	2 spaces

Open Space	
Private Open Space	per unit
Minimum Area	300 sq. ft.
Minimum Dimension	5'
Common Open Space	per unit
Minimum Area	400 sq. ft.

Notes:

[1] Maintenance easement required for zero lot line.

Table 4.7 Residential, High Density

Lot Size (variable)	**6 acre minimum**
Area, Interior Lot	1 unit per 1,750 sq. ft.
Apartment Size	600 sq. ft. - 1,350 sq. ft.
Width, Interior	350′
Width, Corner	400′

Maximum Permitted Density (Net)	
Average Density	26.3 DU / acre
Density Range	17.5 - 28.8 DU / acre
Structures per Lot	1 primary dwelling

Setbacks/Separations (minimum)	
Front	
Living Space	15′
Living Space–2nd Floor	7′
Porch	7′ minimum
Garage (entry / non entry side)	20′ / 15′
Side Yard	
Living Space (interior)	4′ one side or 8′ (zero lot line) [1]
Living Space–2nd Floor	5′
Living Space (corner)	5′
Rear Yard	
Primary Building	10′ minimum
Access from alley	2′ minimum

Coverage	
Site Coverage	75%

Height (maximum)	
Height Limit	45′ maximum or 3 stories

Parking	
Covered	2 spaces
Street	1 space (unmarked)

Open Space	
Private Open Space	per unit
Minimum Area	70 sq. ft.
Minimum Dimension	10′
Common Open Space	per unit
Minimum Area	400 sq. ft.

Notes:
[1] Maintenance easement required for zero lot line.

Table 5.1 Commercial, Business/Professional, & Industrial Jobs

Land Use	Adjusted Gross Acreage	FAR	Usable Sq.Ft.	Employees per 1,000 square feet	Jobs
Commercial	92.7	0.25	1,009,503	2.0	2,019
Business/Professional	57.3	0.30	748,796	4.0	2,995
Industrial	614.4	0.40	10,705,305	0.8	8,565
TOTAL	**764.4**		**12,463,604**		**13,579**

Table 5.2 Education Jobs

Land Use	Students	Jobs per School	Jobs
Elementary Schools	5,147	50	300
High School	1,846	50	50
San Joaquin Delta College	4,830	230	230
TOTAL	**11,823**		**580**

Table 6.1 Comparison of Net Residential Densities

Land Use	City of Stockton	Stockton Village Concept	Mariposa Lakes Village
	Range du/ac	Average du/ac	Average du/ac
Estates	1	1	1.0
Low-Density	0-8.7	5.7	6.8
Medium-Density	8.8-17.4	10.6	12.4
High-Density	17.5-29	25	26.3

Table 6.2 Distribution of Residential Units

Residential Land Uses	Net Acres	Units	Percentage of Units	Average Density
Residential Estates	47.2 acres	48 units	0.5%	1.0 dwelling units per net acre
Low-Density	620.8 acres	4,200 units	39.7%	6.8 dwelling units per net acre
Medium-Density	391.2 acres	4,838 units	45.8%	12.6 dwelling units per net acre
High-Density	49.9 acres	1,460 units	13.5%	26.3 dwelling units per net acre
Total	**1,109.1 net acres**	**10,566 units**	**100.0%**	

Table 7.1 Arterial Intersections to be Improved

NUMBER	INTERSECTION	INSTALL TRAFFIC SIGNAL	ADD RIGHT TURN LANES	ADD LEFT TURN LANES
1	SR 99 NB RAMPS/FREMONT STREET	X	X	
2	CHARTER WAY/MAIN STREET	X		
3	MARIPOSA ROAD/8TH STREET		X	X
4	SR 99 SB RAMPS/FRONTAGE/MARIPOSA	X	X	X
5	SR 99 NB RAMPS/MARIPOSA ROAD	X	X	X
6	STAGECOACH ROAD/MARIPOSA ROAD	X	X	X
7	CARPENTER ROAD/MARIPOSA ROAD	X	X	X
8	GILLIS ROAD/FARMINGTON ROAD	X	X	X
9	WALKER ROAD/MAIN STREET	X	X	X
10	GILLIS ROAD/MAIN STREET	X	X	X
11	KAISER ROAD/FARMINGTON ROAD	X		
12	MARIPOSA ROAD/CHARTER WAY		X	
13	JACK TONE ROAD/FARMINGTON ROAD	X		X
14	JACK TONE ROAD/MARIPOSA ROAD	X		X
15	KAISER ROAD/MARIPOSA ROAD	X		
16	AUSTIN ROAD/MARIPOSA ROAD	X	X	X
17	AUSTIN ROAD/ARCH ROAD	X	X	X
18	NEWCASTLE ROAD/ARCH ROAD	X	X	X
19	ARCH ROAD/SR 99 FRONTAGE		X	X
20	ARCH ROAD/SR 99 INTERCHANGE		X	
21	ARCH AIRPORT ROAD/QUANTAS LANE		X	X
22	AIRPORT WAY/ARCH ROAD		X	X
23	SR 99 SB RAMPS/FRENCH CAMP ROAD	X	X	X
24	SR 99 NB RAMPS/FRENCH CAMP ROAD	X	X	X
25	FARMINGTON ROAD/STAGECOACH ROAD	X	X	X
26	MARIPOSA ROAD/SR 99 W FRONTAGE ROAD	X	X	X

Source: TJKM Consultants, October 2006.

Table 8.1 Potable Water Demands

Land Use	Annual Water Use [1], Acre Feet Per Acre	Area Served, Acres			Demand [2]								
					Cal Water			City of Stockton			Total		
		Cal Water	City of Stockton	Total	Ave. Day, MGD	Max. Day, MGD [5]	Peak Hour, GPM [5]	Ave. Day, MGD	Max. Day, MGD [5]	Peak Hour, GPM [5]	Ave. Day, MGD	Max. Day, MGD [5]	Peak Hour, GPM [5]
Village Residential Estate	2.8	9.80	42.60	52.40	0.024	0.050	63.33	0.106	0.223	279.72	0.131	0.275	345.69
Village Low Density Res.	2.8	355.90	531.00	886.90	.0890	1.869	2,348.61	1.327	2.787	3,501.81	2.217	4.656	5,580.42
Village Medium Density Res.	2.8	258.00	264.62	522.62	0.645	1.355	1,702.08	0.661	1.388	1,744.31	1.306	2.743	3,446.39
Village High Density Res.	3.8	31.80	30.60	62.40	0.108	0.227	285.00	0.104	0.218	274.44	0.212	0.445	559.44
Village Center/ Commercial	1.5	33.70	59.00	92.70	0.045	0.090	125.00	0.079	0.158	219.44	0.124	0.248	344.44
Industrial	1.5	558.20	56.20	614.40	0.747	1.494	2,075.00	0.075	0.150	308.33	0.823	1.646	2,286.11
Business-Professional	1.5	57.30	0.00	57.30	0.077	0.154	213.89	0.000	0.000	0.00	0.077	0.154	213.89
Institutional/ Maintenance	2.0	23.20	20.40	43.60	0.041	0.086	108.19	0.036	0.076	95.00	0.078	0.156	205.83
Elementary/ High School	2.0	88.30	65.40	153.70	0.158	0.332	416.94	0.117	0.246	308.75	0.274	0.548	723.06
College	2.0	0.00	20.70	20.70	0.000	0.000	0.00	0.037	0.078	97.64	0.037	0.074	97.64
Parks [2]	0.0	93.30	113.02	206.32	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Recharge Basin	0.0	18.60	0.00	18.60	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Open Space [2]	0.0	165.80	163.70	329.50	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Private Recreation Center	3.0	0.00	24.00	24.00	0.000	0.000	0.00	0.064	0.128	177.78	0.064	0.128	177.78
Existing Residential	2.8	146.90	4.10	151.00	0.367	0.771	968.47	0.010	0.021	26.39	0.377	0.792	994.86
Public Utilities	2.0	3.20	0.00	3.20	0.006	0.012	16.67	0.000	0.000	0.00	0.006	0.012	15.83
Lakes [3]	0.0	82.90	87.60	170.50	0.000	0.000	0.00	0.000	0.000	0.00	0.000	0.000	0.00
Major Roads (VLDR/Misc.) [4]	2.8	225.29	174.87	400.16	0.563	1.182	1,485.69	0.437	0.918	1,153.19	1.000	2.100	2,638.89
Total		2,152.19	1,657.81	3,810.00	3.671	7.622	9,808.87	3.053	6.391	8,086.80	6.726	13.977	17,900.27

Table 8.2 Non-Potable Water Demands			
Land Use	**Annual Water Use* (Acre-Feet Per Acre)**	**Area Served (Acres)**	**Average Demand (Acre-Feet Per Year)**
Lakes**	7.0	192.8	1,349.60
Neighborhood and Community Parks**	3.0	206.3	618.90
Open Space	3.0	329.5	988.50
Totals		**728.6**	**2,957.00**

Table 8.3 Wastewater Generation Rates: System 8 Service Area (Phase 1 and Total PWWF)				
Land Use	**Phase 1 Gross Acreage**	**Total Gross Acreage**	**Wastewater Generation (MGD) [1]**	
			Phase 1 PWWF	**Total PWWF**
Residential	592.0	1,524.3	3.30	6.73
Commercial	59.0	92.7	0.50	0.68
Educational	33.0	174.4	0.16	0.68
Industrial	9.8	671.7	0.07	4.33
Parks/Recreational/Open Space	197.9	559.8	0.19	0.42
Institutional	20.4	43.6	0.14	0.23
Miscellaneous [2]	76.3	743.5	0.03	1.05
Totals	**988.4**	**3,810.0**	**4.39**	**14.12**

Table 8.4 Project Student Generation			
Grade Level	**Single-Family Units**	**Multi-Family Units**	**Total Students**
Elementary School	5,000	258	5,258
High School	1,831	63	1,894
Total	**6,831**	**321**	**7,152**

Table 9.1 Regional Park, Community Parks, Neighborhood Parks, and Greenbelts				
Phase	**Parks Req'd**	**Parks Planned**	**Over/Under**	**Parks per 1,000**
1	71.2	80.5	9.3	5.7
2	35.0	46.4	11.4	6.0
3	40.0	56.8	16.8	6.3
4	13.3	69.4	56.1	7.9
5	6.3	26.5	20.2	8.4
Total	**165.9**	**279.6**	**113.7**	**8.4 acres / 1,000**

Table 9.2 Parks and Open Space				
Phase	**Parks Req'd**	**Parks & OS Planned**	**Over/Under**	**Parks & Open Space per 1,000**
1	71.2	173.9	102.7	12.2
2	35.0	46.4	11.4	10.4
3	40.0	182.8	142.8	13.8
4	13.3	99.5	86.2	15.7
5	6.3	33.2	26.9	16.1
Total	**165.9**	**535.8**	**369.9**	**16.1 acres per 1,000 people**

Table 11.1 Residential Estates

Lot Size (minimum)	**43,560 sq. fht. or larger**
Area, Interior Lot	1 acre minimum
Width, Interior	150' minimum
Width, Corner	150' minimum

Maximum Permitted Density (Net)	
Average Density	1.0 DU / acre
Density Range	1.0-1.1 DU / acre
Structures per Lot	1 primary dwelling & 1 second or accessory unit

Setbacks/Separations (minimum)	
Front [1]	
Living Space	20' minimum
Porch	15' minimum
Garage [1]	30' minimum
Side Yard	
Interior	10' minimum
Exterior [3]	20' minimum
Rear Yard	
Primary Building	30' minimum
Secondary Building	10' for one story; 20' for two story
Detached Garage	10' for one story garage
Distance between Buildings	20' minimum

Coverage	
Site Coverage (all buildings)	50% maximum
Usable Open Space Coverage	30% of lot minimum

Height (maximum)	
Primary Building	35' maximum
Secondary Building	25'

Table 11.3 Low Density Lots

Lot Size (variable)	**3,600 - 6,000 sq. ft.**
Area, Interior Lot	3,600 sq. ft.
Area, Corner Lot	5,000 sq. ft.
Width, Interior	40′ minimum
Width, Corner	50′ minimum
Permitted Density (Net)	
Average Density	6.8 DU / acre
Density Range	3.0 - 8.7 DU / acre
Structures per Lot	1 primary dwelling & 1 second or accessory unit
Setbacks (minimum)	
Front	
Living Space	12′ (variable setback)
Porch	7′ minimum
Garage (entry / non entry side)	20′ / 12′
Side Yard	
Living Area (interior)	5′ one side or 10′ (zero lot line) [1]
Living Area (corner)	15′
Detached Garage/ Accessory Unit	3′ minimum
Attached/Detached Garages (corner side)	20′ / 10′
Rear Yard	
Living Area	15′ minimum
Attached Garage (no alley) / Corner Access	10′ / 5′
Detached Garage	4′
Patio Covers	7′
Coverage	
Interior Lot	35% for 2 story / 50% for 1 story
Corner Lot	40% for 2 story / 55% for 1 story
Height (maximum)	
Primary Building	35′ maximum
Parking	
Garage	2 spaces
Driveway	2 spaces

Table 11.4 Medium Density Lots

Lot Size (variable)	**4,500 sq. ft. or smaller**
Area, Interior Lot	2,100 sq. ft.
Area, Corner Lot	2,800 sq. ft.
Width, Interior	30' minimum
Width, Corner	40' minimum
Permitted Density (Net)	
Average Density	12.4 DU / acre
Density Range	8.8 - 17.4 DU / acre
Structures per Lot	1 primary dwelling & 1 second or accessory unit
Setbacks (minimum)	
Front	
Living Space	10'
Porch	6' minimum
Garage (entry / non entry side)	20' / 10'
Side Yard	
Living Area (interior)	4' one side or 8' (zero lot line) [1]
Detached Garage/ Accessory Unit	0'
Attached/Detached Garages	4'
Rear Yard	
Living Area	15' minimum
Attached Garage (no alley) / Corner Access	10' / 5'
Detached Garage	4'
Patio Covers	4'
Coverage	
Site Coverage	55% - 75%
Height (maximum)	
Primary Building	40' maximum
Parking	
Garage	2 spaces
Driveway	2 spaces
Open Space	
Private Open Space	per unit
Minimum Area	300 sq. ft.
Minimum Dimension	5'
Common Open Space	per unit
Minimum Area	400 sq. ft.

Notes:
[1] Maintenance easement required for zero lot line.

Table 11.5 High Density Lots

Lot Size (variable)	**6 acre minimum**
Area, Interior Lot	1 unit per 750 sq. ft.
Area, Corner Lot	600 sq. ft. - 1,350 sq. ft.
Width, Interior	350′
Width, Corner	400′
Permitted Density (Net)	
Average Density	26.3 DU / acre
Density Range	17.5 - 28.8 DU / acre
Structures per Lot	1 primary dwelling
Setbacks (minimum)	
Front	
Living Space	15′
Porch	7′
Garage (entry / non entry side)	20′ / 15′
Side Yard	
Living Area (interior)	4′ one side or 8′ (zero lot line) [1]
Detached Garage/ Accessory Unit	5′
Attached/Detached Garages	5′ / 5′
Rear Yard	
Primary Building	10′ minimum
Access from alley	2′ minimum
Coverage	
Site Coverage	75%
Height (maximum)	
Primary Building	45′ maximum or 3 stories
Parking	
Covered	2 spaces
Street	1 space (unmarked)
Open Space	
Private Open Space	per unit
Minimum Area	70 sq. ft.
Minimum Dimension	10′ depth
Common Open Space	per unit
Minimum Area	400 sq. ft.

Notes:

[1] Maintenance easement required for zero lot line.

Table 11.7 Commercial and Industrial Standards

Key	Lot Size (Min)	Front Setback	Side (Between Buildings)	Side (Adjacent to Residence)	Side (to Street)	Rear Set-back	Set-back to Sign	Height	Coverage	FAR	Landscaping, Parking, & Loading
Industrial (IL)	--	20′	15′	10′	10′	10′	10′	60′	60%	.30	Per City Zoning District Development Standards
Industrial (IG)	--	10′	15′	10′	10′	10′	10′	75′	60%	.40	

Table 13.1 Phasing Summary

	Phase 1	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Totals**
Residential Units	4,535	2,232	2,549	848	403	10,566
Commercial Square Footage	643,000	169,884	197,109	0	0	1,009,884
Industrial Square Footage	170,755	748,796	5,734,238	2,535,192	2,265,120	11,454,102
Schools	2 ES	1 HS, 1 ES	1 ES	1 ES	1 ES	5 ES, 1 HS
Park Acres	65.2	22.3	41.0	62.7	15.1	206.3
Open Space Acres	108.7	24.1	141.8	36.8	18.1	329.5
Total Population	14,242	7,007	8,003	2,662	1,265	33,180
Total Jobs	1,557	3,435	5,262	2,078	1,862	14,193
Other Major Land Uses	Library, Fire Station					

Table 13.1 Phasing Summary

	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Totals
Residential Units	4,298	2,449	2,438	974	403	10,562
Commercial Square Footage	642,510	169,884	197,109	0	0	1,009,503
Industrial Square Footage	170,755	748,796	6,232,566	2,563,070	2,265,120	11,980,307
Schools	2 ES	1 HS, 1 ES	1 ES	1 ES	1 ES	6 ES, 1 HS
Park Acres	63.8	29.7	63.0	24.9 ~~32.7~~	15.1	196.5 ~~204.3~~
Open Space Acres	107.0	24.1	138.5	38.2	18.1	325.9
Total Population	13,496	7,690	7,654	3,060	1,265	33,165
Total Jobs	1,557	3,435	5,660	2,100	1,862	14,615
Other Major Land Uses	Library, Fire Station					

Table 13.3 Infrastructure Cost Summary

Improvement	Estimated Costs	Non-MLSP Cost	Gross MLSP Cost	Measure K Funding / State Grants	Net MLSP Cost	Total Net MLSP Cost [1]
Major Roadway Improvements	$258,364,950	$72,000,000	$186,364,950	$35,000,000	$150,864,950	$205,780,000
Storm Drainage Improvements	$87,725,975	$0	$87,725,975	$0	$87,725,975	$119,657,000
Sanitary Sewer Improvements	$43,720,000	$0	$43,729,000	$0	$43,729,000	$59,646,000
Potable Water Improvements	$48,173,000	$0	$48,173,000	$0	$48,173,000	$65,708,000
Non-Potable Water Improvements	$33,760,000	$0	$33,760,000	$0	$33,760,000	$46,048,000
Park Improvements	$28,200,000	$0	$28,200,000	$0	$28,200,000	$38,465,000
Schools [3]	$311,860,000	$28,165,000	$283,695,000	$113,478,000	$170,217,000	$211,332,000
Land Acquisition	$266,650,000	$0	$266,650,000	$0	$266,650,000	$266,650,000
Other/Misc.– Street Related	$19,896,250	$0	$19,896,250	$0	$19,896,250	$27,139,000
Other/Misc.– Joint Trench	$35,084,800	$0	$35,084,800	$0	$35,084,800	$47,855,000
Other/Misc.– Other	$23,700,000	$0	$23,700,000	$0	$23,700,000	$32,327,000
Total	**$1,157,143,975**	**$100,165,000**	**$1,056,978,975**	**$148,978,000**	**$908,000,975**	**$1,120,607,000**

1. The costs identified in this column include costs for engineering and surveying, construction staking, City plan check fees, and City inspection fees. These costs represent the total improvement costs for each category of improvement, except in the cases of Major Roadways and Schools. The total improvement costs for Major Roadways and Schools equals the costs identified in this column plus the total amount anticipated to be funded by other financing measures, including non-MLSP development, Measure K, and state grants.
2. The amount estimated to be funded by Measure K is based on current Measure K appropriations.
3. Includes land acquisition costs.
4. Assumes 40% of the gross MLSP cost for school facilities and land will be funded by state grants.

Source: Stantec Consulting, Inc.; Goodwin Consulting Group, Inc.

Table 13.4 Funding Table Summary

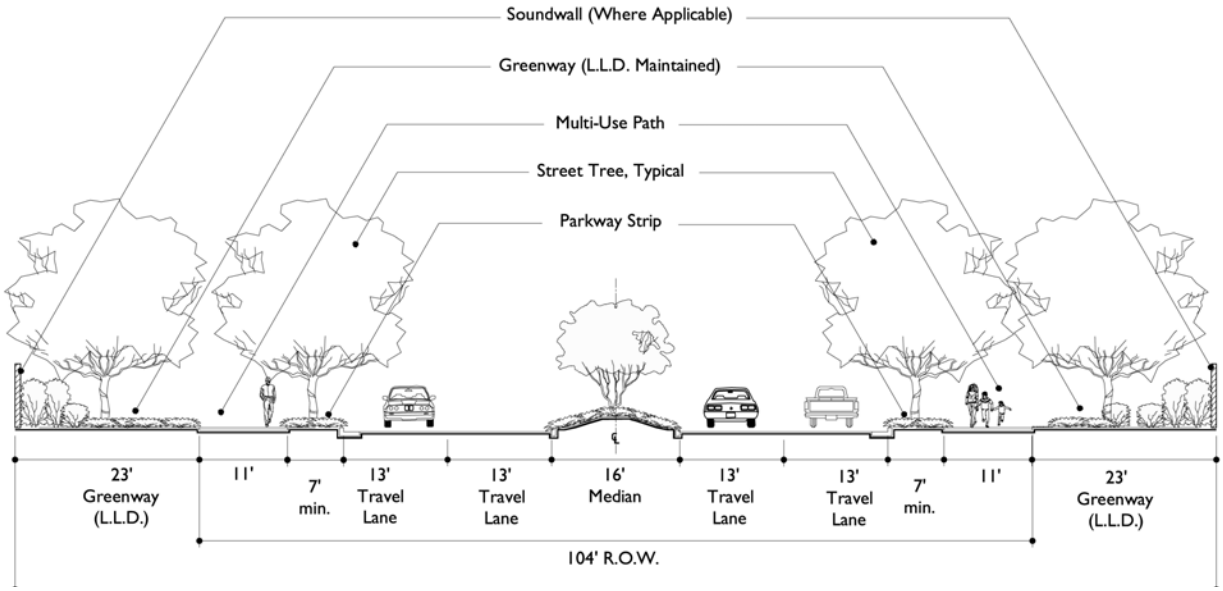
Improvement	Total Net MLSP Cost [2]	Financing Measures			Other Financing Measures	
		Proposed MLSP Fee	Developers/ Revenue Bonds	Mello-Roos Community Facilities District	Non-MLSP Development	Measure K / State Grants
Major Roadway Improvements	$205,780,000	$205,780,000	$0	$0	$72,000,000	$35,000,000 [3]
Storm Drainage Improvements [4]	$119,657,000	$0	$119,657,000	$0	$0	$0
Sanitary Sewer Improvements [4]	$59,646,000	$0	$59,646,000	$0	$0	$0
Potable Water Improvements [4]	$65,708,000	$0	$65,708,000	$0	$0	$0
Non-Potable Water Improvements [4]	$46,048,000	$0	$46,048,000	$0	$0	$0
Park Improvements	$38,465,000	$38,465,000	$0	$0	$0	$0
Schools [5]	$211,332,000	$21,260,000	$0	$190,072,000	$28,165,000	$113,478,000
Land Acquisition	$266,650,000	$266,650,000	$0	$0	$0	$0
Other/Misc..– Street Related	$27,139,000	$27,139,000	$0	$0	$0	$0
Other/Misc.– Joint Trench	$47,855,000	$47,855,000	$0	$0	$0	$0
Other/ Misc.–Other	$32,327,000	$32,327,000	$0	$0	$0	$0
Total	**$1,120,607,000**	**$639,476,000**	**$260,760,800**	**$220,370,220**	**$100,165,000**	**$148,978,000**

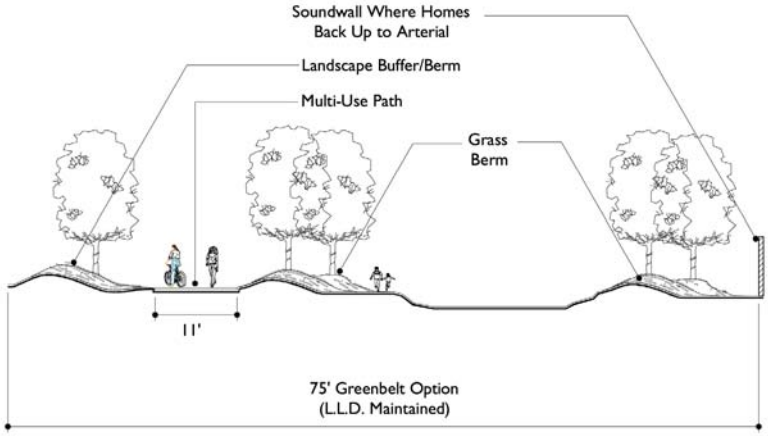
1. Excludes fee programs applicable to MLSP for which the Project's infrastructure obligation is expected to be satisfied through fee payments (e.g., Public Facilities Fee).
2. The costs identified in this column include costs for engineering and surveying, construction staking, City plan check fees, and City inspection fees. These costs represent the total improvement costs for each category of improvement, except in the cases of Major Roadways and Schools. The total improvement costs for Major Roadways and Schools equals the costs identified in this column plus the total amount anticipated to be funded by other financing measures, including non-MLSP development, Measure K, and state grants.
3. The amount estimated to be funded by Measure K is based on current Measure K appropriations.
4. Anticipated to be reimbursed to MLSP developers from revenue bonds and monthly rate charges
5. The total net MLSP cost for school improvements are anticipated to be funded through a combination of Mello-Roos Community Facilities District and the proposed MLSP fee in-lieu of paying school mitigation fees.

Source: Stantec Consulting, Inc.; Goodwin Consulting Group, Inc.

Revised Graphics

Figure 7.7 Arterial Road and Greenbelt





Note: 75' greenbelt along arterial road occurs in selected locations. Refer to Figure 7.6.

Figure 7.8 Village Entry

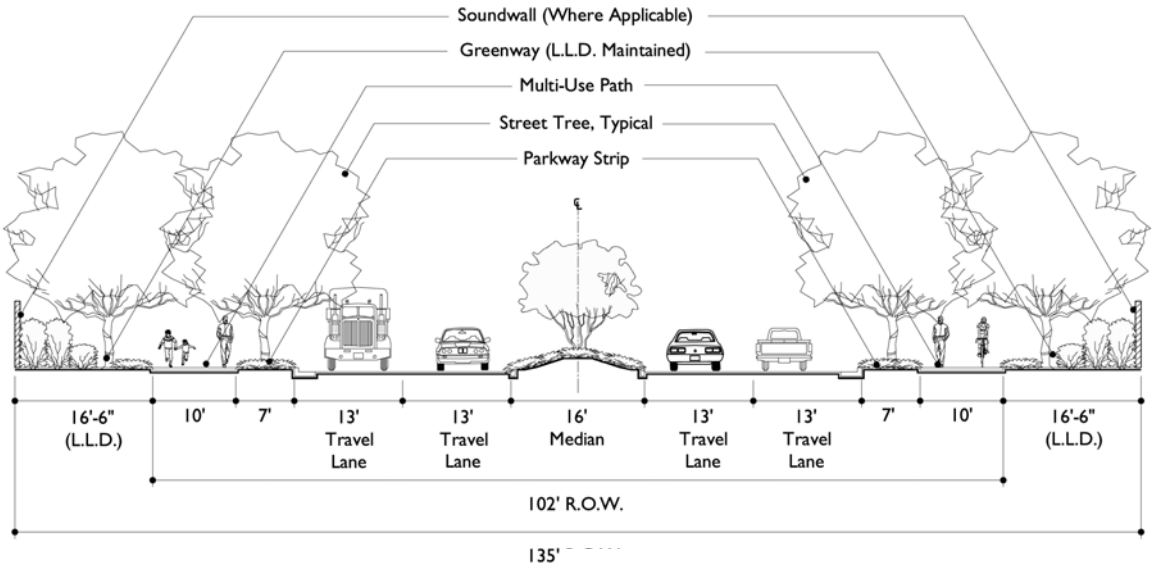


Figure 7.9 Back-Up Collector

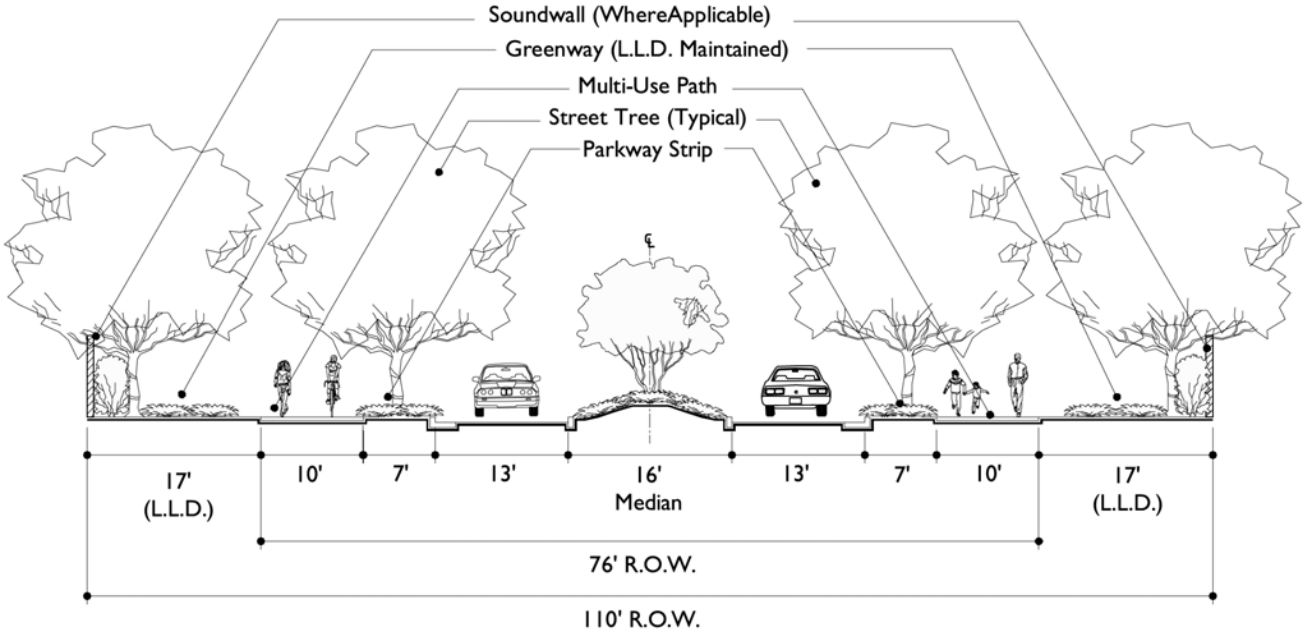


Figure 7.10-A Neighborhood Collectors

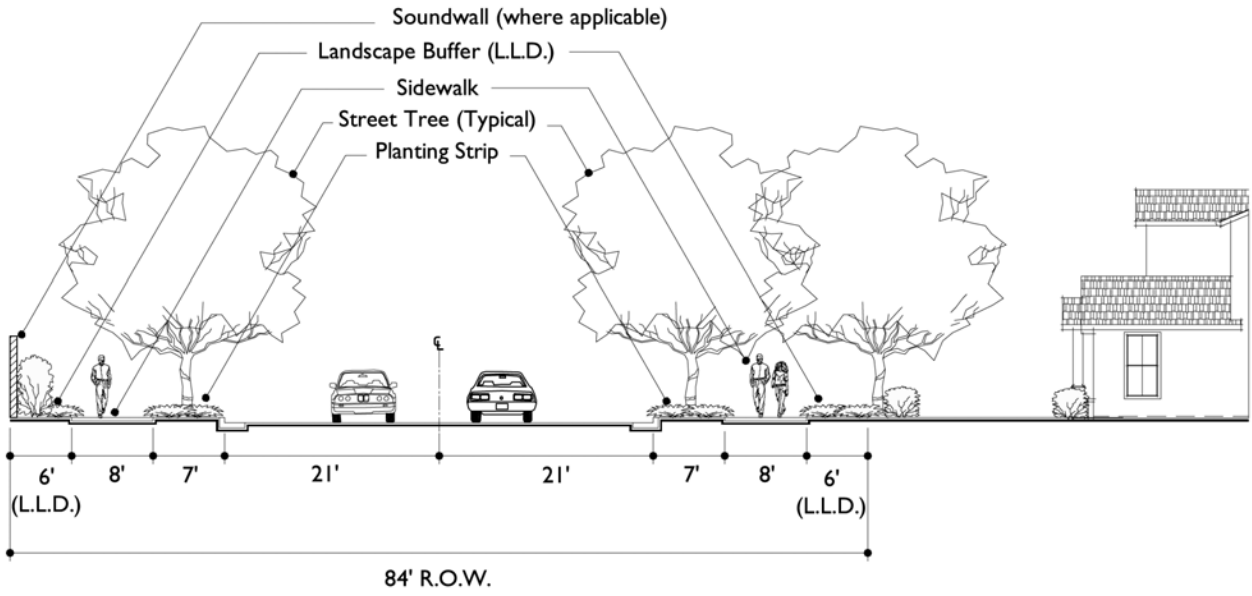


Figure 7.10-B Neighborhood Collectors

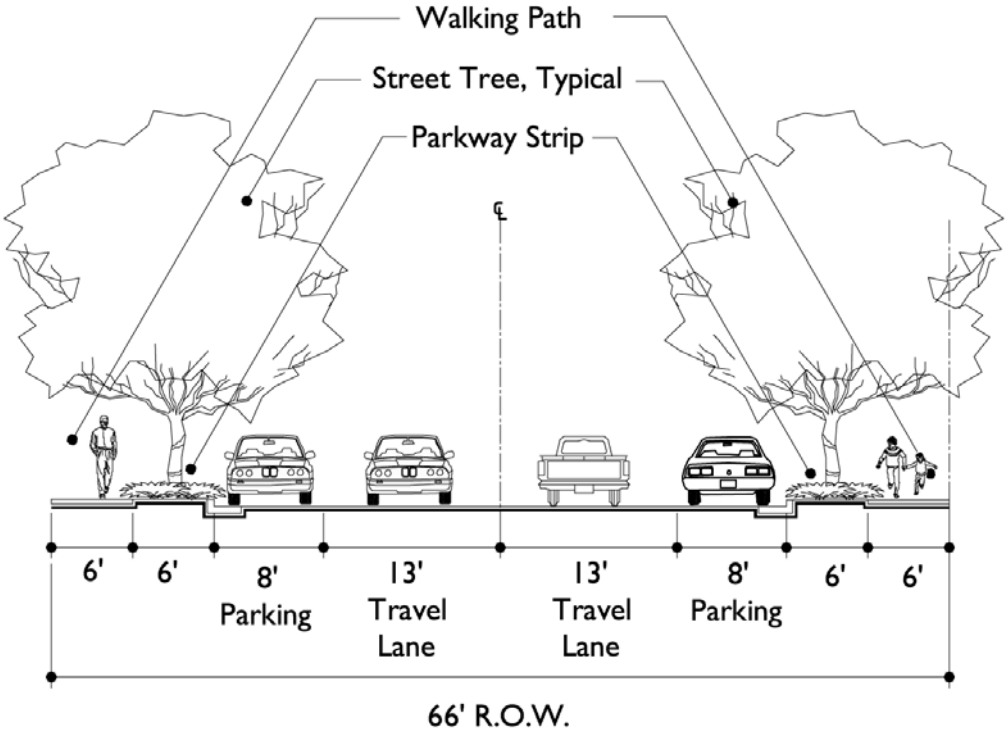


Figure 7.11 Local Industrial Street

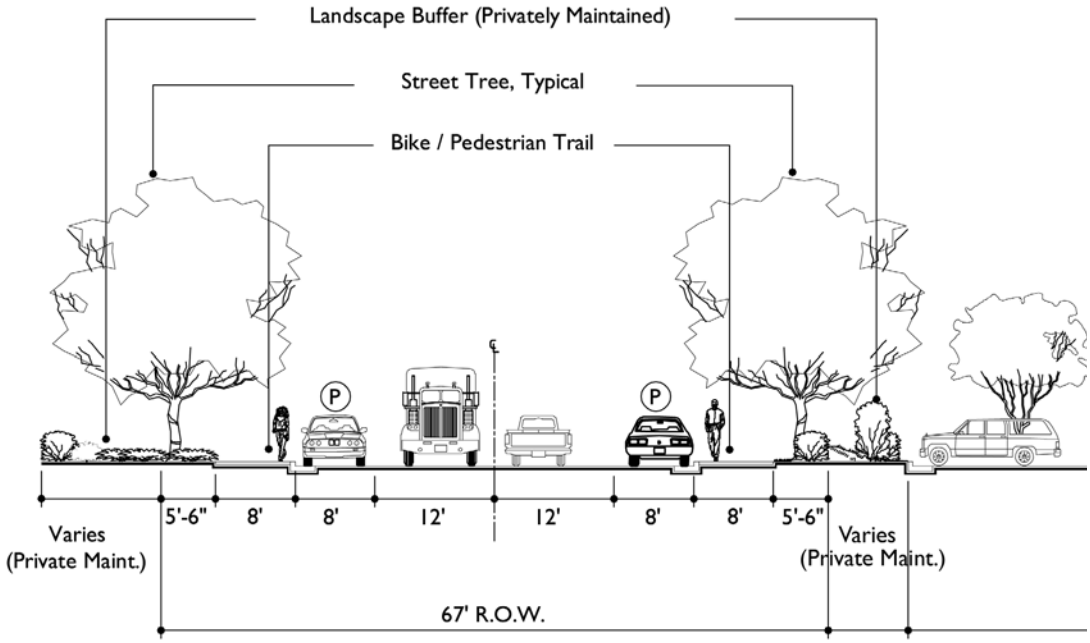


Figure 7.12-A Low Volume Residential Street

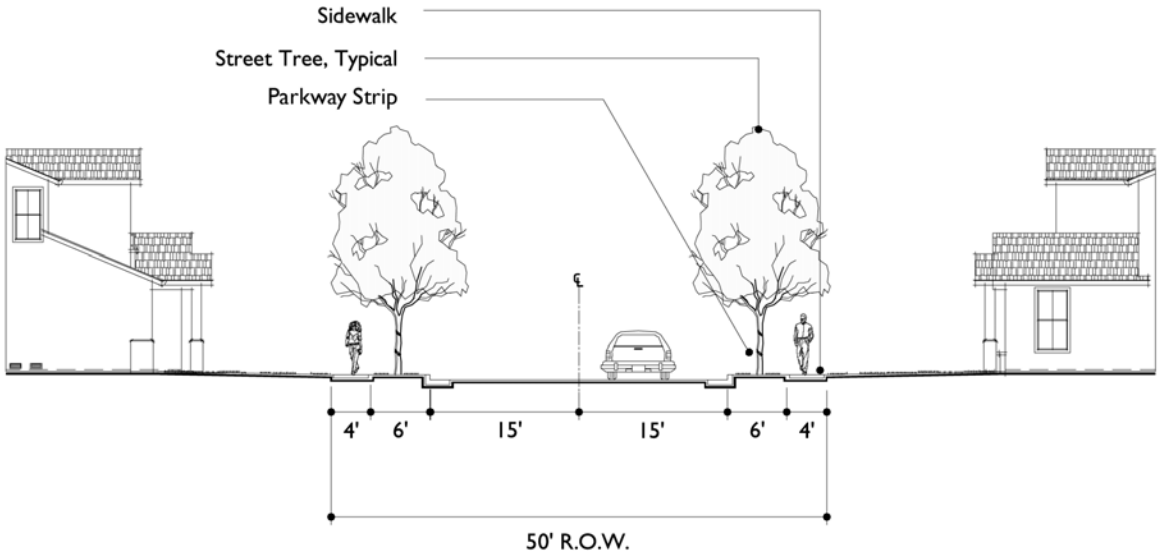


Figure 7.12-B Medium Volume Residential Street

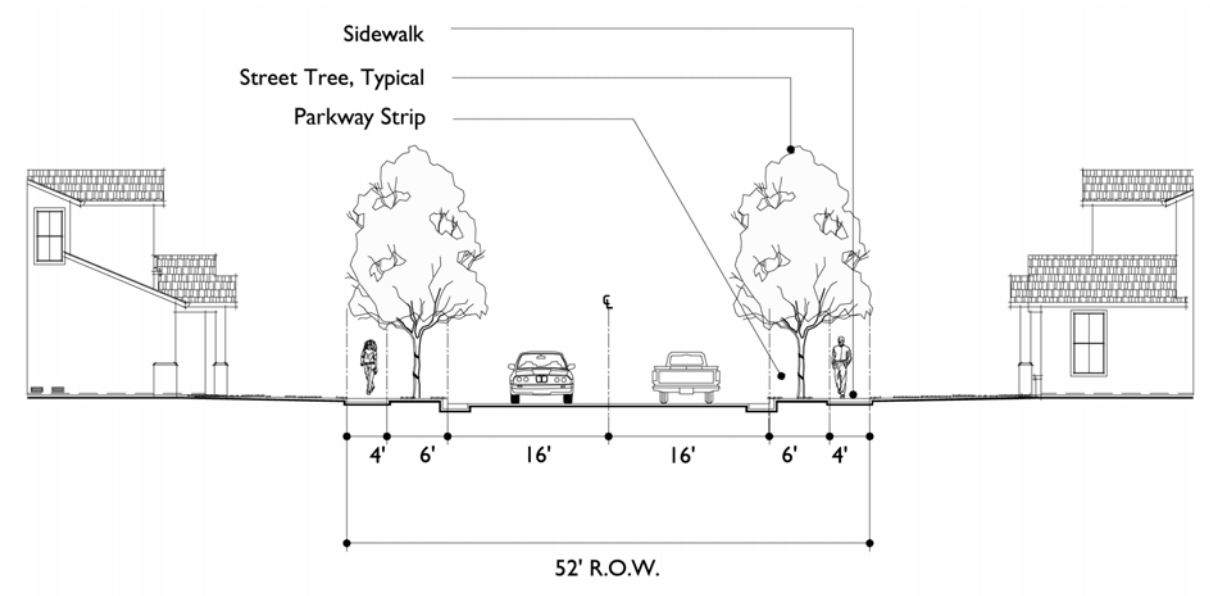
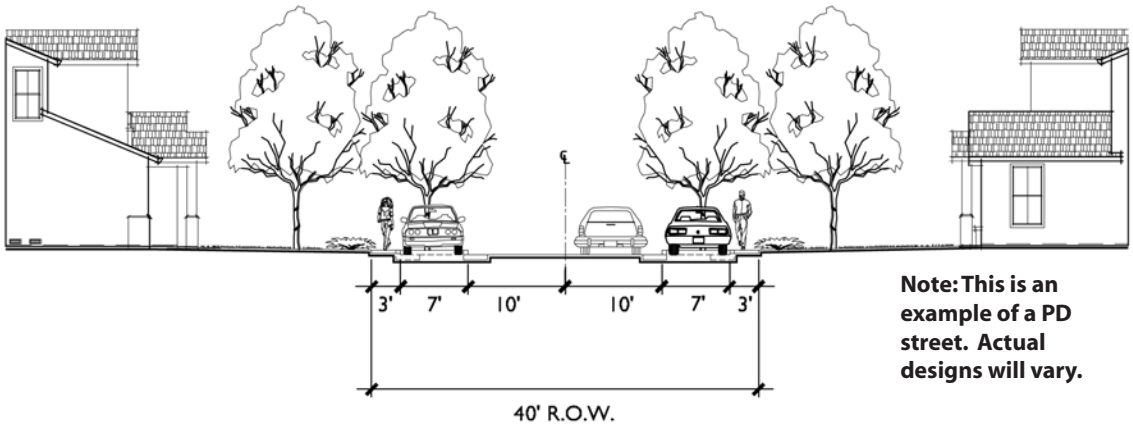
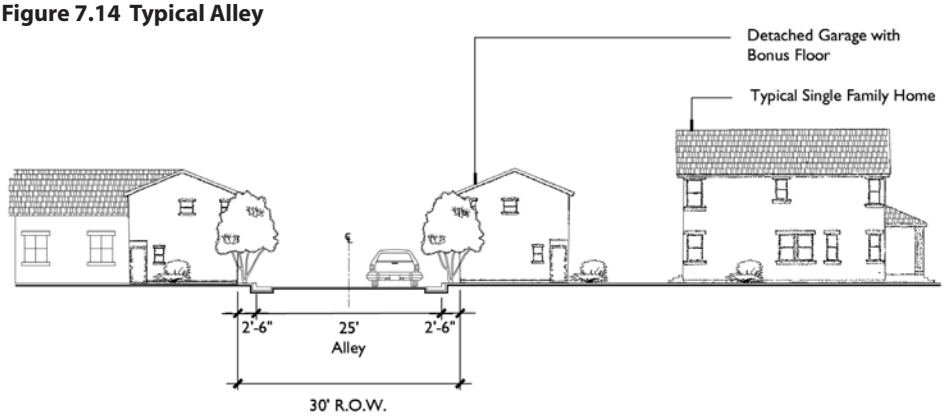


Figure 7.13 Planned Development Residential Street



Note: This is an example of a PD street. Actual designs will vary.

Figure 7.14 Typical Alley



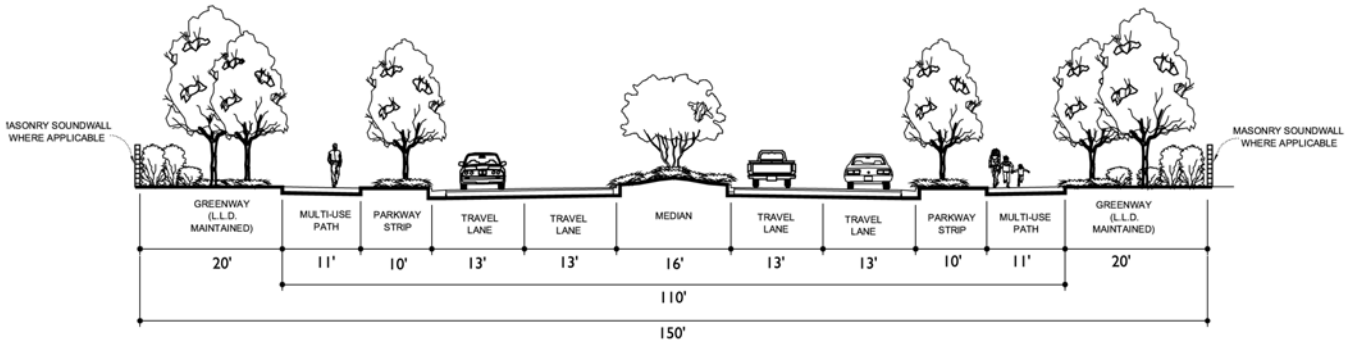
7.3.1 Boulevard ~~Minor~~ Arterial Streets

~~Minor arterial roads include Austin Road and Newcastle Road. Minor~~ Boulevard arterial ~~roads~~ streets will have ~~104'~~ a 150' right-of-way (ROW) and include the following elements:

- Two 13' travel lanes in each direction, including gutter
- 16' landscaped median
- 10' ~~7' planting~~ parkway strip
- 11' multi-use path ~~(can also be used by bicycles)~~
- ~~23'~~ 20' greenways on each side, maintained by a Landscape & Lighting District (LLD)
- Soundwalls, as necessary

~~Minor~~ Boulevard arterial ~~roads~~ streets are illustrated in Figure 7.7.

Figure 7.7 ~~Arterial Road~~ Boulevard Arterial Streets and Greenbelt

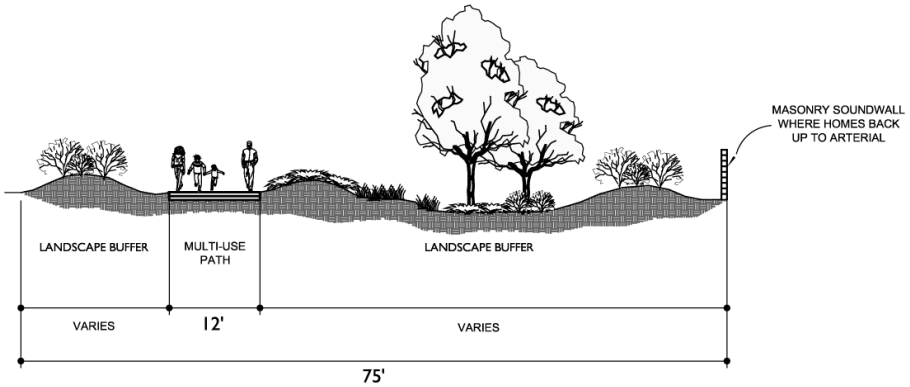


Signature roadways, as identified in Figure 7.6, ~~Certain minor arterial roads~~ will include a 75' enhanced, landscaped greenbelt ~~greenway to~~ that will be maintained by the LLD. ~~Arterials~~ Signature roadways with the greenbelt ~~the greenway option~~ will include a 12' multi-use path. ~~the following additional features:~~

~~• Landscape buffer/berm~~

~~• 11'12' multi-use path~~

~~• Grass areas and berms~~



~~*Note: 75' greenbelt along arterial road occurs in selected locations. Refer to Figure 7.6.*~~

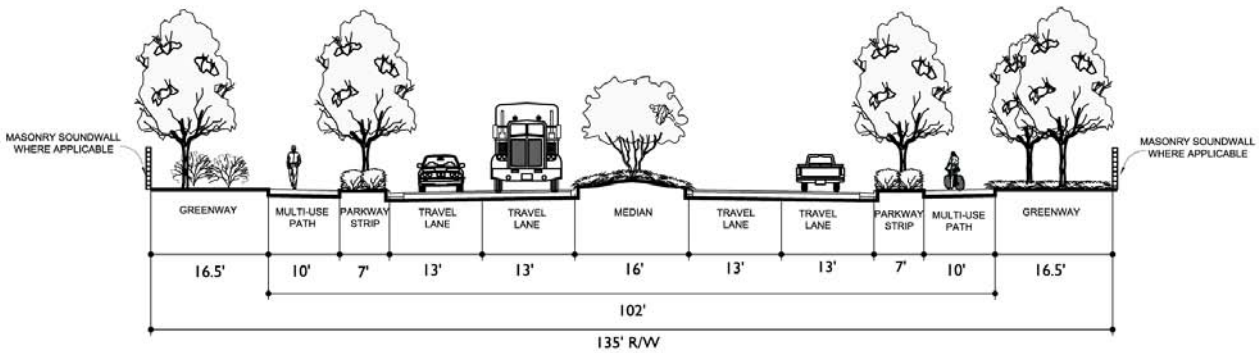
7.3.2 Village Entry Road

Village Entry Roads occur at major entrances to the Community. Village Entry Roads will have a ~~102'~~ 135' ROW and will include:

- Two 13' travel lanes in each direction, including gutter
- 16' landscaped median
- 7' ~~planting~~ parkway strips
- 10' multi-use path ~~(can also be used by bicycles)~~
- 16.5' greenways on each side, maintained by a LLD
- Soundwalls, as necessary

Village Entry Roads are illustrated in Figure 7.8.

Figure 7.8 Village Entry Road



7.3.3 Back-Up Collectors

Some collector streets are referred to as back-up collectors because the rear yards of homes "back up" ~~against~~ to the ROW. Soundwalls protect the adjacent homes from excess noise that may be generated by the Collector. ROWs for back-up collectors vary between 106′ and 110′. ~~Back-up collectors are 76′ ROW roads in residential areas.~~ No on-street parking will be permitted. Two types of back-up collectors are illustrated below. During the Tentative Subdivision Mapping process, the best section will be identified dependent upon specific design considerations. Features of the back-up ~~Back-up~~ collectors will include:

- One 13′ travel lane in each direction, including gutter
- ~~16′~~ 22′ landscaped median with mountable curbs for emergency vehicles (Figure 7.9-A)
- ~~planting~~ Parkway strips
- 10′ multi-use path
- ~~17′ greenways~~ Greenways on each side, maintained by a LLD
- Soundwalls, as necessary

Back-up collectors are illustrated in Figures 7.9-A and 7.9-B.

Figure 7.9-A Back-Up Collector 1

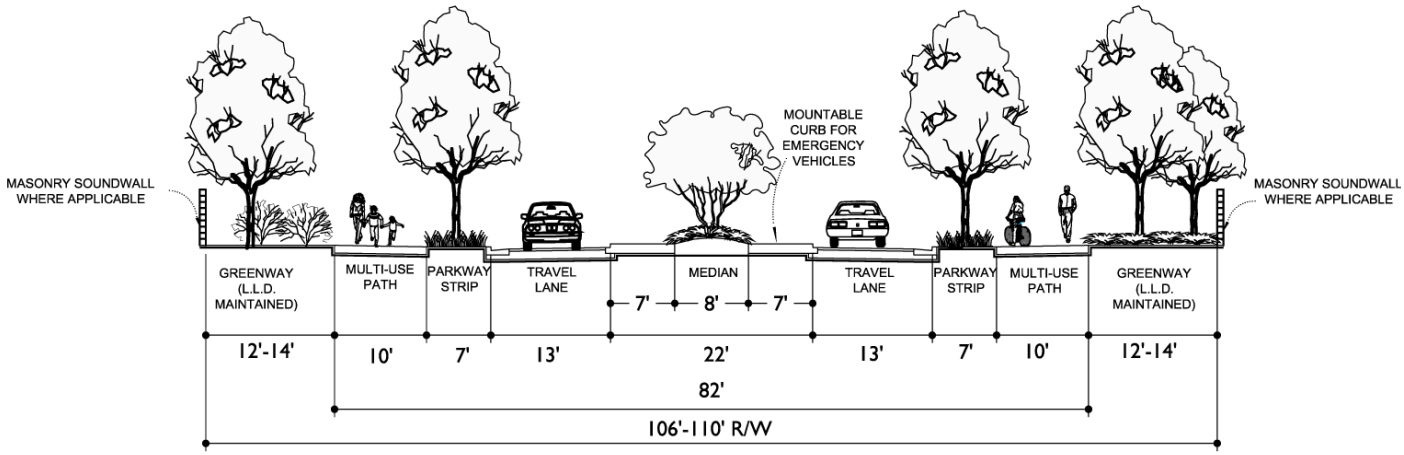
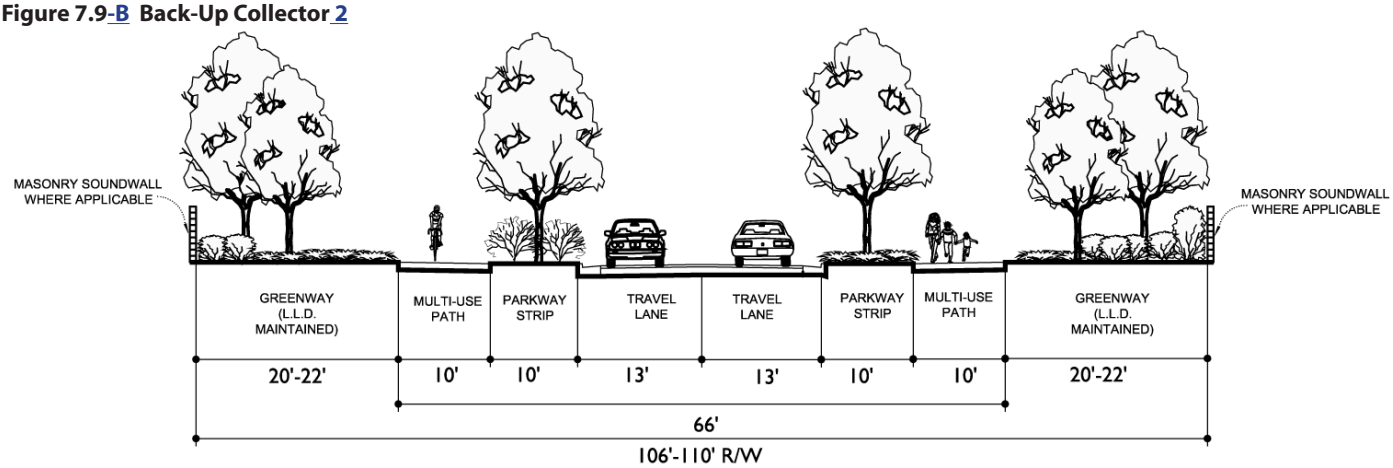


Figure 7.9-B Back-Up Collector 2



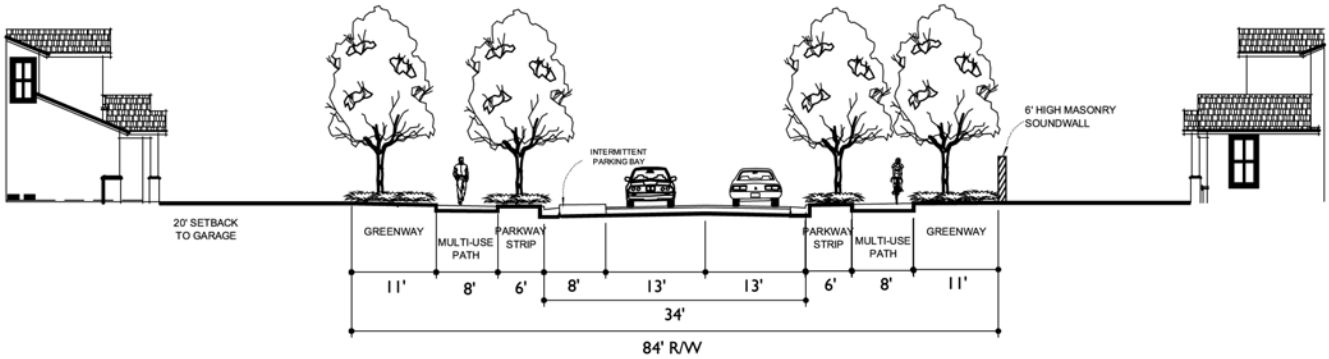
7.3.4 Neighborhood Collectors

Neighborhood collectors ~~roads~~ occur where residential development is located around civic uses, such as parks and schools. Neighborhood collectors allow intermittent on-street parking. Neighborhood collectors will have an 84′ ROW or 66′ ROW. The 84′ ROW and will include:

- One 13′ travel lane in each direction
- 8′ ~~parking lane (both sides, including gutter)~~ intermittent parking bays
- ~~No median~~
- ~~7′ planting strips~~ 6′ parkway strips
- 8′ ~~sidewalk~~ multi-use paths
- ~~8′~~ 11′ greenways on each side, maintained by a LLD
- Soundwalls, as necessary

Neighborhood collectors with a ~~66′~~ 84′ ROW are illustrated in Figure 7.10-A.

Figure 7.10-A Neighborhood Collector~~s~~ 1

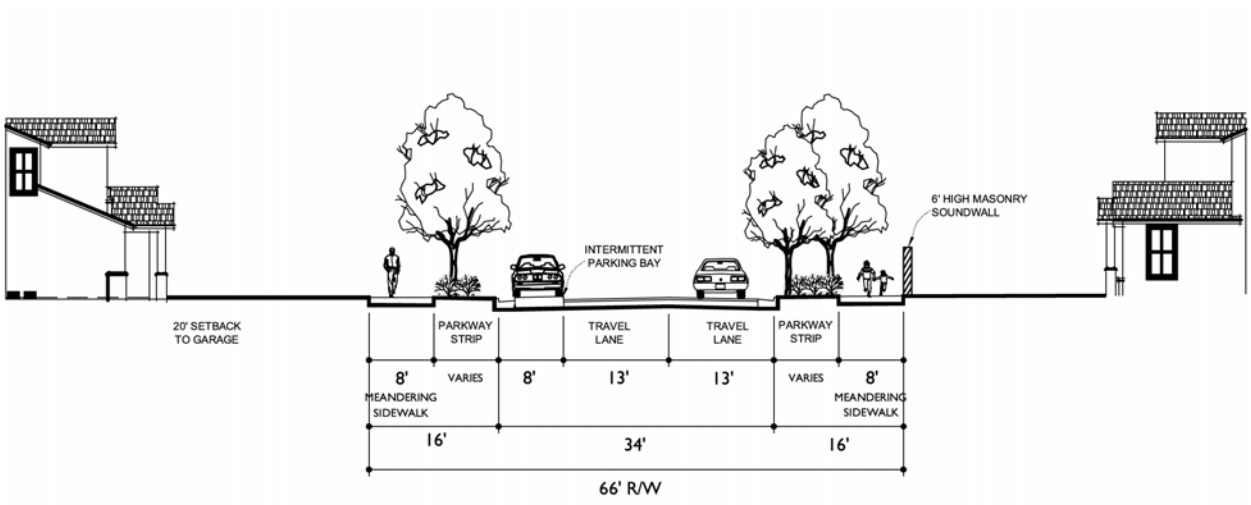


The 66′ ROW ~~and~~ will include:

- One 13′ travel lane in each direction
- 8′ intermittent parking bays ~~lane (both sides, including gutter)~~
- ~~No median~~
- ~~6′ planting strips~~ Varying dimension parkway strips
- ~~6′~~ 8′ meandering sidewalk

Neighborhood collectors with a 66′ ROW are illustrated in Figure 7.10-B.

Figure 7.10-B Neighborhood Collector~~s~~ 2



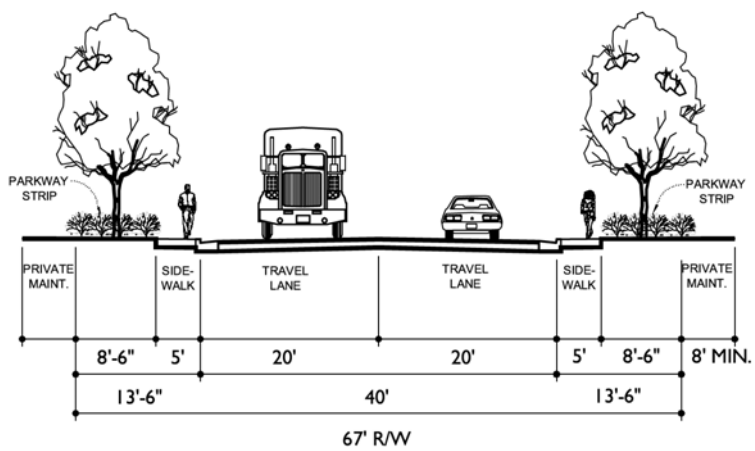
7.3.5 Local Industrial Streets

Local industrial streets will convey traffic through the industrial areas of Mariposa Lakes. The 67′ ROW will include:

- One ~~12′~~ 20′ travel lane in each direction
- ~~8′ parking lanes (both directions)~~
- ~~No median.~~
- ~~5′-6′ planting~~ 8′-6″ parkway strips
- ~~8′ multi-use path~~ 5′ sidewalk
- ~~Privately maintained greenways on each side, minimum 8′~~
- Soundwalls, as necessary

Local industrial streets are illustrated in Figure 7.11.

Figure 7.11 Local Industrial Street



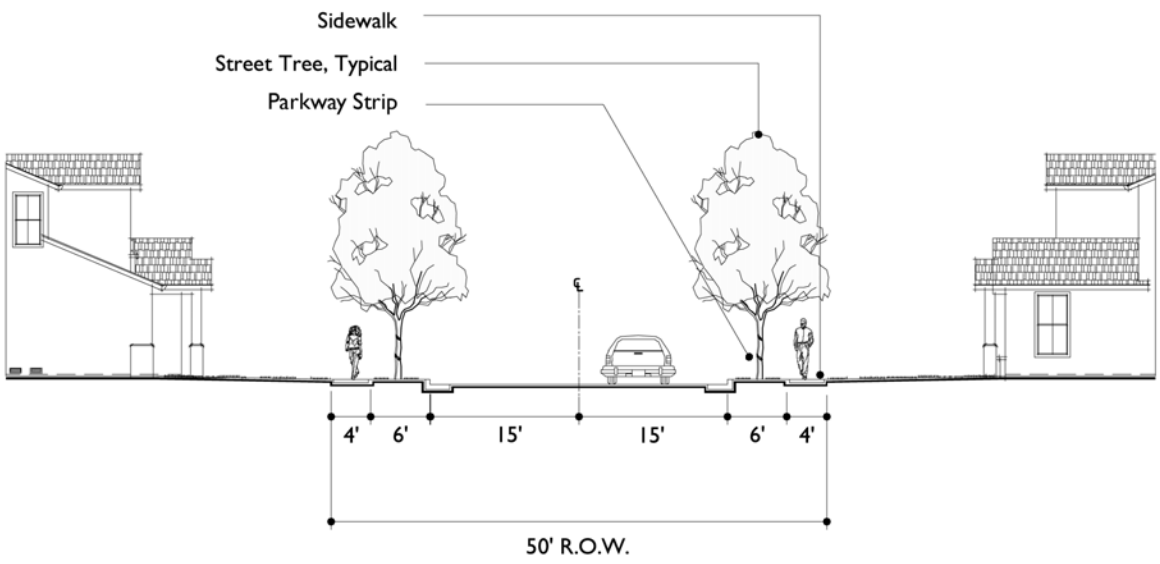
7.3.6 Low Volume Residential Streets

Low volume residential streets will be the primary roadway within residential areas. Low volume residential streets will have a~~n~~ ~~84′~~ 50′ ROW and will include:

- One ~~13′~~ 15′ travel lane in each direction
- ~~2′ gutters~~
- ~~No median strip~~
- 6′ ~~planting~~ parkway strips
- 4′ sidewalks

Low volume residential streets are illustrated in Figure 7.12-A.

Figure 7.12-A Low Volume Residential Street



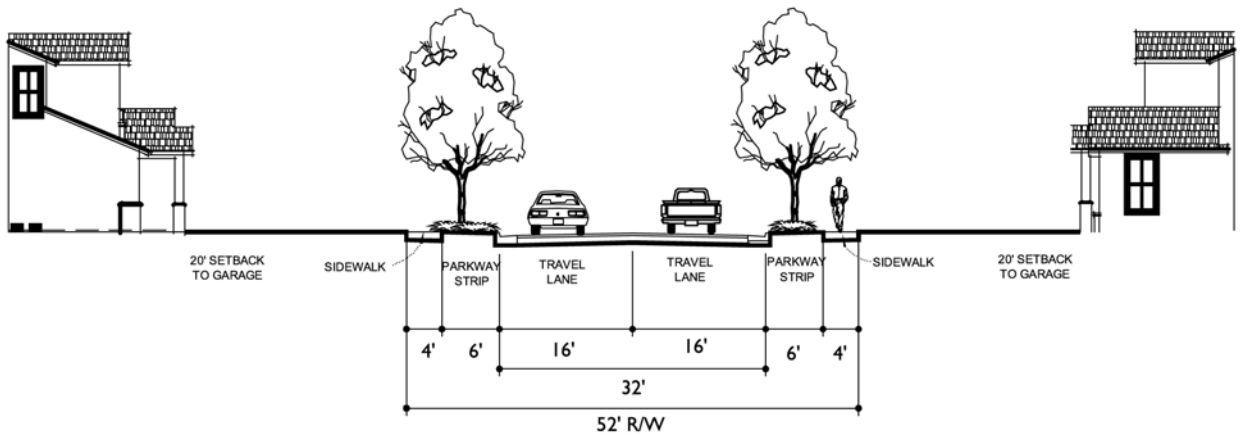
7.3.7 Medium Volume Residential Streets

Medium volume residential streets are located where traffic volumes dictate wider residential streets. Medium volume residential streets will have ~~an 84′~~ a 52′ ROW and will include:

- One ~~14′~~ 16′ travel lane in each direction
- ~~2′ gutters~~
- 6′ ~~planting~~ parkway strips
- 4′ sidewalks

~~Low~~ Medium volume residential streets are illustrated in Figure 7.12-B.

Figure 7.12-B Medium Volume Residential Street

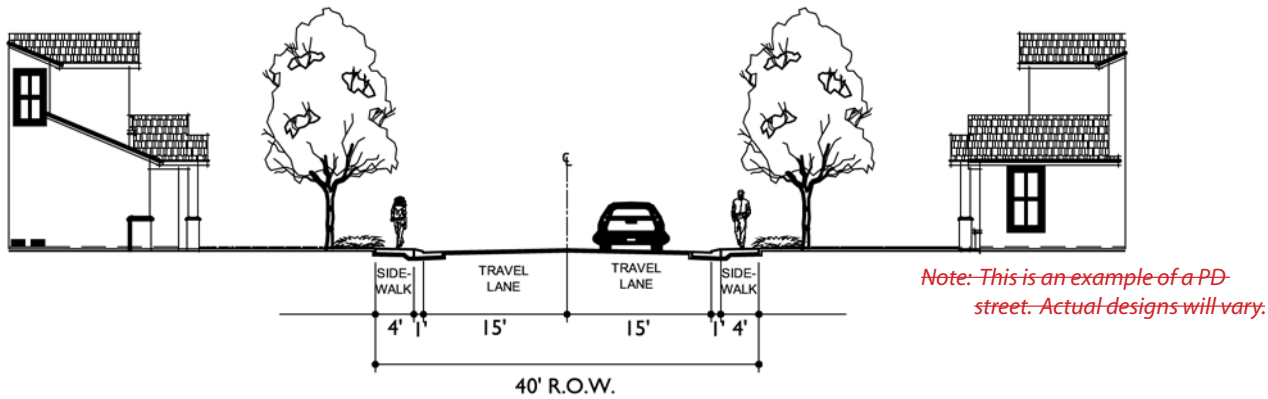


7.3.8 Private Planned Development Residential Street

Private planned development residential streets are the primary roadways within unique residential ~~PD~~ neighborhoods. These streets will be privately owned and maintained. The roads are narrower than typical low volume residential streets. Precise road ROWs will be determined with each PD tentative map application. ~~One example of a Planned Development residential street is illustrated in Figure 7.13.~~

- One 15′ travel lane in each direction
- Parallel parking on each side
- ~~3′~~ 4′ sidewalk

Figure 7.13 Private Planned Development Residential Street



7.3.9 Typical Private Alley

Alleys serving residential subdivisions will be privately owned and maintained. The ~~30′~~ 25′ ROW is illustrated in Figure 7.14.

Figure 7.14 Typical Private Alley

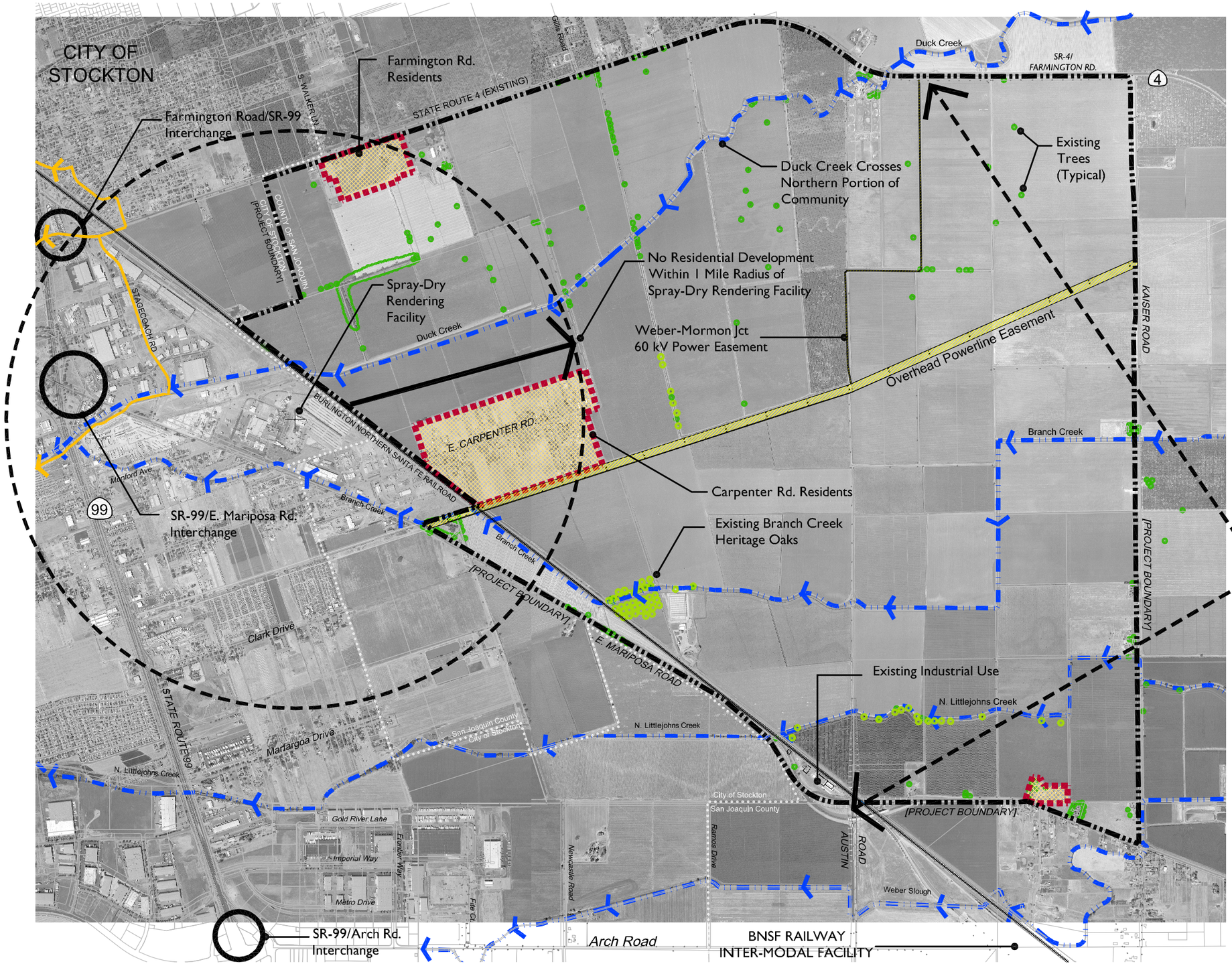
Figure 7.16 City of Stockton Bike Route Plan

Mariposa Lakes

Stockton, California

Constraints Map

Figure 3.5



Constraints Map Legend

Key	Description
	Project Site Boundary
	Existing Creeks
	Future City Class I Bike Path
	Existing Residential
	City/County Boundary
	Major Interchange
	Existing Trees
	Existing Heritage Oaks (Phase One)

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Walnut Creek, California 94596
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Facsimile: (925) 934-8053

SCALE:

0 900 1800 3600 5400

Mariposa Lakes

Stockton, California

Existing Circulation

Figure 3.7 - Existing Circulation

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SCALE:

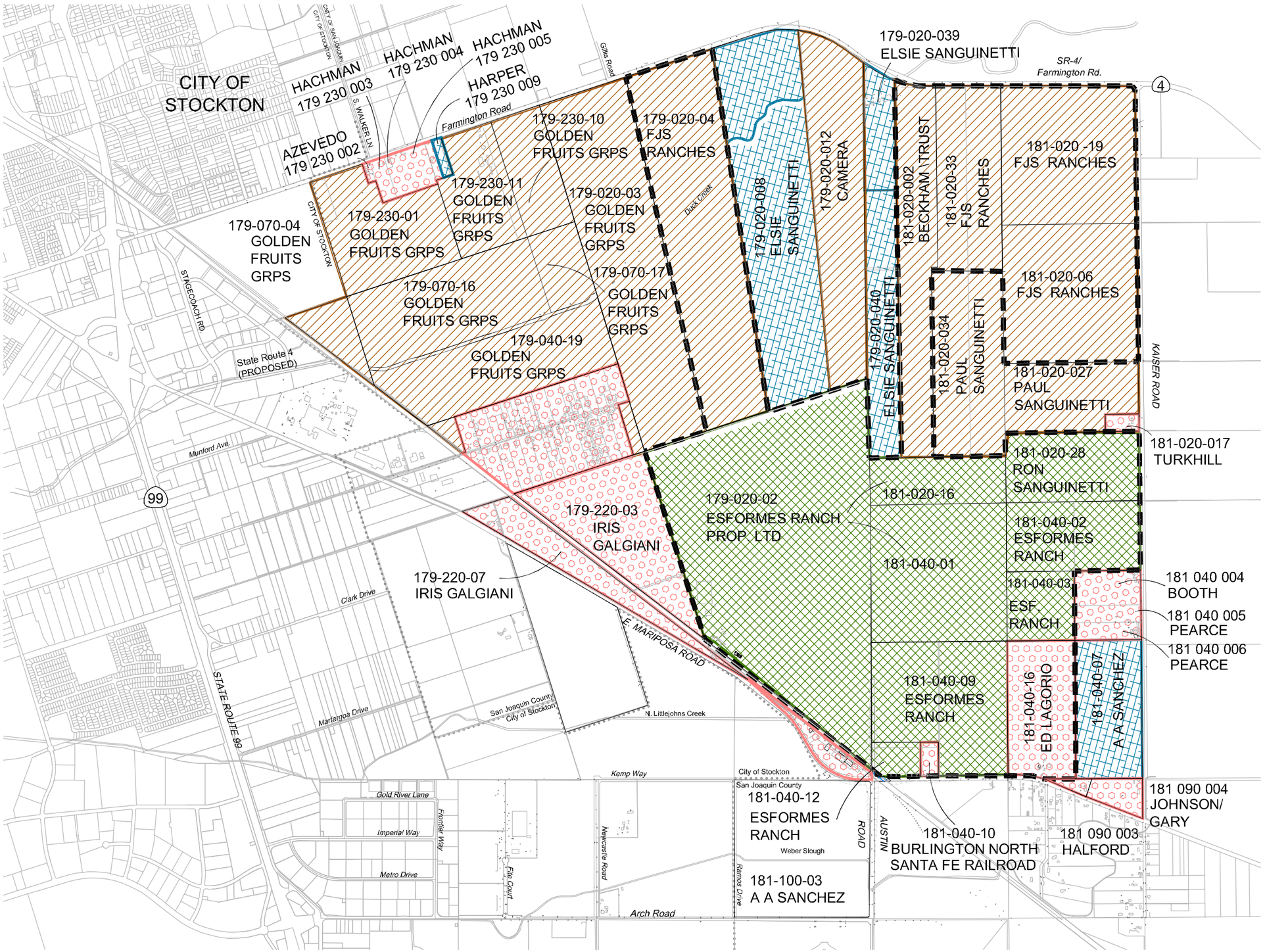
0 1200 2400 4800 7200

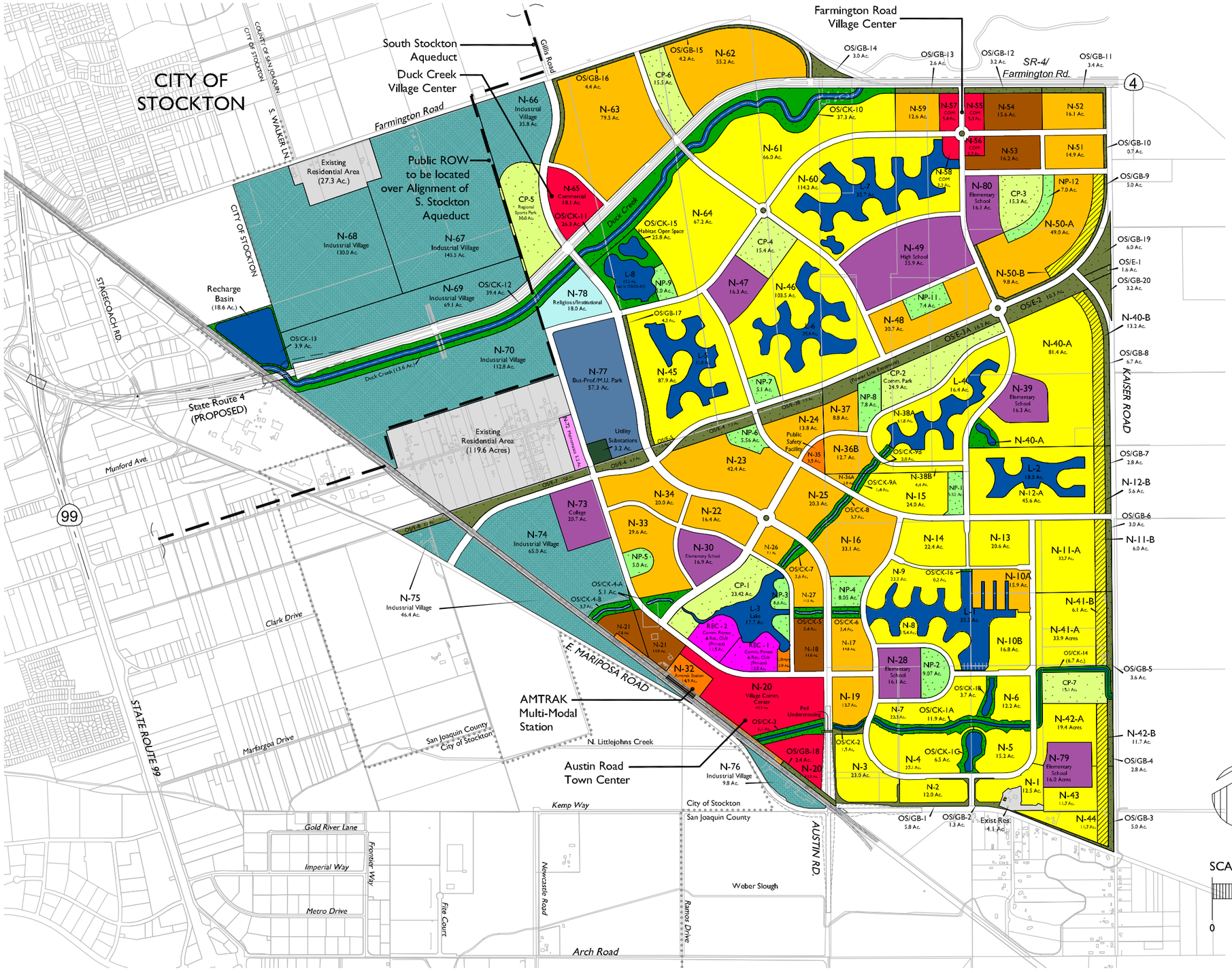
Mariposa Lakes

Stockton, California

Williamson Act Properties

Figure 3.9





Mariposa Lakes

Stockton, California

Land Use Map

Figure 4.3

Land Use Legend

Key	Land Use	Acres
	Village Residential Estate	52.4 ac
	Village Low Density Residential	886.9 ac
	Village Medium Density Residential	522.6 ac
	Village High Density Residential	62.4 ac
	Village Center/Commercial	92.7 ac
	Industrial	614.4 ac
	Business-Professional	57.3 ac
	Community/Neighborhood Parks	206.3 ac
	Private Sports Facility	24.0 ac
	Open Space	329.5 ac
	Elementary/High Schools	153.7 ac
	College	20.7 ac
	Library	2.0 ac
	Amtrak	14.9 ac
	Public Safety Facility	3.5 ac
	Maintenance Facility (HOA)	5.2 ac
	Religious Institution	18.0 ac
	PG & E Substation (Utilities)	3.2 ac
	Recharge Basin	18.6 ac
	Lakes 1-7	170.5 ac
	Existing Residential	151.0 ac
	Major Circulation (Roads & R.R.)	400.2 ac
	Total:	3,810 acres

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Mariposa Lakes

Stockton, California

Illustrative Plan

Figure 4.4

Note:
Illustrative Plan has been provided to show how Mariposa Lakes may be developed. This plan is based on the Land Use Plan and the proposed land uses shown in that plan. The Plan is not intended to propose specific lotting schemes, park layouts, or commercial developments. It is to convey a sense of the community that may not be evident in the Land Use Plan. More detailed preliminary plans will be created and presented to the City during the Tenative Map phase of the community's development.

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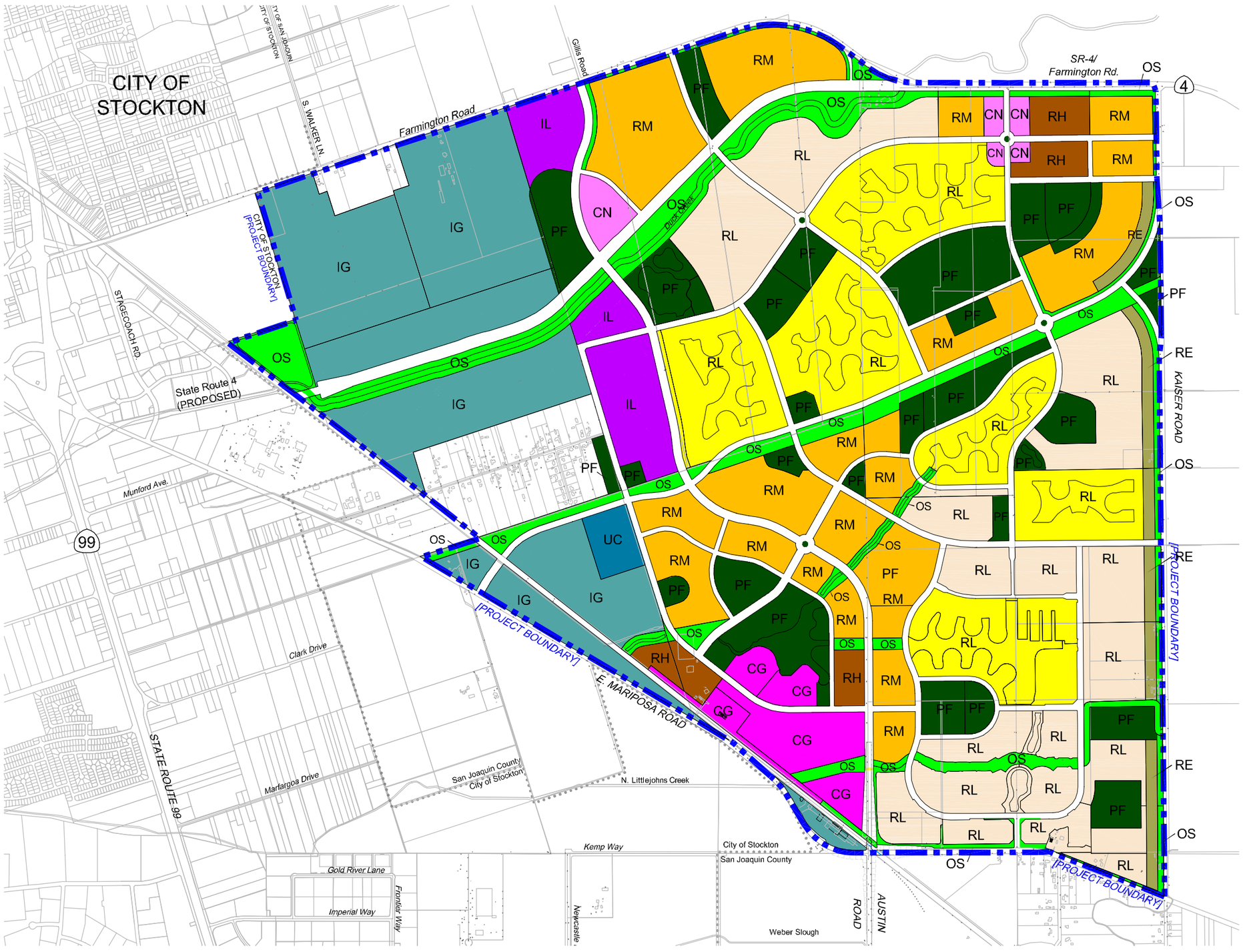
0 900 1800 3600 5400

Mariposa Lakes

Stockton, California

Proposed Zoning

Figure 4.15



Key	City Zoning
	City of Stockton Boundary
	Project Boundary
	CG - Commercial, General
	CN - Commercial, Neighborhood
	IG - Industrial, General
	IL - Industrial, Light
	OS - Open Space
	PF - Public Facilities
	RE - Residential, Estate
	RL - Resid., Low Density (Lake Oriented)
	RL - Resid., Low Density (Non-Lake)
	RM - Residential, Medium Density
	RH - Residential, High Density
	UC - University/College

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SCALE: 1" = 1800'

0 900 1800 3600 5400

Mariposa Lakes

Stockton, California

Existing Circulation

Figure 7.1

LAND PLANNER / LANDSCAPE ARCHITECT:

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SCALE:

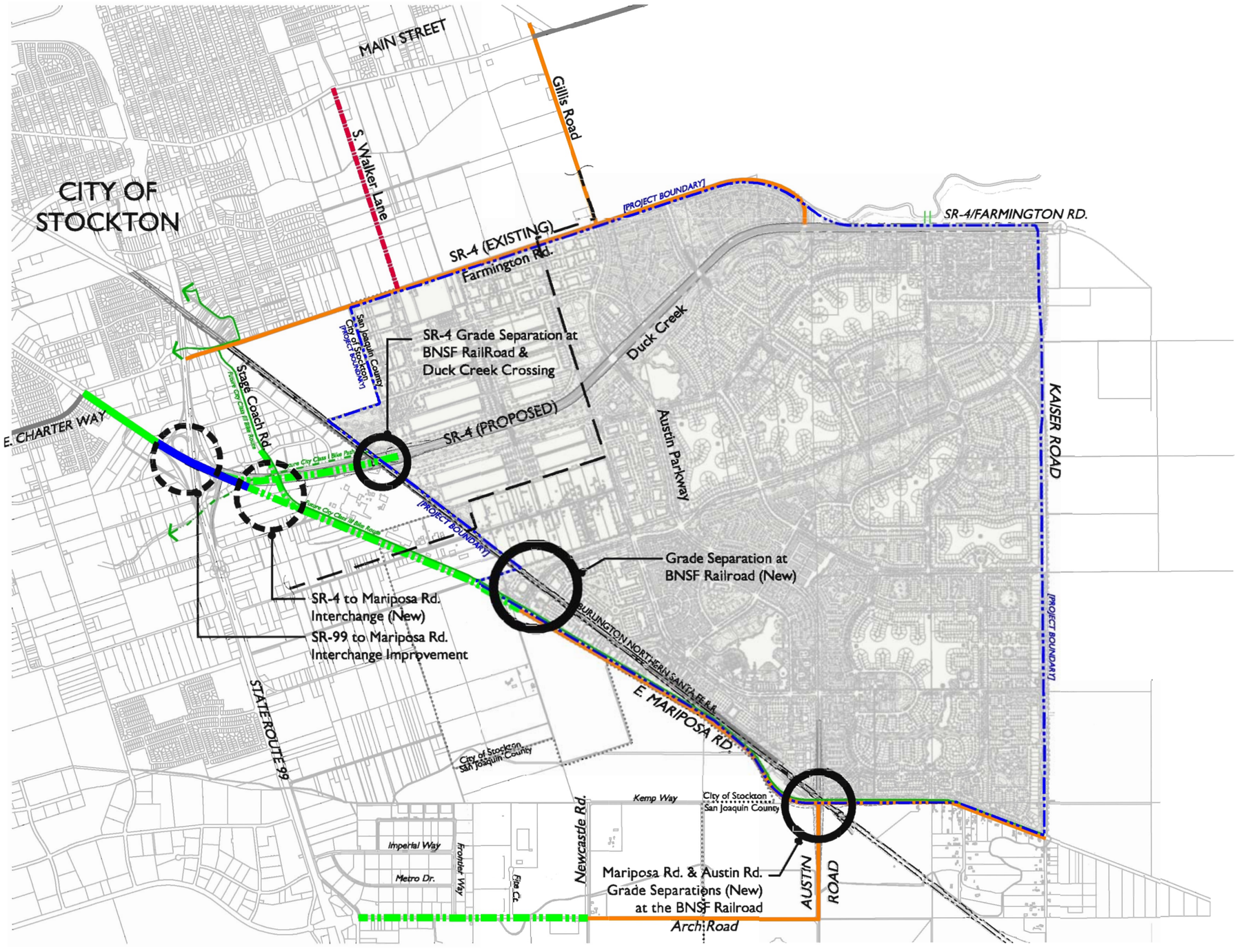
0 1200 2400 4800 7200

Mariposa Lakes

Stockton, California

Off-Site Transportation Improvements

Figure 7.2



Transportation Impacts Legend

Key	Street Profile
	Class I City Bike Trail
	Class III City Bike Route
	2 Lane Construction
	4 Lane Expansion
	6 Lane Expansion
	8 Lane Expansion
	Bike Path
	Intersection Expansion
	Railroad Grade Separation Structure

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SCALE:

0 1200 2400 4800 7200

Mariposa Lakes

Stockton, California

Proposed State Route 4 Realignment

Figure 7.3

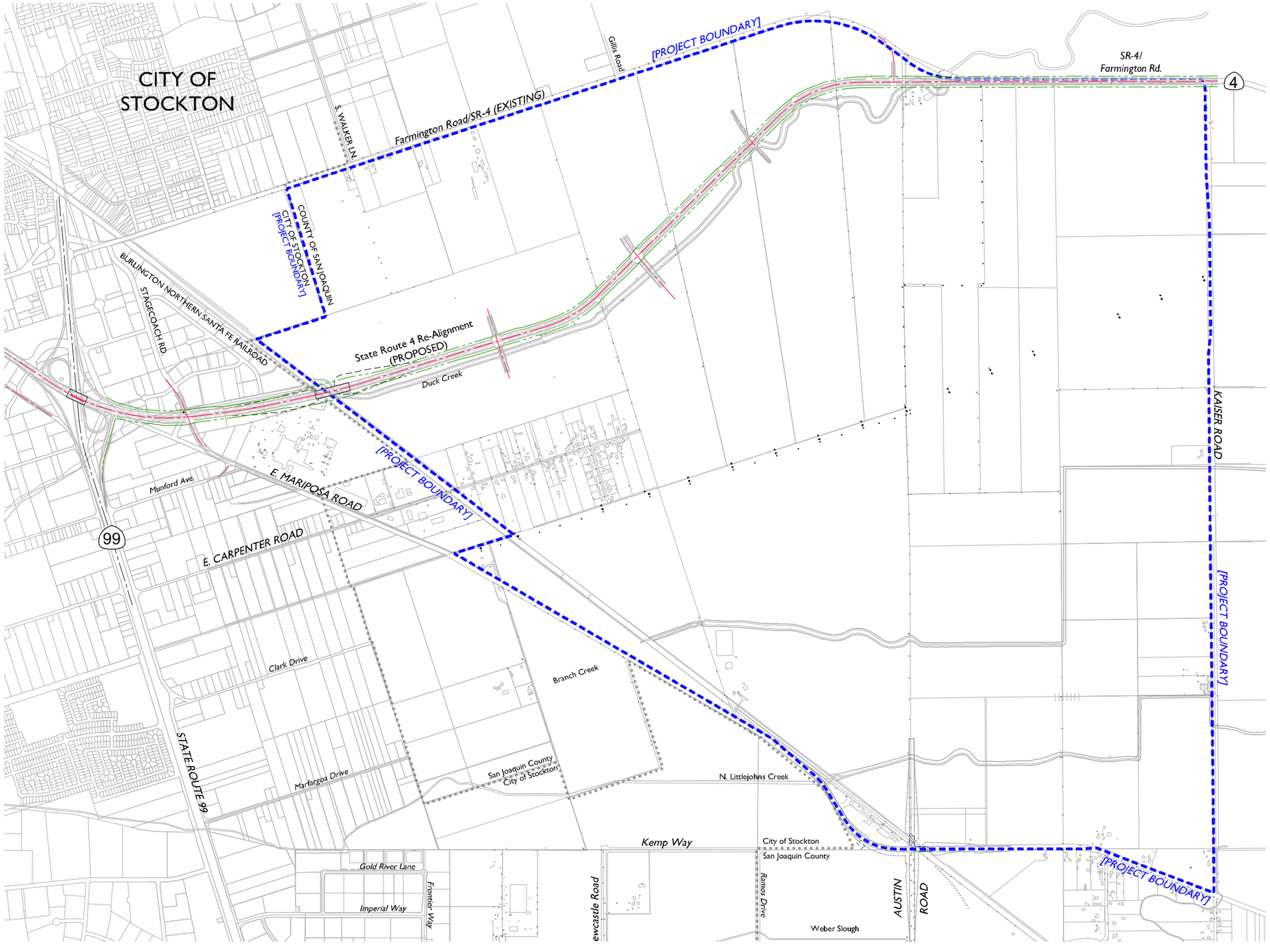


EXHIBIT PROVIDED BY CONSULTANT:
Stantec
1016 12th Street
Modesto, California 95354

N

SCALE:
0 900 1800 3600 5400

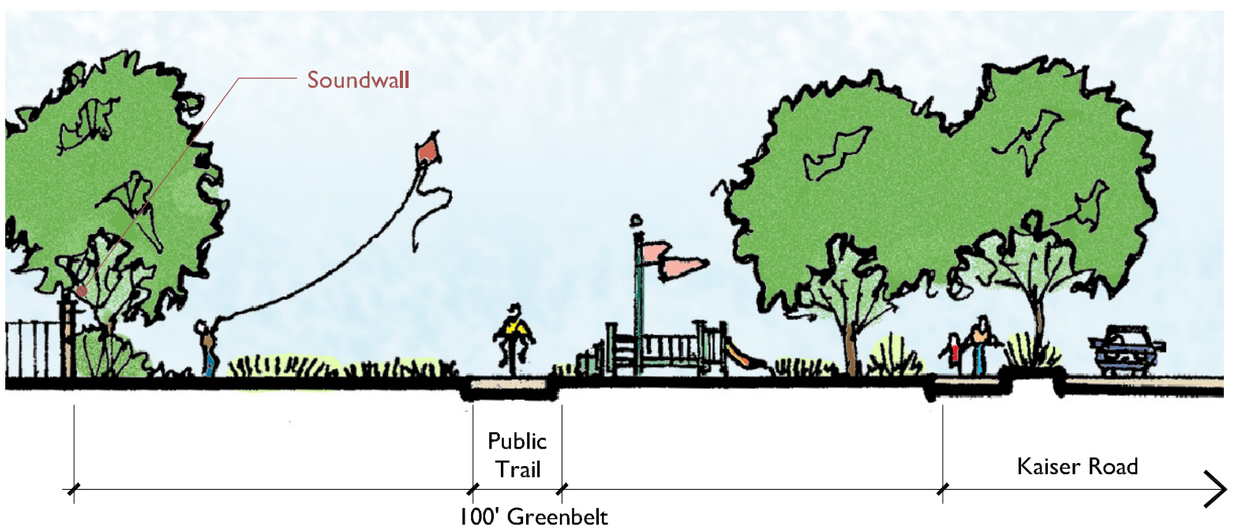
Mariposa Lakes

Stockton, California

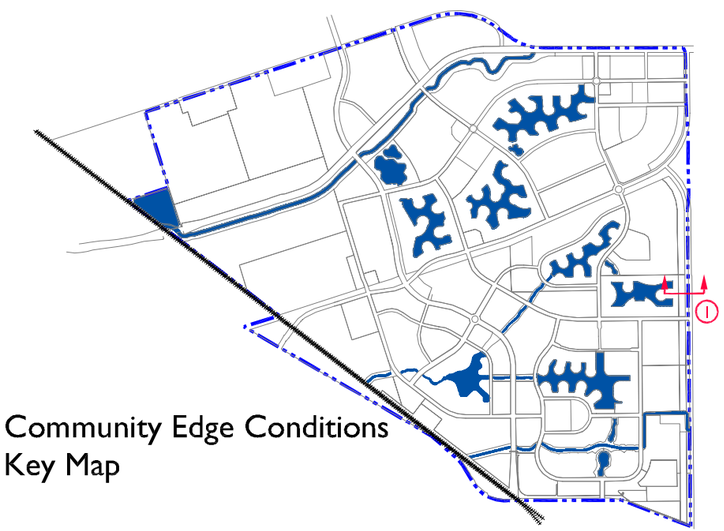
① Community Edge Conditions--Kaiser Road

Figure 7.4

① Kaiser Road Edge
Not to Scale



100' Greenway Trail Corridor - Enlargement
N.T.S.



Community Edge Conditions
Key Map

N.T.S.

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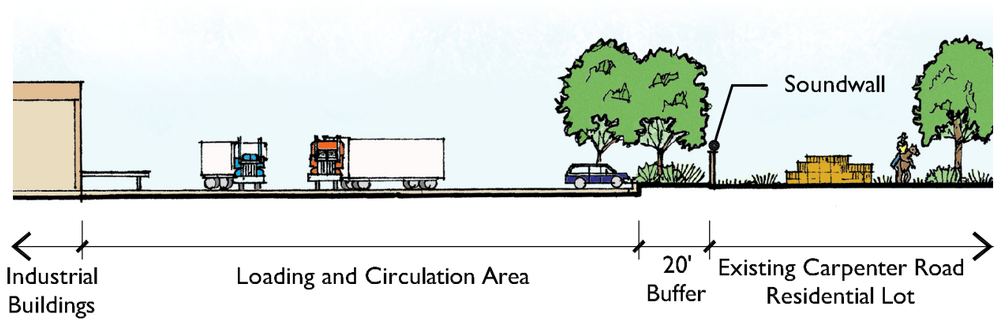
Mariposa Lakes

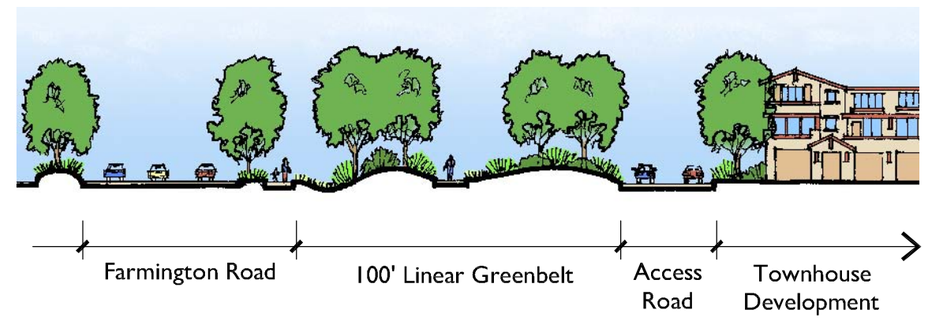
Stockton, California

② ③ ④ ⑤ Community Edge Conditions--Carpenter, Mariposa & Farmington Road

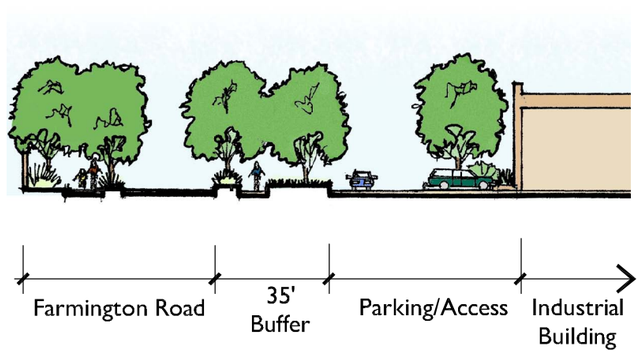
Figure 7.5



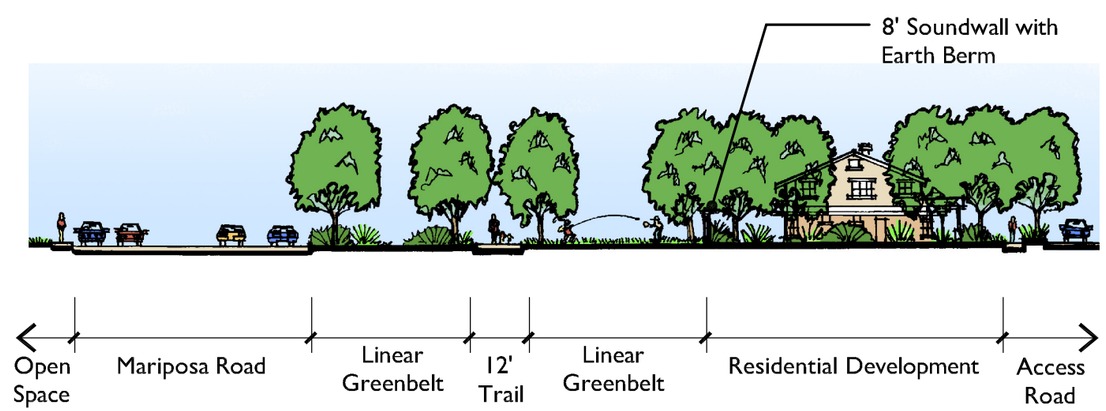
② Carpenter Road Edge
N.T.S.



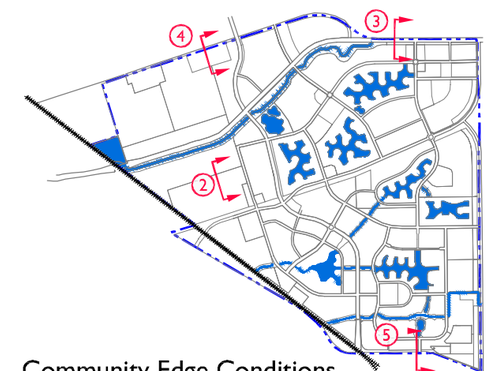
④ Farmington Road Edge 2
N.T.S.



③ Farmington Road Edge 1
N.T.S.



⑤ Mariposa Road Edge
N.T.S.



Community Edge Conditions Key Map

N.T.S.

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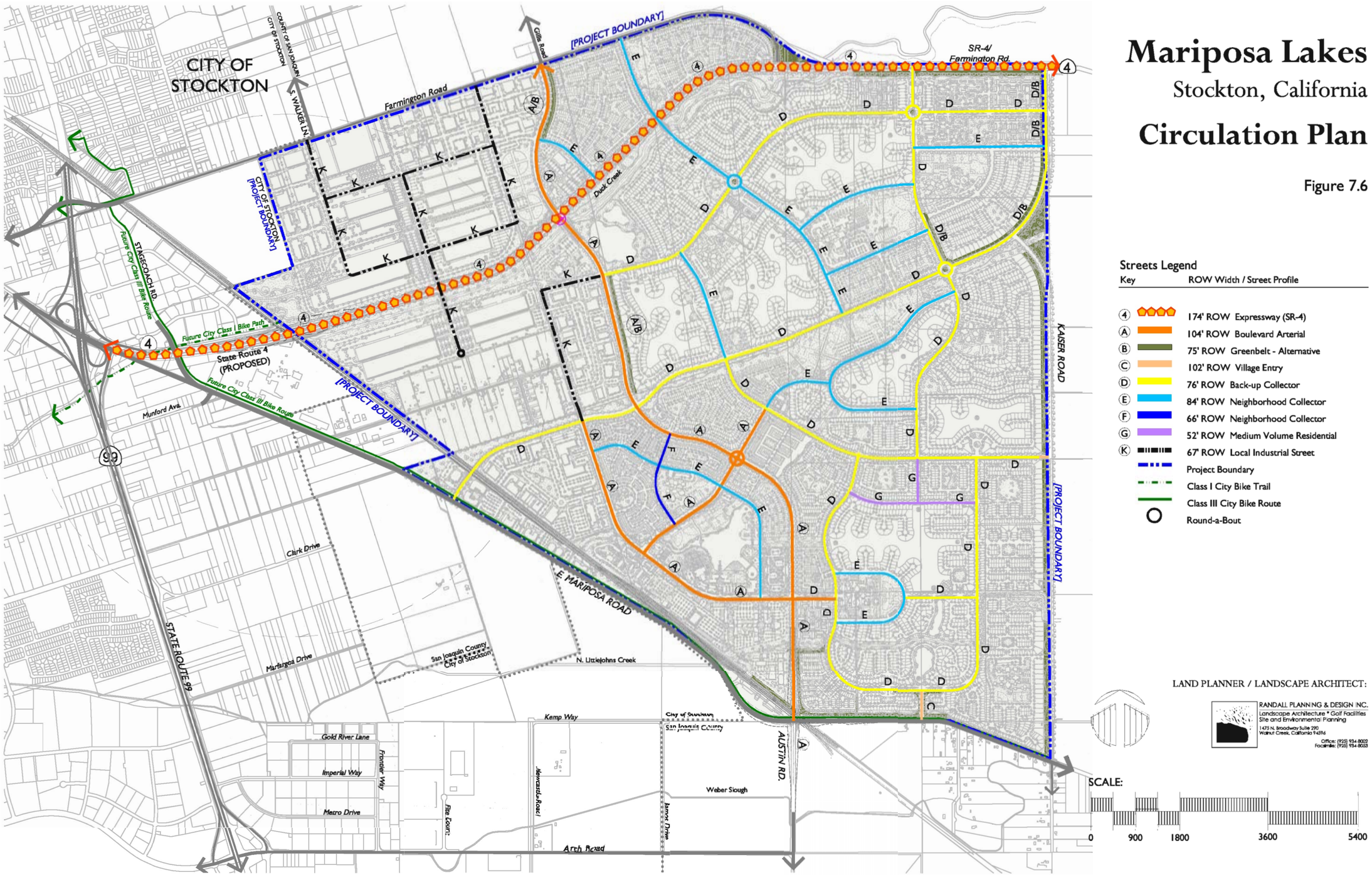
Mariposa Lakes
Stockton, California
Circulation Plan
Figure 7.6
Streets Legend
Key
ROW Width / Street Profile
4 174' ROW Expressway (SR-4)
A 104' ROW Boulevard Arterial
B 75' ROW Greenbelt - Alternative
C 102' ROW Village Entry
D 76' ROW Back-up Collector
E 84' ROW Neighborhood Collector
F 66' ROW Neighborhood Collector
G 52' ROW Medium Volume Residential
K 67' ROW Local Industrial Street
Project Boundary
Class I City Bike Trail
Class III City Bike Route
Round-a-Bout
LAND PLANNER / LANDSCAPE ARCHITECT:
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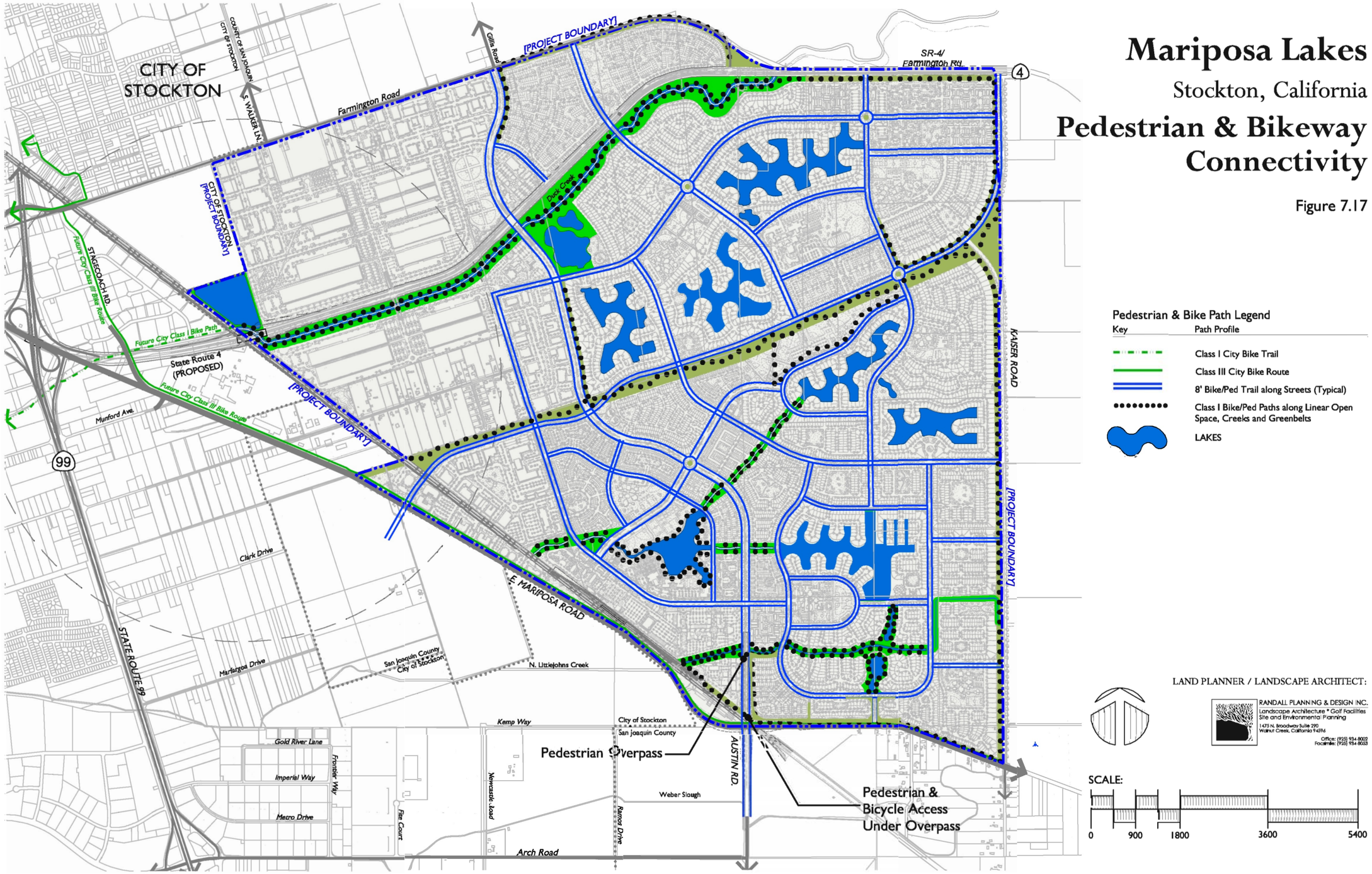
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934 8002
Facsimile: (925) 934 8053
SCALE:
0
900
1800
3600
5400
CITY OF STOCKTON
COUNTY OF SAN JOAQUIN
CITY OF STOCKTON
S. WALKER LN.
Farmington Road
Gillis Road
[PROJECT BOUNDARY]
SR-4/
Farmington Rd.
CITY OF STOCKTON
[PROJECT BOUNDARY]
Duck Creek
STAGECOACH RD.
Future City Class III Bike Route
Future City Class I Bike Path
State Route 4
(PROPOSED)
Future City Class III Bike Route
Munford Ave.
99
Clark Drive
Marigold Drive
STATE ROUTE 99
E. MARIPOSA ROAD
San Joaquin County
City of Stockton
N. Littlejohns Creek
Kemp Way
City of Stockton
San Joaquin County
Gold River Lane
Imperial Way
Metro Drive
Frontier Way
Fire Court
Newcastle Road
Ismot Drive
Weber Slough
AUSTIN RD.
Arch Road
KAISER ROAD
[PROJECT BOUNDARY]


Mariposa Lakes
Stockton, California
Pedestrian & Bikeway Connectivity
Figure 7.17
Pedestrian & Bike Path Legend
Key
Path Profile
Class I City Bike Trail
Class III City Bike Route
8' Bike/Ped Trail along Streets (Typical)
Class I Bike/Ped Paths along Linear Open Space, Creeks and Greenbelts
LAKES
LAND PLANNER / LANDSCAPE ARCHITECT:
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Site and Environmental Planning
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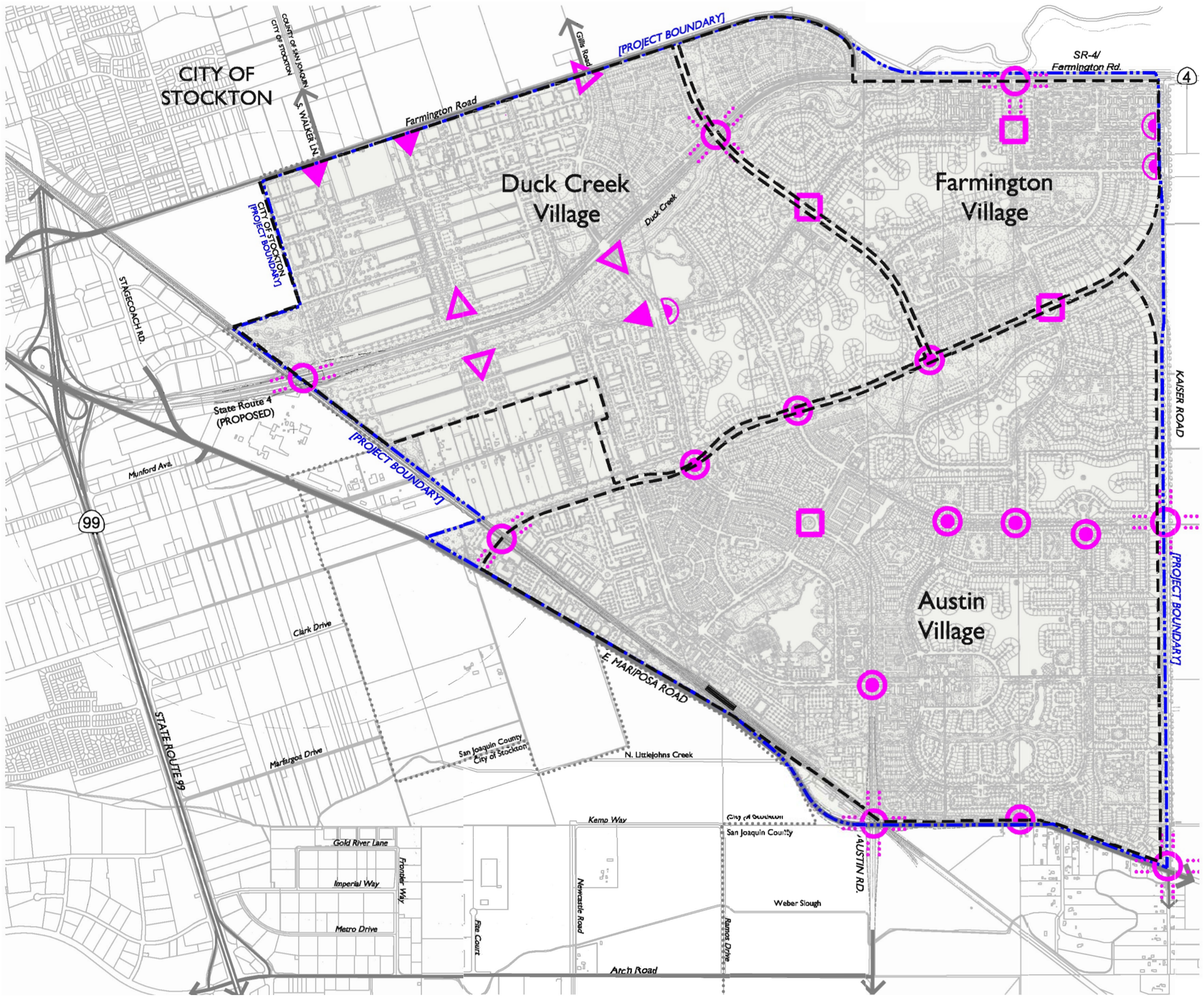
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8033
SCALE:
0
900
1800
3600
5400
CITY OF STOCKTON
COUNTY OF SAN JOAQUIN
CITY OF STOCKTON
S WALKER LN.
Farmington Road
Gillis Road
[PROJECT BOUNDARY]
SR-4/ Farmington Rd.
4
Duck Creek
CITY OF STOCKTON [PROJECT BOUNDARY]
STAGECOACH RD.
Future City Class III Bike Route
Future City Class I Bike Path
State Route 4 (PROPOSED)
Munford Ave.
99
KAISER ROAD
Clark Drive
E. MARIPOSA ROAD
STATE ROUTE 99
Mariposa Drive
San Joaquin County
City of Stockton
N. Littlejohns Creek
Kemp Way
City of Stockton
San joaquin County
Pedestrian Overpass
AUSTIN RD.
Gold River Lane
Imperial Way
Frontier Way
Metro Drive
Fate Court
Newcastle Road
Ramos Drive
Weber Slough
Pedestrian & Bicycle Access Under Overpass
Arch Road



Mariposa Lakes

Stockton, California

Community Entries Diagram

Figure 7.23

Key	Entry Profile
	Project Boundary
Business & Industrial	
	Major Entry
	Secondary Entry
Residential	
	Community Gateway
	Village Entry
	Themed Intersection

Note: Signage Shall Include Village Identification.

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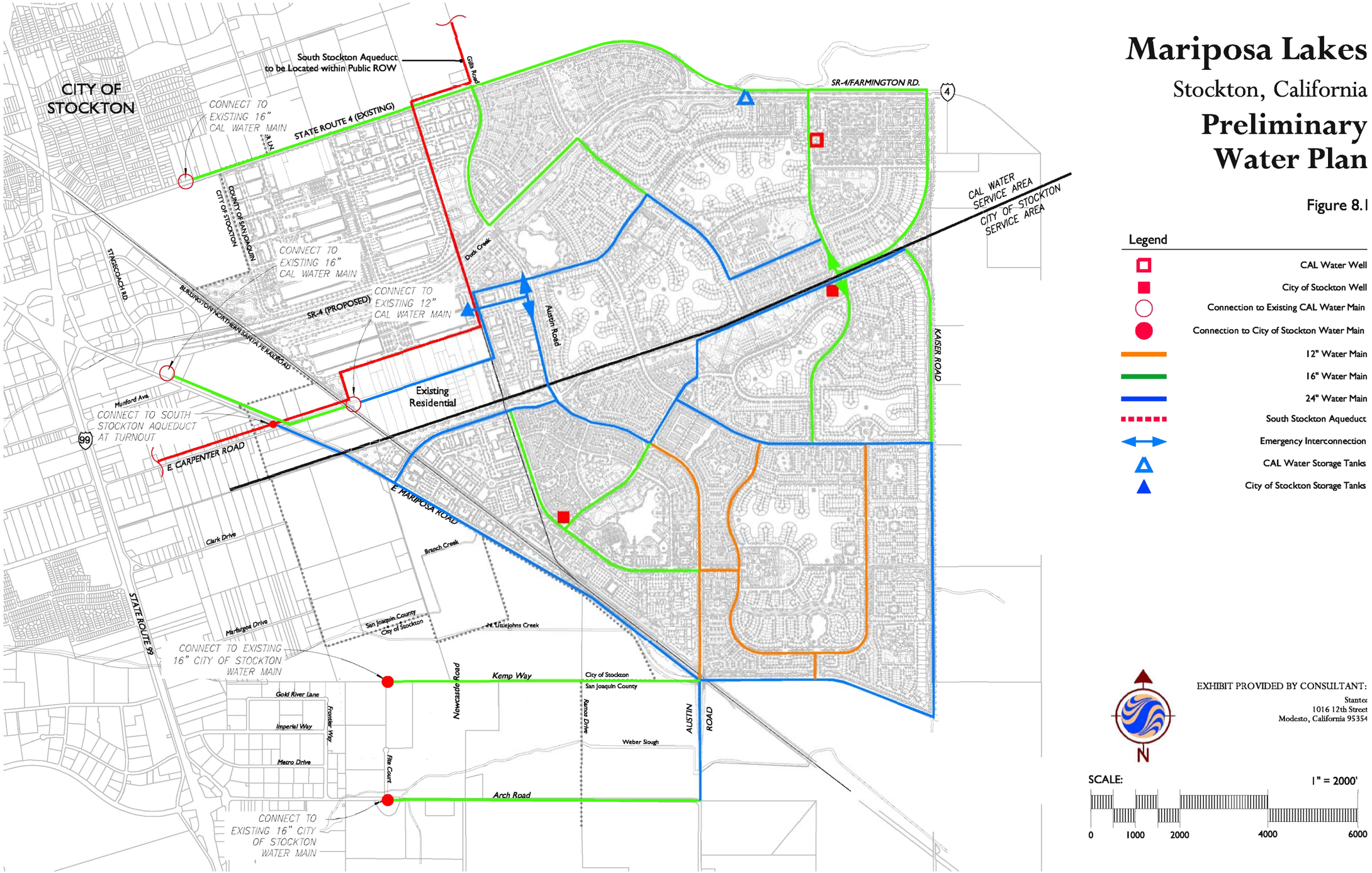
SCALE:

0 900 1800 3600 5400

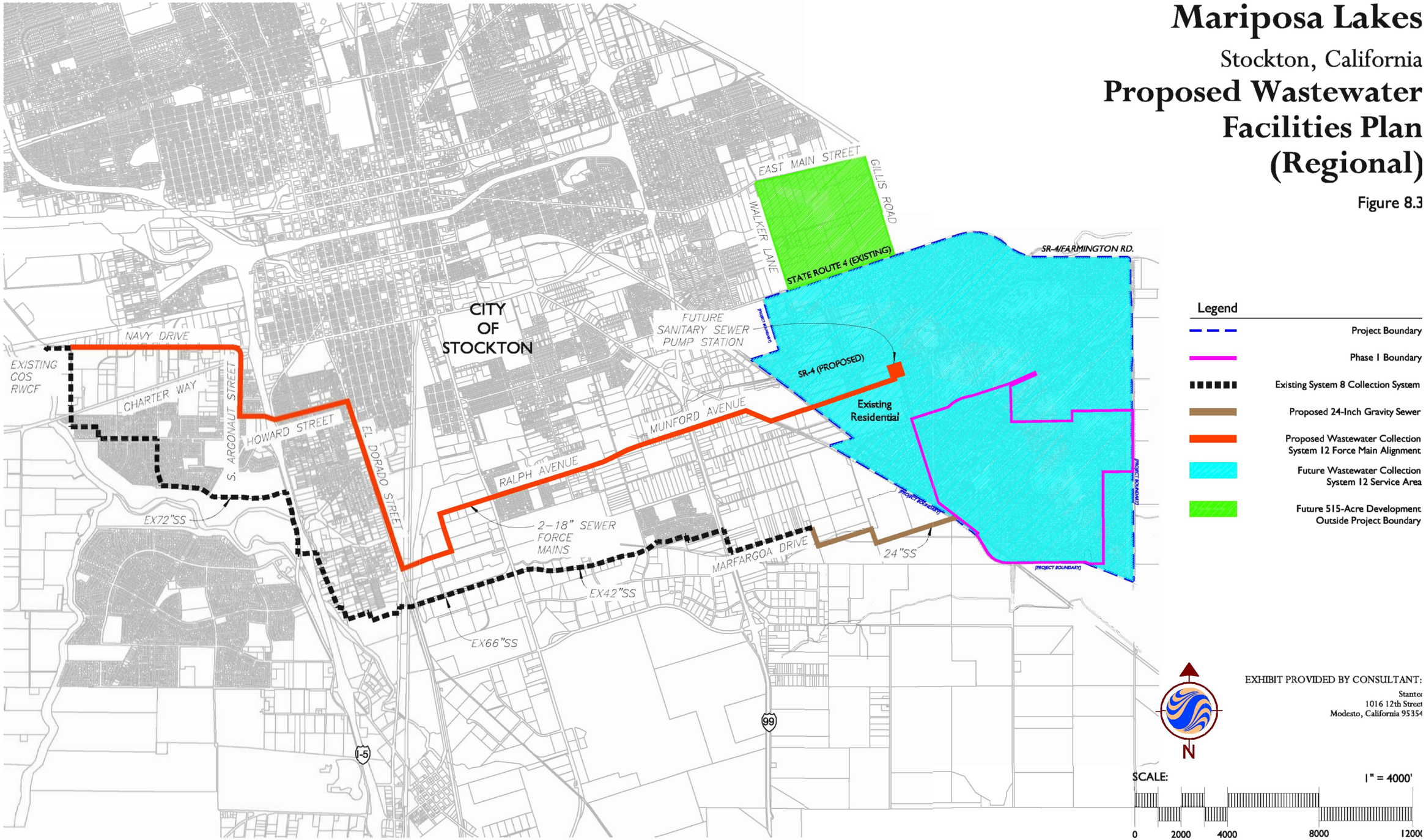

Mariposa Lakes
Stockton, California
Preliminary Water Plan
Figure 8.1
Legend
CAL Water Well
City of Stockton Well
Connection to Existing CAL Water Main
Connection to City of Stockton Water Main
12" Water Main
16" Water Main
24" Water Main
South Stockton Aqueduct
Emergency Interconnection
CAL Water Storage Tanks
City of Stockton Storage Tanks
EXHIBIT PROVIDED BY CONSULTANT:
Stantec
1016 12th Street
Modesto, California 95354
N
SCALE:
1" = 2000'
0
1000
2000
4000
6000
CITY OF STOCKTON
South Stockton Aqueduct to be Located within Public ROW
Gills Road
CONNECT TO EXISTING 16" CAL WATER MAIN
STATE ROUTE 4 (EXISTING)
SR-4/FARMINGTON RD.
CAL WATER SERVICE AREA
CITY OF STOCKTON SERVICE AREA
COUNTY OF SAN JOAQUIN
CITY OF STOCKTON
CONNECT TO EXISTING 16" CAL WATER MAIN
STAGECOACH RD.
BURLINGTON NORTHERN SANTA FE RAILROAD
SR-4 (PROPOSED)
CONNECT TO EXISTING 12" CAL WATER MAIN
Duck Creek
Austin Road
KAISER ROAD
Existing Residential
Munford Ave.
CONNECT TO SOUTH STOCKTON AQUEDUCT AT TURNOUT
E. CARPENTER ROAD
E. MARIPOSA ROAD
Clark Drive
Branch Creek
STATE ROUTE 99
Marigold Drive
San Joaquin County
City of Stockton
N. Littlejohns Creek
CONNECT TO EXISTING 16" CITY OF STOCKTON WATER MAIN
Kemp Way
City of Stockton
San Joaquin County
Newcastle Road
Gold River Lane
Imperial Way
Frontier Way
Metro Drive
Ramos Drive
AUSTIN ROAD
Weber Slough
Fita Court
Arch Road
CONNECT TO EXISTING 16" CITY OF STOCKTON WATER MAIN

Mariposa Lakes

Stockton, California

Proposed Wastewater Facilities Plan (Regional)

Figure 8.3

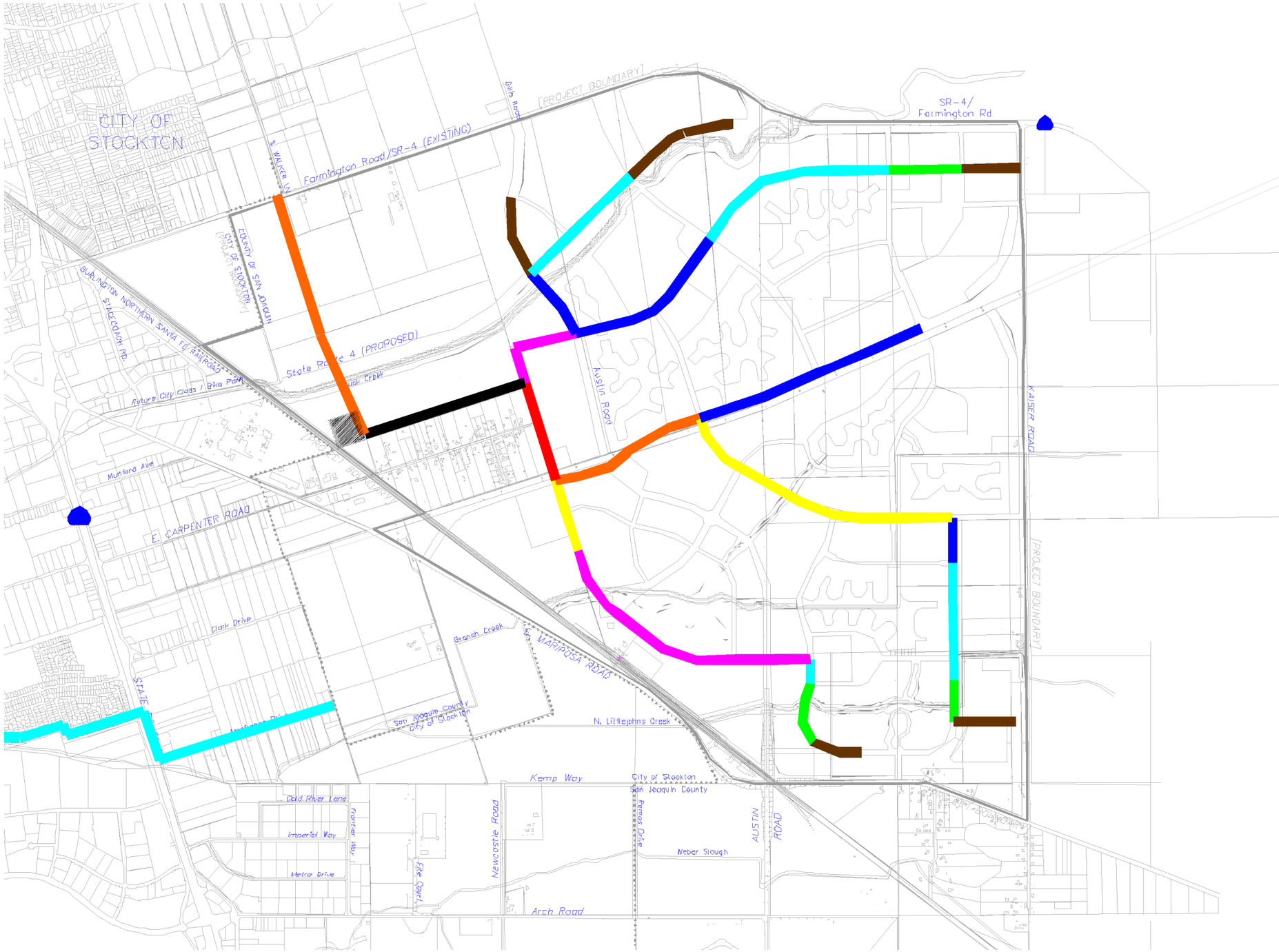


Mariposa Lakes

Stockton, California

Proposed Sanitary Sewer Plan

Figure 8.4



Legend

- 10" Trunkline
- 12" Trunkline
- 15" Trunkline
- 18" Trunkline
- 21" Trunkline
- 24" Trunkline
- 27" Trunkline
- 30" Trunkline
- 33" Trunkline
- 36" Trunkline
- 42- inch Trunk Sewer (System 8)
- Onsite Sewer Profile Route
- Mariposa Lakes Wastewater Pumping Station
- Force Main (Size and Route to be Determined)

N

EXHIBIT PROVIDED BY CONSULTANT:

Stantec
1016 12th Street
Modesto, California 95354

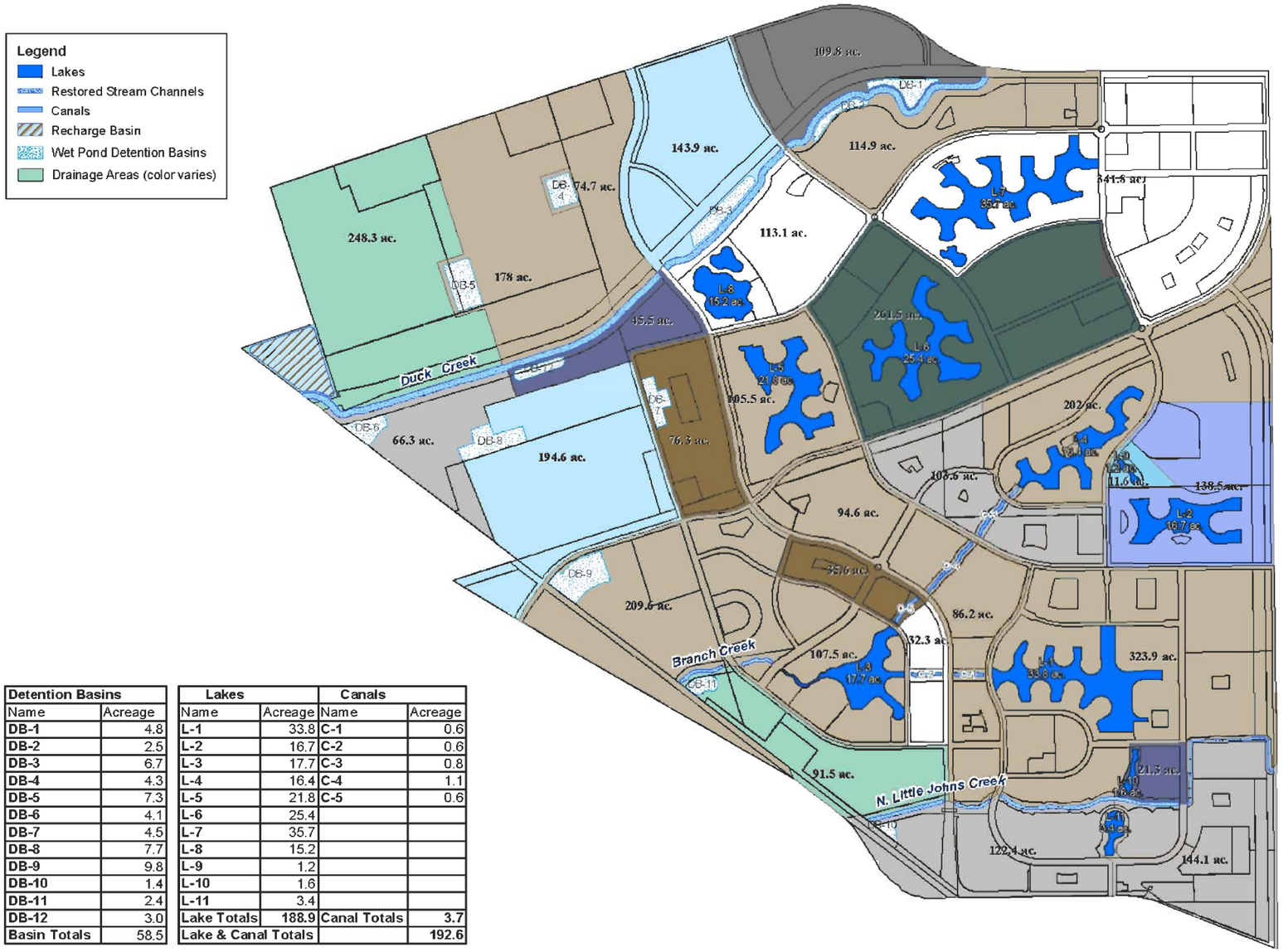
Mariposa Lakes

Stockton, California

Drainage Areas Map

Figure 8.5

Note: Various colors depict individual drainage areas on map.



Detention Basins	
Name	Acreage
DB-1	4.8
DB-2	2.5
DB-3	6.7
DB-4	4.3
DB-5	7.3
DB-6	4.1
DB-7	4.5
DB-8	7.7
DB-9	9.8
DB-10	1.4
DB-11	2.4
DB-12	3.0
Basin Totals	58.5

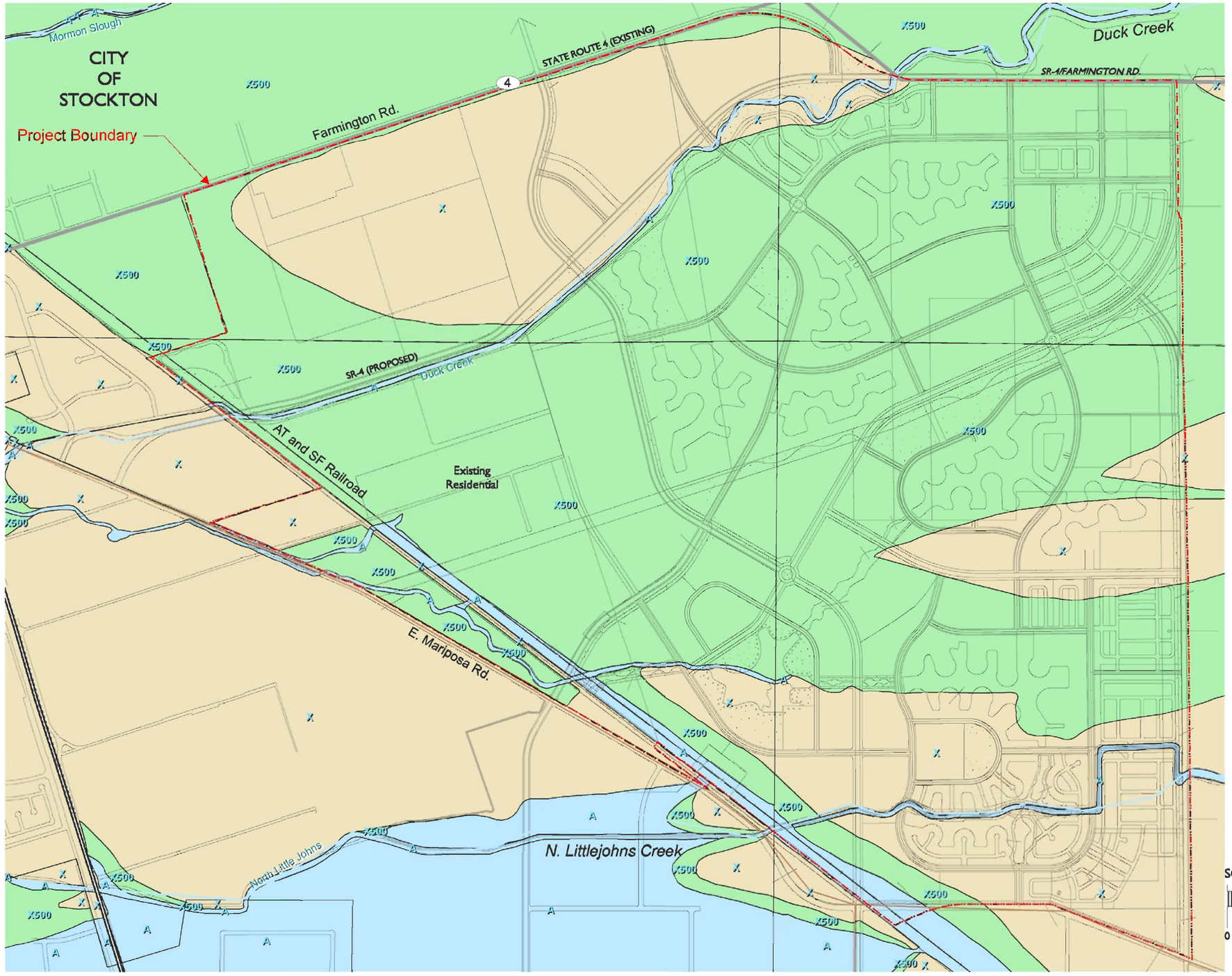
Lakes		Canals	
Name	Acreage	Name	Acreage
L-1	33.8	C-1	0.6
L-2	16.7	C-2	0.6
L-3	17.7	C-3	0.8
L-4	16.4	C-4	1.1
L-5	21.8	C-5	0.6
L-6	25.4		
L-7	35.7		
L-8	15.2		
L-9	1.2		
L-10	1.6		
L-11	3.4		
Lake Totals	188.9	Canal Totals	3.7
Lake & Canal Totals			192.6

EXHIBIT PROVIDED BY CONSULTANT:

Pacific Advanced Civil Engineering, Inc.
17520 Newport Street, Suite 200
Fountain Valley, CA 92708

SCALE:

0 1000 2000 4000 6000



Mariposa Lakes

Stockton, California

FEMA Floodplain Boundaries

Figure 8.7

Legend

Project Boundary

ZONE A:
Special Flood Hazard Areas Inundated by 100 Year flood. No base flood elevations determined.

ZONE X500:
Areas of 500 Year flood, areas of 100-Year flood with depths of less than 1 square mile, and areas protected by levees from 100-Year flood.

ZONE X:
Areas determined to be outside the 100-Year floodplain.

EXHIBIT PROVIDED BY CONSULTANT:

Pacific Advanced Civil Engineering, Inc.
17520 Newport Street, Suite 200
Fountain Valley, CA 92708

SCALE:

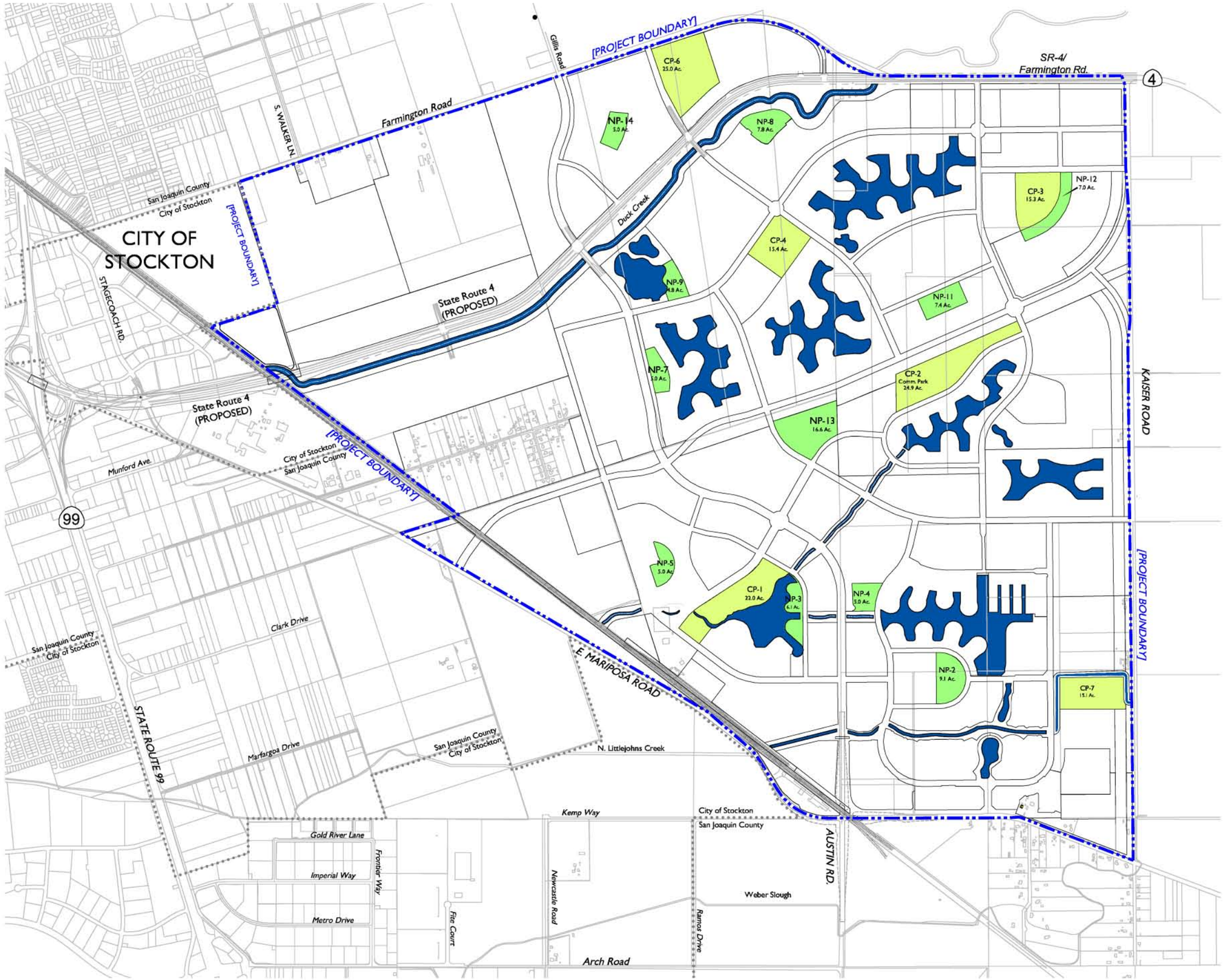
0 800 1600 3200 4800

Mariposa Lakes

Stockton, California

Community & Neighborhood Parks

Figure 9.1



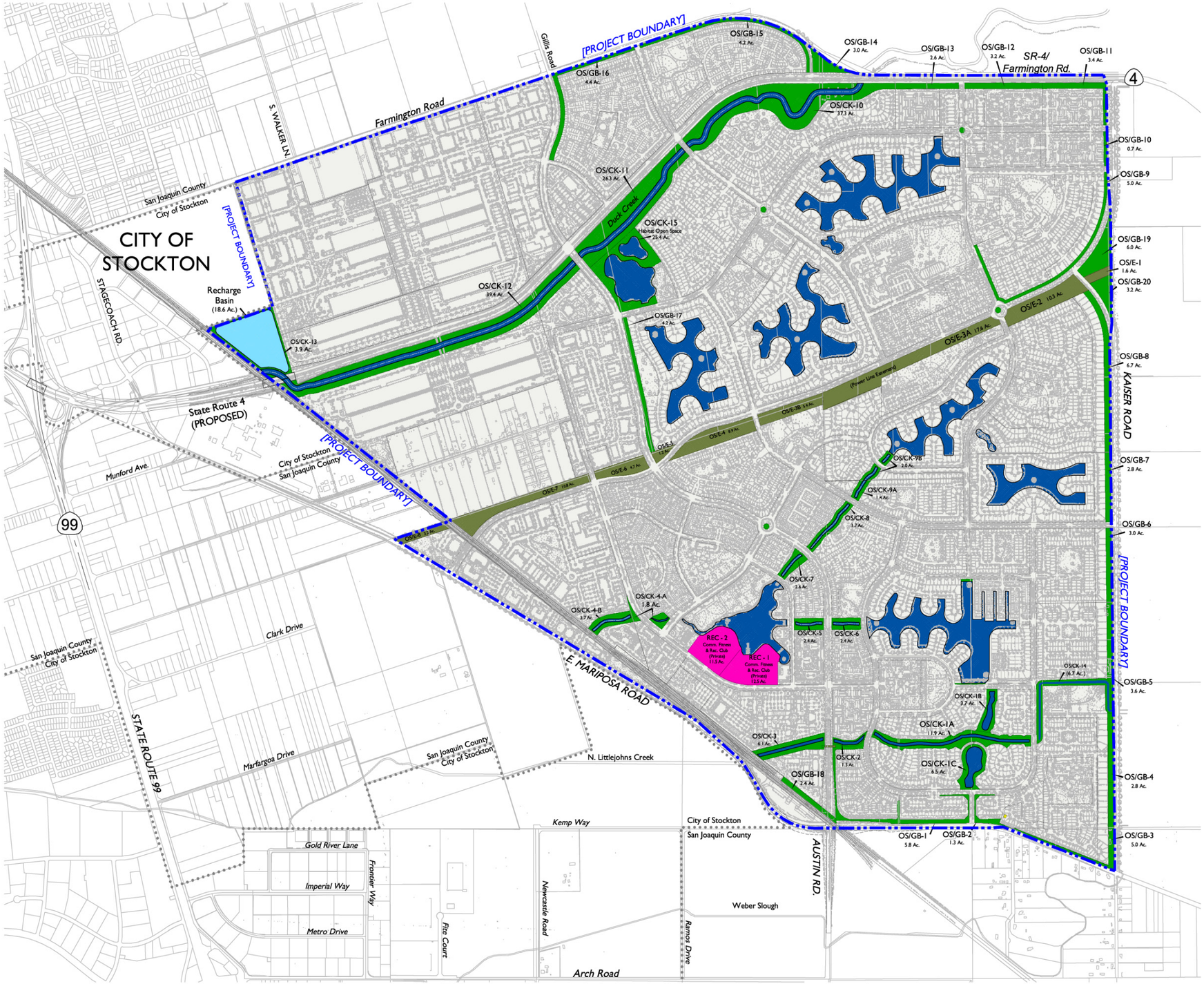
Key	Description	Park Acres
	Project Boundary	
	LAKES	(183.5 Ac.)
CP	Community Parks	117.7 Ac.
NP	Neighborhood Parks (Public)	78.8 Ac.
Total Parks Provided:		196.5 Ac.

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

SCALE:

0 900 1800 3600 5400



Mariposa Lakes

Stockton, California

HOA-Maintained Open Space and Sports Facilities

Figure 9.2

Key		Description	Acres
		Project Boundary	
		LAKES	183.5 Ac.
	REC	Private Sports Facility	24.0 Ac.
	OS/CK	Creek Open Space (OS)	188.9 Ac.
	OS/GB	Greenbelt Open Space (OS)	73.3 Ac.
	OS/E	Power Easement Open Space (OS)	63.7 Ac.
Total:			533.4 Ac.

Note: Open Space / Creek Open Space / Powerline Easement acreage is not included in park land dedication area.

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Site and Environmental Planning
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Walnut Creek, California 94596
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Facsimile: (925) 934-8053

SCALE:

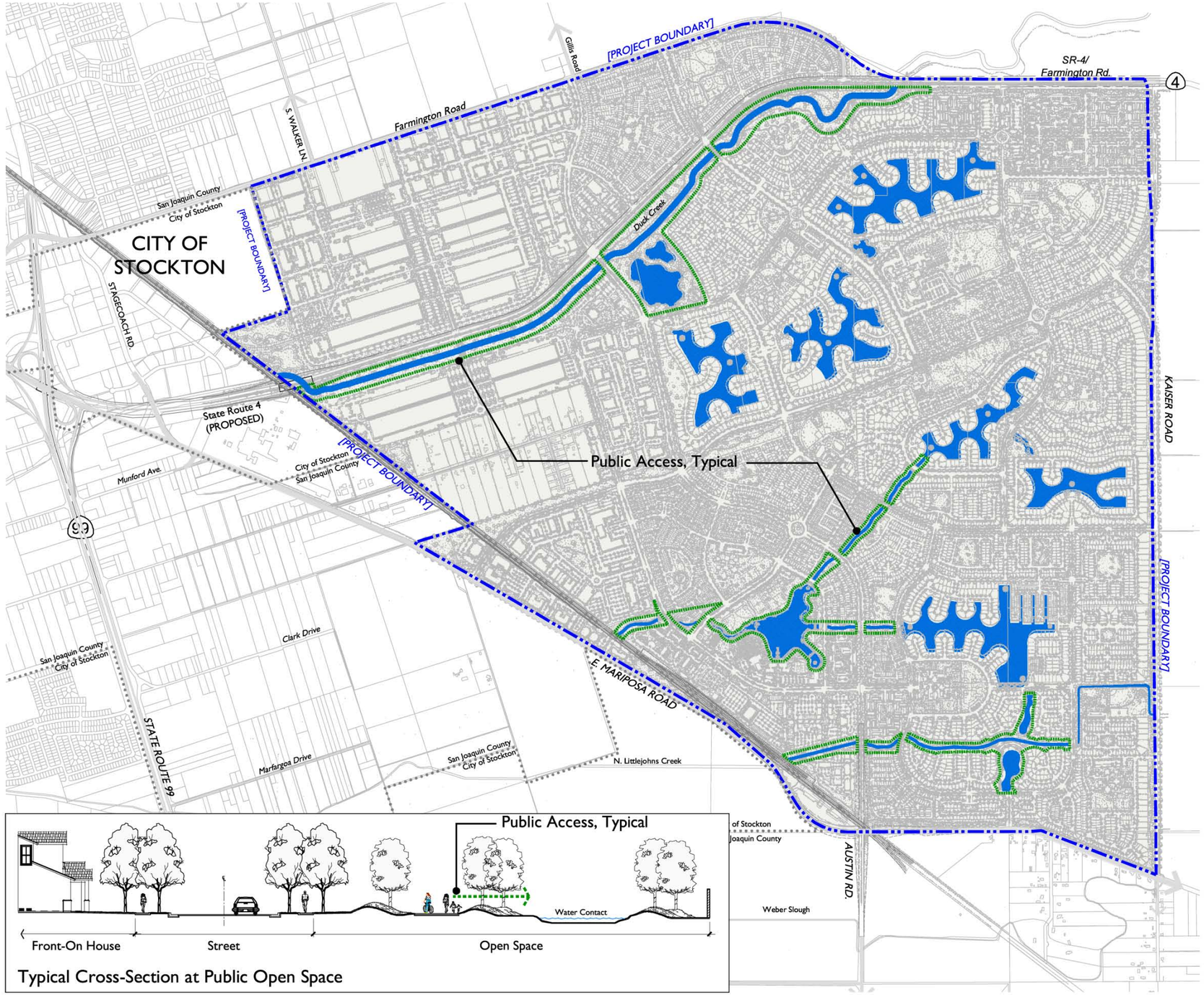
0 900 1800 3600 5400

Mariposa Lakes

Stockton, California

Public Contact with Lakes & Creeks

Figure 9.3



Legend

Key	Description
	Lakes & Creeks
	Areas with Public Access

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Facsimile: (925) 934-8053

SCALE:

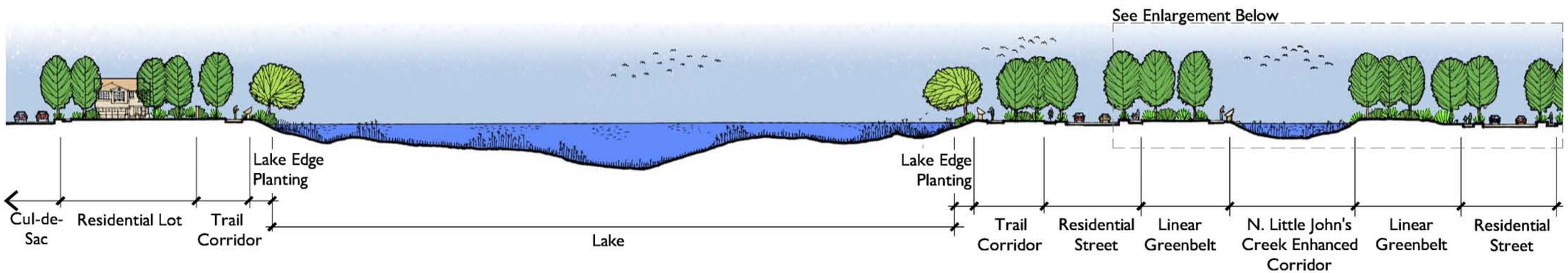
0 900 1800 3600 5400

Mariposa Lakes

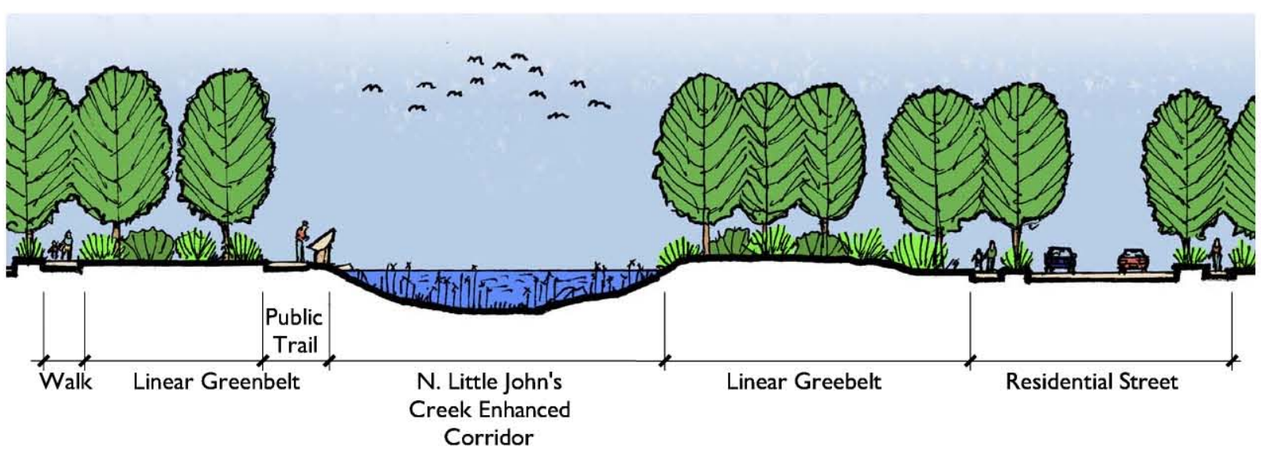
Stockton, California

Public Contact with North Little John's Creek (Section)

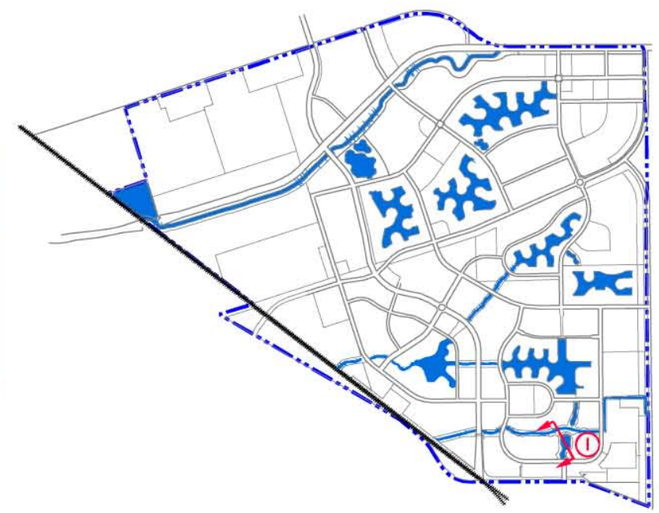
Figure 9.4



1 Public Lake Edge
N.T.S.



North Little John's Creek Enhanced Corridor - Enlargement
N.T.S.



Community Edge Conditions
Key Map

N.T.S.

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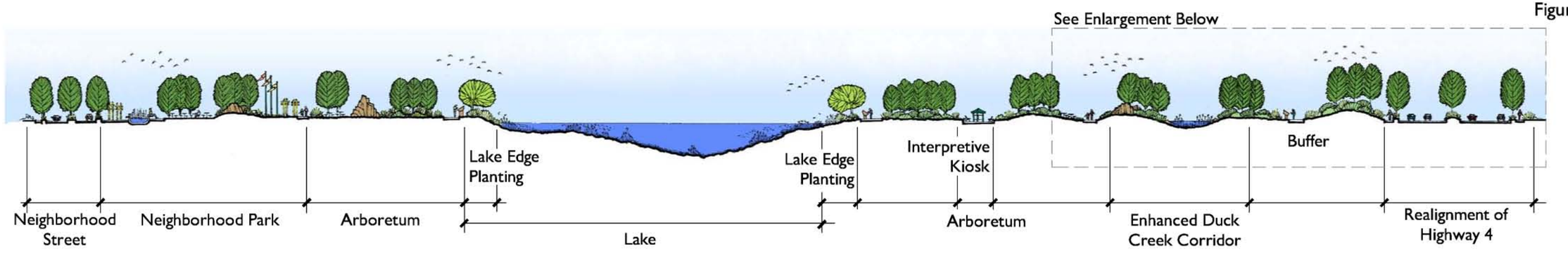
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

Mariposa Lakes

Stockton, California

Habitat Park and Duck Creek Corridor Open Space (Section)

Figure 9.10



① Section: Habitat Community Park

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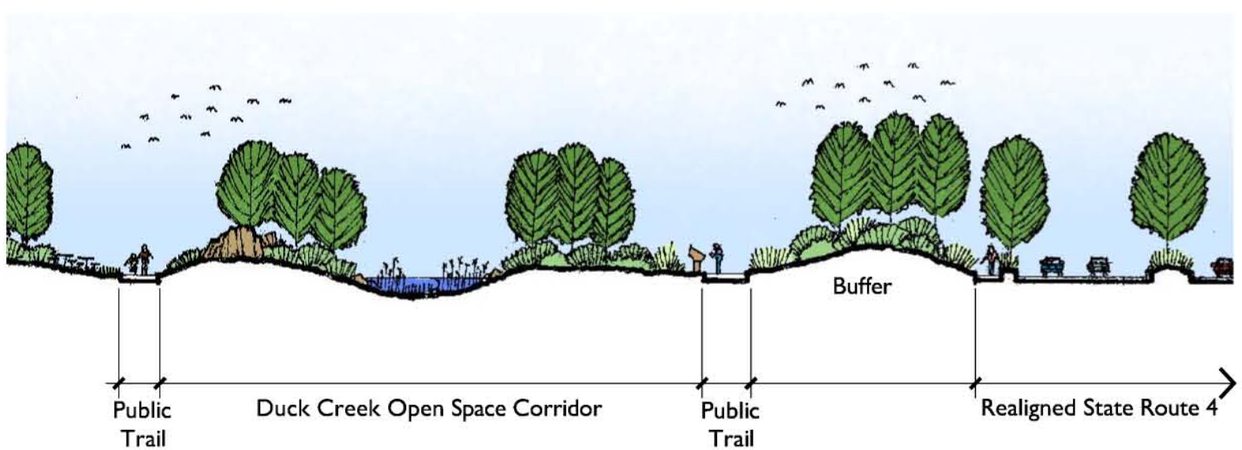
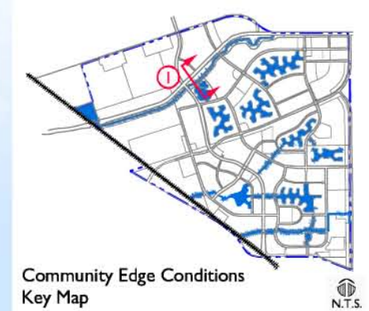


Enhanced Duck Creek Corridor - Enlargement

SCALE: 0 5 10 20 30

Lake Interpretive Display

SCALE: 0 2.5 5 10 20



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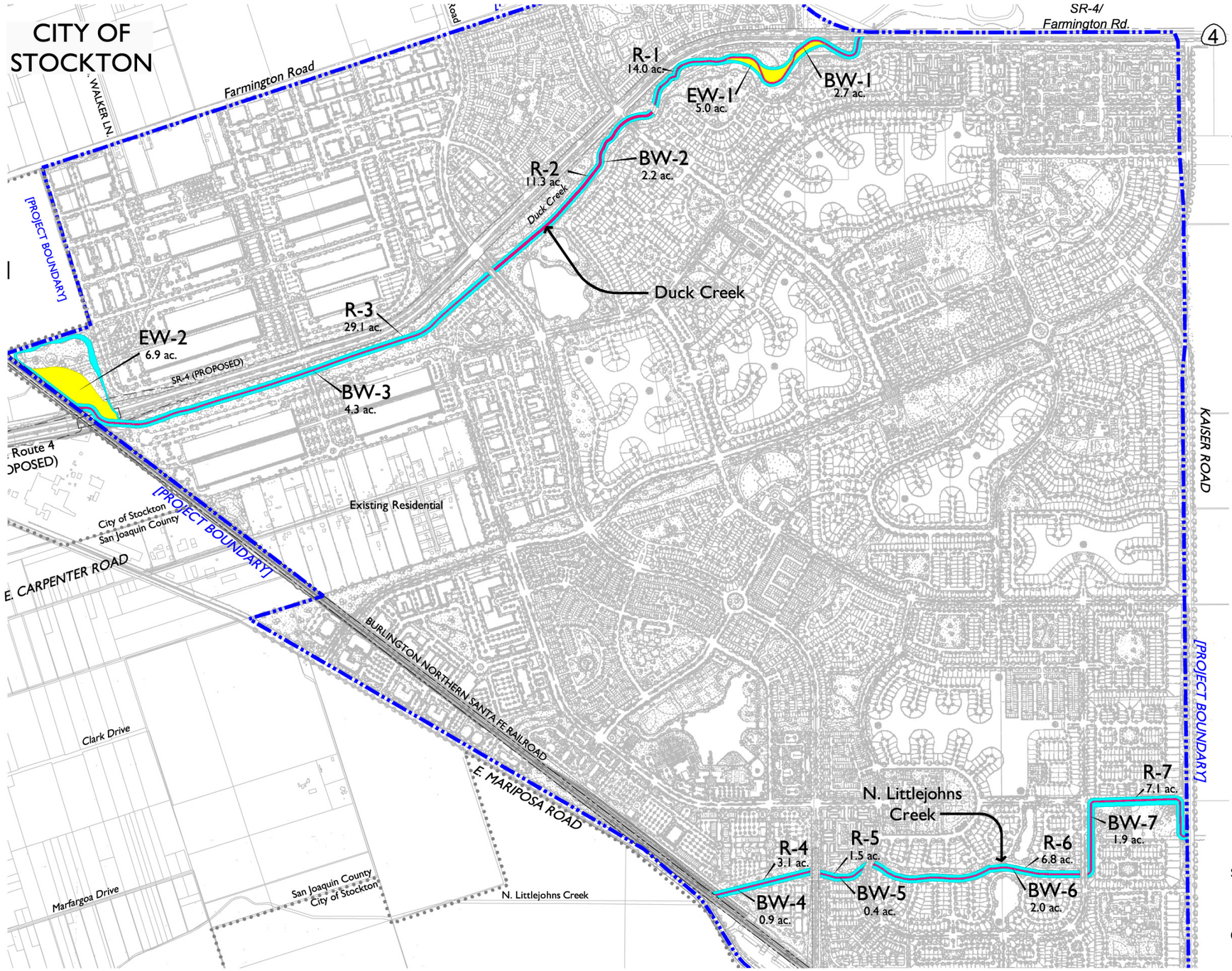
RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 390
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053



Mariposa Lakes

Stockton, California

Wetland Mitigation Draft Plan

Figure 10.1

Key	Land Use
	Project Boundary
	Baseline Wetland Restoration Area
	Expanded Wetland Restoration Area
	Baseline Riparian Restoration Area

Acreage Assumptions:
30' Width - Baseline Wetlands
100' Width - Baseline Riparian Corridors

Wetlands & Riparian Created:

Duck Creek:	
Baseline Wetlands	9.2 ac.
Expanded Wetlands	11.9 ac.
Baseline Riparian	54.4 ac.
N. Littlejohns Creek:	
Baseline Wetlands	5.2 ac.
Baseline Riparian	18.5 ac.
Total Baseline Wetlands:	14.4 ac.
Total Baseline Riparian:	72.9 ac.
Total Wetlands Created:	26.3 ac.
Total Wetland & Riparian Created:	99.2 ac.

Note: Section 404 Permit under review by A.C.O.E. Quantities of Wetlands and Riparian areas shown on this figure are approximate.

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

SCALE: 1" = 1400'

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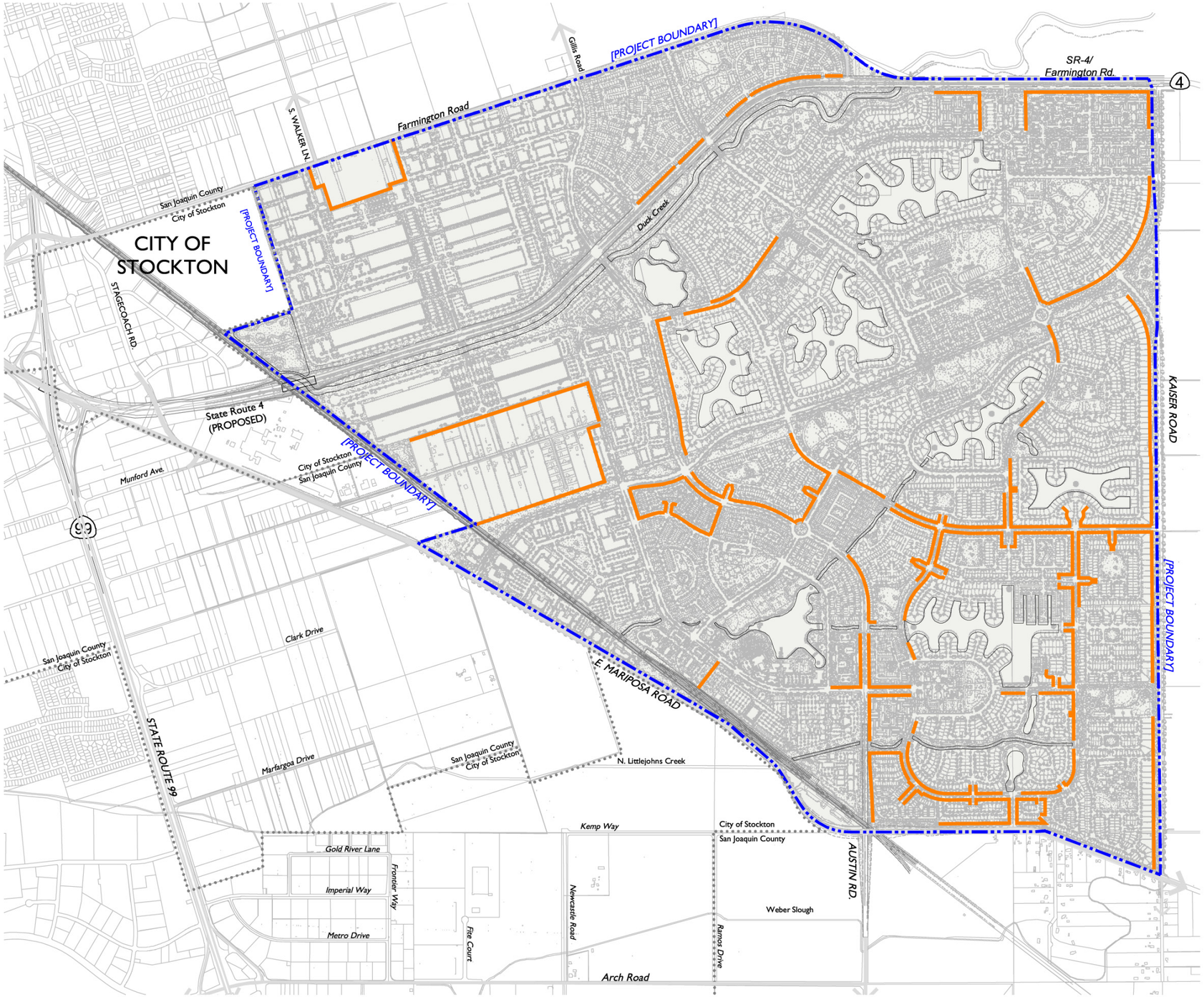


Mariposa Lakes

Stockton, California

Soundwall Location Map

Figure 11.2

Soundwall Legend

Key	Street Profile
	Project Boundary
	Sound Wall

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8022
Facsimile: (925) 934-8033

SCALE:

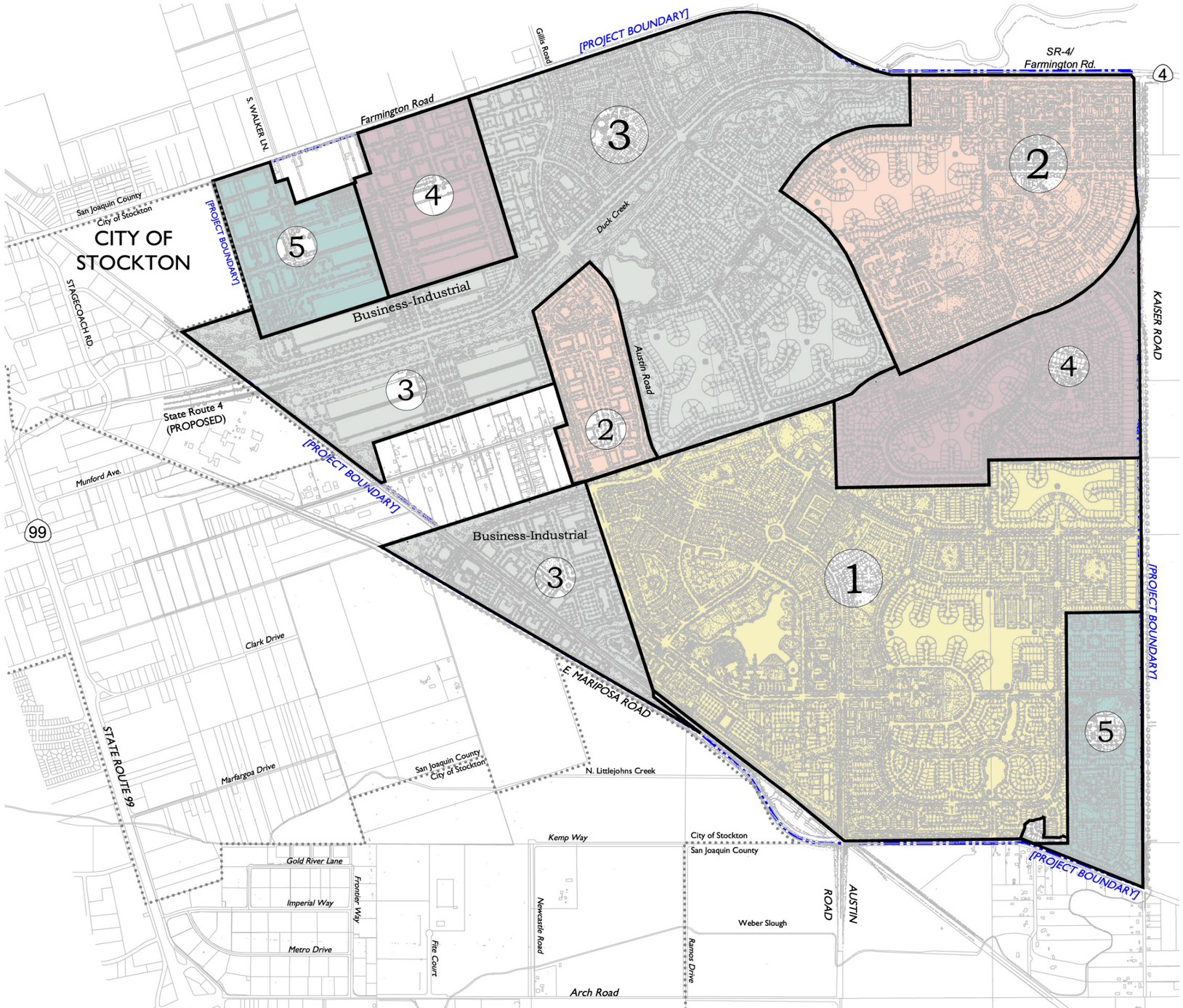
0 900 1800 3600 5400

Mariposa Lakes

Stockton, California

Phasing Plan

Figure 13.1



Key	Land Use
	Project Boundary
	Phase 1 Development
	Phase 2 Development
	Phase 3 Development
	Phase 4 Development
	Phase 5 Development

LAND PLANNER / LANDSCAPE ARCHITECT:

RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

SCALE: 1" = 1800'

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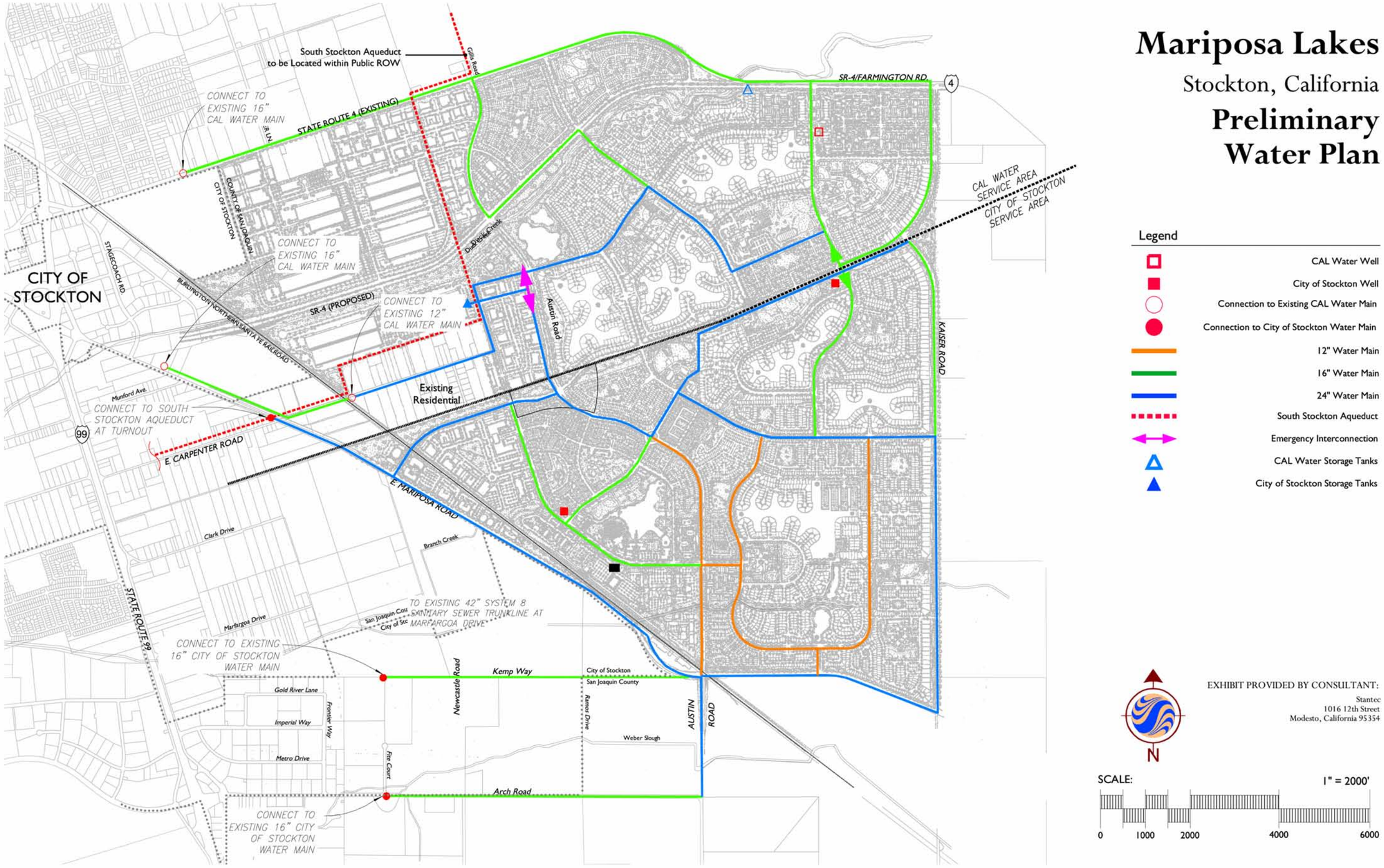
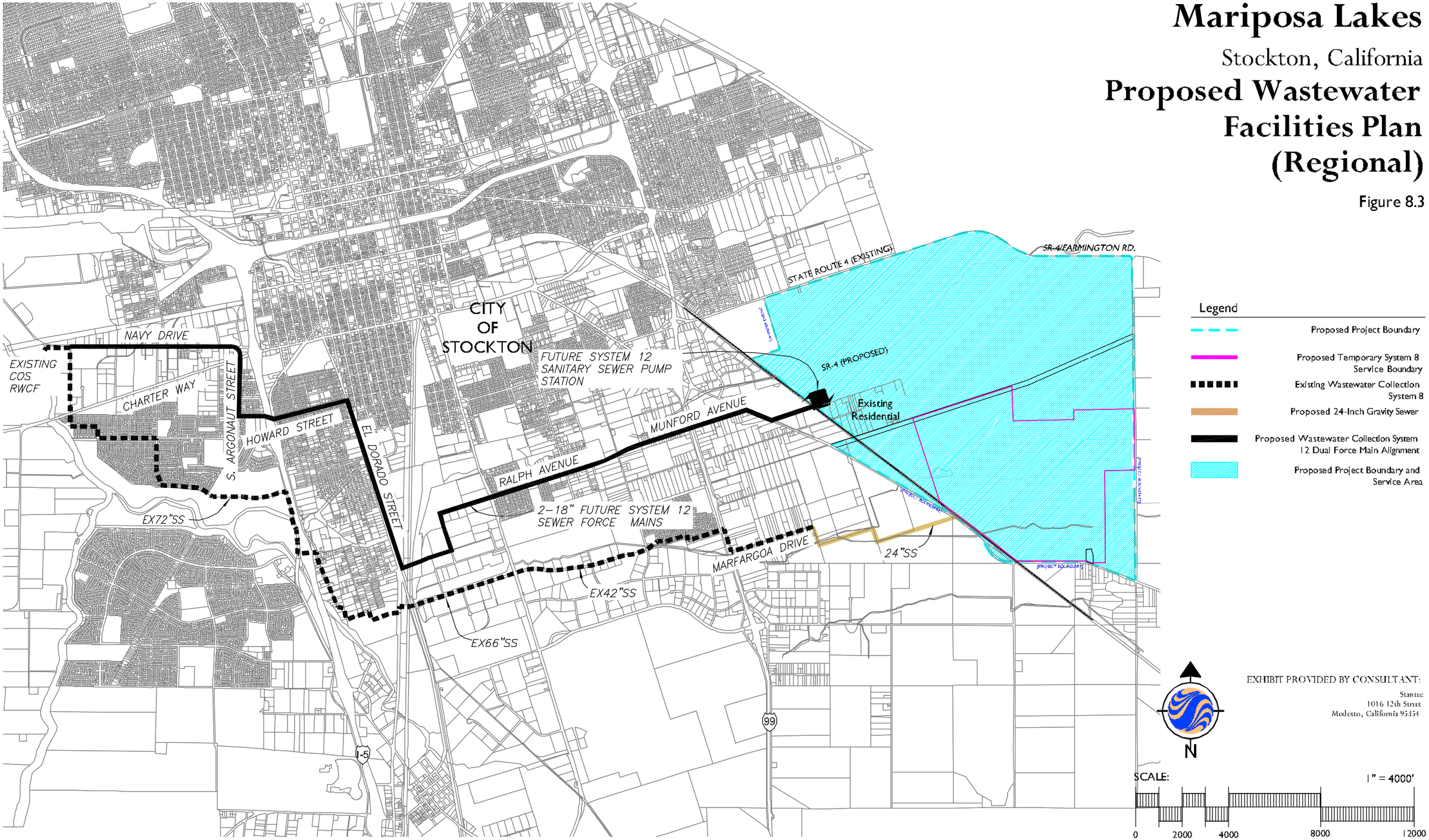

Mariposa Lakes
Stockton, California
Preliminary Water Plan
Legend
CAL Water Well
City of Stockton Well
Connection to Existing CAL Water Main
Connection to City of Stockton Water Main
12" Water Main
16" Water Main
24" Water Main
South Stockton Aqueduct
Emergency Interconnection
CAL Water Storage Tanks
City of Stockton Storage Tanks
EXHIBIT PROVIDED BY CONSULTANT:
Stantec
1016 12th Street
Modesto, California 95354
N
SCALE:
1" = 2000'
0
1000
2000
4000
6000
South Stockton Aqueduct to be Located within Public ROW
Gills Road
CONNECT TO EXISTING 16" CAL WATER MAIN
STATE ROUTE 4 (EXISTING)
SR-4/FARMINGTON RD.
4
CAL WATER SERVICE AREA
CITY OF STOCKTON SERVICE AREA
COUNTY OF SAN JOAQUIN
CITY OF STOCKTON
CITY OF STOCKTON
STAGECOACH RD.
BURLINGTON NORTHERN SANTA FE RAILROAD
CONNECT TO EXISTING 16" CAL WATER MAIN
Duck Creek
SR-4 (PROPOSED)
CONNECT TO EXISTING 12" CAL WATER MAIN
Austin Road
KAISER ROAD
Existing Residential
Munford Ave.
CONNECT TO SOUTH STOCKTON AQUEDUCT AT TURNOUT
99
E. CARPENTER ROAD
E. MARIPOSA ROAD
Clark Drive
Branch Creek
TO EXISTING 42" SYSTEM 8 SANITARY SEWER TRUNKLINE AT MARFARGOA DRIVE
San Joaquin Cou
City of Stc
Marfargoa Drive
STATE ROUTE 99
CONNECT TO EXISTING 16" CITY OF STOCKTON WATER MAIN
Kemp Way
City of Stockton
San Joaquin County
Newcastle Road
Gold River Lane
Imperial Way
Frontier Way
Metro Drive
Ramos Drive
AUSTIN ROAD
Weber Slough
Fitz Court
Arch Road
CONNECT TO EXISTING 16" CITY OF STOCKTON WATER MAIN

Mariposa Lakes

Stockton, California

Proposed Wastewater Facilities Plan (Regional)

Figure 8.3

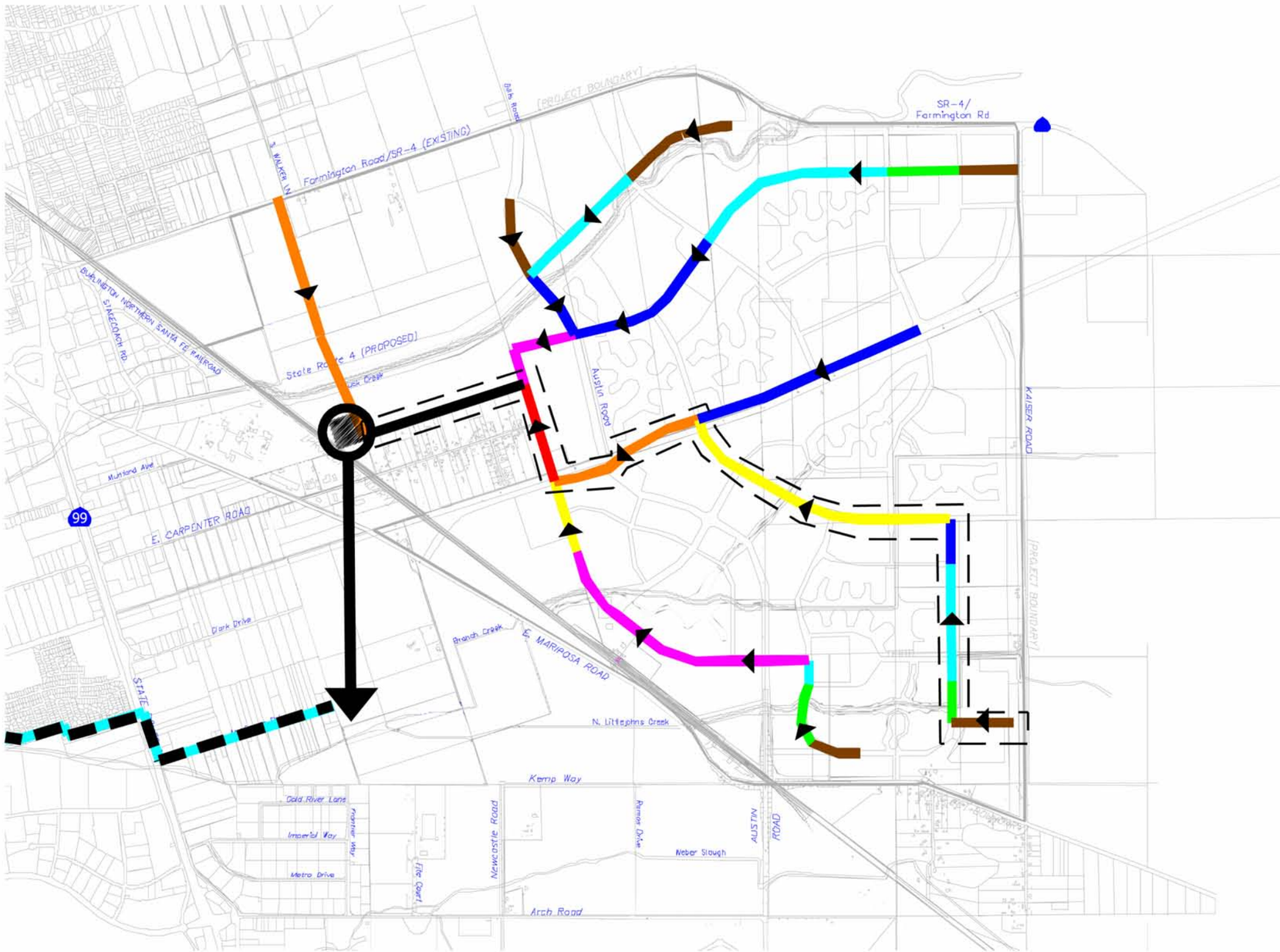


Mariposa Lakes

Stockton, California

Proposed Sanitary Sewer Plan

Figure 8.4



Legend

- 10-inch
- 12-inch
- 15-inch
- 18-inch
- 21-inch
- 24-inch
- 27-inch
- 30-inch
- 33-inch
- 36-inch
- 42-inch Trunk Sewer (System 8)
- Onsite Sewer Profile Route
- Mariposa Lakes Wastewater Pumping Station
- Force Main (Size and Route to be Determined)
- Flow Direction

N

Scale: NTS

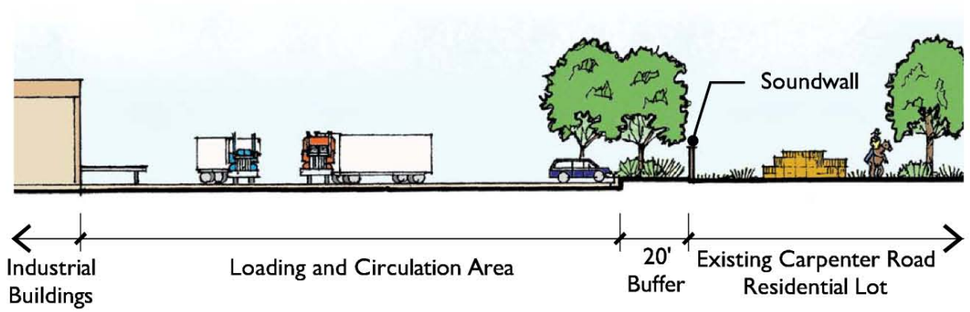
EXHIBIT PROVIDED BY CONSULTANT:
Stantec
1016 12th Street
Modesto, California 95354

Mariposa Lakes

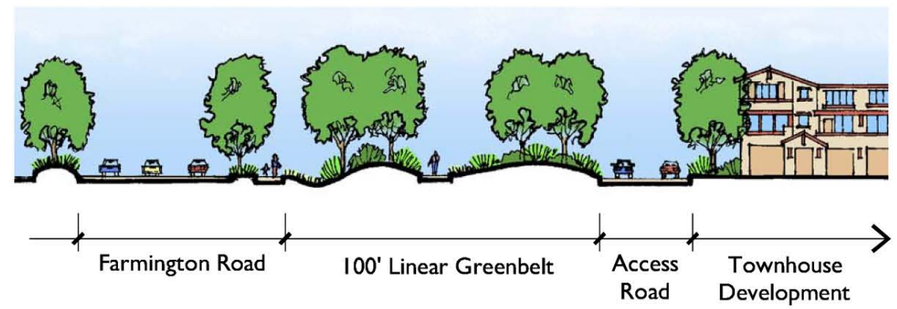
Stockton, California

②③④⑤ Community Edge Conditions--Carpenter, Mariposa & Farmington Road

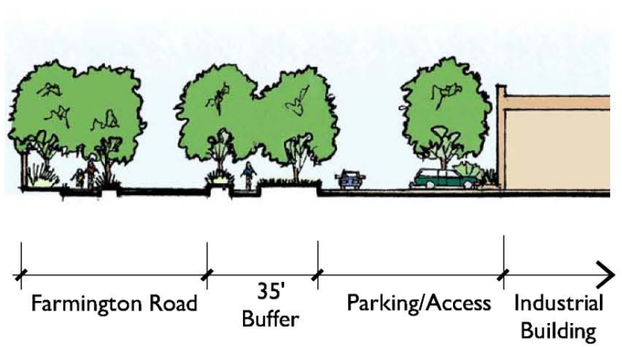
Figure 7.5



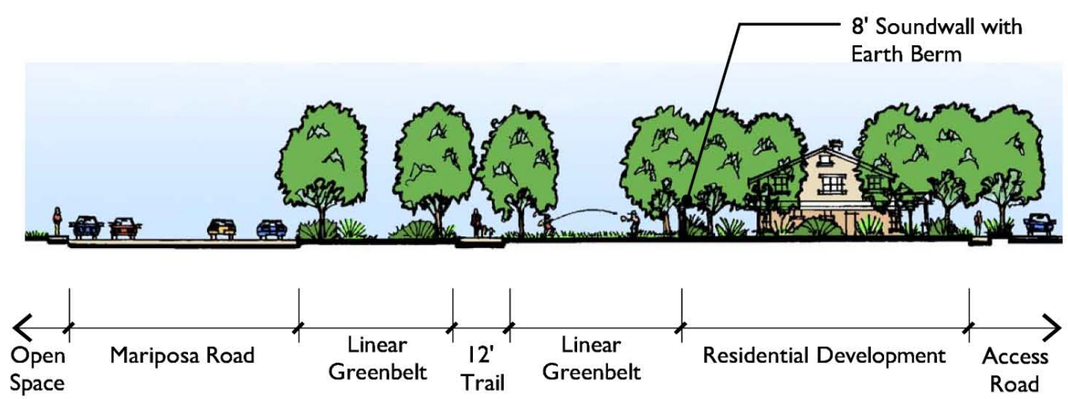
② Carpenter Road Edge
N.T.S.



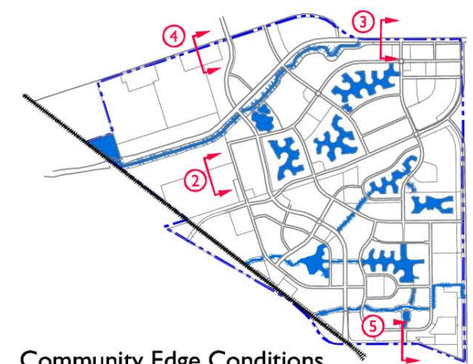
④ Farmington Road Edge 2
N.T.S.



③ Farmington Road Edge 1
N.T.S.



⑤ Mariposa Road Edge
N.T.S.



Community Edge Conditions Key Map

N.T.S.

LAND PLANNER / LANDSCAPE ARCHITECT:

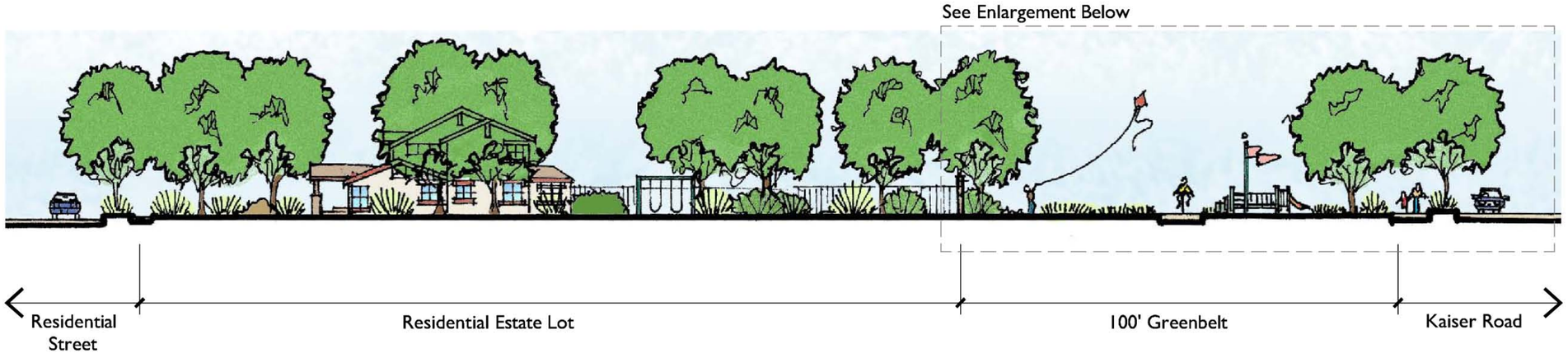
RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

Mariposa Lakes

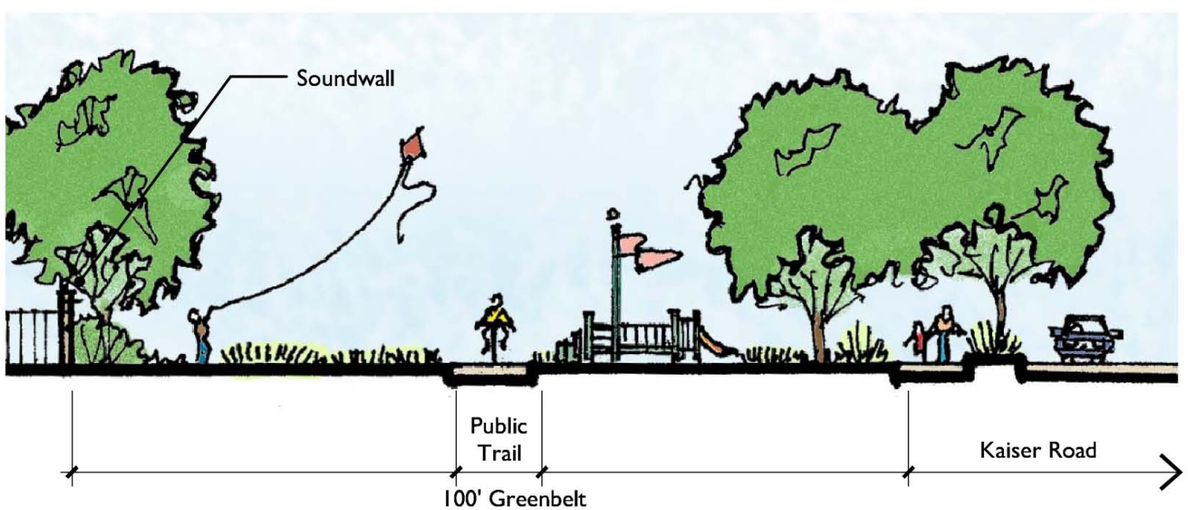
Stockton, California

① Community Edge Conditions--Kaiser Road

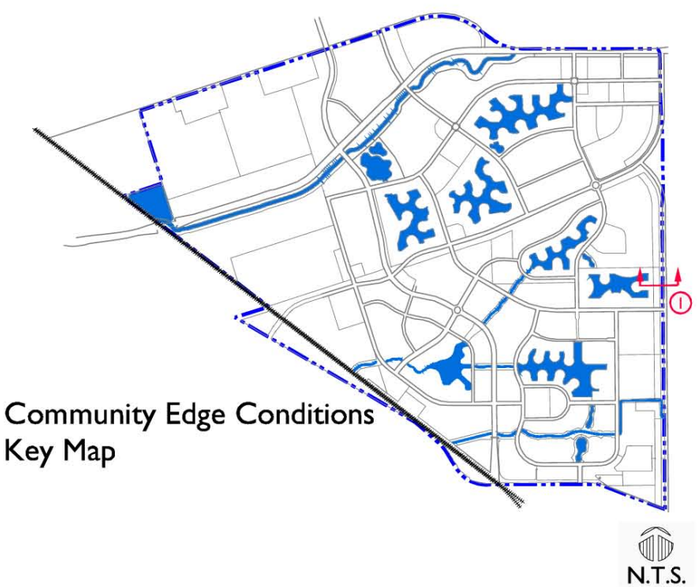
Figure 7.4



① Kaiser Road Edge
Not to Scale



100' Greenway Trail Corridor - Enlargement
N.T.S.



Community Edge Conditions
Key Map

LAND PLANNER / LANDSCAPE ARCHITECT:

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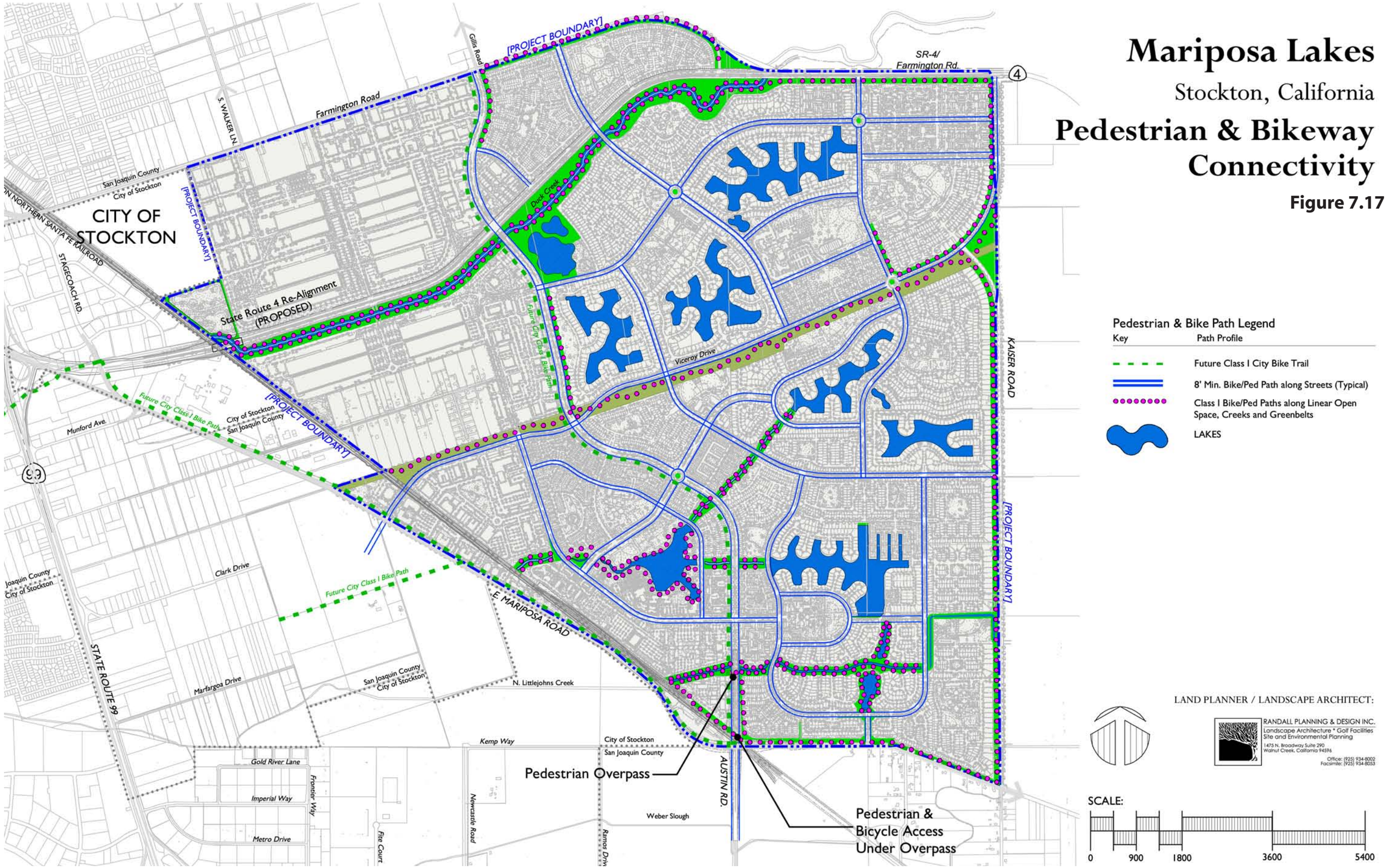
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053

Mariposa Lakes
Stockton, California
Circulation Plan
Figure 7.6
Streets Legend
Key
ROW Width / Street Profile
180' ROW Expressway (SR-4)
150' ROW Boulevard Arterial
75' ROW Greenbelt - Alternative
135' ROW Village Entry
106'-110' ROW Back-up Collector
84' ROW Neighborhood Collector
66' ROW Neighborhood Collector
52' ROW Medium Volume Residential
67' ROW Local Industrial Street
Project Boundary
Class I City Bike Trail
Round-a-Bout
Note: 50' R.O.W. 'Low Volume Residential' streets are not depicted. 'Low Volume Residntial' streets are located within residential areas.
LAND PLANNER / LANDSCAPE ARCHITECT:
RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053
SCALE:
0
900
1800
3600
5400
CITY OF STOCKTON
San Joaquin County
City of Stockton
[PROJECT BOUNDARY]
Farmington Road
Gillis Road
S. WALKER LN.
BURLINGTON NORTHERN SANTA FE RAILROAD
STAGECOACH RD.
State Route 4 Re-Alignment (PROPOSED)
SR-4/ Farmington Rd.
Duck Creek
Viceroy Drive
KAISER ROAD
Future City Class I Bike Path
Munford Ave.
Clark Drive
Marfargoa Drive
STATE ROUTE 99
E. MARIPOSA ROAD
N. Littlejohns Creek
Kemp Way
Gold River Lane
Imperial Way
Metro Drive
Frontier Way
Newcastle Road
Weber Slough
AUSTIN RD.


Mariposa Lakes
Stockton, California
Pedestrian & Bikeway Connectivity
Figure 7.17
Pedestrian & Bike Path Legend
Key
Path Profile
Future Class I City Bike Trail
8' Min. Bike/Ped Path along Streets (Typical)
Class I Bike/Ped Paths along Linear Open Space, Creeks and Greenbelts
LAKES
LAND PLANNER / LANDSCAPE ARCHITECT:
RANDALL PLANNING & DESIGN INC.
Landscape Architecture * Golf Facilities
Site and Environmental Planning
1475 N. Broadway Suite 290
Walnut Creek, California 94596
Office: (925) 934-8002
Facsimile: (925) 934-8053
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CITY OF STOCKTON
San Joaquin County
City of Stockton
[PROJECT BOUNDARY]
Farmington Road
S. WALKER LN
Gillis Road
SR-4/
Farmington Rd.
4
NORTHERN SANTA FE RAILROAD
STAGECOACH RD.
State Route 4 Re-Alignment
(PROPOSED)
Duck Creek
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KAISER ROAD
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99
Clark Drive
Future City Class I Bike Path
E MARIPOSA ROAD
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Gold River Lane
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Metro Drive
Frontier Way
Fite Court
Newcastle Road
Ramos Drive
Weber Slough
AUSTIN RD.
Pedestrian Overpass
Pedestrian &
Bicycle Access
Under Overpass