

APPENDIX A

Notice of Preparation and Responses

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NOTICE OF PREPARATION
OF AN
ENVIRONMENTAL IMPACT REPORT

FOR THE

MARIPOSA LAKES SPECIFIC PLAN

Mariposa Road and Kaiser Road
Stockton, CA

Specific Plan File No. SP4-03
Annexation File No. A-03-10
General Plan Amendment File No. GPA12-03
Rezoning File No. Z-17-03
Development Agreement File No. DA7-05
EIR File No. EIR11-03

February 3, 2006

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

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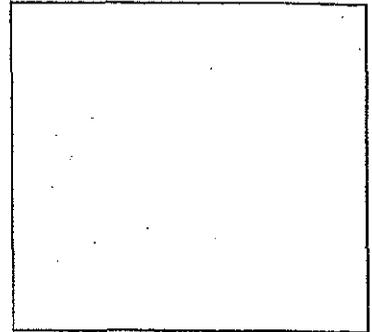
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**CITY OF STOCKTON
NOTICE OF PREPARATION**

February 6, 2006

To: (See attached list)

From: Lead Agency
City of Stockton
c/o Community Development Dept.
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997



SUBJECT: **NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT PURSUANT TO PUB. RES. CODE SEC. 21080.4 AND CAL. CODE OF REGULATIONS TITLE 14, SEC 15082(a) FOR THE MARIPOSA LAKES SPECIFIC PLAN PROJECT.**

The City of Stockton will be the Lead Agency and will prepare a Draft Environmental Impact Report (EIR) for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project.

The project description, location and the probable environmental effects are contained in the attached materials. A copy of the Initial Study is is not attached.

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice. We respectfully request that you return your comments to the above-noted Lead Agency address by March 8, 2006. If no comments are received by the date indicated, it will be assumed that the document is acceptable.

If you have any questions regarding this matter, please contact David Stagnaro, AICP, Senior Planner at (209) 937-8598.

PROJECT TITLE:
EIR FILE #: EIR11-03 DISCRETIONARY APPLICATION NO.(S): A-03-10, GPA12-03, Z-17-03, SP4-03, DA7-05
APPLICANT: John Verner, et al

PROJECT DESCRIPTION/LOCATION: The Mariposa Lakes Specific Plan (MLSP) Project consists of a request for City of Stockton (and other agencies) approvals necessary to permit the development of an approximately 3,810-acre planned mixed-use urban residential, commercial, institutional, and industrial development adjacent to the City of Stockton. The MLSP project as currently proposed would involve the development of approximately 10,201 dwelling units, 1.2 million square feet of commercial space, and 19.2 million square feet of industrial uses. The MLSP project area is generally located south of State Route 4, also known as Farmington Road, west of Kaiser Road, north and east of Mariposa Road and the Burlington Northern and Santa Fe (BNSF) Railroad.

JAMES E. GLASER, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By 
David Stagnaro, AICP, Senior Planner

Date: February 3, 2006

JEG:DJS:

AFFIDAVIT OF MAILING AND POSTING

I declare that on _____, I deposited in the United States mail facilities in the City of Stockton, State of California, a true copy of the above Notice of Preparation (NOP) with any attachments, with the postage thereon prepaid, addressed to each public agency and other interested parties on the attached distribution list. A copy of the NOP has also been mailed or delivered to the San Joaquin County Clerk who is required to post said NOP for a period of 30 days in accordance with Public Resources Code Section 21092.3.

Signature

Title

Posting Period Ending Date

CITY OF STOCKTON
ENVIRONMENTAL INFORMATION AND INITIAL STUDY FORM
(Pursuant to Cal. Code of Regulations, Title 14, Sections 15063-15065)

INITIAL STUDY FILE NO:	IS XX-05	<u>LEAD AGENCY</u>
EIR FILE NO:	EIR 11-03	City of Stockton
INITIAL STUDY FILING DATE:	February 3, 2006	Community Development Dept.
		Planning Division
		345 North El Dorado Street
		Stockton, CA 95202
		(209) 937-8266

Note: *The purpose of this document is to describe the project, its environmental setting, any potentially significant adverse environmental impacts which may be caused by the project or which may affect the project site and/or surrounding area, and any mitigation measures which will be incorporated into the project. Please complete all applicable portions of Section A (General Information/Project Description) and as much of Section B (Project Site Characteristics) as possible. If a question is not applicable, then, respond with "N/A". After completing Sections A and B, please sign the certification following Section B and attach any supplemental documentation and exhibits as deemed necessary. The completed form and applicable fees should be filed at the above-noted Lead Agency address. PLEASE TYPE OR PRINT IN DARK INK.*

A. GENERAL INFORMATION/PROJECT DESCRIPTION (Completed by Applicant)

1. **Project Title:** Mariposa Lakes Specific Plan
2. **Property Owner(s):** Numerous – See Attachment A
Address: See Attachment A
3. **Applicant/Proponent:** PCCP Mariposa Lakes LLC
Contact Person: Lynn Sutton
Address: 7540 Shoreline Drive, Stockton, CA Zip 95219 Phone 209-956-0567
4. **Consulting Firm:** Stantec Engineering **Contact Person:** Mike Persak
Address: 1016 12th Street, Modesto, CA Zip 95354 Phone 209-521-5986
Consulting Firm: Randall Planning And Design, Inc. **Contact Person:** Greg Randall
Address: 1475 N. Broadway, Suite 290, Walnut Creek, CA Zip 94596 Phone 925-934-8002
Consulting Firm: InSite Environmental, Inc. **Contact Person:** Charlie Simpson
Address: 6653 Embarcadero Drive, Suite Q, Stockton, CA Zip 95219 Phone 209-472-8650
5. **Project Site Location:**
 - a. **Address (if applicable) or Geographic Location:** Approximately 3,810 acres located in the unincorporated area, east and north of Mariposa Road, South of Farmington Road (SR 4), east of the Stockton city limits and west of Kaiser Road. See attached figures:

Figure 1, Regional Map
Figure 2, Vicinity Map
Figure 3, USGS Map
 - b. **Assessor's Parcel Number(s):** See Attachment A
 - c. **Legal Description [Attach metes and bounds (bearings and dimensions) description and corresponding map(s) or list existing lots of record from recorded deed]:** To be submitted

6. **General Project Description:** *(Describe the whole action, including later phases of the project and any secondary, support, or offsite features necessary for its implementation. Attach additional sheets if necessary.)*

OVERVIEW OF PLANNED DEVELOPMENT AND POTENTIAL DEVELOPMENT QUANTITIES

The Mariposa Lakes Specific Plan project involves a request for City of Stockton (and other agencies) approvals necessary to permit the development of an approximately 3,810-acre planned mixed-use urban residential, commercial and industrial development adjacent to the City of Stockton. The MLSP will establish proposed land uses and allowable development intensities for the entire specific plan area. Proposed land uses have been defined on a preliminary basis, and the land use proposal has been reviewed and discussed with the City of Stockton; however, additional review and refinement of the plan will need to occur before the MLSP is considered by the City decision-makers for approval.

The MLSP currently (February 2006) proposes the quantities of urban development shown on Figure 4 and described below as "Proposed Development." As discussed below, project entitlements will include a Development Agreement, and a principal function of that agreement will be to fix maximum potential development quantities associated with the proposed project. Development quantities to be defined in the Development Agreement have not been defined but are expected to conform generally to the "Proposed Development" quantities shown below.

For the purposes of the Notice of Preparation and to provide adequate disclosure in the scoping process, potential quantities of development that could be associated with buildout of the MLSP under two other higher-intensity scenarios are also described: 1) potential development of the MLSP area in accordance with average density provisions of Chapter 7.0 Districts and Villages of the Stockton General Plan Update 2035; and 2) maximum allowable development under the General Plan Update 2035 land use designations that are consistent with the current MLSP land use proposal. The Stockton General Plan Update 2035 is expected to be adopted prior to consideration of the MLSP. Proposed project quantities in the remainder of the Initial Study are stated in terms of the current proposed development quantities.

Proposed Development Quantities

The MLSP project as currently proposed (February 2006) would involve the development of approximately 10,201 residential units, consisting of approximately 4,520 low-density, 3,805 medium-density and 1,876 high-density dwelling units. Proposed industrial and commercial areas would result in the development of approximately 19.2 million square feet of industrial space and 1.2 million square feet of commercial space. These quantities are summarized in the table, below.

Proposed Land Use	Acres	Proposed Units/Square Feet
Low Density Residential	1,108	4,520
Medium Density Residential	554	3,805
High Density Residential	111	<u>1,876</u>
		10,201
Commercial	107	1.2 million
Industrial	845	19.2 million
Elementary/High Schools	150	
College	20	
Religious/Institutional	18	
Amtrak Station	8	
Parks and Recreation	426	
Major Transportation	317	
Existing Residential and Other	154	
Totals	3,810 ac.	10,201 residential units 1.2 million SF commercial 19.2 million SF industrial

MLSP Buildout at General Plan 2035 "Village" Average Densities

The General Plan Update 2035 establishes average development intensities for Village development; buildout of the MLSP proposed land uses in accordance with these average intensities would result in a somewhat more intensively-developed project site and higher development quantities for the project as a whole. Under this scenario, the MLSP project could result in development of approximately 11,043 residential units, consisting of approximately 4,422 low-density, 4,401 medium-density and 2,220 high-density dwelling units. Proposed commercial areas could result in the development of up to 1.9 million square feet of commercial space; the Village standards do not prescribe an "average"

level of commercial development. The Village standards do not provide for industrial use. As noted above, however, potential development associated with the project would be controlled by the development quantities defined in the Development Agreement.

Maximum Potential MLSP Buildout (General Plan 2035 Maximum Development Intensities)

Maximum potential development associated with buildout of the MLSP would be realized if the project were developed to the maximum allowable development intensities defined in proposed General Plan Update 2035. Buildout of the proposed MLSP land uses at these intensities could involve the development of a total of up to 17,309 residential units, consisting of approximately 8,046 low-density, 7,224 medium-density and 2,575 high-density dwelling units. Proposed industrial and commercial areas would yield up to 22.1 million square feet of industrial space and 1.9 million square feet of commercial space, assuming maximum floor area ratios (FARs) of 0.6 and 0.4, respectively. See also Items A(1)(a) and A(1)(b).

REQUIRED ENTITLEMENTS

Approvals required to permit proposed development of the Mariposa Lakes project will include the following, most of which would be obtained from the City of Stockton:

- Mariposa Lakes Specific Plan
- Annexation to the City of Stockton (City, LAFCO)
- Rezoning
- Tentative Subdivision Map(s)
- Development Agreement
- Water Supply Assessment
- Wastewater Master Plan Amendment
- Water Master Plan Amendment
- Storm Drainage Master Plan Amendment

Additional approvals would be required if the proposed project is considered for approval prior to the adoption of the City's proposal General Plan Update 2035. The additional approvals would include:

- Amendment of Stockton General Plan Land Use/Circulation Diagram
- Amendment of City of Stockton Sphere of Influence (LAFCO)
- Urban Services Boundary Amendment of City of Stockton

Additional entitlements associated with the project are expected to include:

- Caltrans, Highway Encroachment Permits
- California Department of Fish and Game, 1602 Stream Alteration Agreements
- State Reclamation Board, Levee Encroachment Permits
- US Army Corps of Engineers, Section 404 Permits

City approval of the Mariposa Lakes Specific Plan (MLSP) will be the primary entitlement associated with the proposed project. The MLSP will include a detailed description of the proposed land uses identified above, plans for the construction and financing of project infrastructure, and specifications for community designs. The MLSP is currently in preparation and will be completed and be available for public review in conjunction with the MLSP EIR. The major elements of the specific plan, as currently understood, are described in more detail below; it is anticipated that the MLSP will be subject to ongoing revision in conjunction with the City of Stockton review process.

The MLSP specific plan area (SPA) is located immediately east of the Stockton City Limits in the southeastern portion of the Stockton Metropolitan Area. As shown on Figure 4, the majority of the site is located outside the City's existing Urban Services Boundary and Sphere of Influence on land that is predominantly in agricultural use. The project area is bounded on the north by SR 4, also known as Farmington Road, on the east by Kaiser Road, a County road, on the south and west by Mariposa Road, a County road, and the Burlington Northern and Santa Fe (BNSF) Railroad. Approximately two miles of the west boundary of the SPA is adjacent to the existing Stockton City Limits.

The proposed project is located in the unincorporated area and will require annexation of approximately 3,810 acres into the City; the annexation area would include portions of the adjoining railroad, state highway and County road rights-of-way. City annexation would require pre-zoning of the annexation area to reflect the proposed land uses described in the specific plan, as required by LAFCO. Pre-zoning would identify development districts to be established in the MLSP. If defined under the City's existing Development Code, pre-zoning would include the RL (Residential, Low Density), RM (Residential, Medium Density), RH (Residential, High Density), PF (Public Facilities), CO (Commercial Office), CN (Commercial, Neighborhood), CG (Commercial, General), CL (Commercial, Large Scale)

and IL (Industrial, Limited). Zoning districts would be applied consistent with the approved MLSP land use plan and in accordance with the applicable requirements of the specific plan.

The SPA is located in an area that is designated by the adopted Stockton General Plan 1990 for Agriculture; the SPA is designated in the proposed General Plan Update 2035 for Industrial and Village development. The MLSP is generally consistent with the General Plan Update 2035 land use designations, but could involve the need for a general plan amendment (GPA), depending on the adopted version of the Update. The MLSP would require an amendment to the Stockton General Plan 1990 if the Update has not been adopted; the GPA would replace existing Agriculture designations on the site with LMDR Low-Medium Density Residential, HDR High Density Residential, COM Commercial, PIN Performance Industrial, INS Institutional and PR Parks and Recreation designations, to correspond with the proposed MLSP land use designations. In addition, the General Plan 1990 would need to be amended to extend the City's designated Urban Services Boundary to encompass the SPA. The City's existing Sphere of Influence boundary will need to be amended by the Local Agency Formation Commission to incorporate the SPA.

Buildout of the MLSP would involve the submittal of tentative subdivision maps, potentially including one or more large-lot tentative maps. It is anticipated that one or more Tentative Subdivision Maps for the Phase 1 area of the project will be submitted for approval in conjunction with the review of the MLSP. Tentative maps have not yet been submitted for City review.

The project would also require approval of a Development Agreement between the City and applicants that would, among other things, limit development intensity and density and establish other City/applicant agreements related to the project. Establishment of density and intensity limitations via the Development Agreement may be used to limit the scope of the EIR to quantities of future urban development defined in the MLSP; these quantities would be equal to or less than the maximum levels defined in this NOP. The EIR would address the proposed quantities, as limited by the Development Agreement, as the maximum potential development associated with the MLSP and avoid unnecessary consideration of unrealistic worst-case effects.

The proposed project would involve several changes and/or improvements to existing water features that pass through the SPA; these waterways include Duck Creek, Branch Creek and North Littlejohns Creek. Planned alterations to or near these water features would include relocation of portions of the North Littlejohn Creek, several new roadway bridges and storm drainage outfalls, lake development and development of storm drainage detention and treatment facilities. These elements of the project would require approvals from several state and federal agencies, including the California Department of Fish and Game, the State Reclamation Board and the US Army Corps of Engineers. The National Marine Fisheries Service (NOAA Fisheries) and the US Fish and Wildlife Service would be consulted by the US Army Corps of Engineers as required as a part of its permit process.

As discussed in more detail below, the project would include several major roadway improvements to local and state roads and highways. These improvements would require encroachment permits from the agencies with jurisdiction, including Caltrans.

There are no existing specific plans or redevelopment plans affecting the SPA. The City of Stockton has adopted a Precise Roadway Plan for Arch Road in the project vicinity. It is unknown at this time whether an amendment of this plan will be required.

The project requires the preparation of a Water Supply Assessment as required by Senate Bill (SB 610) and one or more Verification of Water Supply documents, as required by SB 221. The WSA is being prepared by the Stockton Department of Municipal Utilities and will be incorporated into the MLSP EIR.

Approximately 3,000 acres of the proposed SPA is currently located within the area covered by the adopted San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP); the San Joaquin County COG approved the inclusion of 800 of the existing 3,000-acre area into the SJMSCP in 2005, and the COG intends to initiate an amendment of the SJMSCP to incorporate the remainder of the SPA and other areas of planned development in the County. The SJMSCP establishes a mechanism for mitigation of the biological effects of new development through the payment of a biological resources impact fee, which is then invested in off-site habitat acquisition and improvement. Development of the later phases of the MLSP would be facilitated by an amendment of the SJMSCP to include the remaining 800 acres of SPA in the SJMSCP area. Amendment of the SJMSCP is expected to be a lengthy process; the EIR will consider the potential amendment of the SJMSCP as well as other options for mitigation of biological resources; however, obtaining this amendment is not a part of the proposed project. This issue is also discussed in Section C(4) Biological Resources.

PLANNED LAND USES

The Mariposa Lakes Specific Plan establishes a template and design specifications for near- and long-term development of the approximately 3,810-acre SPA as the Mariposa Lakes community. The Mariposa Lakes community would be divided generally into east and west sections by the northward extension of Austin Road. The

western approximately 20% of the SPA would be devoted to industrial development, while the larger eastern portion of the SPA would be devoted to development of the proposed residential community, including associated commercial, school, park and open space development.

Planned MLSP land uses are shown on Figure 4 and quantified in the above Overview of Planned Development section. It is anticipated that the general pattern of proposed land use associated with the MLSP will remain relatively constant but that the land use proposal will be subject to ongoing improvement and adjustment as the project proceeds through the City of Stockton review process.

Residential development within the MLSP area will extend generally from Farmington Road, the north boundary of the SPA, to Mariposa Road, the south boundary. Residential areas will be divided into neighborhoods of low, medium and high densities, which will typically be separated by new arterial and collector streets. An agricultural buffer composed of 1/2-acre lots would be located along the eastern boundary of the SPA (Kaiser Road). Planned residential units would be distributed approximately as follows:

Land Use Designation	Proposed Distribution	GP 2035 Target Density Range
Residential Estate	0%	5% (minimum)
Low Density Residential	44%	72-78%
Medium Density Residential	37%	13-17%
High Density Residential	18%	4-6%

As shown above, the densities proposed by MLSP generally exceed the ranges specified in the General Plan Update 2035. The MLSP does not presently designate lands in the Village Residential Estate (VRE) category; proposed half-acre lots located in the agricultural buffer along the east boundary of the SPA would amount to approximately 50 acres, or 2.7% of the SPA.

Planned residential areas will include a series of man-made lakes comprising a total of more than 225 acres, as shown on Figure 4. Proposed lakes would be located predominantly within proposed low-density residential neighborhoods but would extend through planned medium- and high-density areas to a planned community park in the village center area. The lakes would be visible at planned arterial and other street crossings. Planned lakes would conduct storm drainage through the site as well as providing detention, water quality and aesthetic functions. During the summer months, the proposed lakes would require makeup water to replace evaporation losses; the applicant is exploring a range of options for makeup water supply, including non-groundwater options, which will be addressed in an Integrated Water Management Plan (IWMP); the IWMP is discussed in more detail in the Water Systems section, below.

Proposed commercial areas would include an approximately 64-acre area to be known as the Mariposa Lakes Village Commercial Center located in the southern portion near Mariposa and Austin Roads. Outlying neighborhood commercial sites would be located in the northwest and northeast portions of the SPA; the northeast center would be configured in accordance with the City's Village planning guidelines. Currently-proposed commercial designations would allow development of an estimated 1.2 million square feet of retail stores, offices and other commercial uses, including a site for commercial recreation. The proposed village area, in addition to retail and office commercial development, would accommodate approximately 38 acres of high-density residential development. This area will also provide sites for commercial recreation (i.e. health club, approximately eight acres), the planned Stockton Amtrak station (approximately eight acres) and a site to be dedicated to Delta Community College for future development of a community college satellite or branch campus (approximately 20 acres); in the event that a change in the proposed use of the college site is proposed in the future, the MLSP will require a major amendment to reflect the proposed use.

The western portion of the SPA is proposed for Industrial use. This area, totaling approximately 835 acres, would allow the development of approximately 19.2 million square feet of light industry, consisting of light manufacturing, offices or warehousing and distribution uses, much of which would be served by rail lines to be extended onto the project site from the existing BNSF line located along the southwest boundary of the SPA. Proposed industrial land uses will be separated from planned new residential development by the extensions of Austin and Newcastle Roads through the project site.

Approximately 426 acres of the SPA will be reserved for parks and open spaces, including several community and neighborhood parks as well as linear parkways; the approximate location of these facilities are shown on Figure 4. Lake acreage is not included in this total. Larger community park facilities would include an approximately 58-acre park in the village center area and parks adjacent to and along the Duck Creek and PG&E transmission line corridors.

The MLSP designates approximately 150 acres for development of six elementary schools and one high school; an additional 20 acres would be dedicated to San Joaquin Delta College for development of a future community college facility. A total of 170 acres would be devoted to educational uses. Primary and secondary schools would be

developed by the Stockton Unified School District. An 18-acre site would be set aside for the development of religious and institutional uses. Approximately 317 acres of the SPA will be occupied by major transportation facilities, including planned streets and the existing railroad right-of-way.

CIRCULATION AND UTILITIES

The MLSP will include master infrastructure plans that identify the transportation, potable water, wastewater, storm drainage and other infrastructure improvements that will be constructed to serve the proposed land uses, and the physical relationship and timing of these facilities with respect to overall project phasing plans; the MLSP will include a Public Facilities Financing Plan for the project that will identify the costs of and financial responsibility for these facilities.

The MLSP would be accessed from SR 99 via existing regional and local arterials including Mariposa Road, SR 4 (Farmington Road), Austin Road and Arch Road. The proposed project is expected to include major improvements to project frontage on the adjoining roads (Mariposa Road, Farmington Road) as well as other off-site improvements. The project has been designed to include relocation of SR 4 from its crossing of Duck Creek southwesterly along the Duck Creek corridor through the SPA to intersect Mariposa Road; this improvement is being discussed with Caltrans staff and would ultimately require approval from the California Transportation Commission; the applicant has initiated preparation of a Project Study Report addressing the proposed relocation as well as potential improvements to the SR 99/Mariposa Road interchange and SR 99 between Arch Road and the Crosstown Freeway. The proposed SR 4 realignment may involve changes in existing addressing along the existing state route. This improvement would also allow the existing SR 99/Farmington Road interchange to be taken out of commission, a change that is being considered by the state. It is anticipated that the physical effects of constructing proposed improvements through the SPA would be addressed in the MLSP EIR. Improvements to the existing state highway facilities are expected to be addressed in one or more Project Study Reports and to be subject to separate environmental review processes overseen by the state.

Planned access onto the site from Mariposa Road will require construction of two grade-separated crossings of the BNSF railroad on the planned extensions of Newcastle Road and Austin Road. The intersections of these two streets with Mariposa Road would be constructed on fill above existing grade. A third grade separation would be required to accommodate the planned realignment of SR 4.

Implementation of the MLSP would include construction of an internal system of arterial and collector roads, as well as local roads serving proposed land uses. A major circulation feature would include the extension of Austin Road from its current terminus at Mariposa Road through the project site as a major arterial to a new intersection with SR 4; this roadway is envisioned in the Stockton General Plan Update 2035 as the East Side Expressway. Existing Kaiser Road, which forms the eastern boundary of the SPA, would be widened to provide better circulation and access to the eastern portions of the project site. Proposed street improvements standards will be identified in the MLSP.

The proposed project will include the extension of rail spurs from the existing BNSF line northward into and through the proposed industrial portions of the project site.

The MLSP is estimated to generate an average of approximately 16.8 million gallons per day (MGD) of sewage effluent. Wastewater treatment services for the proposed project would be provided by the City of Stockton at its existing treatment facility on Navy Drive. The City's plant is in the process of expansion to meet anticipated growth-related increases in wastewater flows, and additional planned expansion will be necessary to meet demands associated with the Mariposa Lakes project. Wastewater collection lines would be extended from the City's existing System 8 to serve approximately 5.0 MGD of the estimated sewage demand generated by the developed SPA). It is anticipated that additional wastewater collection lines will need to be constructed to accommodate all of the wastewater generated by the MLSP; additional studies are underway to determine whether additional capacity is available within this existing collection system. However, it is anticipated that a new wastewater pump station and force main will need to be constructed; a tentative alignment for this facility is shown on Figure 5. As an alternative, a parallel gravity sewer may be located along the existing System 8 trunk line. Construction of this line, if required, would be considered in the EIR.

Major elements of the wastewater collection system within the SPA, as identified in preliminary infrastructure plans, would consist of 15 to 36-inch collection lines directing sewage flows westerly to existing and planned System 8 facilities. The applicant's engineer has estimated that a total of two collection lift stations will be required to deliver sewage effluent generated by the project to existing elements of the City collection system.

Development under the MLSP would generate an estimated potable water demand of approximately 19.6 million gallons per day. The SPA is located within the service areas of both the City of Stockton and Cal Water; water supply for the proposed project would be provided by both agencies. Water supplies for the project would be obtained from a combination of existing and planned surface water sources and groundwater which supply both the Cal Water and City systems. Both agencies are preparing Water Supply Assessments pursuant to SB 610 that will

be incorporated into the EIR. Planned potable water system improvements would include extension of water distribution facilities throughout proposed development areas by the respective utilities. Within the Cal Water portion of the SPA, water would be supplied from existing 12- and 16-inch lines located within Carpenter, Farmington and Mariposa Roads, and development of one new well is anticipated. The City portion of the system would be supplied from a planned line at Austin and Mariposa and the South Stockton Aqueduct at Mariposa Road. New potable water storage and booster pump facilities would be required in order to meet peak domestic water flow needs. Storage requirements have initially been estimated at approximately 20 million gallons.

The proposed project would also include a separate non-potable water, or "purple pipe," system that will provide irrigation water supply to proposed parks, open spaces, and landscaping areas. Sources of supply for this system have not been identified but will be addressed in the project Integrated Water Management Plan (IWMP) discussed below. A master plan for the non-potable system will be included in the MLSP.

The SPA is not served by existing urban storm drainage facilities; the SPA is traversed by Duck Creek, Branch Creek and North Littlejohns Creek. The proposed project would include the installation of storm drainage facilities in all areas of new development that would conduct project-generated runoff to the proposed lake system. The lake system would collect, detain and conduct storm runoff through the project site to pumping facilities that would discharge to the existing terminal drainage facilities, including Duck and North Little Johns Creeks. The proposed lake system would provide water quality management functions required by the City's storm water management plans. Electrical, gas, phone and cable television will also be extended from existing facilities in the project area.

WATER SYSTEMS

The MLSP would involve several interconnected hydrologic elements. Proposed storm drainage facilities and lake systems associated with the proposed project would involve interaction with and discharges to existing surface waters located within the project site. The lake systems would incorporate biological management systems that would maintain water quality and improve the quality of storm drainage discharged to these systems; the lakes would require makeup water supplementation during the summer and year-round management. Relocation of portions of North Littlejohns Creek would be required, and a portion of existing Branch Creek would be routed through the proposed lake system. Planned urban development of the site would involve continuation of portions of the existing groundwater withdrawals associated with agricultural use of the SPA, and development would involve some effects on and opportunities to improve groundwater recharge.

The MLSP is expected to include a detailed description of each of these project elements based on technical studies that have already been completed or are being completed by the applicant's project team members. These contributions will include designs and management plans for proposed storm water systems, including the proposed lakes and other proposed Best Management Practices. The water requirements and interactions of the project as a whole will be the subject of a comprehensive Integrated Water Management Plan that is currently being prepared by Kleinfelder. The EIR would consider the IWMP and the potential hydrologic and water quality effects of the hydrologic elements of the project on the existing hydrology of the SPA and vicinity.

- | | |
|---|------------------------|
| 7. Applications Currently Under City Review: | File Number(s): |
| Specific Plan | SP4-03 |
| Annexation | A-03-10 |
| General Plan Amendment | GPA12-03 |
| Rezoning | Z-17-03 |
| Development Agreement | DA7-05 |
-
- | | |
|--|--|
| 8. Other Permits/Reviews Required By The City, County, State, Federal Or Other Agencies For Project Implementation: | |
| Agency: | Permits/Reviews: |
| Local Agency Formation Commission | Annexation
Sphere Of Influence Amendment |
| Stockton City Council | Specific Plan
Annexation (Approval to file application w/LAFCO)
General Plan Amendment
Urban Service Area Amendment
Sphere of Influence Amendment (authorization to file)
Rezoning
Development Agreement
Tentative Subdivision Map(s) (on appeal) |

Utility Master Plan Amendments

Stockton Planning Commission

- Specific Plan (recommendation to council)
- General Plan Amendment (recommendation to council)
- Prezone (recommendation to council)
- Development Agreement (recommendation to council)
- Tentative Subdivision Map(s)

9. Describe Proposed General Plan (GP) Amendments and/or Prezoning/Rezoning (Zoning) Requests, If Applicable:

The need for General Plan amendments associated with the project will be dependent on the status of adoption of the City's proposed General Plan Update 2035. The Mariposa Lakes Specific Plan is generally consistent with the General Plan Update, as proposed, and the need for general plan amendments, if any, is expected to be minimal.

If the General Plan Update is not adopted, or its implementation is delayed, the proposed project may need to be considered in the context of the existing adopted General Plan 1990. If that is the case, an amendment of the General Plan 1990 Land Use/Circulation diagram designation of agriculture would be necessary to reflect the proposed Specific Plan land use designations.

10. Describe Any Site Alterations Which Result From The Proposed Project: (Address the amount and location of grading, cuts and fills, vegetation/tree removal, alterations to drainage, removal of existing structures, etc.)

Development of the Specific Plan area would involve removal of existing agricultural uses and potential removal of some of the approximately 18 existing residences located along SR 4 and Kaiser Road, as planned urban development extends to these areas. No removal of existing housing along Carpenter Road is anticipated. Development of planned urban areas would require extensive grading to prepare proposed streets, utilities and sites for new development. Removal of some existing oak trees in areas proposed for development may be required.

11. Specific Project Description/Operational Characteristics:

a. Describe Proposed Commercial, Industrial, Institutional, and Recreational Uses (all non-residential uses):

The project proposes development of approximately 845 acres of the site for industrial purposes. This area would be divided into a range of lot sizes and served with rail access; additional detail is provided in Section A(6).

Commercial development is proposed primarily in the Mariposa Lakes Village area. This area is surrounded by planned residential development at a range of densities. Two other neighborhood commercial sites are proposed in the northwest and northeast portions of the Specific Plan area. Specific commercial uses have not been identified, but these uses are characterized in the Land Use map and Land Use summary, as summarized below.

(1)	Proposed Land Use(s)	Zoning	Site Acreage	Structure Sq. Ft.	Required Parking	Parking Provided
	Industrial	IL	845	19.2 Million	Varies	Varies
	Commercial	CG, CN	107	1.2 Million	Varies	Varies

Note: Parking requirements will vary by use; actual zoning designations will be defined in the MLSP

(2) Describe Project Phasing (location/timing):

A project phasing is being developed in conjunction with the Specific Plan. Initial versions of the phasing plan indicate that the Village Center commercial would be developed in the first phase together with portions of the industrial area fronting on SR 4. Subsequent phases would involve additional portions of the industrial components of the project. Outlying commercial areas would be developed in conjunction with residential development in these areas. More specific phasing plans will be identified in the draft Specific Plan. The project is expected to reach full build-out in approximately 10 years.

(3) Days/Hours of Operation: Unknown; Work Shifts Per Day: Unknown

(4) Total Number of Employees: A total of 35,900 employees are estimated to be generated by the MLSP as a whole. Number of Employees Per Work Shift: To be determined

(5) Number of Company Vehicles/Trucks: Unknown

(6) **Estimated Number Of Vehicle Trip Ends (TE) Per Day Generated By Project:**

Total commercial and industrial trip generation, based on initial estimates provided by the project traffic consultant (TJKM), would amount to approximately 57,800 TE/Day.

(7) **Estimated Maximum Number Of TE/Day Based On Proposed General Plan Designation:**

See Item #6 above.

(8) **Will Land Use-Related Noise Produced On Site Exceed Adopted Noise Standards (i.e.: 45 Leq dB during nighttime or 55 Leq dB during daytime hours at nearest residential property line; 75 Lmax dB at nearest commercial property line; and/or 80 Lmax dB at nearest industrial property line)? Planned industrial and commercial operations have the potential exceed noise standards, depending on the nature of these uses. If Yes, Describe Sources And Levels Of Noise:** Potential noise sources and potential impacts will be addressed in the EIR.

(9) **Other operational or design characteristics:** None known at this time.

b. **Describe Proposed Residential Land Uses: [check (√) or specify applicable types]**

√	Planned Development	√	Conventional 1-F, 2F, or 3F		Condominiums
	Extended Stay/Single Room Occupancy Facilities		Dormitory/Rooming/Boarding Houses		Residential Care Facility
√	Other – Unspecified High Density Residential Uses		Mobile Homes		Townhouses
	Elderly Apartments		Motel/Hotel/B&B	√	Apartments
	Employee Housing				

(1) **Residential Land Use Summary:**

Types of Unit	Zoning	Acreage	Prop. Units	Units/Ac.	Max. Unit/Max. Density
Low Density	VLDR	1,108	4,520	4.1	7,509/9.7
Medium Density	VMDR	554	3,805	6.9	7,224/17.4
High Density	VHDR	111	1,876	16.9	2,575/29

(2) **Describe Project Phasing:** Phase 1 of planned residential development would be located in the vicinity of the proposed village area near the intersection of Austin Road and Mariposa Road. Subsequent residential phases would occur along the northern portions of the Austin Road extension and in the vicinity of Kaiser Road near SR4; the central residential areas are expected to develop last. The project is expected to reach full build-out in approximately 10 years.

(3) **Population Projection for the Proposed Project:** 32,037

Projected Population Density (Persons/Unit): 3.14

(4) **Student Generation Projected for Proposed Project:** 6,522

Projected Student Density (K-12 Student/Unit): Single-family, 0.55 for K-8, 0.20 for 9-12
Multi-family, 0.10 for K-8, 0.01 for 9-12

(5) **Estimated Total Number Of Vehicle Trip Ends (TE) Per Day Generated By Proposed Project:**

Residential trip generation, based on initial estimates provided by the project traffic consultant (TJKM), would amount to approximately 72,000 TE/ DAY.

(6) **Estimated Maximum Number Of TE/Day Based On Proposed General Plan Designations:**

See Question #5 above.

12. Will the project generate any substantial short-term and/or long-term air quality impacts, including regional/cumulative contributions? Yes If so, estimate the type and amount of emissions below (e.g., tons per year of PM10, ROG, Nox, and CO): Potential air quality impacts of the project will be addressed in detail in the EIR. See Section C(3) Air Quality.
- a. Construction Emissions: See Section C(3) Air Quality
 - b. Stationary Source Emissions: See Section C(3) Air Quality
 - c. Mobile Source Emissions: See Section C(3) Air Quality

B. PROJECT SITE CHARACTERISTICS (Completed by Applicant and/or Lead Agency, as applicable):

1. Total Site Acreage (Ac.) (or) Square Footage (S.F.): 3,810 Ac.
2. Ex. General Plan Designations Acres (net) Ex. Zoning (City or County) Acres
- | | | | |
|-------------|-------|-------------------------------------|-------|
| Agriculture | 3,810 | A/G 40 General Agriculture (County) | 3,810 |
|-------------|-------|-------------------------------------|-------|
3. Identify and describe any specific plans, redevelopment areas, and/or other overlay districts/zones which are applicable to the project site:

The proposed project will involve the adoption of a specific plan for the proposed project area. There are no existing specific plans or redevelopment plans affecting the subject property. City of Stockton has adopted a Precise Plan (Roadway Specific Plan) for Arch Road in the project vicinity. It is unknown whether an amendment of this plan will be required.

4. Identify Existing On-Site Land Uses and Structures:
- The Specific Plan Area is predominantly in agricultural use as field crops and orchards. The Carpenter Road area has been developed largely with single-family residences (approximately 48) and small-scale agricultural uses. Several parcels located along SR4 and Kaiser Road contain approximately 18 existing single-family residences.

5. Prior Land Uses if Vacant: N/A
6. Describe Any On-Site And Adjacent Utility/Infrastructure Improvements And Right-Of-Ways/Easements:

Agricultural wells are located within the Specific Plan area. Power and phone lines are located along the Specific Plan area boundaries and are extended into the Specific Plan area along existing roads to serve existing residences and water wells. No existing urban sewer, water and storm drain systems are located within the Specific Plan area. Sewer, water and storm drain lines are to be extended to properties adjacent to and west and south of the Specific Plan area in conjunction with the Arch Road Industrial Park and Duck Creek industrial projects.

7. Adjacent Land Uses, Zoning And General Plan Designations:

Adjacent Uses	Zoning (City)	General Plan Designations
North: Agriculture, Single-Family Residential	A/G, R/L (County)	Low-Medium Density Residential, Agriculture
South: Single-Family Residential, Agriculture	A/G, A/L, P (County), IL (City)	Industrial, Agriculture
East: Agriculture	A/G (County)	Agriculture
West: Agriculture, Single-Family Residential, Industrial	IL, IG (City) A/G, R/L (County)	Industrial, Agriculture, Performance Industrial

8. If site contains at least ten (10) acres of undeveloped and/or cultivated agricultural land, complete the following:
- a. Is the land classified as "Prime Farmland" and/or "Farmland Of Statewide Importance" (as identified on the San Joaquin County "Important Farmland Map")? Yes, See Section C (2) Agriculture.
 - b. Is the site under a Williamson Act Land Conservation contract? Yes, portions of the Specific Plan area are subject to Williamson Act contracts.

- c. If the site is under contract, has a "Notice Of Non-Renewal" been filed? Notices of Non-Renewal have been filed on most of the Williamson Act contracts applicable to the project site.
9. Describe important on-site and/or adjacent topographical and water features:
- On-Site: Duck Creek, Branch Creek, North Little Johns Creek, Irrigation/Drainage Ditches, See Section C (8) Hydrology and Water Quality.
- Adjacent: Same as On-Site
10. Describe any important on-site and/or adjacent vegetation/wildlife habitat:
- On-Site: Oak trees, agricultural land wildlife values, potential Swainson's hawk nesting, wetlands and other aquatic habitats exist along streams. See Section C (4) Biological Resources.
- Adjacent: Urbanized land, agricultural land with same resource potential as project site.
11. Describe any general and special status wildlife species known to inhabit the site or for which the site provides important habitat:
- Existing waterways on the project site and adjoining lands provide wetland habitat values and may provide habitat for sensitive plant and wildlife species. See Section C(4) Biological Resources.
12. Identify and describe any significant cultural resources on or near the site (attach a "Records Search", "Site Survey", and/or other documentation, if applicable):
- Archaeological and historic surveys of the SPA have been completed. A prehistoric site of potential significance is located within the specific plan area. One potentially significant historic structure has been identified in the Specific Plan area. See Section C(5) Cultural Resources.
13. Identify and describe any on-site or nearby public health and safety hazards or hazardous areas (attach a "Preliminary Site Assessment" and/or "Remediation Plan", if applicable):
- Several recognized environmental conditions are located within the Specific Plan area, and two off-site locations are recorded on the CERCLIS-NFRAP database. See Section C(7) Hazards and Hazardous Materials.
14. Identify and describe any potentially hazardous geologic/soil conditions:
- Soils have high shrink-swell and post-construction heave potential. See Section C(6) Geology and Soils.
15. Is any portion of the site subject to a 100-year flood? YES If so, what flood zone?
- The majority of the project site is located in Zones B and C, with smaller areas designated as Zones A and AO; Zone A areas are confined to existing stream channels. See Section C(8) Hydrology and Water Quality.
16. Identify and describe, below, any existing and/or projected on-site ambient noise levels which exceed adopted noise standards (plot noise contours on proposed tentative maps or on a site plan for the project, if applicable):
- a. Do on-site ambient noise levels from existing land uses (locally regulated noise sources) located on-site or off-site exceed adopted noise standards? Yes If so, describe:
- Seasonal and intermittent noise from agricultural operations may exceed noise standards; existing industrial uses in the project area may involve noise in excess of standards. This issue will be addressed in the Specific Plan EIR.
- b. Does or will transportation-related noise exceed 60 dB Ldn at any exterior location or 45 dB Ldn at any interior location? Yes If so, describe:
- The site is exposed to noise from the BNSF Railroad along the southwestern boundary of the project site. Traffic noise generated by SR 4 and Mariposa Road could impact marginal areas of the site. Noise levels are addressed in Section C(11).

17. Indicate by checking (✓) whether the following public facilities/infrastructure, utilities, and services are presently or will be readily available to the project site and whether the proposed project can be adequately served without substantial improvements or expansion of existing facilities and services. If new or expanded/modified facilities or services are necessary, explain below.

	Yes	No	N/A
a. Water Supply/Treatment Facilities		✓	
b. Wastewater Collection/Treatment Facilities		✓	
c. Storm Drainage, Flood Control Facilities		✓	
d. Solid Waste Collection/Disposal/Recycling Services	✓		
e. Energy/Communication Services	✓		
f. Public/Private Roadway And Access Facilities		✓	
g. Public/Private Parking Facilities		✓	
h. Other Public/Private Transportation Services (public transit, railway, water or air transport, etc.)		✓	
i. Fire And Emergency Medical Services		✓	
j. Police/Law Enforcement Services		✓	
k. Parks And Recreation Services		✓	
l. Library Services		✓	
m. General Government Services	✓		
n. School Facilities		✓	

Explanation(s):

The project will require the extension of urban water and wastewater collection systems and the construction of new storm drainage facilities to serve the site. The project will be served with primary access by existing roads, but will require major improvements to these facilities and the construction of new roadways. New parks and schools will be needed to meet demands generated by the project.

The project will require expansion of city fire, police, library and other services. Due to the size of the project, potential impacts on these services, and the level of effort required to address demands generated by the project will need to be analyzed in the EIR.

SIGNATURE (Completed by Owner or Legal Agent)

I certify, under penalty of perjury, that the foregoing is true and correct and that I am (check one):

Legal property owner (owner includes partner, trustee, trustor, or corporate officer)

✓ Owner's legal agent, authorized project applicant, or consultant (attach proof of consent to file on owner's behalf)



 Charlie Simpson, InSite Environmental

2/6/06

 Date

C. ENVIRONMENTAL SIGNIFICANCE CHECKLIST (Completed by Lead Agency or Authorized Consultant -- Check (✓) Responses and Provide Supporting Documentation and References, as applicable):

- *In completing this Checklist, the Lead Agency shall evaluate each environmental issue based on the preceding Sections A and B of this Initial Study and shall consider any applicable previously-certified or adopted environmental analysis. The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in light of the whole record before the Lead Agency. All answers must take into account the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.*
- *Following each section of this Checklist is a subsection to incorporate environmental documentation and to cite references in support of the responses for that particular environmental issue. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the Lead Agency cites (in parentheses) at the end of each section. This subsection provides (a) the factual basis for determining whether the proposal will have a significant effect on the environment; (b) the significance criteria or threshold, if any, used to evaluate each question; and (c) the new or revised mitigation measures and/or previously-adopted measures that are incorporated by reference to avoid or mitigate potentially significant impacts. Mitigation measures from Section D, "Earlier Analyses", may be cross-referenced. In addition, background and support documentation may be appended and/or incorporated by reference, as necessary. This section is required to support a "Mitigated Negative Declaration". If an Environmental Impact Report (EIR) will be prepared, this section shall provide an "EIR Scope of Work" in order to focus on issues to be addressed in the Draft EIR.*
- *A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project site is not subject to flooding). A "No Impact" answer should be explained if it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).*
- *Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is "Potentially Significant", "Less-than-Significant with Mitigation Incorporated", or "Less-than-Significant". "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant and mitigation measures to reduce the impact to a less-than-significant level have not been identified or agreed to by the project applicant. If there are one or more "Potentially Significant Impact" entries upon completing the Checklist, an Environmental Impact Report (EIR) is required.*
- *The "Less-than-Significant with Mitigation Incorporated" category applies when revisions in the project plans or proposals made, or agreed to, by the applicant would avoid or mitigate the effect(s) of the project to a point where, clearly, no significant adverse environmental effect would occur. The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less-than-significant level. Upon completing the Checklist, if there is no substantial evidence in light of the whole record before the Lead Agency that the project, as revised, may have a significant effect on the environment, then, a "Mitigated Negative Declaration" shall be prepared.*
- *The Checklist shall incorporate references to common or comprehensive information sources [e.g., the City's General Plan, redevelopment plans, infrastructure master plans, zoning ordinance/development code(s), and related environmental documents, etc.] for potential regional (Citywide) and cumulatively considerable impacts. In addition, any prior site-specific environmental documents and/or related studies (e.g., traffic studies, geo-technical/soils reports, etc.) should be cited and incorporated by reference, as applicable. Reference to a previously prepared or outside document should, when appropriate, include a reference to the page or pages where the statement is substantiated. Referenced documents shall be available for public review in the City of Stockton Community Development Department, Planning Division, 345 N. El Dorado St., Stockton, CA.*
- *Supporting Information Sources: A source list should be attached and other sources used and/or individuals contacted should be cited in the discussion.*

NOTE: ALL SUPPORTING INFORMATION FOR THE CHECKLIST IS PROVIDED IN THE DISCUSSION FOLLOWING EACH SEGMENT OF THE CHECKLIST. SOURCE DOCUMENTATION IS LISTED IN SECTION F.

1. AESTHETICS -- Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

- a. Have a substantial adverse effect on a scenic vista?
- b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?
- c. Substantially degrade the existing visual character or quality of the site and its surroundings?
- d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?				✓
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	✓			
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	✓			
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	✓			

DISCUSSION:

The SPA is located at the southeastern boundary of existing urban developments in the City of Stockton. The SPA is predominantly in agricultural use, including row crops and orchards. Other landscapes in the vicinity include urban, industrial and residential development as well as mixed rural residential and other uses in the unincorporated area. The SPA is bounded on the north by SR 4, on the east by Kaiser Road, and on the south and west by Mariposa Road, a major County road, and the BNSF Railroad. There are no existing designated scenic vistas or routes located in the project area.

Visibility from and within the project area varies from "very open" in row crop areas to "relatively limited" where nut and fruit orchards obscure views into and from the project area. Distance views are available over the agricultural lands that comprise the SPA from most of the SPA boundaries along SR 4 and Kaiser Road. Expansive views of the SPA are available from one elevated portion of Mariposa Road. Views of the western portion of the SPA from the south are obscured by existing industrial development and the BNSF Railroad grade.

The proposed project would involve substantial changes in the appearance of the project site; existing agricultural open space will be replaced by new urban development. Planned development may result in the removal of existing oak trees and alterations to existing waterways. The project will include the construction of new lakes and improvements of existing water features that would contribute to the appearance of the proposed new community. New residential, commercial and industrial development will be subject to the design requirements of the MLSP as well as the design review requirements of the City of Stockton.

The EIR will need to characterize existing landscapes in the project vicinity, including industrial, residential, transportation and agricultural development in an aesthetic context, identifying any elements of variety and interest including open space, oak trees, canals and other features. Primary viewer corridors and locations, and the sensitivity of viewers potentially affected by changes on the site will need to be identified. The EIR will identify existing night lighting features and their prominence in local viewsheds.

Issues to be addressed in the EIR would include:

- Nature and degree of potential landscape change associated with proposed industrial, residential and commercial uses of the site. The analysis will be based on the overall land use plan as well as any available site plans, architectural standards or other information that describe the appearance and design of proposed development.
- Discussion of effects of planned development on existing viewsheds from existing and planned transportation corridors and representative locations in the project vicinity, including SR 4, Mariposa Road and Kaiser Road. The analysis will include consideration of potential building siting, scale and massing.
- Potential effects of planned open space corridors, lakes and other water features, parks, neighborhood perimeter treatments and commercial site identification on the overall appearance of the project.

- Extent and location of potential and proposed night lighting, particularly in proposed industrial and commercial areas, effects on night viewsheds, potential light and glare effects.

Supporting Documents/References Cited: SEE SECTION F.

2. AGRICULTURAL RESOURCES -- In determining whether impacts on agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation And Site Assessment Model (1997) prepared by the California Department of Conservation. Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

- a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?
- c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
✓			
✓			
✓			

DISCUSSION:

The project area is in intensive agricultural use, including row crops and orchards. The most extensive soils on the project site are clay and clay loam units of the Stockton and Jacktone series. The Stockton soils are considered prime by the Soil Conservation Service. Most of the project area is designated as Prime Farmland by the State of California. Portions of the project site are subject to Williamson Act contracts; Notices of Non-renewal have been filed on many of these parcels.

The proposed project can be expected to result in conversion of the SPA from agricultural to urban uses; this would include conversion of prime agricultural lands. Planned urban development will involve the potential for conflict with remaining agricultural uses both within and adjacent to the SPA. Development would also involve elimination of or conflicts with agricultural irrigation systems. Early phase of the project will likely require the immediate cancellation of Williamson Act contracts that have not been naturally expired via Notices of Non-Renewal; this will require findings of consistency with the cancellation requirements of the California Government Code.

The EIR will need to more specifically identify, describe and map existing agricultural uses on and near the project site, identify soil characteristics and suitability for agriculture, and quantify the site's general agricultural productivity. Existing irrigation water supply and distribution systems will be identified. The existence, location and status of Williamson Act contracts and cancellations on and surrounding the site will be identified.

Issues to be addressed in the EIR would include:

- Conversion of agricultural land to urban uses, in terms of loss of existing and future productivity, reversible and irreversible consequences.
- Potential conflicts between proposed urban uses and nearby agricultural land uses. Potential influence of agricultural land conversion and planned urban use on the future agricultural use of other nearby lands.
- Potential effects of the project on on- and off-site irrigation water supply and distribution systems.

Supporting Documents/References Cited: SEE SECTION F.

3. AIR QUALITY -- When available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a. Conflict with or obstruct implementation of the applicable air quality plan?
- b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?
- c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?
- d. Expose sensitive receptors to substantial pollutant concentrations?
- e. Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
✓			
✓			
✓			
✓			
✓			

DISCUSSION:

The State of California and the federal government have established ambient air quality standards for several different pollutants. San Joaquin County and Stockton area have been designated an attainment area for the carbon monoxide air quality standards. San Joaquin County is considered a non-attainment area for ozone and particulate matter (PM-10). The San Joaquin Valley Air Pollution Control District (SJVAPCD) has jurisdiction over most air quality matters in the San Joaquin Valley Air Basin (SJVAB) and has adopted the Guide to Assessing and Mitigating Air Quality Impacts (GAMAQI).

The proposed project will result in potentially significant construction emissions consisting of fugitive dust and construction equipment emissions. Project operations will result in significant ozone precursor emissions from automobile and truck traffic as well as potentially significant concentrations of carbon monoxide at congested intersections. The project is located in the vicinity of a significant source of industrial odors, and proposed land uses will be exposed to these odors.

The EIR will need to document applicable regulations and standards, existing and project future air quality for the project area, regional and local meteorology and air quality, consistency with state and federal ambient air quality standards, and existing air quality and management programs.

The air resources analysis in the EIR will conform to the guidance presented in the SJVAPCD's GAMAQI and will include modeling of traffic-related ozone precursor emissions, construction impacts, screening analysis of local carbon monoxide (CO) emissions, and analysis of potential toxic air contaminant, hazardous material and odor impacts. The following air quality issues would be addressed:

- Potential for stationary source emission from planned industrial uses and associated permitting requirements.
- Quantification of regional ozone precursor emissions from stationary sources and vehicles using the latest version of the state URBEMIS model. This analysis would include analysis of the effectiveness of air quality mitigation (e.g. pedestrian and bicycle ways, proximity to commercial services, etc.) that would be included in the project.
- Air emissions associated with rail service to planned industrial uses.
- Identification of construction emissions and specification of dust control measures per GAMAQI requirements.
- Using an approved screening model, assess potential for exceedence of CO standards at congested intersections under Existing Plus Approved Project Plus Project and Cumulative Plus Project conditions, and whether necessary traffic mitigation would reduce or eliminate these effects. CALINE modeling of potentially impacted intersections would be performed when warranted by the screening model.

- The proposed screening assessment will be conducted according to procedures described in GAMAQI and the Institute of Transportation Studies at University of California, Davis (UCD) "Transportation Project-Level Carbon Monoxide Protocol."
- Screening-level assessment of potential toxic air contaminant or hazardous material releases associated with project development, planned industrial uses or demolition of existing uses, as prescribed in GAMAQI.
- Project exposure to existing odor sources associated with nearby land uses.

Supporting Documents/References Cited: SEE SECTION F.

4. BIOLOGICAL RESOURCES -- Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	√			
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	√			
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	√			
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	√			
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	√			
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?		√		

DISCUSSION:

The project site consists predominantly of intensively cultivated lands that provide habitat for a variety of wildlife species; relatively small portions of the site are in orchards that provide relatively poor wildlife habitat. Wetlands and other sensitive habitats are located along existing waterways, including Duck Creek and North Littlejohn Creek; these channel areas provide wetland habitat values and may provide habitat for giant garter snakes and other potentially occurring sensitive plants and wildlife. There are numerous oak trees within the project area. These and other trees in the project vicinity represent potential nesting habitat for Swainson's hawk.

Impact assessment and mitigation measures for most potentially occurring sensitive species is ordinarily addressed by the ongoing implementation of the adopted San Joaquin County Multi-Species Open Space and Habitat Conservation Plan (SJMSCP) for areas that are covered by the plan; it is anticipated that any portion of the proposed project that can be addressed via the SJMSCP will be so-addressed. The SJMSCP plan area includes the majority (approximately 3,000 acres) of the proposed SPA; plan coverage areas include all of the SPA west of Austin Road as well as an 800-acre area east of Austin Road that was approved by the San Joaquin COG Board and the participating biological management agencies for incorporation into the SJMSCP in 2005. The approved area amendment includes all of the MLSP proposed Phase 1 areas. Approximately 800 acres of the SPA is not presently covered by the SJMSCP; this area includes the eastern 1,300 feet of the SPA (the area west of Kaiser Road) and the area east of the extension of Austin Road and north of the PG&E transmission line (Figure 6).

The project will result in the removal of existing habitat values throughout the project site; portions of the project that are covered by the SJMSCP will contribute the established SJMSCP impact fees, and these fees will be used to acquire, protect or enhance other habitat lands. The San Joaquin County COG intends to initiate an amendment of the SJMSCP to incorporate the portions of the SPA that are not currently included in the plan, as well as other areas of proposed urban development in San Joaquin County. It is unknown whether the anticipated SJMSCP amendment will be in place prior to development of these areas; as a result, the potential impacts of proposed development on sensitive species in these areas, and options for mitigation of these potential impacts outside of the SJMSCP context, will need to be described in the EIR.

Proposed urban development will involve the potential for removal of some existing oak trees, subject to the requirements of the Stockton Heritage Tree Ordinance. Planned water features may contribute to habitat values within the developed site, and the proposed relocation of North Littlejohns Creek and proposed improvements to portions of Duck Creek have the potential for either adverse or beneficial effects to this resources. It is anticipated that wetland mitigation plans will be prepared in conjunction with required permits for stream alterations.

The EIR will need to document the nature and sensitivity of biological resources within the annexation area, including presence/absence of native vegetation communities, wetlands, oak trees and habitat for rare, threatened, endangered and sensitive plant and wildlife species, and any other important or unique biological resources. This information will be obtained from biological field surveys, supplemented, as needed, with literature review, aerial photo interpretation, agency consultation and field surveys. Issues to be addressed in the EIR would include:

- Effects of proposed development on project site wildlife habitat and utilization.
- Analysis of potential wetland effects, including any areas along Duck Creek or North Littlejohns Creek that would be subject to disturbance associated with the project, including proposed stream channel relocation and storm drainage improvements. Effectiveness and net benefit, if any, associated with wetland/stream mitigation plans.
- Project effects on any critical wildlife habitats (i.e. wetlands, nesting sites) that may be identified on or adjacent to the project site.
- Relationship of proposed urban development areas associated with the project to the San Joaquin County Multi-Species Habitat Conservation Plan (SJMSCP), identification of required fees and degree to which the site-specific biological impacts of the project are addressed by the provisions of the SJMSCP.
- Specification of mitigation measures that may be required in excess of SJMSCP take avoidance measures, if necessary.
- Identification of potential biological impacts and options for mitigation of impacts associated with development of portions of the MLSP that are not presently addressed by the SJMSCP.
- Potential for removal of oaks and other trees located on the site. This will be based on a field inventory of trees greater than six inches and will include analysis of project consistency with City tree retention policy and the City's Heritage Tree Ordinance.

Supporting Documents/References Cited: SEE SECTION F.

5. CULTURAL RESOURCES -- Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

- a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?
- b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?
- c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a.	√			
b.	√			
c.				√

d. Disturb any human remains, including those interred outside of formal cemeteries?

✓			
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The SPA has been subject to extensive disturbance as a result of decades of agricultural development throughout most of the land. Since the site includes two waterways, it is considered archaeologically sensitive. There are no records of paleontological resources in the project vicinity. Archaeological surveys and historical resource documentation of the SPA has been completed and has identified one prehistoric site within the SPA; an historical resource evaluation of 18 residences of potential historic significance has concluded that only one structure requires further evaluation. The proposed project involves the potential for disturbance of any existing cultural resources during construction.

The proposed project would involve large-scale grading and disturbance of the project area, including the potential for disturbance of known and yet-undiscovered archaeological resources. Demolition of existing structures to make way for proposed development would involve the potential for elimination of potentially significant historic resources.

The EIR will need to document and describe known archaeological or historical resources of the project area based on a search of database and other records, surveys of the site and evaluation of potential historic resources. The EIR will also include the results of the cultural resources surveys and evaluations. Issues to be addressed in the EIR would include:

- Potential for direct disturbance of surface and subsurface cultural resources, as a result of site development.
- Potential for removal or damage to structures of historic significance.
- Potential for indirect disturbance of cultural resources, if any, as a result of project construction and future use of the project site.
- Potential for avoidance, minimization, or mitigation of impacts through information recovery, site recordation, site protection, open space dedication, or other measures, as appropriate.

Supporting Documents/References Cited: SEE SECTION F.

6. GEOLOGY AND SOILS -- Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- (1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.
- (2) Strong seismic groundshaking?
- (3) Seismic-related ground failure, including liquefaction?
- (4) Landslides?

			✓
		✓	
✓			
			✓
✓			
✓			

b. Result in substantial soil erosion or the loss of topsoil?

c. Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?

- d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1998), creating substantial risks to life or property?
- e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?

√			
			√

The project site is located in an upland portion of the alluvial Central Valley at 30-50 feet above sea level with total site relief of about 20 feet. The site is crossed by Duck Creek, Branch Creek and North Littlejohns Creek. There are no faults near the site, but the Stockton area is subject to potentially intense seismic shaking. Due to the clayey soils, few other geologic hazards would impact the site. These soils are typically expansive.

The proposed project will not involve any known conflicts with major geologic hazards. Planned development will be subject to potentially intense seismic shaking, but all development will be subject to applicable building code requirements that take these concerns into account. Planned development will be subject to expansive soils and will require soils engineering.

The EIR will describe regional and local geology, topography, faulting, and seismicity including any fault displacement, seismic shaking, liquefaction, or settlement hazards from existing literature. The EIR will include a description of soil mapping units, soil productivity, soil characteristics (depth, texture, drainage, etc.), limitations (shrink/swell, saturation, etc.) and wind and water erosion potential. Geotechnical information prepared by qualified consultants retained by the applicant would be incorporated into the document. Issues to be addressed in the EIR would include:

- Exposure of planned new development to fault, seismic, liquefaction, settlement or other geologic hazards.
- Exposure of proposed improvements to soil constraints and associated needs for soil engineering.
- Potential effects on soil erosion, effectiveness of planned storm drainage systems and City storm-water pollution prevention programs in minimizing erosion and sediment discharges to surface waters.

Supporting Documents/References Cited: SEE SECTION F.

7. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

- a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
- b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
- c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
- d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
- e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?

√			
√			
√			
			√
√			

- f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project area?
- g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

			✓
✓			
			✓

The SPA has been in predominantly agricultural use although industrial, commercial and other development has occurred in the project vicinity. A Phase 1 investigation of the project area has been completed and has identified potential environmental concerns related to above-ground storage tanks, past uses and spills along the BNSF line, potential for irrigation pipelines that may contain asbestos, on-site wells and septic systems that may need to be properly abandoned and potential soil contamination from agricultural pesticides. No existing or past off-site land uses were identified that represent current environmental concerns. The project site is crossed east to west by a high voltage electrical transmission line alignment. Portions of the site may be located within two miles of the Stockton Metropolitan Airport or may otherwise be affected by airport operations. There are no wildlands in the project vicinity; the project site and vicinity have been developed for intensive agricultural use.

The proposed project could involve exposure of construction workers or future residents to any existing hazardous materials contamination located within the project area, and project construction would involve use of hazardous materials. Project residents would be exposed to electromagnetic fields associated with existing electrical transmission lines as well as hazardous materials transportation risks associated with existing highways and roads in the vicinity. Potential exposure of schools to hazardous conditions, hazardous materials use or emissions is unknown and would be evaluated in the EIR; this would include consideration of the location of proposed schools in the vicinity of railroads, power lines and areas of known contamination, if any. The project would significantly increase population in the project area and involve new emergency response and evacuation needs. The project would involve no exposure to wild land fire risk.

The EIR will include the results of a Phase 1 Environmental Site Assessment to identify and describe any existing or past potential releases of hazardous materials and to identify any remaining storage, use or generation of hazardous materials and wastes on the site or in the project vicinity as well as any Phase 2 work that is prepared by the applicant; any available Phase I or II studies available from the SUSD would be reviewed and incorporated in the EIR. Hazardous material transportation risks associated with railroad and highway use will be identified. The EIR will document the presence or absence of schools and airports within applicable radii and identify applicable safety standards. Issues to be addressed in the EIR would include:

- Potential for exposure of construction personnel and future residents to environmental risks associated with previous industrial, commercial or agricultural use, waste disposal, or other uses involving hazardous materials on or near the project site.
- Identification of potential for storage and use of hazardous materials in conjunction with future industrial and commercial uses of the site, existing regulatory controls on such uses, and the need for other controls on such use.
- Proximity to Stockton Metropolitan Airport and the applicability of San Joaquin County Airport Land Use Plan standards and requirements.
- Exposure of proposed schools to potential hazards associated with railroads, power lines and areas of known contamination.
- Site relationship to existing emergency response and evacuation plans, and the need for amendment of these plans.
- Health-related concerns with respect to electromagnetic fields (EMF) associated with electrical transmission lines crossing the site.
- Hazardous materials transportation risks associated with local transportation systems.

Supporting Documents/References Cited: SEE SECTION F.

8. HYDROLOGY AND WATER QUALITY: Would the project:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	√			
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	√			
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	√			
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	√			
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	√			
f. Otherwise substantially degrade water quality?	√			
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	√			
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	√			
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			√	
j. Contribute to inundation by seiche, tsunami, or mudflow?				√

Duck Creek, Brancu Creek and North Littlejohns Creek flow from east to west through portions of the project area. These creeks serve as storm-water terminal drainage facilities, but neither of these creeks has been subject to substantial levee improvements and both are assumed to be at capacity during peak runoff events. The FEMA maps indicate that the channel areas of these creeks are exposed to 100-year flooding and are mapped in Zone A. The majority of the site is mapped as being within Zone B, which is subject to potential shallow sheet flooding from the east. These flood waters are collected along the BNSF Railroad grade and reach depths of between one and three feet; these areas are mapped as being within Zone AO. Remaining portions of the project site are not exposed to 100-year flooding and are mapped in Zone C.

Average groundwater depths in the project area range from 70-80 feet. Extensive use is made of the groundwater resource for agricultural irrigation via a series of wells located within the SPA.

Historically, groundwater pumping for municipal and agricultural uses in the Stockton area has exceeded the safe yield of the groundwater basin and has caused a lowering of the ground water level. The City is actively involved in acquiring and developing additional sources of surface water supply, and is preparing a water supply assessment for planned new development, pursuant to the requirements of Senate Bills (SB) 610 and 221. Existing agricultural uses have involved substantial water use that would be foregone in favor of new urban uses. These uses need to be documented. Water supply issues will be addressed in the Public Services section.

The City of Stockton and surrounding areas are exposed to the potential for flooding in the event of failure of large water supply reservoirs in the foothills region to the east. These risks have been evaluated in conjunction with City planning activities and are considered less than significant.

Existing stream channels subject to Zone A (100-year) flooding would be retained as waterways and would not represent a flooding threat to the proposed project. The project proposes improvements to portions of the Duck Creek channel that would improve its flood handling capability; the project would also include the diversion of Branch Creek to the proposed lake system and relocation of portions of North Littlejohns Creek; the hydrologic (and biological) effects of these improvements would need to be evaluated in the EIR.

Planned urban development would be exposed to existing sheet flooding of the site. The project proposes to intercept and handle these flood flows with planned improvements; the effectiveness of these improvements will need to be evaluated in the EIR.

The proposed project will involve new urban development on most of the land included in the SPA. Development will involve substantial increases in the volume of storm water, which would represent potential increases in flows in the creeks that drain the area; the project proposes to capture and detain runoff in a series of man-made lakes, which are intended to avoid impacts on existing stream resources. The hydrologic effects of these improvements will need to be evaluated.

The project will involve the generation of substantial new quantities of urban runoff and associated pollutant loading. Storm runoff will be subject to treatment through the proposed detention system and will also be subject to any other applicable requirements of the City's adopted storm water management program. These requirements are expected to reduce potential water quality impacts to less than significant, but these potential impacts will need to be evaluated in the EIR.

The project will require new domestic water service, which would be supplied by the City and Cal Water systems; both systems rely on a combination of surface water and groundwater. However, the City of Stockton anticipates the construction of its Delta Water Supply Project, a major new surface water supply source, in the near future. Thus, the project may involve an increase in groundwater usage for domestic water supply, or project needs may be met primarily with surface water sources. In either case, the City will need to prepare a Water Supply Assessment for the project pursuant to SB 610. The MLSP will include development of a non-potable water system to supply irrigation needs associated with parks, open spaces and landscaping areas; this would offset some of the potable water demands associated with the project. The project will also involve a reduction in existing agricultural pumping of groundwater. The tradeoffs between these sources and uses will need to be evaluated in the EIR.

The proposed project will involve a variety of water demands, water supply systems and potential for hydrologic impacts that would extend to both surface and groundwater systems. The MLSP is proposed to include an Integrated Water Management Plan (IWMP) that will address these potential issues; this document is in preparation.

Industrial development has the potential to impact soils and groundwater quality through pollutant discharges. These potential discharges are expected to be regulated by local zoning as well as existing federal and state regulations. The potential significance of this impact will need to be evaluated in the EIR.

The EIR will describe existing surface water features on and near the project site and identify floodplain classifications from FEMA maps. Existing runoff patterns and approximate quantities will be identified, and general nature, extent, quantity, quality and issues associated with groundwater resources in the project vicinity will be described. This would include any relevant groundwater management activities, including recharge projects. Any wetland issues will be addressed in the Biological Resources section. Hydrologic issues to be addressed in the EIR would include:

- Potential for direct impacts on Duck Creek, Branch Creek and North Littlejohns Creek, including planned channel diversions, relocations and improvements.
- Changes in the existing drainage patterns and features of the site. Potential for increased runoff as a result of impervious surface development, relationship to planned storm drainage system and detention facility capacity, and the volume and timing of terminal contributions of runoff to flows in Duck Creek and North Littlejohns Creek. Extent to which planned storm drainage detention facilities would reduce or avoid peak flow impacts on project area waterways.
- Hydrologic impacts and implications of implementation of the proposed IWMP, including consideration of non-potable water supply and demands associated with parks, open space and landscaping, lake makeup water demands and other related issues.
- Potential construction sediment and other pollutant contributions to waterways and effects on water quality. Urban runoff effects and management of these effects through the planned lake/stormwater detention system. Project conformance with Stockton storm water management plan and need for Storm Water Pollution Prevention Plan.

- Potential for project floodplain conflict, based on FEMA mapping; measures needed to prevent *significant exposure* to flooding.
- Potential groundwater quantity effects of cessation of agricultural water use and increased project groundwater usage. Relationship to SB 221/610 requirements would be addressed in the Public Utilities and Services section.
- Project-related potential for direct impacts on groundwater quality.
- Document flood risk associated with failure of foothill region reservoirs.

Supporting Documents/References Cited: SEE SECTION F.

9. LAND USE AND PLANNING -- Would the project:

- a. Physically divide an established community?
- b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?
- c. Conflict with any applicable habitat conservation plan or natural community conservation plan?
- d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a. Physically divide an established community?				✓
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	✓			
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?		✓		
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	✓			

DISCUSSION:

The project site is located in the southeastern portion of the Stockton metropolitan area, adjacent to the Stockton city limits. The project site is located at the urban fringe but is predominantly agricultural at present. The specific plan is currently designated Agriculture by the Stockton General Plan. Existing Stockton General Plan (1990) designations are shown on Figure 6.

Land uses to the north of the project site include older residential neighborhoods developed in the unincorporated area and adjacent agricultural lands in active use; these lands are designated in the Stockton General Plan for Low-Medium Density Residential use and Agriculture, respectively. Lands to the south and west of the site include agricultural lands approved for light industrial development in the City, light industrial development within the Arch Road Industrial Park (ARIP), mixed industrial and heavy commercial development in the unincorporated area, mixed rural development, largely low-density residential development along Carpenter and Mariposa Roads, and agricultural lands. Existing land use on the site and in areas east of the project site is agricultural, consisting of mixed row crops, orchard lands and associated residential uses.

The project site is located within the City's existing general plan boundary and is designated Agriculture. The site is located outside of the City's existing Sphere of Influence and its existing Urban Services Boundary. The project site is encompassed by the City's proposed General Plan Update 2035; the project site is designated in this proposed plan for Industrial and Village development (Figure 7). The proposed general plan would include the SPA within the City's Sphere of Influence and its Urban Services Boundary. The project site is designated A/G General Agriculture in the San Joaquin County General Plan, with the exception of the Carpenter Road residential neighborhood, which is designated R/VL Very Low Density Residential, and is zoned AG-40 and AG-20 respectively by the County.

Approval of the MLSP would result in substantial growth inducement on the project site, resulting in approximately 3,810 acres of new urban development. The proposed project will involve conversion of existing agricultural land uses to proposed urban industrial, commercial and residential uses that will make up the Mariposa Lakes community. Consistency of the project with the Stockton General Plan will depend on whether the General Plan Update 2035 has been adopted; consistency with the designations and policies of both the existing and proposed plans will be considered in the EIR. If the project is to be considered under the existing General Plan 1990, potential impacts of amending the City's Sphere of Influence and Urban Services Boundary will need to be considered.

The project will involve the potential for conflicts between planned urban uses, and between these planned uses and existing land uses in the vicinity; potential areas of conflict would be between residential/commercial and residential/industrial uses, among others. The project may also involve use conflicts between planned major transportation and educational facilities. Urban/agricultural conflicts will be addressed in conjunction with agriculture-related issues.

The EIR will identify, describe, and map existing and planned land use and circulation patterns in the project vicinity as well as existing and approved development. This description would include land use designations and applicable provisions of the Stockton General Plan as well as any other applicable designations and provisions of City, County, or regional land use planning documents with relevance to the project. Land use issues to be addressed in the EIR would include:

- Consistency of the proposed land use changes and pre-zoning with land use/circulation designations and applicable policy provisions of the Stockton General Plan 1990, the General Plan Update 2035 and other applicable plans. The project's relationship with applicable habitat conservation plans would be addressed in the Biological Resources section.
- Internal consistency of proposed land uses with each other, particularly industrial and commercial areas, and potential conflicts with adjoining and nearby land uses.
- Project growth-inducing influences will be noted in the Land Use section and addressed in a chapter devoted to that subject.
- Project relationship to the City's existing Sphere of Influence boundary, need for a boundary amendment and project consistency with applicable Local Agency Formation Commission policies and standards, if the project is processed under the existing General Plan 1990.
- Agricultural land conversion and conflict issues will be addressed in a chapter devoted to that subject.
- Relationship of proposed project to growth-related policies and standards of the Stockton General Plan, including the existing General Plan 1990 and the proposed General Plan 2035.
- Relationship of the project to the ongoing Stockton General Plan 2035 revision process and the content of the proposed general plan.

Supporting Documents/References Cited: SEE SECTION F.

10. MINERAL RESOURCES -- Would the project:

- Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a.				√
b.				√

DISCUSSION:

The soils of the SPA are characterized as clayey and do not represent a mineral resource. The Mineral Land Classification Map established by the California Division of Mines and Geology for San Joaquin County designates the project site and surrounding lands as MRZ-1. An MRZ-1 designation in the Stockton-Lodi region indicates that the soils contain excessive amounts of clay, silt or other deleterious material for use as PCC-grade aggregate. There are no other known mineral resource values in the project area.

There are no known oil, gas or other energy resources in the project vicinity. The EIR will, however, review available maps and other published information to determine whether mineral or energy resources may be present on the project site.

Supporting Documents/References Cited: SEE SECTION F.

11. NOISE -- Would the project:

- a. Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?
- b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?
- c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?
- d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?
- e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?
- f. Be located in the vicinity of a private airstrip and expose people residing or working in the project area to excessive noise levels?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a.	✓			
b.	✓			
c.	✓			
d.	✓			
e.			✓	
f.				✓

Major noise sources in the vicinity of the project include State Route 99, SR 4 and the BNSF Railroad. Other nearby County arterial streets and roads include Mariposa, Arch and Austin Roads. Existing and projected noise levels will exceed City noise standards for sensitive uses, like residential, in the vicinity of these highway and roadway sources. The site is located more than two miles northeast of the Stockton Metropolitan Airport, which is not expected to be a significant source of noise on the site; however, a small portion of the western part of the SPA is within the Airport's Area of Influence.

The project site is adjoined on the west and south by existing and planned light industrial, manufacturing and other industrial uses that may involve substantial sources of noise, although most of these uses are and will continue to be conducted within enclosed structures. Rail service may be extended to these and other sites by the BNSF Railroad. Noise from these sources has not been quantified, but may exceed City standards at the site boundaries. In addition, agricultural uses on and surrounding the project site may involve intermittent and seasonal but significant noise associated with cultivation, planting, harvesting and other agricultural activities.

The project will involve substantial areas of grading and construction activity. These activities will represent potentially significant but short-term sources of noise in any given area. Construction noise can be expected to continue, however, throughout the buildout period.

The proposed project will involve the exposure of planned sensitive land uses, including new residences and schools to existing and projected future noise levels from highways, roads and railroads that bound the specific plan; railroad vibration may be an issue in the immediate vicinity of the railroad alignment. These impacts are expected to be limited primarily to the perimeter of the SPA, but the development of proposed industrial areas will also involve the extension of rail service into this area, with potential noise impacts. Specific Plan buildout will involve generation of new traffic on new roads to be constructed by the project as well as contributions to traffic loading on existing highways and roads, potentially increasing noise generated by these sources. The project would contribute to new localized traffic on project vicinity rail lines.

Planned industrial development has the potential to result in noise impact on adjoining sensitive land uses; the potential for these impacts will be limited to some degree by the land use provisions of the specific plan, but the degree of limitation will need to be analyzed in the EIR.

The EIR will include an analysis of the noise impacts associated with the project. The noise section of the EIR would identify existing noise standards applicable to the site and surroundings as well as noise standards included in the General Plan Update 2035, and the location of sensitive receptors in the project vicinity. It will describe and quantify existing and future noise sources affecting the project vicinity including the sources identified above as well as any nearby or planned land uses which may generate noise. This analysis would be based on available models. Noise issues to be addressed in the EIR would include:

- Construction noise associated with project development and controls necessary to minimize this noise for existing or future sensitive receptors on or in the vicinity of the site.

- Exposure of planned noise-sensitive land uses to noise generated by the Burlington Northern Railroad, the railroad's inter-modal facility and related operations including on-site services to proposed industrial properties.
- Exposure of proposed residential and other noise-sensitive uses to traffic noise generated by near-term and future traffic on SR 4, Mariposa Road and other roadways in the project vicinity as well as traffic noise on these facilities generated by the project.
- Potential noise associated with development and operation of planned industrial uses.
- Identification of near and long-term mitigation measures needed to maintain City noise standards for noise-sensitive uses, particularly residential areas, including identification of mitigation options (i.e. setbacks, berms, walls or combinations) and specifications for height.

Supporting Documents/References Cited: SEE SECTION F.

12. POPULATION AND HOUSING -- Would the project:

- a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?
- b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?
- c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a.	✓			
b.			✓	
c.			✓	

The annexation area is located adjacent to the City of Stockton and is proposed for annexation. Stockton has grown from a 1990 population of approximately 211,000 to a 2005 population of approximately 279,500, a total growth of about 32.5%. The state Department of Finance estimates a total of 91,700 households in the City of Stockton, the majority of which are single-family units. The SPA is designated for Agriculture in the Stockton General Plan 1990; the SPA is designated for industrial and village development in the City's proposed General Plan 2035. The SPA includes approximately 70 existing residences.

The potential population impacts of the proposed project will vary based on the context of the adopted Stockton General Plan. Considered under the existing General Plan 1990, the project involve a substantial expansion of the planned urban development area included in the General Plan and a corresponding expansion of the anticipated potential future population and housing stock of the City of Stockton. Under the City's proposed General Plan Update 2035, the specific plan would be considered as implementing the plan, and population potential associated with specific plan buildout would be consistent with the adopted general plan.

Total potential housing stock removal over the life of the specific plan would amount to as many as 18 homes; this is the number of existing residences located within planned development areas and is not considered significant in light of the number of new residences to be constructed in conjunction with the specific plan.

The EIR will document existing and project population growth, demographics and housing stock for the City. Population and housing issues to be addressed in the EIR would include:

- Potential project contributions to City of Stockton housing stock and housing availability over the build-out period and effects on housing stock composition.
- Relationship of the project to the Stockton General Plan 1990 and the General Plan Update 2035, as well as the project's relationship to the Housing Element and City fulfillment of local and regional fair share housing objectives.
- Potential population impacts of residential development in the context of state and local projections.
- Potential growth-inducing impacts will be addressed in a separate chapter devoted to that subject.

Supporting Documents/References Cited: SEE SECTION F.

13. PUBLIC SERVICES -- Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:

- (1) Fire protection?
- (2) Police protection?
- (3) Schools?
- (4) Parks?
- (5) Other public facilities?

√			
√			
√			
√			
√			

The project site is located in the unincorporated area and is served with County law enforcement, parks and recreation and general government services. Fire protection is currently provided by the Montezuma and Colleagueville Fire Districts and schools are provided by the Stockton Unified and Escalon School Districts. Upon annexation, the site would be served by City services including police, fire protection and parks and recreation.

The proposed project would generate substantial demands for each of the listed public services and will require the extension of existing police and fire protection services from the existing City limits to the vicinity of Kaiser Road; the EIR will need to consider the degree to which these services can be met with existing capital facilities as well as the potential effects of transfer of fire protection services from the existing responsible districts to the City. Future school services would be provided by the Stockton Unified School District. The proposed project includes several sites that are designated for school development and use; these proposals have been developed in conjunction with SUSD. Likewise, the project includes proposals for the provision of public park lands; these proposals will need to be analyzed in the EIR.

The EIR will identify and describe existing service providers in the project area, noting which services might require detachment when the site is annexed and the implications of those actions. Existing and planned City services will be defined including providers, existing and planned facilities, existing systems and facilities, response times and staffing and any relevant capacity or operational constraints. Public service issues to be addressed in the EIR would include:

- Potential effects of planned industrial, commercial and residential uses on delivery of police and fire protection services, including impacts during construction. Adequacy of existing capital facilities and effects of detachment from existing rural fire districts.
- Effects of population growth associated with the project on student generation and school district's ability to provide adequate school capacity. Consideration of adjustments to school districts' boundaries.
- Potential effects of address changes associated with realignment of SR 4 on emergency service delivery.
- Recreation demands generated by the project, consistency with general plan standards and effectiveness of proposed park areas to serve the project area. Potential project effects on County park and recreation facilities.
- Review effectiveness of proposed open spaces and corridors in meeting recreational and open space needs.
- Potential project effects on other services affected by the project, if any.

Supporting Documents/References Cited: SEE SECTION F.

14. RECREATION -- Would the project:

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

- a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

√			
√			

DISCUSSION:

Potential effects on parks and recreation are addressed in the previous section.

Supporting Documents/References Cited: SEE SECTION F.

15. TRANSPORTATION/TRAFFIC -- Would the project

Potentially Significant Impact Less Than Significant With Mitigation Incorporation Less Than Significant Impact No Impact

- a. Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?
- b. Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?
- c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?
- d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?
- e. Result in inadequate emergency access?
- f. Result in inadequate parking capacity?
- g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

√			
√			
			√
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√			

The SPA is located east of SR 99, adjacent to SR 4 and Mariposa Road, both of which provide major regional circulation routes in the southeast Stockton area. These two routes and Kaiser Road, which intersects both, provide primary access to major portion of the SPA. Arch and Austin Roads provide access to the southern portion of the project site. The BNSF railroad is located immediately southwest of the major portion of the project site, and the railroad's 800-acre inter-modal facility is located southeast of the Austin Road/Mariposa Road intersection. The project area is not currently served by urban transit facilities. The project site is located approximately two miles east of the Stockton Metropolitan Airport.

Implementation of the specific plan will involve the generation of substantial volumes of new traffic. Some of this traffic will be internally directed, and the project will involve new employment centers that will divert some existing traffic from area roadways. Nonetheless, most of the project-generated traffic will be distributed to SR 99, SR 4, Mariposa Road, Austin Road and other existing roadways serving the project. Project trip generation will involve the potential for significant traffic impacts on all or most of these roadways.

The project will include major new transportation improvements, including the proposed relocation of SR4, major improvements of internal arterial and collector streets, new grade crossings of the BNSF railroad and other improvements to local streets that will serve proposed land uses. Likely off-site traffic impacts will also require improvements to existing elements of the transportation system, including near-term or long-term improvements to SR 99, Mariposa Road, SR 4 and Austin Road. The EIR will include a detailed traffic study that will define these improvement requirements.

The EIR traffic impact study will identify potential daily and peak-hour traffic volumes and levels of service on study area roadways and intersections to be defined in consultation with City staff. Traffic conditions will be identified under existing "existing plus approved projects" and one or more cumulative scenarios for projected potential levels of development under the existing and/or proposed general plans. Planned roadway and intersection improvements in the project vicinity, including planned improvements to SR 99 and local interchanges, or the status of planning, will be addressed. Existing transit system, pedestrian and bicycle facilities will be identified. The EIR will also identify the location and function of airports and other relevant transportation facilities with respect to the project site. Transportation issues to be addressed in the EIR would include:

- Traffic generated by the various land uses included in the proposed project on a daily and peak hour basis, and the distribution and assignment of those trips.
- Traffic impacts on service levels for existing and proposed streets and intersections in the project vicinity that would be affected by the project. The scope of this analysis will be developed in cooperation with the Department of Public Works. Analysis will be provided under the following scenarios:

- Existing Conditions
- Existing Plus Approved Projects
- Existing Plus Approved Projects Plus Project
- Cumulative Conditions General Plan 1990 Without Project
- Cumulative Conditions General Plan 1990 Plus Project
- Cumulative Conditions General Plan Update 2035 Without Project
- Cumulative Conditions General Plan Update 2035 Plus Project

- Recommended transportation improvements needed to address streets or intersections that would not meet City level of service standards under the various analysis scenarios.
- Review of proposed on-site circulation plans, access points and potential concerns with future commercial site development; consistency with City traffic engineering and design standards.
- Consistency of the project with adopted transportation plans, including the Arch Road Precise Road Plan, Stockton General Plan, Regional Transportation Plan, Bikeways Plan and other applicable transportation plans.
- Relationship of the proposed project to adjacent and nearby railroad facilities, including consideration of on-site rail service extensions and interaction with nearby inter-modal facilities.
- Relationship of the project to Stockton Metropolitan Airport existing and future projected operations
- Consideration of any relevant concerns regarding other transportation modes including pedestrian, bicycle and transit services.
- Relationship of proposed commercial and industrial uses to City parking requirements.
- Effects of the proposed relocation of SR4 and the relationship of this proposal to other adopted local and regional transportation plans.

Supporting Documents/References Cited: SEE SECTION F.

16. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
√			

- b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?
- d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?
- e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?
- f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?
- g. Comply with federal, state, and local statutes and regulations related to solid waste?

√			
√			
√			
√			
√			
√			

The project site is not served by existing urban wastewater, water or storm drainage systems. The SPA is adjacent to an existing master planned sewer service area known as System 8; System 8 has an estimated capacity of approximately 5.0 MGD available to the serve the MLSP area via an existing 42-inch main on Marfargoa Drive (Figure 5). The SPA is located within the domestic water service areas of both the City of Stockton (southern portion) and Cal Water (northern portion). Existing Cal Water 12- and 16-inch domestic water lines are located in Carpenter Road, SR 4 and Mariposa Road. Connections to the City water system are available in a planned 24-inch line at Austin Road and Mariposa Road and the planned South Stockton Aqueduct, which would run through the western portion of the . There are several existing irrigation wells located throughout the project site. There are no existing storm drainage systems located within the SPA; drainage is by sheet flow to drainage ditches and then to Duck Creek and North Little Johns Creek, the terminal drainage facilities for the area. Existing electrical and phone lines are located along SR 4 and Mariposa Road and extend into the specific plan to serve existing residences and wells. Existing 4-inch gas mains are located along Farmington and Carpenter Roads. SBC has installed fiber optic cable along Mariposa Road that extends east of the SPA.

The proposed project will involve substantial new demands for wastewater collection and treatment, domestic water service and storm drainage. Wastewater demands would amount to approximately 16.8 million gallons per day. The project will initially involve extension of a 24-inch wastewater collection line east from the existing Marfargoa Drive to serve the initial phases of the project. Continued development of the project will require development of a new pump station and force main, or a parallel main along the existing System 8 trunk line that connects the SPA with the City's Regional Wastewater Control Facility.

Domestic water demands of up to 19.6 MGD would be met by extension of the existing Cal Water and City distribution systems into the SPA. The expanded distribution system would be based on a backbone of 12- and 16-inch mains from which smaller looped distribution lines would extend. System expansion would include the construction of one new groundwater well in each of the Cal Water and City systems; these wells would be used for supply supplementation and pressure regulation. The overall water supply would be defined by the Cal Water and City supplies, which involve conjunctive use of both surface and groundwater supplies. Senate Bills 221 and 610 require consideration of water supply availability to meet projected demands over a 20-year period. SB 221 requires that adequacy be demonstrated in conjunction with tentative map approval, and SB 610 requires that information on adequacy be included in CEQA documents. The required water supply assessment will be included in the EIR.

The MLSP would include development of a separate non-potable water, or "purple pipe," system that will provide irrigation water supply to proposed parks, open spaces, and landscaping areas. Sources of supply for this system will be addressed in the project Integrated Water Management Plan (IWMP). The non-potable system is expected to result in reduced potable water demand and impacts on the potable water system. Other potential impacts will need to be defined based on the content of the IWMP.

Development of the specific plan will generate substantial new volumes of urban runoff. These volumes will be managed in a new storm drainage system to be constructed in conjunction with new urban development. The system backbone will consist of 60-70 acres of lakes that will serve both aesthetic, storm water detention and water quality treatment functions. Runoff will be routed from planned residential and commercial development areas to the lake system, which will provide detention, biofiltration, aeration and treatment in vegetated basins as the runoff waters are transported to the point of discharge to the terminal

drainages. The design engineers indicate that the proposed system will result in reductions in peak discharge from existing conditions. Runoff from portions of the industrial portions of the site would be routed through new detention and biological treatment terraces located adjacent to Duck Creek. Proposed development will be subject to the requirements of the City's Storm Water Management Plan and Stormwater Quality Control Criteria Plan as well as the City's underlying stormwater NPDES permit issued by the Regional Water Quality Control Board.

Lying outside of the City's Urban Services Boundary, the project area has not been included in City master plans for these utilities, including plans for wastewater treatment. Development of the proposed project will require the preparation, adoption and implementation of master plan revisions for these services in conjunction with other project entitlements.

The project will involve substantial new demands for energy, communication and cable televisions services. The utilities indicate that existing facilities are in place to provide services, although service extensions will need to be coordinated with planned development. Utility issues to be addressed in the EIR would include:

- Quantify potential sewage disposal demands and assess adequacy of planned City and project sewage collection and treatment systems to meet project needs.
- Quantify potential domestic water demands. Identify Cal Water and City ability to supply domestic water needs generated by the project. Discuss conformance with SB 610 and 221 requirements, with consideration to cessation of existing agricultural water use.
- Identify and quantify potential non-potable water demands and the degree to which these demands would be met with the proposed non-potable water system. Identify related utility impacts and/or benefits associated with operation of the planned non-potable water system.
- Identify potential runoff increases. Discuss design and maintenance of planned storm drainage system and potential impacts on terminal drainage facilities.
- Identify solid waste demands generated by the project, and potential effects on franchisee and disposal site capacity. Discuss municipal recycling obligations and opportunities with respect to the project.
- New demands for gas, electricity, CATV and communication services and the ability of the existing utilities to meet these demands.

Supporting Documents/References Cited: SEE SECTION F.

17. Other Issue(s) -- Would the project:

a. Result in, contribute to, or substantially affect other environmental issue(s)? If so, specify below and evaluate:

(1) Adoption of the proposed specific plan and annexation of the specific plan area would over time result in the creation of a large unincorporated island.

(2) Implementation of the proposed specific plan and associated improvements would involve federal actions that could be subject to the requirements of the National Environmental Policy Act.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
				√
	√			
			√	

The proposed SPA is contiguous to the existing City limits at the northwest corner and along Mariposa Road west of Austin Road. A large unincorporated area is located between the proposed SPA on the east and the vicinity of B Street on the west. The City is currently processing several development applications in this area, which is subject to gradual infill, in particular in the last few years.

Adoption of the proposed specific plan and annexation of the SPA over time has the potential to result in the creation of a large unincorporated island, which would be inconsistent with LAFCO annexation policies. The existence, size and configuration of the island would be dependent on future annexation activities within the SPA as well as the location and rate of infill development activity within the affected unincorporated area. This issue will need to be addressed in detail in the EIR.

Buildout of the MLSP project would involve actions that would require federal permit approvals; federal funding for highway improvements is not expected but is a possibility. Project-related activities with potential federal involvement would include proposed stream crossings, drainage detention facilities and discharges, and associated habitat improvements that would require issuance of US Army Corps of Engineers Section 404 permits. The project is expected to contribute to the need for certain state highway improvements that may require federal approvals; federal funding may be employed in the construction of these improvements; approval of the proposed realignment of SR 4 through the project may necessitate federal approvals

Some elements of the environmental analysis to be included in the EIR will need to comply with applicable NEPA and other applicable federal standards; for example, the US Army Corps of Engineers will require that cultural resources studies comply with applicable requirements of Section 106 of the National Historic Preservation Act. Cultural resource studies that will comply with federal standards are currently underway; any other such needs would be addressed in the EIR to the degree that they can be identified, and are feasible to address, at this stage of project processing. It is anticipated that environmental review and approvals for any related state highway improvements would occur in a process separate from MLSP.

Supporting Documents/References: SEE SECTION F.

18. MANDATORY FINDINGS OF SIGNIFICANCE:

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
- b. Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)
- c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporation	Less Than Significant Impact	No Impact
a.	✓			
b.	✓			
c.	✓			

DISCUSSION:

The proposed project would involve the possibility of significant effects on biological and cultural resources. These potential effects would be considered in detail in the EIR, based on field surveys of the SPA.

The project is relatively large and involves the potential for several significant environmental effects that could, taken together, be cumulatively considerable. In light of other substantial and ongoing urban development projects that are under way or being processed by the City, the project would involve the potential for cumulatively considerable impacts. Potential cumulative effects will be addressed in a separate chapter of the EIR and will address potential cumulative effects in each environmental discipline. In addition, the EIR will also include consideration of growth-inducing impacts, irreversible effects and other technical requirements of CEQA.

Supporting Documents/References Cited: SEE SECTION F.

D. **EARLIER ANALYSIS (Completed by Lead Agency or Authorized Consultant):**

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or Initial Study/Negative Declaration [Section 15063(c)(3)(d) of the State CEQA Guidelines]. The previously-certified or adopted environmental document(s) and any applicable adopted mitigation measures, CEQA "findings", Statements of Overriding Considerations, and mitigation monitoring/reporting programs are incorporated by reference, as cited below, and discussed on attached sheet(s) to identify the following:

- (a) **Earlier Analysis Used** - - Identify earlier analyses that may adequately address project impacts and that are available for review at the City Of Stockton Community Development Department, Planning Division, 345 N. El Dorado Street, Stockton CA:

Final EIR File No.: 4-88

Title: City of Stockton General Plan Revision and Infrastructure/ Public Facilities Master Plans

State Clearinghouse No.: 1988072506

The MLSP EIR may incorporate information or analysis presented in the environmental impact report to be prepared for the Stockton General Plan Update 2035. At present, this EIR has not been published.

The identified documents are expected to provide information or analysis that may be useful in the consideration of the potential environmental impacts of the MLSP. It is not anticipated that these documents will take the place of project-specific analysis.

- (b) **Impacts Adequately Addressed** - - Identify which effects from the above checklist (Section C) were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. None
- (c) **Mitigation Measures** - - For effects that are "Less Than Significant With Mitigation Incorporated," specify whether any applicable mitigation measures are incorporated or refined from the earlier document to address site-specific conditions for the project. If such mitigation measures exist, they will be identified in the MLSP EIR.
- (d) **CEQA Findings, Statements Of Overriding Considerations, And Mitigation Monitoring/Reporting Programs** - Indicate whether applicable previously adopted CEQA Findings, Overriding Considerations, and Mitigation Monitoring Provisions have been relied upon and incorporated into the proposed project, pursuant to Sections 15150 (Incorporation by reference) and 15152 (Tiering) of the State CEQA Guidelines. This provision is not expected to apply to the project.

E. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED [Completed by Lead Agency or Authorized Consultant - -Check (√), as applicable]:

The environmental factors checked below would potentially be affected by this project (i.e., the project would involve at least one impact that is a "Potentially Significant Impact"), as indicated in the preceding Checklist (Section C) and the Earlier Analysis (Section D):

- | | | |
|-----------------------------------|--------------------------------------|--------------------------|
| √ Aesthetics | √ Agricultural Resources | √ Air Quality |
| √ Biological Resources | √ Cultural Resources | √ Geology/Soils |
| √ Hazards and Hazardous Materials | √ Hydrology/Water Quality | √ Land Use/Planning |
| √ Mineral Resources | √ Noise | √ Population/Housing |
| √ Public Services | √ Recreation | √ Transportation/Traffic |
| √ Utilities/Service Systems | √ Mandatory Findings of Significance | |

F. REFERENCES CITED AND PERSONS CONSULTED (Completed by Lead Agency or Authorized Consultant):

1. REFERENCES CITED

Alfors, John T., John L. Burnett and Thomas E. Gay, Jr. 1973. Urban Geology Master Plan for California. California Division of Mines and Geology Bulletin 198. 1973.

Baseline Environmental Consulting. 1990. Draft Environmental Impact Report on the San Joaquin County Comprehensive Planning Program. SCH No. 90020018. June 1990

California Air Resources Board. 2003. Air monitoring data. <http://www.arbis.arb.ca.gov/adam.ada.htm>

California Air Resources Board. 2003. Air emissions inventory for San Joaquin County. <http://www.arbis.ab.ca.gov>

- California Department of Conservation, Division of Land Resource Protection. 1998. San Joaquin County Important Farmlands (map). 1998.
- California Department of Conservation, Division of Mines and Geology. 1988. Mineral Lane Classification of Portland Cement Concrete Aggregate in the Stockton-Lodi Production-Consumption Region. Special Report 160. 1988.
- California Department of Water Resources. 2003. California's Ground Water. DWR Bulletin No. 118. October 2003.
- City of Stockton. 1990c. City of Stockton General Plan Policy Document. Adopted January 22, 1990; as amended through May 20, 1996.
- City of Stockton. 2005. City of Stockton General Plan Goals and Policies Report, 2nd GPAT Draft, Red Line Version. December 2005.
- FEMA (Federal Emergency Management Agency). 2002. Flood Insurance Rate Map, San Joaquin County, California, Panel 0602990470B, 0602990465C, 0602990460B, 0602990455C Revised through April 2, 2002.
- FHWA (USDOT Federal Highway Administration). 1978. Highway Noise. FHWA-RD-77-108 FHWA Highway Traffic Noise Prediction Model. December 1978.
- Jennings, Charles W. 1992. Preliminary Fault Activity Map of California. California Department of Mines and Geology Open-File Report 92-03. 1992.
- Paoli, Michael, and Associates. Final Environmental Impact Report City of Stockton General Plan Revision and Infrastructure/Public Facilities Master Plans. SCH#1988072506. Prepared for City of Stockton. December 6, 1989.
- San Joaquin Valley Air Pollution Control District. 2002. Guide For Assessing and Mitigating Air Quality Impacts (GAMAQI). January 10, 2002.
- USDA Soil Conservation Service. 1992. Soil Survey of San Joaquin County, California. October 1992.

2. PERSONS CONSULTED

- Ali, Ahmad. SBC
- Atkinson, Ross. Regional Water Quality Control Board
- Baracco, Bruce. Executive Officer, San Joaquin County LAFCo.
- Basso, Kevin. Allied Waste/Forward Landfill.
- Brennan, Jim. Bollard & Brennan, Inc.
- Burke, John. CH2M Hill.
- Caffey, Locklin. Allied Waste
- Casey, Dan. Verner Group.
- Cramer, Andy. CH2M Hill.
- Eck, Carl. Fire Marshall, Stockton Fire Department
- Egan, M. David. 1988. Architectural Acoustics
- Jensen, Peter. Principal. Jensen and Associates
- McCullin, Robert. San Joaquin County Environmental Health.
- Martel, Glen. Thompson-Hysell Engineers.
- Madison, Mark. Director. Stockton Municipal Utilities Department.

Marconi, Bob. Officer. Planning Section, City of Stockton Police Department

Meissner, Gregg. Program Manager. City of Stockton Department of Public Works.

Miller, Mike. Solid Waste Division, Stockton Department of Public Works.

Moore, Diane. Principal. Moore Biological Consultants.

Morrell, Michael. Assistant Captain—Fire Prevention. City of Stockton Fire Department.

Murdoch, Robert. Program Manager. Stockton Municipal Utilities Department.

Munson, Russ. Verner Group.

Niblock, Michael. Deputy Director, Planning. City of Stockton Department of Community Development.

Okamoto, Steve. PG&E.

Persak, Mike. Principal. Thompson-Hysell Engineers

Pettit, Kurt. Assistant Chief, Colledgeville Fire District.

Randall, Greg. Principal, Randall Planning and Design, Inc.

Rogers, Gary. Thompson-Hysell Engineers.

Ruf, Thomas. Moffatt & Nichol Engineers

Smith, Dianne K., AICP. Senior Planner. City of Stockton Planning Division.

Stagnaro, David. Senior Planner. City of Stockton Planning Division.

Verner, John. Verner Group.

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; *Sundstrom v. County of Mendocino*, 202 Cal. App. 3d 296 (1988); *Leonoff v. Board of Supervisors*, 222 Cal. App. 3d 1337(1990).

G. DETERMINATION [Completed by Lead Agency - -Check (√), as applicable]:

On The Basis Of This Initial Evaluation And On Substantial Evidence In Light Of The Whole Record Before The Lead Agency:

I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

I find that although the proposed project could have a significant effect on the environment, however, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent (see attached Mitigation Agreement). A MITIGATED NEGATIVE DECLARATION or an ADDENDUM to a MITIGATED NEGATIVE DECLARATION will be prepared.

√ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT (EIR), SUBSEQUENT EIR, SUPPLEMENT to an EIR, or an ADDENDUM to an EIR is required.

I find that the proposed project MAY have an impact on the environment that is "potentially significant" or "potentially significant unless mitigated" but at least one effect: (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards and (2) has been addressed by mitigation measures based on the earlier analysis, as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

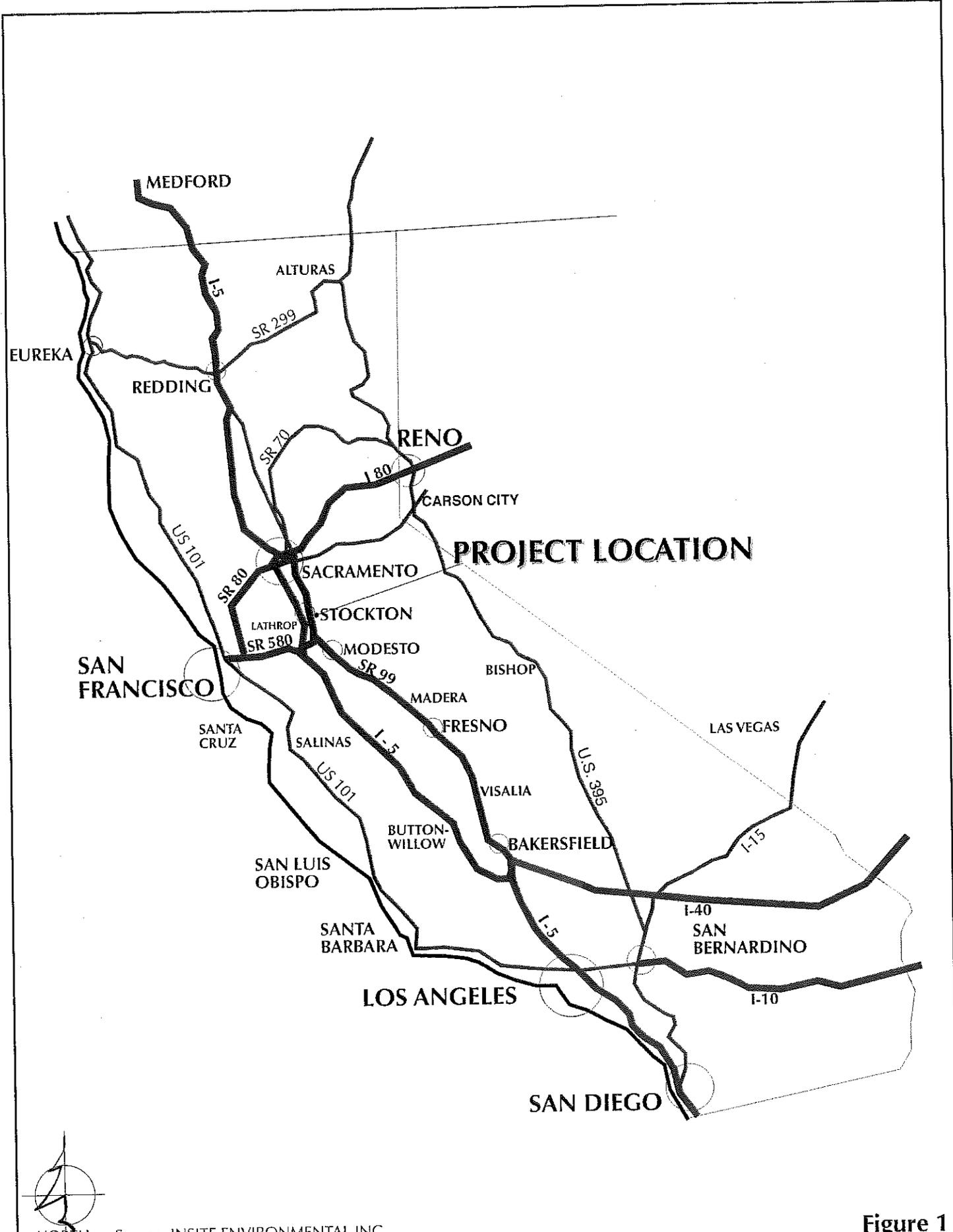
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or MITIGATED NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or MITIGATED NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the project, nothing further is required. Specifically, the environmental documentation for the proposed project is provided by the following document(s):

(Pursuant to the State and City Guidelines for implementation of CEQA, the determination of the Community Development Director may be appealed to the City Planning Commission by submitting a written appeal with the applicable fee to the Community Development Department within ten (10) calendar days following this date of the determination.)

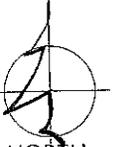
JAMES E. GLASER, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

By: 
David Stagnaro, AICP, Senior Planner

Date: 2-3-06



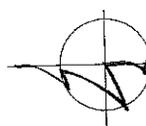
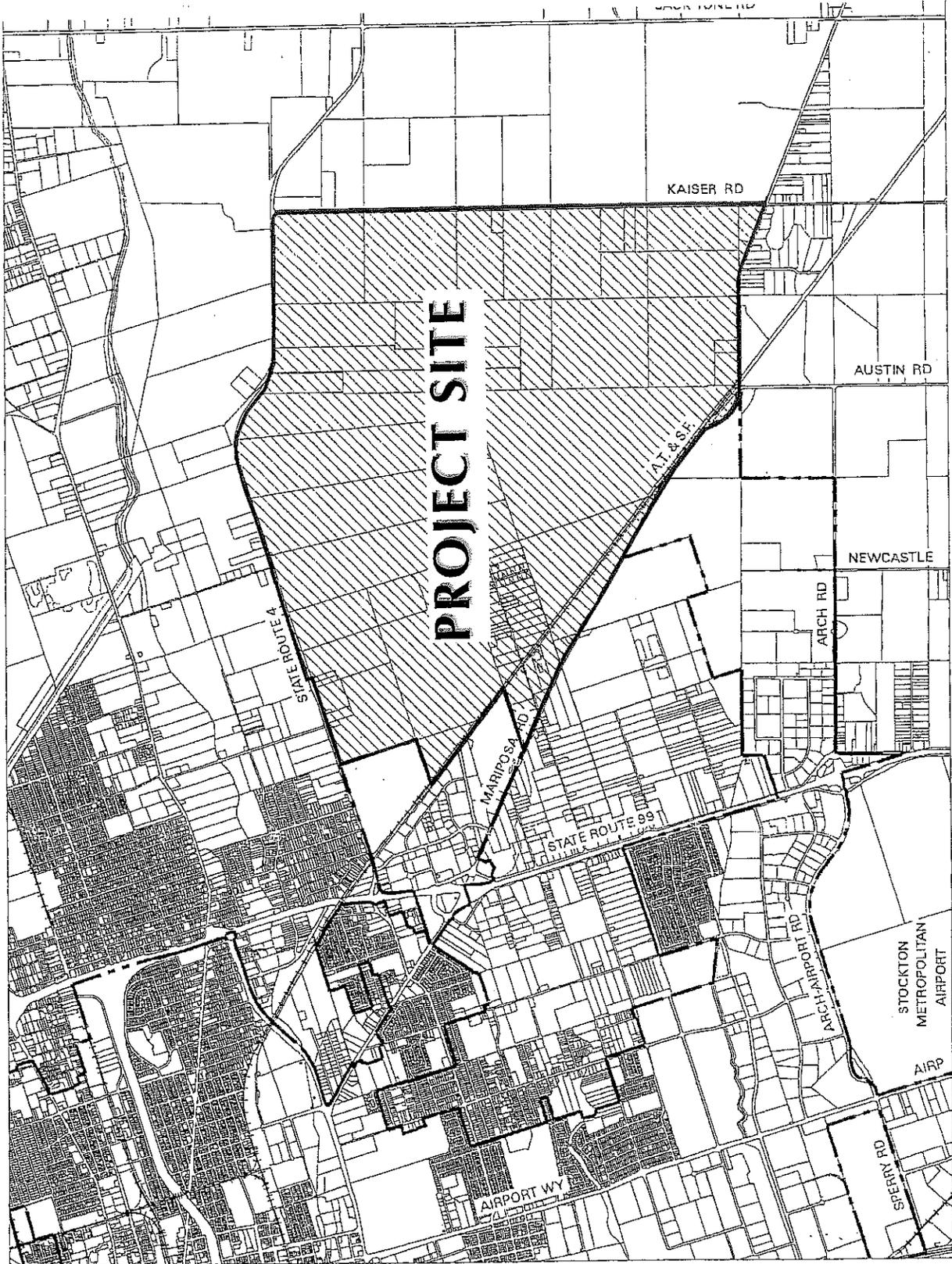
PROJECT LOCATION



NORTH Source: INSITE ENVIRONMENTAL, INC.

Figure 1
REGIONAL MAP

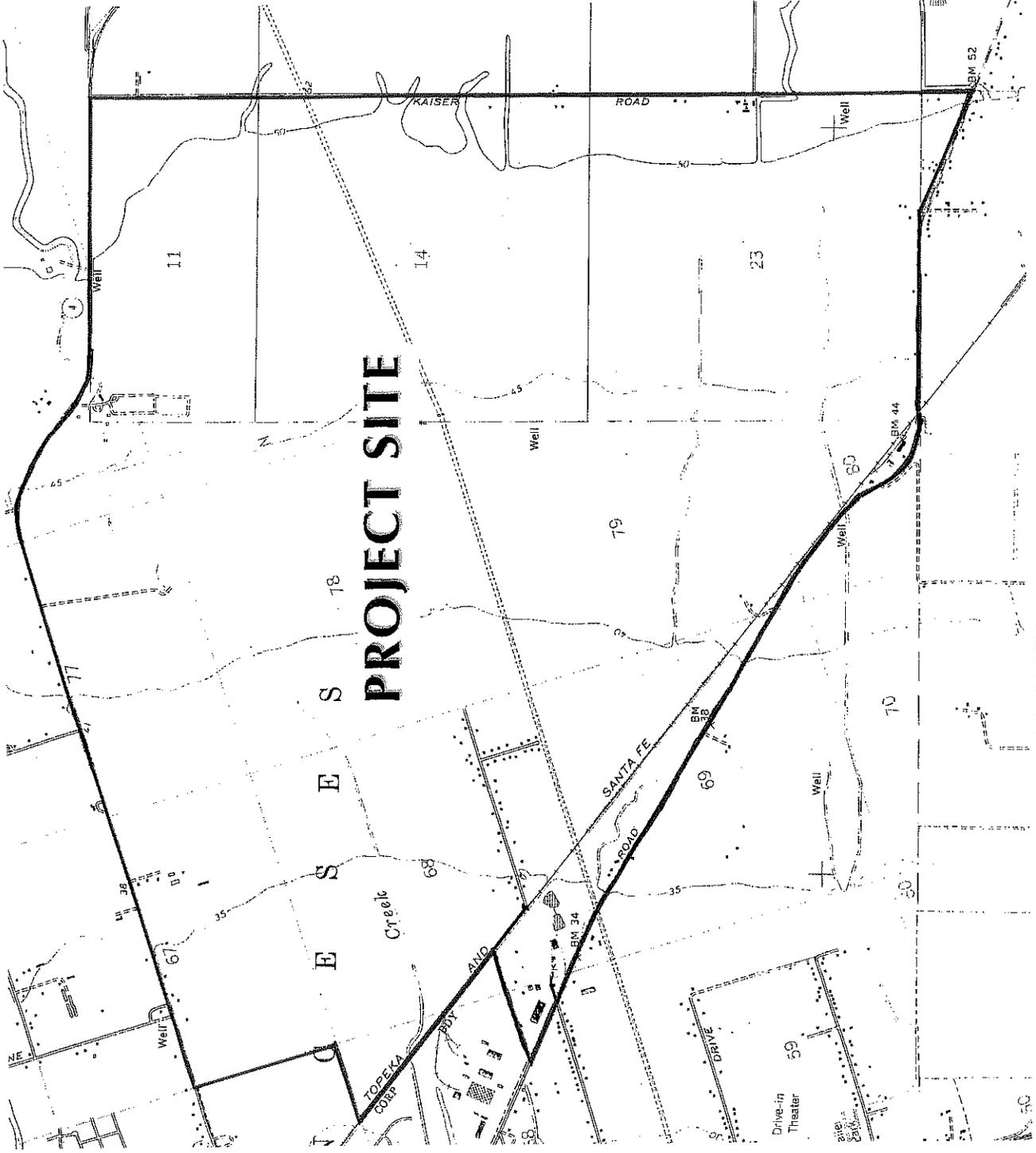
Figure 2
VICINITY MAP



NORTH SOURCE: THOMPSON-HYSELL ENGINEERS

INSITE ENVIRONMENTAL, INC.

Figure 3
USGS MAP

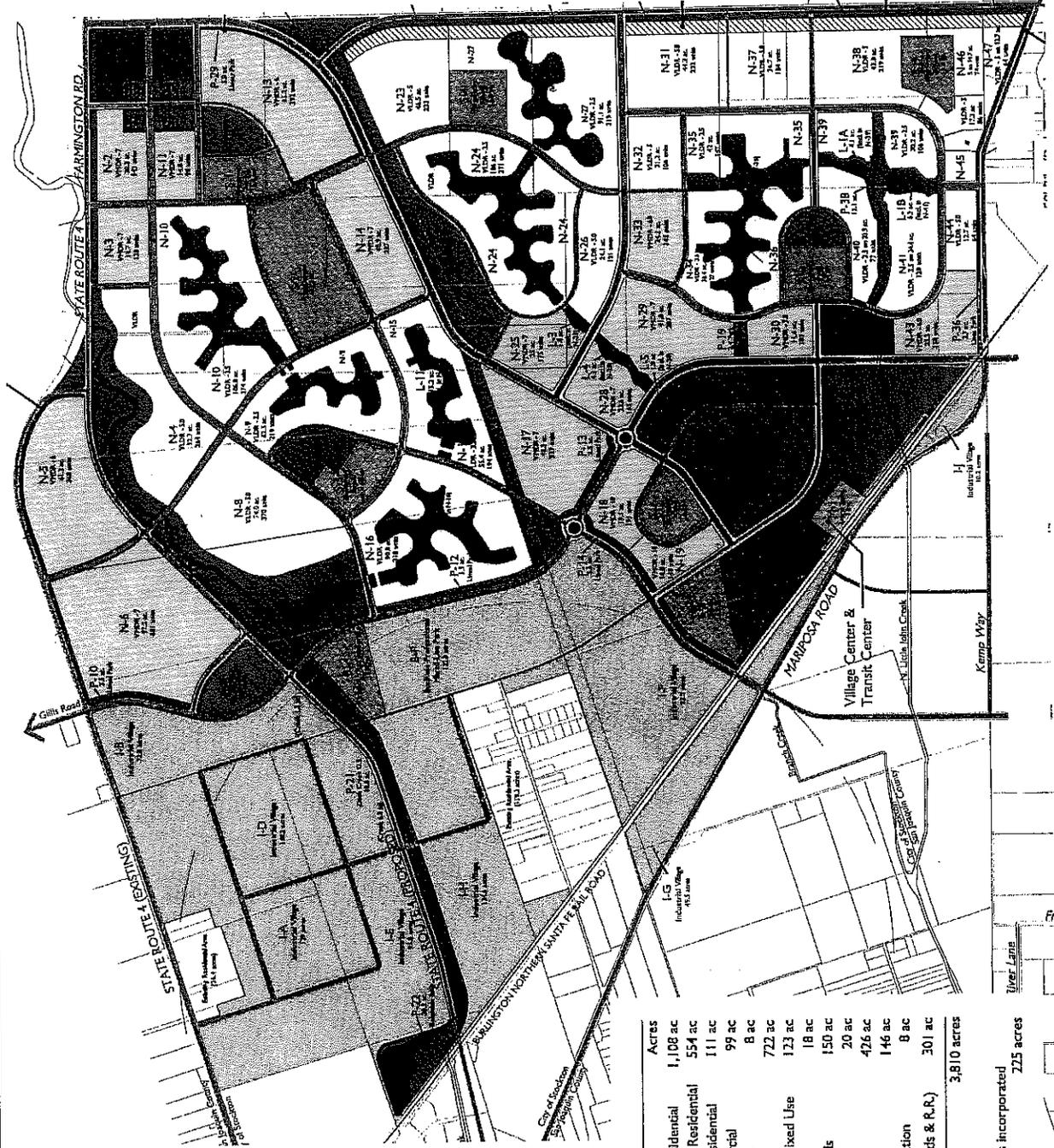


PROJECT SITE

NORTH SOURCE: US GEOLOGICAL SURVEY, STOCKTON EAST QUADRANGLE

INSITE ENVIRONMENTAL, INC.

Figure 4
LAND USE DIAGRAM

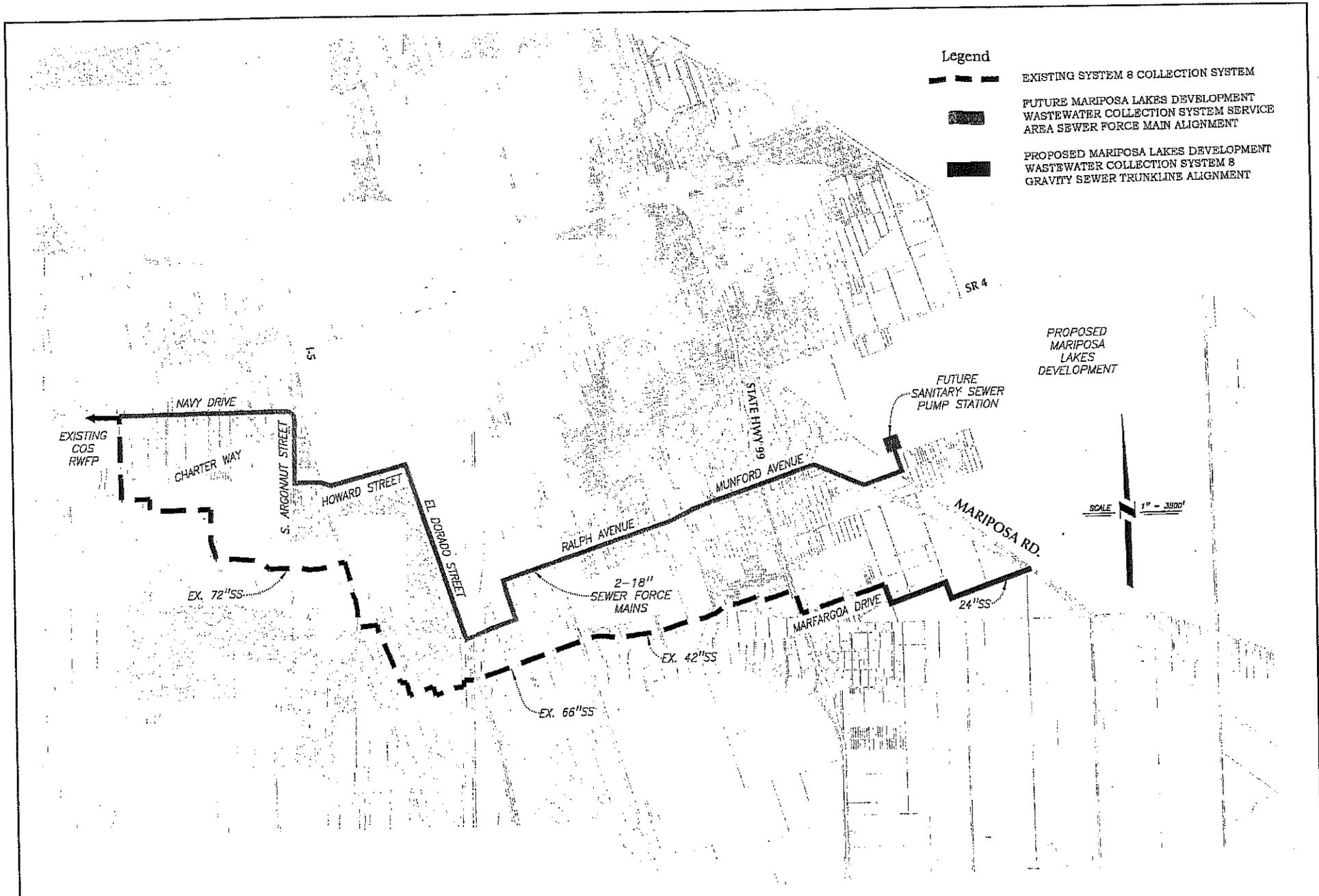


Land Use Legend

Key	Land Use	Acres
[Pattern]	LG Industrial Village	41.5 ac
[Pattern]	Village Low Density Residential	1,108 ac
[Pattern]	Village Medium Density Residential	554 ac
[Pattern]	Village High Density Residential	111 ac
[Pattern]	Village Center/Commercial	99 ac
[Pattern]	Commercial/Recreation	8 ac
[Pattern]	Industrial	722 ac
[Pattern]	Business-Professional/Mixed Use	123 ac
[Pattern]	Religious/Institutional	18 ac
[Pattern]	Elementary/High Schools	150 ac
[Pattern]	College	20 ac
[Pattern]	Parks & Recreation	426 ac
[Pattern]	Existing Residential	146 ac
[Pattern]	Amtrak Inter-modal Station	8 ac
[Pattern]	Major Circulation (Roads & R.R.)	301 ac
	Total	3,810 acres

Total Acres of Lakes incorporated into plan area total: 225 acres

SOURCE: RANDALL PLANNING AND DESIGN, INC.
INSITE ENVIRONMENTAL, INC.



SOURCE: THOMPSON-HYSELL ENGINEERS

INSITE ENVIRONMENTAL, INC.

Figure 5
PROPOSED WASTEWATER FACILITIES

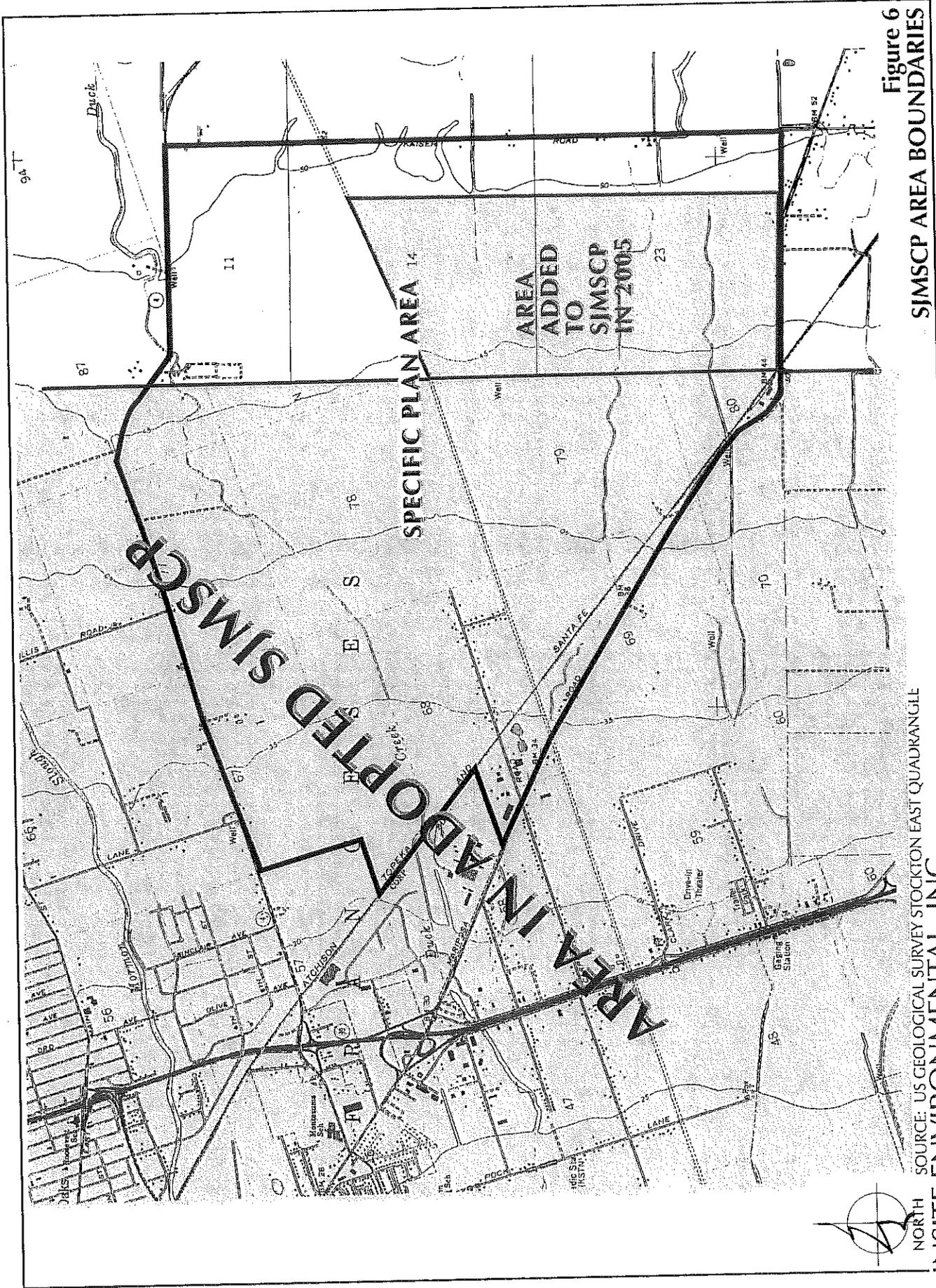
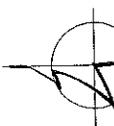
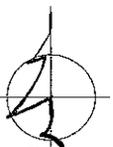
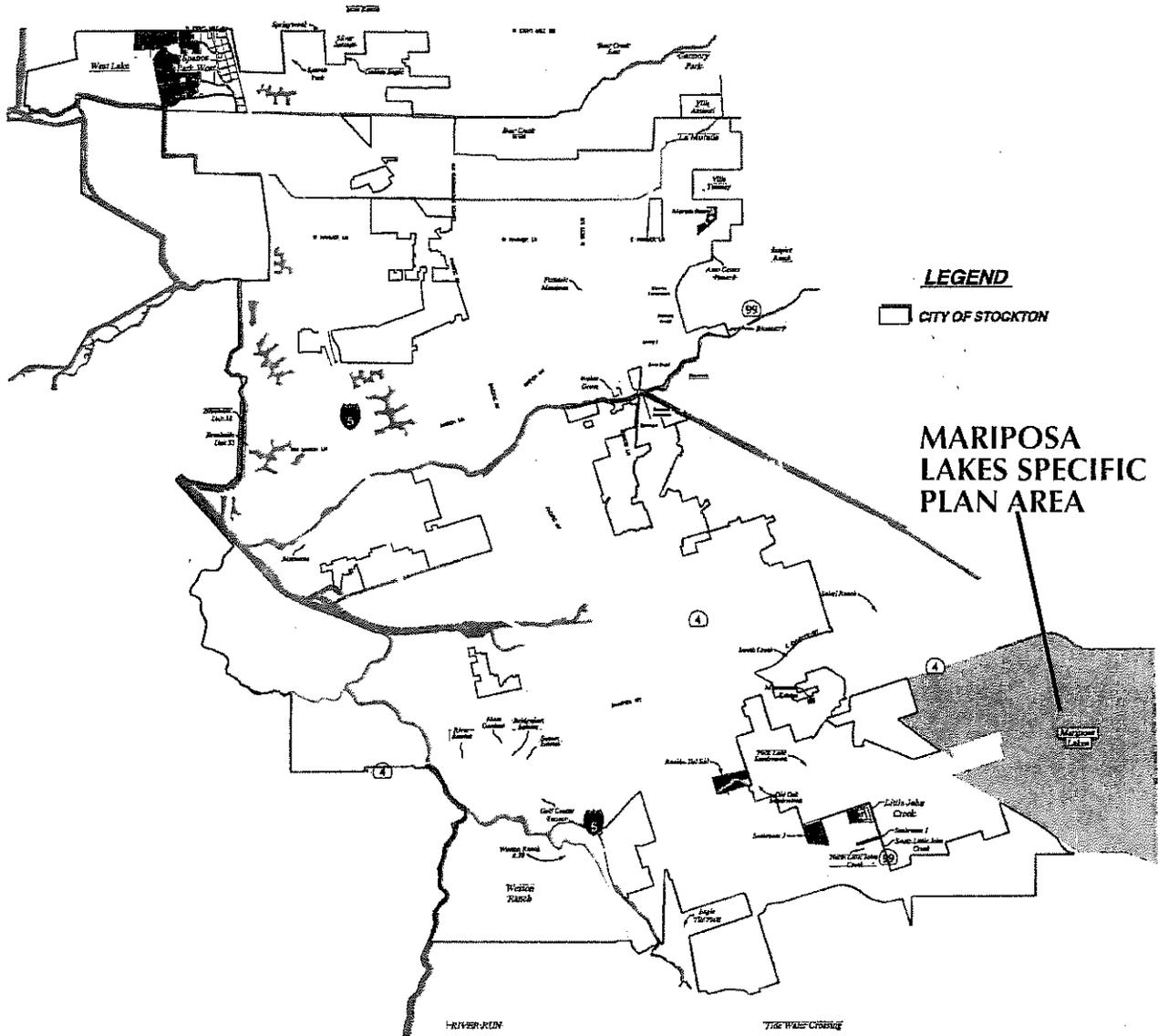


Figure 6
SJMSCP AREA BOUNDARIES

SOURCE: US GEOLOGICAL SURVEY STOCKTON EAST QUADRANGLE
INSITE ENVIRONMENTAL, INC.





NORTH SOURCE: STANTEC CONSULTING, INC.

INSITE ENVIRONMENTAL, INC.

Figure 7
PROPOSED ANNEXATION AREA

KEY	LAND USE	Acreage	% of Site	Ave. Density	UNITS	% of Unit Count	FAR	S.F.USE	Modifier	Population/Jobs	Schoolchildren		
											Gr K-6	Gr 7-8	Gr 9-12
N-10	VLDR	106.8	3%	3.5	374	4%			3.14	1,174	160	47	76
N-15	VLDR	55.4	1%	3.5	194	2%			3.14	609	83	24	39
N-16	VLDR	90.8	2%	3.5	318	3%			3.14	999	136	40	64
N-23	VLDR	46.5	1%	5	233	2%			3.14	732	100	29	47
N-24	VLDR	106	3%	3.5	371	4%			3.14	1,165	159	46	75
N-26	VLDR	24.1	1%	5	121	1%			3.14	380	52	15	25
N-27	VLDR	91.1	2%	3.5	319	3%			3.14	1,002	136	40	65
N-31	VLDR	44.3	1%	5	222	2%			3.14	697	95	28	45
N-32	VLDR	21.2	1%	5	106	1%			3.14	333	46	14	22
N-34	VLDR	36.4	1%	3.5	128	1%			3.14	402	55	16	26
N-35	VLDR	42	1%	3.5	147	1%			3.14	462	63	19	30
N-36	VLDR	30	1%	3.5	105	1%			3.14	330	45	13	22
N-37	VLDR	36.7	1%	5	184	2%			3.14	578	79	23	37
N-38	VLDR	43.8	1%	5	219	2%			3.14	688	94	27	45
N-39	VLDR	30.2	1%	3.5	106	1%			3.14	333	46	14	22
N-4	VLDR	52.7	1%	5	264	3%			3.14	829	113	33	54
N-40	VLDR	21.9	1%	5	110	1%			3.14	345	47	14	23
N-41	VLDR	34.4	1%	3.5	121	1%			3.14	380	52	15	25
N-44	VLDR	12.7	0%	5	64	1%			3.14	201	28	8	13
N-45	VLDR	17.3	0%	5	87	1%			3.14	273	38	11	18
N-46	VLDR	14.7	0%	5	74	1%			3.14	232	32	10	15
N-47	VLDR	12.7	0%	5	64	1%			3.14	201	28	8	13
N-8	VLDR	74	2%	5	370	4%			3.14	1,162	158	46	75
N-9	VLDR	62.5	2%	3.5	219	2%			3.14	688	94	27	45
Total Low Density		1108	29%	4.1	4520	44%				14,193	1939	567	921
		acres	% of site	average	units	% of units				people	k-6	7-8	9-12
N-11	VMDR	14	0%	7	98	1%			3.14	308	42	13	20
N-13	VMDR	65.2	2%	6	392	4%			3.14	1,231	167	49	79
N-14	VMDR	40.9	1%	7	287	3%			3.14	901	123	36	58
N-17	VMDR	48.3	1%	7	339	3%			3.14	1,064	145	42	69
N-18	VMDR	19.1	1%	10	191	2%			3.14	600	82	24	39
N-19	VMDR	14	0%	10	140	1%			3.14	440	60	18	29
N-2	VMDR	20.3	1%	7	143	1%			3.14	449	61	18	29
N-25	VMDR	25	1%	7	175	2%			3.14	550	75	22	36
N-28	VMDR	23.6	1%	7	166	2%			3.14	521	71	21	34
N-29	VMDR	41	1%	7	287	3%			3.14	901	123	36	58
N-3	VMDR	19.7	1%	7	138	1%			3.14	433	59	17	28
N-30	VMDR	14.6	0%	7	103	1%			3.14	323	44	13	21
N-33	VMDR	24.1	1%	6	145	1%			3.14	455	62	18	30
N-43	VMDR	25.3	1%	6	152	1%			3.14	477	65	19	31

		acres	% of site
P-1	Duck	38.1	1%
P-2	Duck	30.7	1%
P-3	Cmty	33.5	1%
P-4	Cmty	17.3	0%
P-5	Cmty	13.7	0%
P-6	Greenbelt	8	0%
P-7	Cmty	44	1%
P-8	Greenbelt	9.8	0%
P-9	Cmty	9.4	0%
P-10	Greenbelt	3.5	0%
P-11	Greenbelt	3.3	0%
P-12	Greenbelt	5.5	0%
P-13	Greenbelt	3.5	0%
P-14	Greenbelt	3.6	0%
P-15	Greenbelt	4.1	0%
P-16	Greenbelt	7	0%
P-17	Cmty	57.6	2%
P-18	Greenbelt	2.4	0%
P-19	Greenbelt	2.4	0%
P-20	Nbhd	8.7	0%
P-21	Duck	30.8	1%
P-22	Basin	20.2	1%
P-23	Linear	2.1	0%
P-24	Linear	3.8	0%
P-25	Linear	2.5	0%
P-26	Linear	2.9	0%
P-27	Linear	3.2	0%
P-28	Linear	0.7	0%
P-29	Linear	5	0%
P-30	Linear	3.8	0%
P-31	Linear	5.6	0%
P-32	Linear	3.2	0%
P-33	Linear	7	0%
P-34	Linear	3.8	0%
P-35	Linear	0.8	0%
P-36	Linear	2.7	0%
P-37	Linear	10.1	0%
P-38	Little John Creek	12.1	0%
Total Parks & Open Space		426.4	11%
		acres	% of site

M-1	Amtrak	8.3	0%
ER-1	Existing Resident	26.4	1%
ER-2	Existing Resident	119.3	3%
RR	Existing Railroad	15.6	0%
Major Circulation		301	8%
Total Miscellaneous		470.9	12%
		acres	% of site

TOTAL LAND USES	3,810	10,201	1,161,963 Commercial (sq.ft.)	32,037 people	3,748	1,057	1,717
	Acres	Units	19,156,599 Industrial (sq.ft.)	35,904 jobs	k-6	7-8	9-12

ATTACHMENT A - SPECIFIC PLAN AREA AND PARTICIPATING
PROPERTY OWNERS, SITE ADDRESSES, APNs

MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
<u>Properties Within Project Site</u>				
1	Esformes Ranch Properties Ltd.	179-020-02	466.00	7119 E. Mariposa Road
10	P.O. Box 239	181-020-16	53.33	4343 Kaiser Road
12	Tracy, CA 95378	181-040-01	160.00	8303 E. Mariposa Road
13		181-040-02	79.25	4641 Kaiser Road
14		181-040-03	40.00	5005 Kaiser Road
16		181-040-09	137.80	8723 E. Mariposa Road
18		181-040-12	13.35	7879 E. Mariposa Road
3	Fjs Ranches Ptp	179-020-04	237.94	6760 E. Highway 4
25	2928 Dwight Way	181-020-33	102.28	8888 W. Highway 4
27	Stockton, CA 95204	181-020-19	158.48	9898 E. Highway 4
28		181-020-06	158.50	3233 S. Kaiser Road
2	Golden Fruits Groups, S A	179-020-03	237.94	6356 E. Highway 4
4	P.O. Box 80	179-040-01	5.04	
5	Artois, CA 95913	179-040-19	5.26	
6	415-435-2869	179-070-04	33.06	4880 W. Highway 4
7		179-070-05	280.52	4904 W. Highway 4
8		179-230-01	101.00	5000 W. Highway 4
9		179-230-08	117.79	5748 E. Highway 4
19	Edward A. & J. A. Lagorio 2343 Pinasco Road Stockton, CA 95215 209-937-0732	181-040-16	80.00	9345 E. Mariposa Road
11	Ronald & J. Sanguinetti 18704 E. Copperopolis Road Linden, CA 95236 209-464-4498	181-020-28	78.67	4333 Kaiser Road
24	Celeste and Marie A. Manetti (Beckham Trust) 1131 Oxford Way Stockton, CA 95204	181-020-02	107.20	8008 E. Highway 4
15	Burlington Northern Santa Fe 2500 Lou Menk Drive Fort Worth, TX 76131	181-040-10	5.00	8145 E. Mariposa Road

ATTACHMENT A - SPECIFIC PLAN AREA AND PARTICIPATING
PROPERTY OWNERS, SITE ADDRESSES, APNs

MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
<u>Properties Within Specific Plan Area, But Not Part of Project Site</u>				
20	Sanquinetti, Elsie M. Trust	179-020-08	236.70	7110 E. Highway 4
22	7110 E. Highway 4	181-020-39	29.99	7761 E. Highway 4
23	Stockton, CA 95215	181-020-40	76.06	7761 E. Highway 4
21	Camera, Raymond & Elsie Family 5849 E. Highway 4 Stockton, CA 95215	179-020-12	145.38	7444 E. Highway 4
29	Sanguinetti, Paul M. & Connie	181-020-27	73.98	4001 Kaiser Road
26	7677 E. Highway 4 Stockton, CA 95215	181-020-34	113.06	
30	Turkull, Gregory 4099 Kaiser Road Stockton, CA 95215	181.020-17	5.00	4099 Kaiser Road
31	Booth, Clifford E. 4845 Kaiser Road Stockton, CA 95215	181-040-04	20.00	4845 Kaiser Road
32	Pearce, Jeff 708 Glenhill Court Novato, CA 94947	181-040-05	9.77	5077 Kaiser Road
33	Pearce, Jeff 708 Glenhill Court Novato, CA 94947	181-040-06	10.00	5125 Kaiser Road
99	Galgiani, Iris P.O. Box 7960 Stockton, CA 95267	179-220-03	160.93	5859 E. Mariposa Road
93	Azevedo, donald & Frena 5148 Farmington Road Stockton, CA 95215	179-230-02	1.30	5148 E. Highway 4
94	Hachman, John RT. & J. B.	179-230-03	5.09	5202 E. Highway 4
95	5240 E. Highway 4 Stockton, CA 95215	179-230-04	0.59	5240 E. Highway 4
96	Hachman, Jeffrey J. Et. Al. 5338 E. Highway 4 Stockton, CA 95215	179-230-05	14.47	5338 E. Highway 4

ATTACHMENT A - SPECIFIC PLAN AREA AND PARTICIPATING
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MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
97	Harper, Elmer F. & R.	179-230-06	2.39	5404 E. Highway 4
98	5404 E. Highway 4 Stockton, CA 95215	179-230-09	2.51	5552 E. Highway 4
34	Enviroplex, Inc.	179-050-11	8.89	4777 Carpenter Road
35	c/o McGrath Rent Corp. Tax Dept. DBA Enviroplex, Inc. 5700 Las Positas Road	179-050-12	4.93	4801 Carpenter Road
36	Jr. Simplot Co. Corp. P. O. Box 27 Boise, ID 83707	179-050-10	11.28	4863 Carpenter Road
37	Walker, Sally E. Trust 4901 Mariposa Road Stockton, CA 95215	179-060-07	2.58	4901 E. Mariposa Road
38	Reeve, Donald E. & Lori J.	179-060-03	5.94	5050 Carpenter Road
39	c/o Reeve Trucking 5050 E. Carpenter Road Stockton, CA 95215-8105	179-050-15	8.55	4989 E. Mariposa Road
40	Clerc, Albert & Patricia Trust Et Al 23061 Arroyo Vista Santa Margarits, CA 92688	179-050-05	9.21	5055 E. Mariposa Road
41	Godfrey, Bryan & Pearl 5121 E. Mariposa Road Stockton, CA 95215	179-220-01	4.02	5121 E. Mariposa Road
100	San Joaquin County Flood Control	179-050-13	0.89	<i>E. Carpenter Road</i>
101		179-050-14	0.53	<i>E. Carpenter Road</i>
103	Riggins, Curtis Allen, Sr. 5201 E. Mariposa Road Stockton, CA 95215	179-220-02	1.17	5201 E. Mariposa Road
42	Tomlinson, Alan ETAL c/o Victor Guadagnolo 5235 Carpenter Road Stockton, CA 95215	179-040-02	4.99	5235 Carpenter Road

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MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
43	Garcia, Gerardo R & Sally R. 4240 Carpenter Road Stockton, CA 95215	179-040-53	6.45	4240 Carpenter Road
44	Norman, Wayne & Clora 2171 Ralph Avenue Stockton, CA 95206	179-040-52	1.72	2171 Ralph Avenue
45	Cabrera, Arturo & M.S. 518 N. Lillian Avenue Stockton, CA 95205	179-040-51	1.47	5343 Carpenter Road
46	Batsel, Paul & Linda 5439 Carpenter Road Stockton, CA 95215	179-040-05	1.66	5439 Carpenter Road
47	Nunes, Manuel A. Jr. 5435 Carpenter Road Stockton, CA 95215	179-040-06	1.72	5435 Carpenter Road
48	Cortez, Gonzalo & Lilly 5523 Carpenter Road Stockton, CA 95215	179-040-07	1.61	5523 Carpenter Road
49	Steward, James E., Jr. 5529 Carpenter Road Stockton, CA 95215	179-040-08	3.56	5529 Carpenter Road
50	Castillo, Daniel ETAL c/o Carolyn Andrews 5535 Carpenter Road Stockton, CA 95215	179-040-09	1.92	5535 Carpenter Road
51	Mosher, William L. 5621 E. Carpenter Road Stockton, CA 95215	179-040-10	4.35	5621 Carpenter Road
52	Lara, Erasmo B. Trust 5633 Carpenter Road Stockton, CA 95215	179-040-11	4.99	5633 Carpenter Road
54	Abdullah, Albert & Nancy 5733 Carpenter Road Stockton, CA 95215	179-040-13	1.05	5733 Carpenter Road

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MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
55	Holbrook, Janice 5741 Carpenter Road Stockton, CA 95215	179-040-14	1.06	5741 Carpenter Road
53	Holbrook, Janice 5757 Carpenter Road Stockton, CA 95215	179-040-35	1.69	5757 Carpenter Road
56	Gonzalez, Benjamin & Olga 5747 Carpenter Road Stockton, CA 95215	179-040-34 (ret) 179-040-54 (new)	2.36	5747 Carpenter Road
57	Munoz, Joseph R. & J. R. 5791 Carpenter Road Stockton, CA 95215	179-040-39 (ret) 179-040-55 (new)	2.36	<i>Carpenter Road</i>
58	Tafoya, Ricardo & Maria 754 Everglade Way Stockton, CA 95215	179-040-45 (retired)	3.57	<i>Carpenter Road</i>
59	Dorsett, Daniel P. 9004 San Pasqual Way Stockton, CA 95215	179-040-16	4.18	5857 Carpenter Road
60	Clark, Luther L. & V.L. 5915 Carpenter Road Stockton, CA 95215	179-040-17	0.77	5915 Carpenter Road
61	Nava, Galindo 5935 Carpenter Road Stockton, CA 95215	179-040-18	4.99	5935 Carpenter Road
102	Pacific T & T Co. No business address listed	179-040-40	0.03	<i>Carpenter Road</i>
76	Patterson, Bobby G. & J. 5228 Carpenter Road Stockton, CA 95215	179-040-46	1.78	5228 Carpenter Road
75	Baldwin, Eddie Lee & Lynda D. 5332 Carpenter Road Stockton, CA 95215	179-040-47	4.71	5332 Carpenter Road

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MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
74	Burks, Ronald David, Sr. 5364 Carpenter Road Stockton, CA 95215	179-040-30	5.18	5364 Carpenter Road
73	Orcutt, Gloria, ETAL 5440 Carpenter Road Stockton, CA 95215	179-040-29	5.26	5440 Carpenter Road
72	Cunha, Frank & Barbara 5534 Carpenter Road Stockton, CA 95215	179-040-32	5.26	5534 Carpenter Road
71	Navarro, Ramon E. & Delores M. 5563 Carpenter Road Stockton, CA 95215	179-040-33	5.26	5563 Carpenter Road
69	Smith, Kimm L. 5616 Carpenter Road Stockton, CA 95215	179-040-27	0.99	5616 Carpenter Road
68	Jimenez, Freddie E. & M.D. 5622 Carpenter Road Stockton, CA 95215	179-040-43	1.00	5622 Carpenter Road
70	Gomez, Gloria 5636 Carpenter Road Stockton, CA 95215	179-040-42	3.13	5636 Carpenter Road
66	Quattlebaum, Earl R. & Linda H. 5650 Carpenter Road Stockton, CA 95215	179-040-24	1.00	5650 Carpenter Road
67		179-040-23	4.23	5666 Carpenter Road
65	Hofstetter, Darlina 5720 Carpenter Road Stockton, CA 95215	179-040-22	5.26	5720 Carpenter Road
63	Ortega, Joe E. & S.M. 5828 Carpenter Road Stockton, CA 95215	179-040-36	1.00	5828 Carpenter Road
64	Ford, Marlin L. ETAL c/o Dallas C. Blight 5858 Carpenter Road	179-040-37	4.26	5858 Carpenter Road

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MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
	Stockton, CA 95215			
62	Gaines, Isabella Ann, ETAL 5932 Carpenter Road Stockton, CA 95215	179-040-20	5.26	5932 Carpenter Road
85	Filpula, Stormie A. 5820 Carpenter Road Stockton, CA 95215	179-030-01	0.51	5820 Carpenter Road
86	Lee, John W. & Bertie 3654 Three Oaks Road Stockton, CA 95215	179-030-02	0.57	3654 Three Oaks Road
87	Crosby, Lawson, Jr. & E.N. 3656 Three Oaks Road Stockton, CA 95215	179-030-03	0.57	3656 Three Oaks Road
88	Lynn, Warren & Nina	179-030-04	0.57	3676 Three Oaks Road
89	3676 Three Oaks Road, #3 Stockton, CA 95215	179-030-05	0.57	3676 Three Oaks Road
90	Buzo, Jose Y. & E.A. 3730 Three Oaks Road Stockton, CA 95215	179-030-06	0.57	3730 Three Oaks Road
91	LaFaver, Thomas & Margaret Trust 3750 Three Oaks Road Stockton, CA 95215	179-030-07	0.57	3750 Three Oaks Road
92	Racacho, Alfonso & Rose 3770 Three Oaks Road Stockton, CA 95215	179-030-08	0.70	3770 Three Oaks Road
84	Mitchell, Jimmy C. & Nickie B.	179-030-09	0.70	3749 Three Oaks Road
83	3749 Three Oaks Road Stockton, CA 95215	179-030-10	0.57	3729 Three Oaks Road
82	Soto, Manuel, Jr. & Alicia 3749 Three Oaks Road Stockton, CA 95215	179-030-11	0.57	3749 Three Oaks Road
81	Button, James & Joan	179-030-12	0.57	3709 Three Oaks Road

ATTACHMENT A - SPECIFIC PLAN AREA AND PARTICIPATING
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MAP NUMBER	PROPERTY OWNER MAILING ADDRESS	ASSESSOR'S PARCEL NUMBER	ACREAGE	LOCATION OF PROPERTY
	3709 Three Oaks Road Stockton, CA 95215			
80	Leibner, Richard & R.R. 3675 Three Oaks Road Stockton, CA 95215	179-030-13	0.57	3675 Three Oaks Road
79	Huckabay, Lloyd W.&Mary J. Trust 3655 Three Oaks Road Stockton, CA 95215	179-030-14	0.57	3655 Three Oaks Road
78	Fritts, Clifford M. & E. 3635 Three Oaks Road Stockton, CA 95215	179-030-15	0.57	3635 Three Oaks Road
77	Pacheco, Hennie ETAL 5732 Carpenter Road Stockton, CA 95205	179-030-16	0.51	5732 Carpenter Road
104	Sanchez, A. A. 18 W. Robinhood Drive Stockton, CA 95207	181-040-07	76.06	5555 S. Kaiser Road
105	Halford, Kenneth M. & M. C. 9851 E. Mariposa Road Stockton, CA 95206	181-090-03	3.50	9851 E. Mariposa Road
106	Johnson, Bertha I. 6051 S. Kaiser Road Stockton, CA 95215	181-090-04	12.99	6051 S. Kaiser Road
	Podesta, Craig & Gina P. O. Box 170 Linden, CA 95236	179-220-04	4.49	7367 E. Mariposa Rd.



Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

Notice of Preparation

February 6, 2006

To: Reviewing Agencies
Re: Mariposa Lakes Specific Plan Project
SCH# 2006022035

Attached for your review and comment is the Notice of Preparation (NOP) for the Mariposa Lakes Specific Plan Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

David Stagnaro
City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,


For Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2006022035
Project Title Mariposa Lakes Specific Plan Project
Lead Agency Stockton, City of

Type NOP Notice of Preparation

Description The Mariposa Lakes Specific Plan Project consists of a request for City of Stockton (and other agencies) approvals necessary to permit the development of an ~3,810-acre planned mixed-use urban residential, commercial, institutional, and industrial development adjacent to the City of Stockton. The MLSP project as currently proposed would involve the development of ~10,201 dwelling units, 1.2 million square feet of commercial space, and 19.2 million square feet of industrial uses.

Lead Agency Contact

Name David Stagnaro
Agency City of Stockton
Phone (209) 937-8598 **Fax**
email
Address Community Development Department
 345 N. El Dorado Street
City Stockton **State** CA **Zip** 95202

Project Location

County San Joaquin
City Stockton
Region
Cross Streets SR4 and Kaiser Road
Parcel No. 179-020-02, et al.
Township **Range** **Section** **Base**

Proximity to:

Highways I-5
Airports
Railways
Waterways Duck Creek
Schools Montezuma Elementary, Hamilton
Land Use PLU: Agriculture, City of Stockton: Agriculture GPD. No City of Stockton zoning designation at this time. San Joaquin County General Plan/Development Code designates the project site for agricultural use.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wildlife; Growth Inducing; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; Office of Emergency Services; Department of Health Services; Public Utilities Commission; California Highway Patrol; Department of Housing and Community Development; Department of Toxic Substances Control; Caltrans, District 10; Regional Water Quality Control Bd., Region 5 (Sacramento)

Date Received 02/06/2006 **Start of Review** 02/06/2006 **End of Review** 03/07/2006

NOP Distribution List

County: San Joaquin

SCH#

ZU06U2U32

- Resources Agency
- Resources Agency
- Dept. of Boating & Waterways
- David Johnson
- California Coastal Commission
- Elizabeth A. Fuchs
- Colorado River Board
- Gerald R. Zimmerman
- Dept. of Conservation
- Roseanne Taylor
- California Energy Commission
- Roger Johnson
- Dept. of Forestry & Fire Protection
- Allen Robertson
- Office of Historic Preservation
- Wayne Donaldson
- Dept. of Parks & Recreation
- Environmental Stewardship Section
- Reclamation Board
- Deedee Jones
- S.F. Bay Conservation & Dev't. Comm.
- Steve McAdam
- Dept. of Water Resources
- Nadell Gayou
- Conservancy
- Fish and Game
- Dept. of Fish & Game
- Scott Flint
- Environmental Services Division
- Fish & Game Region 1
- Donald Koch
- Fish & Game Region 2
- Banky Curtis

Fish & Game Region 3

Robert Floerke

Fish & Game Region 4

Mike Mulligan

Fish & Game Region 5

Don Chadwick

Habit Conservation Program

Fish & Game Region 6

Gabriela Gatchel

Fish & Game Region 6 I/M

Tammy Allen

Dept. of Fish & Game M

George Isaac

Marine Region

Other Departments

Food & Agriculture

Steve Shaffer

Dept. of Food and Agriculture

Dept. of General Services

Public School Construction

Dept. of General Services

Robert Steppy

Environmental Services Section

Dept. of Health Services

Veronica Ramerz

Dept. of Health/Drinking Water

Independent

Commissions, Boards

Delta Protection Commission

Debby Eddy

Office of Emergency Services

Dennis Castillo

Governor's Office of Planning

& Research

State Clearinghouse

Native American Heritage Comm.

Debbie Treadway

Public Utilities Commission

Ken Lewis

State Lands Commission

Jean Sarno

Tahoe Regional Planning Agency (TRPA)

Cherry Jacques

Business, Trans & Housing

Caltrans - Division of Aeronautics

Sandy Hesnard

Caltrans - Planning

Terr Pencovic

California Highway Patrol

John Olejnik

Office of Special Projects

Housing & Community Development

Lisa Nichols

Housing Policy Division

Dept. of Transportation

Caltrans, District 1

Rex Jackman

Caltrans, District 2

Marcelino Gonzalez

Caltrans, District 3

Katherine Eastham

Caltrans, District 4

Tim Sable

Caltrans, District 5

David Murray

Caltrans, District 6

Marc Birbaum

Caltrans, District 7

Cheryl J. Powell

Caltrans, District 8

Dan Kopusky

Caltrans, District 9

Gayle Rosander

Caltrans, District 10

Tom Dumas

Caltrans, District 11

Mario Orso

Caltrans, District 12

Bob Joseph

Air Resources Board

Airport Projects

Jim Lerner

Transportation Projects

Kurt Karperos

Industrial Projects

Mike Tolstrup

California Integrated Waste Management Board

Sue O'Leary

State Water Resources Control Board

Jim Hockenberry

Division of Financial Assistance

State Water Resources Control Board

Student Intern, 401 Water Quality

Division of Water Quality

State Water Resources Control Board

Steven Herrera

Division of Water Rights

Dept. of Toxic Substances Control

CEQA Tracking Center

Department of Pesticide Regulation

Regional Water Quality Control Board (RWQCB)

RWQCB 1

Cathleen Hudson

North Coast Region (1)

RWQCB 2

Environmental Document

RWQCB 3

San Francisco Bay Region (2)

RWQCB 4

Jonathan Bishop

Los Angeles Region (4)

RWQCB 5S

Central Valley Region (5)

RWQCB 5R

Fresno Branch Office

RWQCB 6

Lahontan Region (6)

RWQCB 6V

Lahontan Branch Office

RWQCB 7

Colorado River Basin Region (7)

RWQCB 8

Santa Ana Region (8)

RWQCB 9

San Diego Region (9)

Other

Last Updated on 08/10/05



Department of Energy
Western Area Power Administration
Sierra Nevada Customer Service Region
114 Parkshore Drive
Folsom, California 95630-4710

FEB 27 2006

RECEIVED

FEB 28 2006

CITY OF STOCKTON
PERMIT CENTER/PLANNING DIVISION

Mr. David Stagnaro
AICP, Senior Planner
City of Stockton
C/O Community Development Department
Planning Division
345 North El Dorado Street
Stockton, CA 95202

Dear Mr. Stagnaro:

The Western Area Power Administration (Western), Sierra Nevada Region (SNR), an agency of the U.S. Department of Energy, is responsible for the operation and maintenance of Federally owned transmission lines in California. We recently received two separate notifications from the City of Stockton (City), regarding the City's intent to prepare an Environmental Impact Report (EIR) for the Sanctuary Island Master Development Plan Project and an EIR for the Mariposa Lakes Specific Plan Project.

Western owned and operated transmission lines and towers are within the project boundaries of the Sanctuary Island Development Project and may be within the Mariposa Lakes Project. Please be advised that any proposed impacts to our transmission lines or towers resulting from the two development projects will require Western to conduct an environmental review in accordance with the National Environmental Policy Act (NEPA). Since you have identified yourself as the Lead Agency for these two projects, Western will require appropriate environmental documentation from you to complete our environmental review. Although, in most cases, a Categorical Exclusion (CE) is sufficient to comply with the requirements of NEPA, we will need to review your draft EIR to provide comments and receive a copy of the final EIR before finalizing our NEPA document.

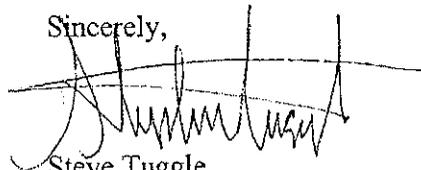
Impacts that involve the relocation of our towers or changes in our Right-of-Way (ROW) will require consultation with the U.S. Fish & Wildlife Service under Section 7 of the Endangered Species Act and consultation with the California State Historic Preservation Officer under Section 106 of the National Historic Preservation Act (NHPA). Western will be responsible for the consultation as part of the CE, however, we will require from you complete biological and cultural resource surveys by a qualified biologist and archaeologist to determine if there would be any impacts to federally listed endangered species or critical habitat or cultural resources in any areas being proposed for relocation of our towers or ROW. Completion of our environmental document can take up to 6

months depending on the results of the surveys and the level of impacts. We recommend that you coordinate with us early in your environmental review process should these or any future development projects you are proposing have the potential to impact our transmission line system.

Please direct any comments or questions you may have regarding the above to Ms. Cherie Johnston-Waldeal, at 916.353.4035 or email at waldeal@wapa.gov. All environmental documentation from the City of Stockton should be sent to:

Western Area Power Administration
Sierra Nevada Region
114 Parkshore Drive
Folsom, CA 95630-4710
Attention: Ms. Cherie Johnston-Waldeal
N1400

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Tuggle", written over a horizontal line.

Steve Tuggle
Acting, Natural Resources Manager



SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

1810 E. HAZELTON AVE., STOCKTON, CA 95205-8232
PHONE: 209/468-3121 FAX: 209/468-3163

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MAR 01 2006

CITY OF STOCKTON
PERMIT CENTER/PLANNING DIVISION

February 27, 2006

City of Stockton
Community Development Department
Planning Division
345 N. El Dorado Street
Stockton, CA 95202
Attn: Dave Stagnero

Dear Mr. Stagnero:

SUBJECT: MARIPOSA LAKES ENVIRONMENTAL IMPACT REPORT

Thank you for the opportunity to review the Notice of Preparation and Initial Study for the above referenced project. The San Joaquin County Community Development Department has reviewed the *Notice of Preparation and Initial Study* and offers the following comments:

The proposed project is currently located in the unincorporated portion of San Joaquin County. The project area contains approximately 3,725 acres of land currently zoned for agricultural use (AG-40 and AU-20). There are Williamson Act contracts on approximately 2,857 acres of land in the project area. The total acres zoned for agricultural usage is approximately 3,550. This acreage is classified as Prime Farmland or Farmland of Statewide Importance. All of the acreage in the Mariposa Lakes Project is proposed for alternative land uses, primarily residential uses, industrial uses, and commercial uses. The Community Development Department is requesting that mitigation measures be included in the EIR to address the loss of agricultural land and the possible conflicts with existing agricultural operations on neighboring properties.

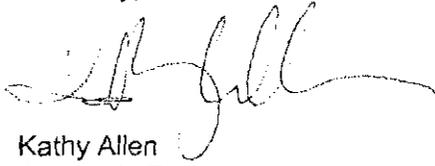
Little John's Creek and Duck Creek flow through the project area. Riparian habitat exists along the banks of both these waterways. An area of open space should be maintained to provide nesting and foraging habitat and for the protection of water quality. Mitigation measures should be included in the EIR to address preservation of riparian habitat and protection of waterway quality.

The Natural Diversity Database lists the project area as potential habitat of Swainson's Hawk and recurved larkspur. Mitigation measures should be included in the EIR to address potential habitat loss of these species.

The Initial Study indicates that there are oak trees within the project area. The EIR should address whether the oak trees in question qualify as heritage oak trees (trees with a minimum trunk diameter of 32 inches measured at a height of 4 ½ feet about the average ground elevation of the tree) or historical trees (trees or groups of trees given special recognition due to their size, age or history). Mitigation measures should be included in the EIR to address preservation of oak trees within the project site.

Please forward a copy of the Draft EIR and Final EIR to the San Joaquin Community Development Department when completed.

Sincerely,

A handwritten signature in black ink, appearing to read "Kathy Allen", with a long horizontal flourish extending to the right.

Kathy Allen
Associate Planner



ENVIRONMENTAL HEALTH DEPARTMENT SAN JOAQUIN COUNTY

Donna K. Heran, R.E.H.S.
Director
Laurie A. Cotulla, R.E.H.S.
Program Manager

304 East Weber Avenue, Third Floor
Stockton, California 95202-2708
Telephone: (209) 468-3420
Fax: (209) 464-0138
Website: www.sjgov.org/ehd/

Unit Supervisors
Carl Borgman, R.E.H.S.
Mike Huggins, R.E.H.S., R.D.I.
Douglas W. Wilson, R.E.H.S.
Margaret Lagorio, R.E.H.S.
Robert McClellon, R.E.H.S.
Jeff Carruesco, R.E.H.S.

February 23, 2006

Lead Agency
City of Stockton
c/o Community Development Dept.
Planning Division
345 North El Dorado Street
Stockton, California 95202

RECEIVED
MAR 01 2006
CITY OF STOCKTON
PERMIT CENTER/PLANNING DIVISION

SUBJECT: PUBLIC REVIEW OF THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MARIPOSA LAKES

The San Joaquin County Environmental Health Department has reviewed the above mentioned report and has the following comments:

1. The Environmental Health Department recommends that the City of Stockton request written approval from the California Regional Water Quality Control Board, Central Valley Region, in regards to the proposed New Lakes/Storm Water detention system.
2. The existing homes are being served by onsite septic systems and individual wells for domestic and irrigation purposes. Provisions for public water and sewer should be incorporated in any future design. The Environmental Health Department recommends that as a part of developing these properties, the wells and septic systems be destroyed under permit and inspection with the Environmental Health Department.
3. Any proposed public well location should be reviewed and approved by the State Department of Health Services, Drinking Water Program for assessment and permitting requirements.
4. Installation of any wells/borings shall be done under permit and inspection by the Environmental Health Department.

Should you have any questions, please call Mike Huggins, Supervising R.E.H.S., R.D.I. at (209) 468-3437 or Rodney Estrada, Lead Senior R.E.H.S., at (209) 468-0331.

Donna Heran, R.E.H.S., Director
Mike Huggins

Mike Huggins, Supervising R.E.H.S., R.D.I.
Environmental Health Department

MH: tl

Campaign for Common Ground

March 3, 2006

David Stagnaro, Senior Planner
City of Stockton
Community Development Department
Planning Division
345 North El Dorado Street
Stockton, CA 95202

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CITY OF STOCKTON

MAR 06 2006

PERMIT CENTER
PLANNING DIVISION

RE: Mariposa Lakes/Verner Notice of Preparation

David:

Campaign for Common Ground (CCG) has the following comments on the Mariposa Lakes/Verner Notice of Preparation (NOP).

The EIR must analyze alternatives to the project that will result in much less conversion of prime agricultural lands by re-zoning 500-1,000 acres of industrial land for housing opportunities closer to Route 99, instead of placing housing near Kaiser Road. Specifically, the EIR alternative should address the following CCG General Plan policy recommendations:

LU-2.4 Eastern Agricultural Buffer [New Policy for the Land Use Element]

The City shall establish a permanent community separator/agricultural buffer east of Route 99 along the ultimate eastern edge of the Urban Service Area in coordination with the City of Lodi and San Joaquin County. The boundaries of this agricultural buffer area shall be Armstrong Road on the north, Alpine on the east, and Fremont Street (Route 26) on the south. The City shall work with San Joaquin County and the residents of Morada, Waterloo, Linden and other affected communities to ensure that a separator is established between existing and planned urban development and the prime agricultural lands of the City's eastern planning area. The City shall require that any development of the Mariposa Lakes project include a significant buffer between housing or industry and the prime lands to the east. Alternatively, the housing in the Mariposa Lakes project should be moved to the west closer to Route 99, where industrially designated lands could be developed as housing (see Policy LU-5.8).

LU-5.8 Redesignation of Industrial Lands for Housing East of Route 99 [New Policy]

The City shall prepare a Specific Plan to investigate the feasibility of redesignating lands east of Route 99, south of Route 4, to East French Camp Road on the south, from industrial uses to housing. The Specific Plan shall consider the constraints of existing industrial uses (e.g., the rendering plant, the BNSF intermodal rail facility, and the flight safety zones of the Stockton Airport), and the benefits of providing housing opportunities close to existing job centers (downtown and the Stockton airport).

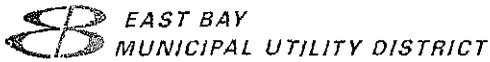
The EIR must also analyze ramifications of the state High Speed Rail program, and discuss how an HSR station could be integrated within the project, if the State adopts a plan to locate a station there. The EIR should also discuss how the project would conform with land use policies and mitigation measures included in the HSR Final EIR, which calls for “smart growth” planning and development adjacent to stations, especially in the Central Valley, to reduce sprawl.

Most importantly, each of the three EIRs that are proceeding (Grupe, Arnaiz, Verner) must study the cumulative impacts of all the master development plans that are being processed concurrently to amend the 1990 plan (these three plus River Run/Western Pacific, plus all other applications), and what the cumulative results may be on the draft updated plan.

Sincerely,

A handwritten signature in black ink that reads "Trevor Atkinson". The signature is written in a cursive, flowing style.

Trevor Atkinson
For Campaign for Common Ground



February 27, 2006

James E. Glaser, Director
Community Development Department
City of Stockton
345 North El Dorado Street
Stockton, CA 95202

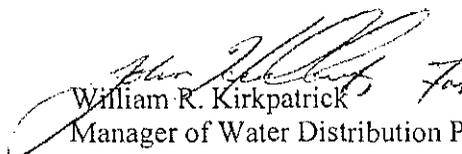
Re: Notice of Preparation of a Draft Environmental Impact Report – Mariposa
Lakes Specific Plan Project, Stockton

Dear Mr. Glaser:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Mariposa Lakes Specific Plan Project in the City of Stockton. EBMUD has no comments regarding environmental issues for this project but is still interested in receiving and reviewing the Draft EIR.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,


William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:NJR:sb
sb06_059.doc

DJS

STATE OF CALIFORNIA
FACSIMILE COVER
 10-2A-0049 (NEW 10/92)

ATTENTION: David Stagnaro		FROM: Dan Brewer Department of Transportation 1976 East Charter Way Stockton, CA 95205	
UNIT/COMPANY: City of Stockton Community Development Department Planning Division 425 North El Dorado Street Stockton, CA 95202-1997		DATE: March 6, 2006	TOTAL PAGES (including Cover Page) 4
		FAX # (Include Area Code) (209) 948-7194	ATSS FAX 8-423-7194
DISTRICT/CITY		PHONE # (& Area Code) (209) 948-7142	ATSS 8-423-7142
PHONE # (& Area Code) (209) 937-8266	FAX # (& Area Code) (209) 937-8893	ORIGINAL DISPOSITION: Destroy <input type="checkbox"/> Return <input type="checkbox"/> Call for Pickup <input type="checkbox"/>	

COMMENTS:

SJ-4-PM20.4
SCH 2006022035
Mariposa Lakes

RECEIVED

MAR 06 2006

CITY OF STOCKTON
PERMIT CENTER

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
LUTHER KING JR. BLVD. 95205)
TTY: California Relay Service (800) 735-2929
PHONE (209) 941-1921
FAX (209) 948-7194



*Flex your power!
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March 6, 2006

**10-SJ-4-PM20.4
SCH 2006022035 (NOP)
Mariposa Lakes**

David Stagnaro
City of Stockton
Community Development Department
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

RECEIVED

MAR 06 2006

CITY OF STOCKTON
PERMITTING DEPARTMENT

Dear Mr. Stagnaro:

The California Department of Transportation (Department) appreciates the opportunity to have reviewed the Notice of Preparation for the proposed 10,200 dwelling units and 20.4 million floors square feet of combined commercial and industrial development to be located at approximately between Kaiser Road, Mariposa Road, and State Route 4 (SR-4) Distance Direction from State Route 99 (SR-99) and the SR-99/Mariposa Road interchange. The Department has the following comments:

- A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to State facilities – both existing and proposed – and to propose appropriate mitigation measures. The Department recommends that the study be prepared in accordance with the *Caltrans Guide for the Preparation of Traffic Impact Studies*, dated December 2002 (Guide). The Guide is available online at the following web address: http://www.dot.ca.gov/hq/tpp/planning_tools/tools.htm. Minimum contents of the TIS are listed in Appendix "A" of the TIS guide. All State owned signalized intersections affected by this project should be analyzed using the intersecting lane vehicle (ILV) procedure from the Department's Highway Design Manual, Topic 406, page 400-21.

Mr. Stagnaro
March 6, 2006
Page 2

- The Department endeavors to maintain a target level of service (LOS) at the transition between LOS C and LOS D on State highway facilities, including intersections (see Appendix "C-3" of the TIS guide). If an intersection is currently below LOS "C," any increase in delay from project-generated traffic should be analyzed and mitigated. The LOS for operating State highway facilities is based upon measures of effectiveness (MOE) (see Appendix "C-2" of the Guide). If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained.
- To avoid delay during the Department's review of the TIS, please provide in an electronic format the traffic microsimulation software files (both input and output) that were used to develop the TIS.
- The Department recommends that the Lead Agency encourage the developer to submit a scope of work for conducting the TIS prior to circulating the local development application for comment in order to expedite the Department's review. The Department is available to discuss assumptions, data requirements, study scenarios, and analysis methodologies prior to beginning the TIS. This will help insure that a quality TIS is prepared.
- An Encroachment Permit will be required for work (if any) done within the Department's right of way. This work is subject to the California Environmental Quality Act. Therefore, additional biological, archaeological, or other environmental studies may be required as part of the encroachment permits application. A qualified professional must conduct any such studies undertaken to satisfy the Department's environmental review responsibilities. Ground disturbing activities to the site prior to completion and/or approval of required environmental documents may affect the Department's ability to issue a permit for the project. Furthermore, if engineering plans or drawings will be part of your permit application, they should be prepared in standard units.
- At this time it is not apparent exactly what the extent of the impacts will be to the highway drainage within the project area. Highway drainage will need to be appropriately addressed; by either placing roadside ditches or a positive drainage system with drainage inlets and storm drains to a basin or other positive relief location. All highway drainage calculations should be based on a 25-year return storm period.

Mr. Stagnaro
March 6, 2006
Page 3

If you have any questions or would like to discuss our comments in more detail, please contact Dan Brewer at (209) 948-7142 ([e-mail: dan.brewer@dot.ca.gov](mailto:dan.brewer@dot.ca.gov)) or me at (209) 941-1921.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Dumas". The signature is written in a cursive, flowing style.

**TOM DUMAS, Chief
Office of Intermodal Planning**

c: SMorgan CA Office of Planning & Research

STATE OF CALIFORNIA
FACSIMILE COVER
10-2A-0049 (NEW 10/92)

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UNIT/COMPANY: City of Stockton Community Development Department Planning Division 425 North El Dorado Street Stockton, CA 95202-1997		DATE: March 6, 2006	TOTAL PAGES (including Cover Page) 4
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COMMENTS:

SJ-4-PM20.4
SCH 2006022035
Mariposa Lakes

RECEIVED
MAR 06 2006

DEF 2875 1304
PERMITS

DEPARTMENT OF TRANSPORTATION

P.O. BOX 2048 STOCKTON, CA 95201
(1976 E. CHARTER WAY/1976 E. DR. MARTIN
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March 6, 2006

**10-SJ-4-PM20.4
SCH 2006022035 (NOP)
Mariposa Lakes**

David Stagnaro
City of Stockton
Community Development Department
Planning Division
425 North El Dorado Street
Stockton, CA 95202-1997

RECEIVED

MAR 06 2006

CITY OF STOCKTON
PERMITTING & PLANNING DIVISION

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Mr. Stagnaro
March 6, 2006
Page 2

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Mr. Stagnaro
March 6, 2006
Page 3

If you have any questions or would like to discuss our comments in more detail, please contact Dan Brewer at (209) 948-7142 ([e-mail: dan.brewer@dot.ca.gov](mailto:dan.brewer@dot.ca.gov)) or me at (209) 941-1921.

Sincerely,

A handwritten signature in black ink, appearing to read "Tom Dumas". The signature is fluid and cursive, with the first name "Tom" being more prominent than the last name "Dumas".

TOM DUMAS, Chief
Office of Intermodal Planning

c: SMorgan CA Office of Planning & Research

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

3330 Ad Art Road
Stockton, CA 95208
(209) 943-8666
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



March 2, 2006

File No.: 265.8981.11045

David Stagnaro
City of Stockton Community Development Department
324 North El Dorado Street
Stockton, CA 95202

Dear Mr. Stagnaro:

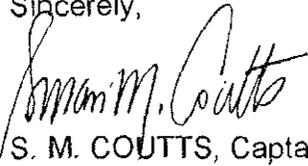
Thank you for the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Mariposa Lakes Specific Plan Project located in the area of State Route 4 and Mariposa Road (SCH# 2006022035). While the development area is adjacent to the City of Stockton, and anticipated to be annexed into the City of Stockton prior to completion, the project will have significant impacts on the surrounding county roads as well as State Routes (SR) 4, 99 and 120. The California Highway Patrol (CHP) has the primary responsibility for traffic enforcement on county roads as well as these State Highways. These roadways will see a dramatic increase in the average daily traffic volumes. Additionally, this increase will be felt on Interstates 5 (I-5) and 205 (I-205) as these are major commute routes through the area.

The project plan includes over 3,800 acres with an anticipated building plan encompassing more than 10,200 dwelling units, in addition to commercial and business/industrial parks as well as educational facilities. The Notice of Preparation does indicate an attempt to mitigate the expected increased traffic volumes throughout the project and adjacent roadways by widening the major roadways and increasing the number of lanes to help maintain the City of Stockton's Level Of Service (LOS) standards for local roadways. However, there is no discussion of mitigating the impact of the increased traffic on the supporting State Route and freeway systems, other than egress and ingress alterations to SR 99. It is important that the City of Stockton work closely with the Department of Transportation (Caltrans) as well as the California Highway Patrol in developing long range plans that are beneficial to all the citizens utilizing the highway system.

David Stagnero
Page 2
March 2, 2006

It is clear the proposed project will create challenges for daily commuters and tax the already busy roadway systems in the area. This development will directly impact the Stockton and Tracy CHP's ability to effectively manage traffic without an increase in resources. This need should be addressed in the project's Environmental Impact Report. Should you have any questions, please feel free to call me or Lieutenant Edward Whitby of my staff at (209) 943-8666.

Sincerely,

A handwritten signature in black ink, appearing to read "S. M. Coutts". The signature is written in a cursive, somewhat stylized font.

S. M. COUTTS, Captain
Commander

cc: Special Projects Section
Tracy CHP

Montezuma Fire District

In San Joaquin County
Station 18-1, 2405 S. "B" St., Stockton, CA 95206
Station 18-2, Stockton Metro Airport



Administration
Business Phone:
(209) 464-5234
Fax (209) 466-2624

**Board of
Directors:**

Linda A. Todd
Chair Person

Sue Heaton
Director

Clarence Thomasson
Director

Edward Martel
*Fire Chief
& Clerk to the Board*

RECEIVED
CITY OF STOCKTON

MAR - 1 2006

PERMIT CENTER
PLANNING DIVISION

To: City of Stockton
c/o Community Development Dept.
Planning Division
345 North El Dorado Street
Stockton, Ca. 95202

From: Fire District Administration

Re: Notice of Preparation (NOP) regarding the Mariposa Lakes Specific Plan Project.

The Montezuma Fire Protection District is in receipt of your Notice of Preparation of a draft Environmental Impact Report for the Mariposa Lakes Specific Plan Project. Although the document relates to and addresses issues that are of environmental concerns, the district would like inform you of the following:

1. Current Fire Protection Services.
2. Current Fire Prevention Services.
3. Fiscal impact to the District.

1.) Current Fire Protection Services.

The Montezuma Fire Protection District currently serves a portion of the project site listed above. The portion protected by the district is the most populated. (Please see attached sheet regarding Fire District Boundary's)

The district is currently providing fire suppression, rescue, fire training, aircraft fire fighting, hazardous material response and emergency medical service to all areas within the fire district to include a portion of the above listed area. The Montezuma Fire Protection District currently serves a 9.6 square mile area and staffs two (2) Fire Stations at all times. The nearest Montezuma Fire Station is Sta.# 181 located @ 2405 South "B" Street. Response time to the project area by district personnel is approximately less than two (2) minutes (approx. 1 5/10 of a mile)

2.) Current Fire Prevention Services.

The Montezuma Fire Protection District also provides Fire Prevention services to the area mentioned above. Through out the area there are mix business occupancies, mix residential and agricultural zoning parcels. The Fire District requires all businesses to be inspected on an annually bases and meet California Fire Code requirements. All other parcels within the area are required to be inspected per the San Joaquin County Weed Abatement program. Any Plan Checking requirements for new constructions are contracted out by the district to the San Joaquin County Fire Prevention Bureau.

3.) Fiscal impact to the District.

Although the district does not have an exact amount of loss of revenue, it is projected to be a substantial amount that would greatly impact the fire district. (lost of Personnel Staffing may Occur) If this entire area would be detach from the district the following lost of revenue would occur which are:

- A.) State Property Tax
- B.) Montezuma Fire District Tax Override Assessment
- C.) Fire Prevention Bureau – Fire Permit Fee's

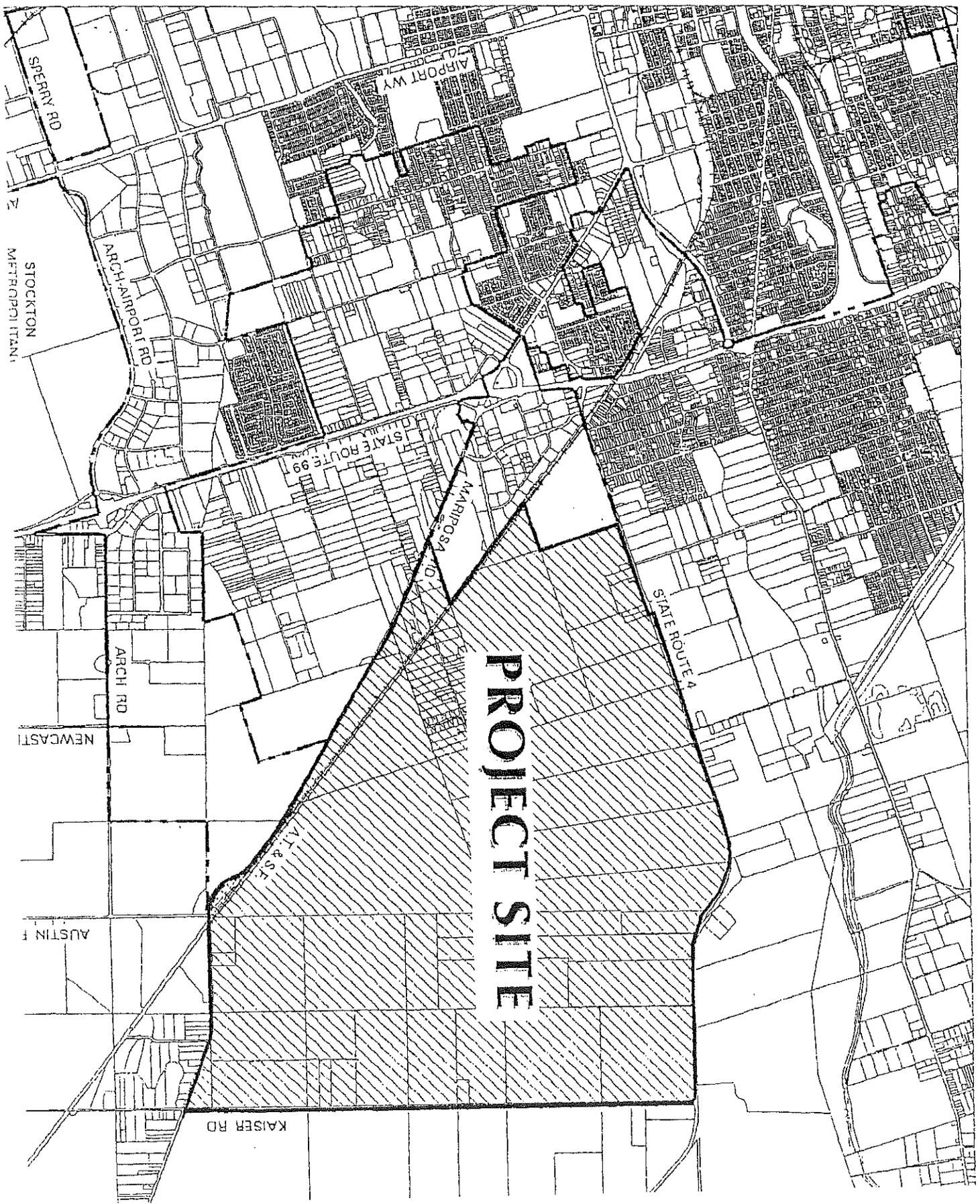
Conclusion:

In order to meet the deadline requested by your agency the district was only able to point out three very important issues to the district. The Fire District Administration is requesting that you give the district staff *more time in order* to gather more data and information regarding this project. The district will be requesting a loss of revenue amount from the San Joaquin Auditor-Controllers, Tax Collector, and Assessors Office. The Montezuma Fire Protection District would also like to thank you for allowing our concerns to be expressed.


Edward O. Martel – Fire Chief

moe

C; MFD Files
MFD Board of Directors
LAFCO – Executive Officer B. Baracco
SJC Board of Supervisor – Chairman D. Marengo





San Joaquin Valley
Air Pollution Control District

RECEIVED

MAR 08 2006

CITY OF STOCKTON
PERMIT CENTER PLANNING DIVISION

March 7, 2006

Reference No. C20060283

David Stagnaro
City of Stockton
Community Development Dept.
Planning Division
345 North El Dorado Street
Stockton, Ca 95202

Subject: Notice Of Preparation for Environmental Impact Report (EIR11-03) for the Mariposa
Lakes Specific Plan Project

Dear Mr. Stagnaro:

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above and offers the following comments:

The entire San Joaquin Valley Air Basin (SJVAB) is designated non-attainment for ozone and particulate matter (PM10 and PM2.5). This project will contribute to the overall decline in air quality due to construction activities in preparation of the site, and ongoing traffic and other operational emissions. The project will make it more difficult to meet mandated emission reductions and air quality standards. A concerted effort should be made to reduce project-related emissions as outlined below:

Preliminary analysis indicated that the potential emissions from this project exceed the District's Thresholds of Significance for ozone precursors. These thresholds are 10 tons per year for either of the following two ozone precursor emissions: reactive organic gases (ROG) or oxides of nitrogen (NOx). The District recommends the preparation of a Traffic Impact Study (TIS) and a full Air Quality Impact Assessment (AQIA) that describes the air quality setting and identifies measures that reduce air quality impacts. The District recommends using the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. URBEMIS can be downloaded from www.urbemis.com or the South Coast Air Quality Management District's website at <http://www.aqmd.gov/ceqa/urbemis.html>. The project applicant or consultant is encouraged to consult with District staff for assistance in determining appropriate methodology and model inputs. If an analysis has been accomplished for a recent previous approval, such as a general plan amendment or zone change, and will be used, please provide a copy to the District for review.

With the adoption of District Rule 9510 (Indirect Source Review) on December 15, 2005, the District will be requiring projects subject to the rule to quantify indirect, area source, and construction emissions. The District has not typically recommended quantifying emissions from construction activities, but now will require quantification of construction exhaust emissions. The District still considers that the fugitive dust PM10 emissions generated during construction activities are reduced to levels considered less-than-significant through compliance with Regulation VIII Fugitive Dust Rules and does not require quantification.

The District recommends that the air quality section of the EIR have four main components:

- 1. A description of the regulatory environment and existing air quality conditions impacting the area.** This section should be concise and contain information that is pertinent to analysis of the project. The District has several sources of information available to assist with the existing air quality and regulatory environment section of the EIR. The District's *Guide for Assessing and Mitigating Air Quality Impacts, 2002 Revision* (GAMAQI) contains discussions regarding the existing air quality conditions and trends of the San Joaquin Valley Air Basin, including those pollutants of particular concern: ozone, PM10, and carbon monoxide. In addition, it provides an overview of the regulatory environment governing air quality at the federal, state, and regional levels. The GAMAQI provides air monitoring data and other relevant information for PM-10 and other pollutants. The most recent air quality data for the District is Available at the California Air Resources Board (ARB) website at <http://www.arb.ca.gov/html/age&m.htm>. The air quality section of EPA's Region 9 (which includes information on the San Joaquin Valley Air Basin) can be found at <http://www.epa.gov/region09/air/index.html>. Additionally, this section should also contain a discussion regarding growth projections that San Joaquin County provided to the District (through the San Joaquin Council of Governments) for inclusion in the Ozone and PM10 Attainment Plans and any impacts this project will have on Federal Conformity for San Joaquin County and the San Joaquin Valley Air Basin. Lastly, this section should clearly describe the air pollution regulatory authority of the District and ARB for the various emission sources for the Mariposa Lakes Specific Plan.
- 2. Estimates of existing emissions and projected pollutant emissions related to the increase in project source emissions and vehicle use, along with an analysis of the effects of these increases.** The EIR should include the methodology, model assumptions, inputs and results for pollutant emissions. The cumulative impact analyses should consider current existing and planned development both within the project area and in surrounding areas. The EIR needs to address the short-term and long term local and regional adverse air quality impacts associated with the operation of construction equipment (reactive organic gases, nitrogen oxides, carbon monoxide, and PM10) and emissions generated from stationary and mobile sources. The EIR should identify the components and phases of the project. The EIR should provide emissions projections for the project at the build out of each phase (including ongoing emissions from each previous phase). URBEMIS 2002 version 8.7 may be used to quantify these emissions.

Ozone Precursors- The District recommends using the regional transportation model to quantify mobile source emissions, but in some cases it may be possible to use the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions. The San Joaquin Council of Governments may be able to provide assistance with the regional transportation model. As stated above, the District recommends using the URBEMIS 2002 Version 8.7 program to calculate project area and operational emissions and to identify mitigation measures that reduce impacts. If the analysis reveals that the emissions generated by this project will exceed the District's thresholds, this project may significantly impact the ambient air quality if not sufficiently mitigated. The project applicant or consultant is encouraged to consult with District staff for assistance in determining appropriate methodology and model inputs.

Hazardous Air Pollutants (HAPs)- The air analysis should discuss District regulations for identifying and reducing HAPs and should describe how the City of Stockton would address future projects with sensitive receptors near existing HAP sources and the siting of new HAP sources in the plan area. Potential HAPs sources include project equipment, operations, and vehicles (the Air Resources Board (ARB) has designated diesel particulate emissions as a toxic air contaminant). On page 43 of the District's *Guide for Assessing and Mitigating Air Quality Impacts, 2002 Revision* (GAMAQI), the District addresses and defines sensitive receptors with respect to CEQA. If the project is near sensitive receptors and HAPs are a concern, the project developer should perform a Health Risk Assessment (HRA). HRA guidelines promulgated by the California Office of Environmental Health Hazard Assessment (OEHHA) and OEHHA toxicity criteria must be used. The District recommends use of the latest version of the Hot Spots Analysis and Reporting Program (HARP) released by the ARB for a health risk assessment because it is the only software that is compliant with the OEHHA guidelines. An HRA should include a discussion of the toxic risk associated with the proposed project,

including project equipment, operations, and vehicles. The GAMAQI defines the significance levels for toxic impacts as a cancer risk greater than 10 in a million and/or a hazard index (HI) of 1.0 or greater for chronic non-carcinogenic or acute risks. The project consultant should contact the District to review the proposed modeling approach before modeling begins. For more information on hazardous air pollutants (HAPs) analyses, please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, at (559) 230-6000 or hramodeler@valleyair.org.

Carbon Monoxide Hotspot Analysis- Results of the traffic study should be used to identify intersections and corridors with high levels of congestion that may result in a CO hot spot. CO hot spots should be screened using a protocol developed by the Institute of Transportation Studies at University of California Davis entitled Transportation Project-Level Carbon Monoxide Protocol. Locations that are predicted by the CO Protocol to experience high levels of CO should be modeled using the dispersion model CALINE4. The procedure for using EMFAC 2002 to calculate emission factors to be used in the CALINE4 modeling can be downloaded at the Caltrans Division of Environmental Analysis site <http://www.dot.ca.gov/hq/env/air/calinesw.htm>.

Odor Analysis- The proposed project should be analyzed to see if it is considered near a location of sensitive receptors (including residences) and if odor is a concern. The procedure outlined in the "Guide for Assessing and Mitigating Air Quality Impacts" (GAMAQI) includes the following:

- Identify the location of sensitive receptors (including residences).
- Compare the distance to the nearest sensitive receptor to the distances in Table 4.2 of the GAMAQI. If the sensitive receptors are further away than the distances given in Table 4.2, no further analysis is required. The results should be documented in the EIR.
- Obtain any odor complaints against the facility or similar facilities from the local District office and the county's environmental health department.
- Review the complaints to determine the location of complainants relative to the facility.
- Identify any sensitive receptors at similar distances.
- Determine if emissions of odoriferous compounds will increase or decrease with implementation of the project.
- Draw any reasonable conclusions as to the probability that the project will generate odor complaints based on this analysis of complaint history.

Note that the emission of odiferous compounds should be mitigated as much as feasible if it is anticipated that the project will have a significant impact. For more information on odor impact analyses, please contact Mr. Leland Villalvazo, Supervising Air Quality Specialist, at (559) 230-6000, or hramodeler@valleyair.org.

3. **Identify and discuss all existing District regulations that apply to the project.** The EIR should identify and discuss all existing District regulations that apply to the project. It would be appropriate to discuss proposed rules that are being developed that would apply to the proposed project. Current rules and regulations are available on the District's website at <http://www.valleyair.org/rules/1ruleslist.htm>. District rules and regulations are periodically revised, and new regulations are promulgated. The District strongly advises the City of Stockton to contact the District for any rule updates and new rules when the project development begins. Current District rules and regulations applicable to the proposed project are requirements. Based on the information provided, the proposed project will be subject to the following District rules. This project may be subject to additional District Rules not enumerated below. To identify additional rules or regulations that apply to this project, or for further information, the City of Stockton or its consultant is strongly encouraged to contact the District's Small Business Assistance Office at (209) 557-6446.

Regulation VIII (Fugitive PM10 Prohibitions) Rules 8011-8081 are designed to reduce PM10 emissions (predominantly dust/dirt) generated by human activity, including construction and demolition activities, road construction, bulk materials storage, paved and unpaved roads, carryout and track out, landfill operations, etc. The District's compliance assistance bulletin for construction sites can be found at <http://www.valleyair.org/busind/comply/PM10/Reg VIII CAB.pdf>.

If a non-residential project is 5.0 or more acres in area, or a residential project is 10.0 or more acres in area, or the project will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials on at least three days, a Dust Control Plan must be submitted as specified in Section 6.3.1 of Rule 8021. Construction activities shall not commence until the District has approved the Dust Control Plan. A template of the District's Dust Control Plan is available at <http://www.valleyair.org/busind/comply/PM10/forms/DCP-Form - 12-01-2005.doc>.

If a non-residential project is 1.0 to less than 5.0 acres, or a residential project is 1.0 to less than 10.0 acres, an owner/operator must provide written notification to the District at least 48 hours prior to his/her intent to begin any earthmoving activities as specified in Section 6.4.2 of Rule 8021. A template of the District's Construction Notification Form is available at <http://www.valleyair.org/busind/comply/PM10/forms/Notification Form Final 12.01.2005.doc>.

Rule 2201 (New and Modified Stationary Source Review Rule) This rule applies to all new stationary sources and all modifications of existing stationary sources which are subject to the District permit requirements and after construction emit or may emit one or more affected pollutant. The applicant must contact the District's Small Business Assistance Office at (209) 557-6446 to receive additional information/instructions.

Rule 3135 (Dust Control Plan Fee) This rule requires the applicant to submit a fee in addition to a Dust Control Plan. The purpose of this fee is to recover the District's cost for reviewing these plans and conducting compliance inspections. More information on the fee is available at <http://www.valleyair.org/rules/currentrules/Rule 3135 1005.pdf>.

Rule 4002 (National Emission Standards for Hazardous Air Pollutants) In the event that any portion of an existing building will be renovated, partially demolished or removed, the project will be subject to District Rule 4002. Prior to any demolition activity, an asbestos survey of existing structures on the project site may be required to identify the presence of any asbestos containing building material (ACBM). Any identified ACBM having the potential for disturbance must be removed by a certified asbestos contractor in accordance with CAL-OSHA requirements. If you have any questions concerning asbestos related requirements, please contact Ms. Jan Sudomier at (209) 557-6446 or CAL-OSHA at (559) 454-1295. The District's Asbestos Requirements Bulletin can be found at <http://valleyair.org/busind/comply/asbestosbulletn.htm>.

Rule 4101 (Visible Emissions) This rule prohibits emissions of visible air contaminants to the atmosphere and applies to any source operation that emits or may emit air contaminants. The applicant must contact the District's Small Business Assistance Office at (559) 230-5888 to receive additional information/instructions.

Rule 4102 (Nuisance) This rule applies to any source operation that emits or may emit air contaminants or other materials. In the event that the project or construction of the project creates a public nuisance, it could be in violation and be subject to District enforcement action.

Rule 4103 (Open Burning) This rule regulates the use of open burning and specifies the types of materials that may be open burned. Agricultural material shall not be burned when the land use is converting from agriculture to non-agricultural purposes (e.g., commercial, industrial, institutional, or residential uses). Section 5.1 of this rule prohibits the burning of trees and other vegetative (non-agricultural) material whenever the land is being developed for non-agricultural purposes. In the event that the project applicant burned or burns agricultural material, it would be in violation of Rule 4103 and be subject to District enforcement action.

Rule 4601 (Architectural Coatings) This rule limits volatile organic compounds from architectural coatings by specifying architectural coatings storage, clean up and labeling requirements.

Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations) If asphalt paving will be used, then paving operations of this project will be subject to Rule 4641. This

rule applies to the manufacture and use of cutback asphalt, slow cure asphalt and emulsified asphalt for paving and maintenance operations.

Rule 4901 (Wood Burning Fireplaces and Wood Burning Heaters) This rule limits PM10 and PM2.5 emissions from residential development. Construction plans for residential developments may be affected by section 5.3, specifically:

§5.3 Limitations on Wood Burning Fireplaces or Wood Burning Heaters in New Residential Developments.

Beginning January 1, 2004,

5.3.1 No person shall install a wood burning fireplace in a new residential development with a density greater than two (2) dwelling units per acre.

5.3.2 No person shall install more than two (2) EPA Phase II Certified wood burning heaters per acre in any new residential development with a density equal to or greater than three (3) dwelling units per acre.

5.3.3 No person shall install more than one (1) wood burning fireplace or wood burning heater per dwelling unit in any new residential development with a density equal to or less than two (2) dwelling units per acre.

More information about Rule 4901 can be found on our website at <http://valleyair.org/rules/currnrules/r4901.pdf>. For compliance assistance, please contact Mr. Wayne Clarke, Air Quality Compliance Manager, at (559) 230-5968.

Rule 4902 (Residential Water Heaters) This rule limits emissions of NOx from residential developments.

Rule 9510 (Indirect Source Review) This rule requires the applicants of certain development projects to submit an application to the District when applying for the development's last discretionary approval. The rule requires developers to mitigate emissions at the project site to the extent feasible and to pay a mitigation fee to the District for a percentage of the remaining emissions. The ISR rule becomes effective March 1, 2006. Projects that have not received a final discretionary approval by March 1, 2006 must submit an ISR application by March 31, 2006. More information about the rule can be found on our website at <http://valleyair.org/ISR/ISR.htm>, by contacting the District's ISR Section at (559) 230-2800 or emailing at ISR@valleyair.org.

Permitting - This project may be subject to District permitting requirements. Depending on the nature and complexity of the application and staff workload, permitting approval may take several months. For further information or assistance regarding permitting, contact the District's Small Business Assistance Offices at (209) 557-6446. To avoid unnecessary delays, applications should be submitted to the District as soon as the project developer has determined the scope and specific uses of the project.

- 4. Identify and discuss all feasible measures that will reduce air quality impacts generated by the project.** "Feasible" means "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors: (California Code of Regulations (CCR § 15364)). The California Environmental Quality Act (CEQA) requires that EIRs "describe measures which could minimize significant adverse impacts" (CCR §15126(c)). Additionally, the CCR requires that "a public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures that would substantially lessen any significant effects that the project would have on the environment " (CCR § 15021(a)(2)). For each potential adverse impact, mitigation measures should be identified to reduce impacts below air quality threshold levels of significance. Therefore, the EIR should identify which mitigation measures will be included in the project, and how each mitigation measure will be implemented. The reduction of air quality impacts from implementation of mitigation measures should be quantified to the extent possible. If a measure cannot be quantified a qualitative discussion should be provided explaining the benefits of the proposed mitigation measure. The EIR should discuss how project design modifications could reduce project impacts

Mitigation measures are emission reduction measures beyond those required in Section 3. This section should provide an analysis of existing mass transit/bicycle access to or near the site, and

discuss if additional infrastructure will be needed. The section should identify which mitigation measures will be included in the project, and how each mitigation measure will be implemented. Site design, equipment alternatives, construction and operational measures that would reduce emissions should be identified. It should also analyze opportunities to mitigate urban heat island effects. The reduction of air quality impacts from implementation of mitigation measures should be quantified when possible. The EIR should discuss how the project design would encourage alternative transportation (including car pool parking), pedestrian and bicycle access/infrastructure, smart growth design, energy efficient project and building design, reduce urban heat island impacts, and include business programs that further reduce air pollution in the valley (such as carpooling). Mitigation measures must be included in the EIR that reduce the emissions of reactive organic gases, nitrogen oxides, and PM10 to the fullest extent possible. Site design and building construction measures that would reduce air quality impacts should be included. The Districts *Guide for Assessing and Mitigating Air Quality Impacts* (GAMAQI) describes these features. The current GAMAQI can be found at http://www.valleyair.org/transportation/ceqa_guidance_documents.htm. The Local Government Commission (LGC) website, <http://www.lgc.org>, contains valuable information and resources on subjects from street design to energy efficiency. The use of the principles of the document *Landscape of Choice* is encouraged to reduce air quality impacts.

The District encourages innovation in measures to reduce air quality impacts. There are a number of features that could be incorporated into the design/operation of this project to provide additional reductions of the overall level of emissions. (Note: Some of the measures may already exist as City of Stockton development standards. Any measure selected should be implemented to the fullest extent possible.) The suggestions listed below should not be considered all-inclusive and remain options that the agency with the land-use authority should consider for incorporation into the project.

- Large canopy trees should be carefully selected and located to protect buildings from energy consuming environmental conditions, and to shade 50% of paved areas within 15 years. Also, trees should be planted adjacent to all sidewalks thirty foot on center and at a ratio of one tree for each five parking spaces. Structural soil should be used under paved areas to improve tree growth. For information on Structural Soil see <http://www.hort.cornell.edu/uhi/outreach/csc/>. For information on Tree Selection see <http://www.ufei.org/>. For Urban Forestry see <http://www.coolcommunities.org>, <http://wcufre.ucdavis.edu> and http://www.lgc.org/bookstore/energy/downloads/sjv_tree_guidelines.pdf.
- If transit service is available to the project site, improvements should be made to encourage its use. If transit service is not currently available, but is planned for the area in the future, easements should be reserved to provide for future improvements such as bus turnouts, loading areas, route signs and shade structures. Direct pedestrian access to the main entrance of the project from existing or potential public transit stops and provide appropriately designed sidewalks. Such access should consist of paved walkways or ramps and should be physically separated from parking areas and vehicle access routes.
- Sidewalks and bikeways should be installed throughout as much of the project as possible and should be connected to any nearby existing and planned open space areas, parks, schools, residential areas, commercial areas, etc., to encourage walking and bicycling. Connections to nearby public uses and commercial areas should be made as direct as possible to promote walking for some trips. Sidewalks and bikeways should be designed to separate pedestrian and bicycle pathways from vehicle paths. Sidewalks and bikeways should be designed to be accommodating and appropriately sized for anticipated future pedestrian and bicycle use. Such pathways should be easy to navigate, designed to facilitate pedestrian movement through the project, and create a safe environment for all potential users (pedestrian, bicycle and disabled) from obstacles and automobiles. Pedestrian walkways should be created to connect all buildings throughout the project. The walkways should create a safe and inviting walking environment for people wishing to walk from one building to another. Walkways should be installed to direct pedestrians from the street sidewalk to the buildings. Safe and convenient pathways should be provided for pedestrian movement in large parking lots. Mid-block paths should be installed to facilitate pedestrian movement through long blocks (over 500' in length) and cul-de-sacs.

- Sidewalks should be designed for high visibility (brightly painted, different color of concrete, etc.) when crossing parking lots, streets and similar vehicle paths. Pathways through the project should be built in anticipation of future growth/development.
- As many energy conserving and emission reducing features as possible should be included in the project. Energy conservation measures include both energy conservation through design and operational energy conservation. Examples include (but are not limited to):
 - Increased energy efficiency (above California Title 24 Requirements) and energy efficient windows (double pane and/or Low-E), lighting, appliances, and heating/cooling systems. See <http://www.energy.ca.gov/title24/> and <http://www.energystar.gov/>
 - Programmable thermostats for all heating and cooling systems
 - Use Low and No-VOC coatings and paints. See South Coast's site for No-VOC Coatings at <http://www.aqmd.gov/prdas/brochures/paintguide.html>
 - High-albedo (reflecting) roofing material. See <http://eetd.lbl.gov/coolroof/>
 - Cool Paving. "Heat islands" created by this and similar projects contribute to the reduced air quality in the valley by heating ozone precursors. See <http://eande.lbl.gov/heatisland/> and <http://www.harc.edu/harc/Projects/CoolHouston/>
 - Radiant heat barrier. See <http://www.eere.energy.gov/consumerinfo/refbriefs/bc7.htm>
 - Features to promote energy self-sufficiency (solar water-heating systems, photovoltaic cells, solar thermal electricity systems, small wind turbines, etc.) Rebate and incentive programs are offered for alternative energy equipment. See <http://www.dsireusa.org/>, <http://rrredc.nrel.gov/>, and <http://www.energy.ca.gov/renewables/>
 - Install geothermal heat pump systems
 - Awnings or other shading mechanism for windows and porch, patio and walkway overhangs
 - Ceiling fans, whole house fans
 - Utilize passive solar cooling and heating designs. (e.g. natural convection, thermal flywheels) See http://www.eere.energy.gov/RE/solar_passive.html
 - Utilize daylighting (natural lighting) systems such as skylights, light shelves, interior transom windows etc. See <http://www.advancedbuildings.org>
 - Electrical outlets around the exterior of the units to encourage use of electric landscape maintenance equipment
 - Natural gas fireplaces (instead of wood-burning fireplaces or heaters) and natural gas lines (if available to this area) in backyard or patio areas to encourage the use of gas barbecues
 - Construct paths to connect the development to nearby bikeways or sidewalks. See <http://www.vtpi.org/tdm/tdm85.htm> and <http://www.bicyclinginfo.org/>
 - Bicycle parking facilities for patrons and employees in a covered secure area, reducing parking spot supply, implementing parking charges
 - Employee shower and locker areas for bicycle and pedestrian commuters
 - On-site employee cafeterias or eating areas
 - Pre-wire the units with high speed modem connections/DSL and extra phone lines
 - Exits to adjoining streets designed to reduce time to re-enter traffic from the project site
 - More information can be found at <http://www.ciwm.ca.gov/GreenBuilding/>, <http://www.lgc.org>, <http://www.sustainable.doe.gov/>, and <http://www.consumerenergycenter.org/index.html>
 - The applicant should implement measures to reduce the amount of vehicle traffic to and from the residential areas that further reduce air pollution in the valley. This could include providing an information center for residents to coordinate carpooling. Check out the "Spare the Air" section of our website www.valleyair.org.
 - The District encourages the applicant and fleet operators using the facility to take advantage of the District's Heavy-Duty Engine program to reduce project emissions. The Heavy Duty program provides incentives for the replacement of older diesel engines with new, cleaner, fuel-efficient diesel engines. The program also provides incentives for the re-power of older, heavy-duty trucks with cleaner diesel engines or alternative fuel engines. New alternative fuel heavy-duty trucks also qualify. For more information regarding this program contact the District at (559) 230-5858 or visit our website at <http://www.valleyair.org/transportation/heavydutyidx.htm>.

- Construction activity mitigation measures include:
 - Limit area subject to excavation, grading, and other construction activity at any one time
 - Limit the hours of operation of heavy duty equipment and/or the amount of equipment in use
 - Replace fossil-fueled equipment with electrically driven equivalents (provided they are not run via a portable generator set)
 - Require that all diesel engines be shut off when not in use to reduce emissions from idling.
 - Curtail construction during periods of high ambient pollutant concentrations; this may include ceasing of construction activity during the peak-hour of vehicular traffic on adjacent roadways, and "Spare the Air Days" declared by the District.
 - Implement activity management (e.g. rescheduling activities to reduce short-term impacts)
 - During the smog season (May through October), lengthen the construction period to minimize the number of vehicles and equipment operating at the same time.
 - Off road trucks should be equipped with on-road engines when possible.
 - Minimize obstruction of traffic on adjacent roadways.

- Construction equipment may be powered by diesel engines fueled by alternative diesel fuel blends or Ultra Low Sulfur Diesel (ULSD). The California Air Resources Board (CARB) has verified specific alternative diesel fuel blends for NOx and PM emission reduction. Only fuels that have been certified by CARB should be used. Information on biodiesel can be found on CARB's website at <http://www.arb.ca.gov/fuels/diesel/alt/diesel/alt/diesel.htm> and the EPA's website at <http://www.epa.gov/oms/models/biodsl.htm>. The applicant should also use CARB certified alternative fueled engines in construction equipment where practicable. Alternative fueled equipment may be powered by Compressed Natural Gas (CNG), Liquid Propane Gas (LPG), electric motors, or other CARB certified off-road technologies. To find engines certified by the CARB, see their certification website <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>. For more information on any of the technologies listed above, please contact Mr. Chris Acree, Senior Air Quality Specialist, at (559) 230-5829.

- Construction equipment may be used that meets the current off-road engine emission standard (as certified by the CARB), or be re-powered with an engine that meets this standard. Tier I, Tier II and Tier III engines have significantly less NOx and PM emissions compared to uncontrolled engines. To find engines certified by the CARB, see <http://www.arb.ca.gov/msprog/offroad/cert/cert.php>. This site lists engines by type, then manufacturer. The "Executive Order" shows what Tier the engine is certified as. Rule 9510 requires construction exhaust emissions to be reduced by 20 percent for NOx and 45 percent for PM10 when compared to the statewide fleet average or to pay an in lieu mitigation fee. For more information on heavy-duty engines, please contact Mr. Thomas Astone, Air Quality Specialist, at (559) 230-5800.

Thank you for the opportunity to comment. District staff is available to meet with you to further discuss the regulatory requirements that are associated with this project. If you have any questions or require further information, please call me at (559) 230-5818 or Mr. Dave Mitchell, Planning Manager, at (559) 230-5807 and provide the reference number at the top of this letter.

Sincerely,



Jessica R. Willis
Air Quality Specialist
Central Region

c: file

THE CENTRAL SAN JOAQUIN WATER
CONSERVATION DISTRICT

"67,000 acres of diversified family farms in San Joaquin County, California"
311 E. Main St., Ste. 202, Stockton, California 95202
(209) 466-7952 • FAX 466-7953

DIRECTORS
GRANT THOMPSON
JAMES NILSSON
EUGENE CAFFESE
MICHAEL DELUCCHI
TONY CHIAPPE
BILL SANGUINETTI

COUNSEL
REID W. ROBERTS

March 7, 2006

RECEIVED

MAR 09 2006

CITY OF STOCKTON
c/o Community Development Dept.
Planning Divison
425 North El Dorado Street
Stockton, CA 95202-1997

CITY OF STOCKTON
PERMIT CENTER/PLANNING DIVISION

RE: Notice of Preparation of Mariposa Lakes Specific Plan

Dear Sir:

The District received a copy of the NOP for the Mariposa Lakes Specific Plan on or about February 20, 2006. The following comments are submitted by the District regarding the plan.

1. All of the project area is included within the boundary of CSJWCD. The plan will have a significant impact on the Districts purpose and the operation and maintenance of the surface water project. Request is hereby made that the District be placed on the mailing list for notification of any and all matters related to the project.
2. All area of the District, including that of the plan, is subject to a critical ground water overdraft. In addition, the western boundary of the District, in which the project is located, is an area subject to saline intrusion.
3. The plan area is currently a service area for District supplied surface water. The District has an ongoing surface water project to address the issue of ground water overdraft and saline intrusion. Any development plan should address these two issues.
4. Little John's Creek and Duck Creek, both tributaries within the plan area, are natural stream beds used to convey District surface supplies and which also act as flood control drains for the Farmington Basin.
5. The District has incurred a bonded indebtedness to construct surface water facilities within Duck Creek and Little John's Creek. The debt repayment is provided by a

ground water assessment against existing acreage within the District.

6. The plan location is within an area currently understudy for ground water recharge and the resulting effect upon ground water overdraft and saline intrusion.
7. Any draft environmental impact report should address not only concerns regarding ground water overdraft and saline intrusion, but the operation, maintenance, and financing of the District project which was undertaken to address these issues. The Draft EIR should also address any effect relative to Little John's Creek and Duck Creek and the establishment of recharge ponds/wetlands.

The proposed plan significantly effects the purpose and operation of CSJWCD. The District is willing to participate in any discussion related to the project and its effect upon district operations.

Very truly yours,



REID W. ROBERTS

RWR:gt



**STOCKTON
EAST WATER
DISTRICT**
www.sewd.net

Providing Service
Since 1948

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Kevin M. Kauffman
General Manager

Jennette R. Thomas
AGM - Operations

Mark Price
AGM - Admin./Finance

Jeanne M. Zolozzi
General Counsel

Phone 209-948-0333
Fax 209-948-0423

E-mail sewd@sewd.net

6767 East Main Street
Stockton, CA 95215

Post Office Box 5157
Stockton, CA 95205

March 8, 2006

Mr. James E. Glaser, Director
Mr. David Stagnaro, Senior Planner
City of Stockton Community Development Department
345 North El Dorado Street
Stockton, California 95202

Re: Mariposa Lakes Specific Plan Project DEIR – Comments on Notice of Preparation

Gentleman:

We have received a document February 6, 2006, informing the Stockton East Water District (“district”) of the public review of the above referenced notice. The district’s comments contained herein are intended to assist the City achieve the most comprehensive and complete environmental documentation possible for this project. Our obvious focus is on issues that affect the long-term sustainability of water supply for the community we serve.

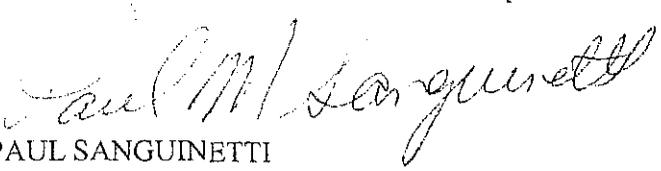
1. Project Site & Water District Boundaries. The site currently includes lands within the boundaries of the district, but mostly within the boundaries of the Central San Joaquin Water Conservation District (“Central”). As we understand Figure 7 and current law, the proposed annexation to the City of Stockton would result in the district boundaries being extended to include the entire project. The DEIR should investigate this issue and resolve any potential water service conflicts.
2. Surface Water Available. The district and Central have contracts with the U.S. Bureau of Reclamation (“Reclamation”) for water delivered from New Melones Reservoir. In average to wet hydrologic years, surface water is available to address the overdrafted groundwater basin issue noted in your responses to Section 8 of the environmental significance checklist. The district, Central, and U.S. Army Corps of Engineers are involved with the Farmington Program, which is addressing groundwater overdraft in this project area.
3. Groundwater Recharge & Non-Potable Water Demands. Also noted in the response discussion, of Section 8 of the environmental significance checklist, is the project’s intention to use existing surface water supply as a non-potable supply for parks, open space, and landscape irrigation, etc. The district agrees with the comment that this approach will offset a significant portion of this project’s water demand. In addition, we believe surface water can provide water for groundwater recharge through unlined lakes, and be available for fire suppression with a backup from lake and groundwater pumps. The district is available to meet and discuss these and other concepts with the City and the project proponent(s).

Mr. James E. Glaser, Director
Mr. David Stagnaro, Senior Planner
March 8, 2006
Page 2 of 2

4. Water Quality. The Eastern San Joaquin County Groundwater Basin (Basin) is in a state of critical overdraft. As a result, saline waters from under the Delta have been migrating eastward at a rate of 145 feet per year toward the low point of the Basin. This low point is located East and Northeast of the project area, near Jack Tone Road. One of the many benefits to the Basin of a groundwater recharge program is that higher groundwater levels are expected to create a hydraulic barrier to prevent further intrusion of saline waters, and potentially cause the contamination to recede to the West. To assure meeting this goal, surface water assigned to a groundwater recharge use will be tested to assure it is not able to contaminate the receiving groundwater.
5. Wastewater & Water (Utilities and Service Systems). Discussion in the response to Section 16 of the environmental significance checklist includes general language of how the project will be provided with these services. Conjunctive use of ground and surface waters to supply for the project is fine, so long as the groundwater basin is managed in such a manner to sustain a reliable supply. Failure to achieve a sustainable supply from the proper management of surface and groundwater supplies will result in significant negative effects to the environment and the economy. Tertiary-treated wastewater effluent could be a source of non-potable water used for groundwater recharge. Without the City of Stockton fully supporting a regional groundwater recharge program, the district does not feel a sustained reliable water supply is achievable for a project of this magnitude.

Thank you for this opportunity to comment on the above referenced notice of preparation. Please contact Kevin Kauffman, our General Manager with any questions.

Very truly yours,


PAUL SANGUINETTI
President

cc: Mark Madison, Director, COS MUD

MEMORANDUM

February 14, 2006

RECEIVED
MAR 10 2006

TO: David Stagnaro, Senior Planner

FROM: Antonio S. Tovar, Associate Civil Engineer

SUBJECT: PUBLIC REVIEW OF THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MARIPOSA LAKES SPECIFIC PLAN PROJECT.

We have reviewed the subject matter per your request. In summary, this is acceptable, subject to the following comments:

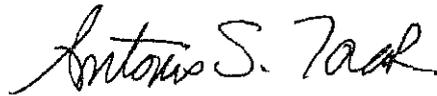
1. Project Description/Circulation and Utilities: The amount of available capacity in the existing System 8 collection system is not definitive at this time. The maximum excess capacity available for new development, including but not limited to the MLSP, is approximately 5 mgd. The City of Stockton Municipal Utilities Department reserves the right to adjust the estimate of available capacity, pending the outcome of the 2035 General Plan Update and the continuing development pace in South Stockton.
2. Project Description/Circulation and Utilities: Project Description/Circulation and Utilities: Design the collection system to include only one sanitary sewer lift station in the MLSP's collection system.
3. Environmental Significance Checklist/Hydrology: Add the following - As required by the Stormwater Quality Control Criteria Plan, the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices.
4. Environmental Significance Checklist/Hydrology: Add the following - The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.
5. Environmental Significance Checklist/Utilities and Service Systems: The amount of available capacity in the existing System 8 collection system is not definitive at this time. The maximum excess capacity available for new development, including but not limited to the MLSP, is approximately 5 mgd. The City of Stockton Municipal Utilities Department reserves the right to adjust the estimate of available capacity, pending the outcome of the 2035 General Plan Update and the continuing development pace in South Stockton.

February 14, 2006
David Stagnaro
Page -2-

**PUBLIC REVIEW OF THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE MARIPOSA LAKES SPECIFIC PLAN PROJECT**

6. Environmental Significance Checklist/Utilities and Service Systems: Sizes of sanitary sewer and water mains are tentative, pending outcome of the utility master planning being conducting in conjunction with the 2035 General Plan Update.

Please incorporate the above comments. If you have any questions, please call me at x8790.



ANTONIO S. TOVAR
ASSOCIATE CIVIL ENGINEER

AST:at



Land Services, 4040 West Lane, Stockton, CA 95204

March 6, 2006

City of Stockton
c/o Community Development Dept.
Planning Division
345 N El Dorado St.
Stockton, CA 95202
Attn: David Stagnaro

RECEIVED

MAR 09 2006

CITY OF STOCKTON
PERMITS DIVISION

RE: Notice of preparation of Draft Environmental Impact Report (DEIR)
For: Mariposa Lakes Specific Plan Project
Loc: S/O State Route 4, w/o Kaiser Rd., north and east of Mariposa Rd., and
the Burlington Northern Santa Fe R/R- Stockton
PG&E File : 2006-WL487- 40248714

Dear Mr. Stagnaro,

Thank you for this opportunity to comment on this preparation of Draft Environmental Impact Report (DEIR) for Mariposa Lakes Specific Plan Project.
PG&E has the following comments to offer:

Generally, PG&E owns and operates gas and electric facilities which are located within and adjacent to the proposed project. To promote the safe and reliable maintenance and operation of utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

The following is a brief description of Pacific Gas and Electric Company's (PG&E) facilities required to serve this project or proposed to be constructed through the project boundaries within the next seven years.

PG&E ELECTRIC SERVICE REQUIREMENTS

To serve the large amount of new electric demand created by the proposed Mariposa Lakes Project an electric substation will need to be constructed within the project area, as well as all of the associated distribution feeders throughout the project. The following will be required as part of the overall project development:

- Within the electric transmission R/W, provisions will be made to allow for the installation of underground electric distribution lines as required.
- PG&E will tap into PG&E's existing Stockton A-Lockeford-Bellota 115 kilovolt (kV) electric transmission line located within the project boundary. This line generally runs in an east-west direction between Carpenter Road and Clark Drive and bisects the development area.
- A five acre (rectangular in shape) parcel will be required within the planned business/industrial area in the west portion of the project, along the existing Stockton A-Lockeford-Bellota 115 kilovolt (kV) electric transmission lines for the installation of an electric substation. The proposed location is east of Mariposa road, south of Carpenter road. The substation will convert the 115 kV transmission voltage to either a 21 kV or 12 kV distribution voltage level. Two additional alternate sites have been identified along the Stockton A-Lockeford-Bellota 115 kilovolt transmission line within the development area; one is at the corner of Kaiser Road, the other is east of pole number 3/49 on the Weber-Mormon 60 kV line where the line turns north.
- The electric substation site will require year-round, 24-hour, all-weather access. Moreover, roadway access to the site will need to accommodate very large trucks and cranes with a large turning radius.
- Along all roadways throughout the entire project, 15-foot-wide public utility easements will be required on both sides of each road for the installation of gas and electric distribution feeders along with other utilities as required.

PG&E GAS SERVICE REQUIREMENTS

- Distribution Feeder Mains and a Distribution Regulator Station. The Stations will require approximately 20-foot by 80-foot easements and the Feeder Mains will require approximately 25 foot wide easements.
- Gas distribution mains and services.

It is recommended that environmental documents for proposed development projects include adequate evaluation of cumulative impacts of utility systems, the utility facilities necessary to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

PG&E remains committed to working with the city of Stockton to provide timely, reliable and cost effective gas and electric service to the planned area. We would also appreciate being copied on future correspondence regarding this subject as this project develops.

The California Constitution vests in the California Public Utilities Commission (CPUC) exclusive power and sole authority with respect to the regulation of privately owned or investor owned public utilities such as PG&E. This exclusive power extends to all aspects of the location, design, construction, maintenance and operation of public utility facilities. Nevertheless, the CPUC has provisions for regulated utilities to work closely with local governments and give due consideration to their concerns. PG&E must balance our commitment to provide due consideration to local concerns with our obligation to provide the public with a safe, reliable, cost-effective energy supply in compliance with the rules and tariffs of the CPUC.

Again, thank you for the opportunity to make comments on this preparation of Draft Environmental Impact Report (DEIR) for Mariposa Lakes Specific Plan Project. If you, the developer or anyone has any questions or concerns please contact me on (209) 942-1419.

Sincerely,



Alfred Poon
Land Agent
Stockton Land Services
External: (209) 942-1419
Fax: (209) 942-1485

DJS



THOMAS R. FLINN
DIRECTOR



P. O. BOX 1810 - 1810 E. HAZELTON AVENUE
STOCKTON, CALIFORNIA 95201-3018
(209) 468-3000 FAX (209) 468-2999
www.sjgov.org

- THOMAS M. GAU
DEPUTY DIRECTOR
- MANUEL SOLORIO
DEPUTY DIRECTOR
- STEVEN WINKLER
DEPUTY DIRECTOR
- ROGER JANES
BUSINESS ADMINISTRATOR

RECEIVED
MAR 13 2006

March 9, 2006

Mr. David Stagnaro, AICP
City of Stockton
Community Development Department
345 North El Dorado Street
Stockton, California 95202

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MARIPOSA LAKES SPECIFIC PLAN PROJECT

Dear Mr. Stagnaro:

The San Joaquin County Department of Public Works has reviewed the above mentioned document and has the following comments:

From Storm Water Management/Flood Control:

1. Areas shall not be added to FEMA special flood hazard area because of this project.
2. Improvements to terminal drainages (Duck Creek and North Little Johns Creek), may be required within the project site and downstream to increase capacity to accommodate runoff increases.

From Traffic Engineering:

3. Traffic study should include, but not be limited to, the following intersections:
 - a. Mariposa Road/Jack Tone Road.
 - b. Mariposa Road/Kaiser Road.
 - c. State Route 4/Jack Tone Road.
 - d. State Route 4/Kaiser Road.
 - e. French Camp Road/Austin Road.
 - f. French Camp Road/Jack Tone Road.
 - g. Arch Road/Austin Road.
 - h. Lone Tree Road/Escalon-Bellota Road.
4. Traffic Study should provide discussions of traffic operations along Mariposa Road (city limits to Escalon-Bellota Road) including, but not limited to, speeding, capacity, and other safety elements.
5. Traffic study should provide discussions of traffic operations along French Camp Road including, but not limited to, speeding, capacity, and other safety elements.

From Design Engineering:

6. The Environmental Impact Report (EIR) shall identify the proposed phasing of this project with anticipated respective timeframes.

7. The County is concerned about the proximity of this project's proposed residential zoning, as well as existing residential development surrounding Carpenter Road and Three Oaks Road to the project's proposed industrial zoning. The EIR shall identify what, if any, standards relative to zoning separations were/will be observed in planning this project.

From Transportation Planning:

8. The Notice of Preparation (NOP) has different values for the number of dwelling units, and commercial and industrial square footages for the project. For example, the project description identifies 10,201 dwelling units; and 1.2 million and 1.9 Square Feet (SF) of commercial and industrial development, respectively; while on page three, the respective numbers are 11,043 dwelling units, 1.9 million SF of commercial and 0 SF of industrial, and the maximum potential buildout numbers are 17,309 dwelling units, 1.9 and 22.1 million SF of commercial and industrial, respectively. Will the EIR study all three potential scenarios? The County requests the EIR study all three potential scenarios.
9. The project description includes 1.9 million SF of industrial use. This appears to be in conflict with the City's General Plan Update 2035 for Village development standards, which does not provide for industrial use, as the document states at the top of page 4. Is the applicant therefore requesting a waiver of this Village standard?
10. On page 4, please add that a County Encroachment Permit will be required for any work or traffic control in the County's right of way under the "Additional entitlements associated with the project".
11. The project shall be subject to the recently adopted Regional Transportation Impact Fee (RTIF). The City of Stockton shall collect this fee from the project applicants.
12. The EIR shall indicate whether an amendment to the City of Stockton's Precise Roadway Plan for Arch Road will be required, and what the project's fair share toward improvements identified in this plan is. The City of Stockton shall collect the project's fair share for any improvements relative to this plan or identified within the EIR.
13. The County requests the EIR's traffic impact analysis study include, but not be limited to, the following County roadways: Mariposa Road, Austin Road, Kaiser Road, Gillis Road, Newcastle Road, Jack Tone, Carpenter Road, and Copperopolis Road.
14. If any project-related improvements will be located within the unincorporated County, the City shall enter into a cooperative agreement with the County specifying the planning, engineering, construction, and maintenance of such improvements within the unincorporated County and shall be the responsibility of the City of Stockton and/or the developer.
15. The project EIR shall address the potential for a new interchange at State Highway Route 99 and Dixon Road as well as connecting roadway, and this project's associated fair share. All planning, engineering, construction, and maintenance costs for any new interchange at Dixon Road and State Highway Route 99 shall be the responsibility of the developer(s) and the City of Stockton.
16. The project's fair share costs for specific impacts to County roadways shall be identified in the project's traffic analysis study and shall be collected by the City of Stockton. All impacts to County roadways shall be mitigated to the County's Level of Service (LOS) standard and the County's requirements.
17. The EIR shall identify timing as well as project triggers for transportation improvements required to serve the project. Limitations on the project's development shall be identified to control the number of permits issued, until mitigation measures are completed, to trigger additional residential/commercial/industrial construction.

Mr. David Stagnaro
DRAFT ENVIRONMENTAL IMPACT
REPORT FOR MARIPOSA LAKES

-3-

18. On page 6, the document states that 20 acres will be dedicated to San Joaquin Delta College for development of a future community college facility. Please include this development in the project's traffic impact study analysis.
19. On page 7, the document stated the applicant has initiated preparation of a Project Study Report (PSR) to relocate State Highway Route 4. Please include the County in this process and advise the County (Mr. Michael Selling at 209-468-0821) of any meetings scheduled with Caltrans relative to the PSR for the State Highway Route 4 relocation.
20. On page 31, the document states that the EIR will identify project impacts to roadways and intersections in the study area in consultation with City staff. Due to the size and complexity of this project, the County requests it be included in these discussions as there will likely be impacts to County roadways and intersections.

From Water Resources:

21. The water features incorporated into the development shall be constructed to accommodate recharge of surface water in cooperation with similar conjunctive use operations in eastern San Joaquin County. Such operations should be closely coordinated with the Northeastern San Joaquin County Groundwater Banking Authority, Stockton East Water District, and the Central San Joaquin Water Conservation District.

Thank you for the opportunity to comment. Should you have any questions, or need additional information, please contact me at 468-8494.

Sincerely,



ANDREA VALLEJO
Assistant Planner

AV:mk
TP-6C009-M1

- c: Tom Gau, Deputy Director/Development
Mel Lytle, Water Resources Coordinator
Charles F. Kelley, Senior Civil Engineer
Peter D. Martin, Senior Civil Engineer
Tom Okamoto, Senior Civil Engineer
Michael C. Selling, Senior Civil Engineer
Brandon Nakagawa, Engineer IV
Dodgie Vidad, Engineer IV
John Corey, Engineer III
Dwayne B. Sabiniano, Engineering Assistant II

MEMORANDUM

February 14, 2006

TO: David Stagnaro, Senior Planner

FROM: Antonio S. Tovar, Associate Civil Engineer

SUBJECT: PUBLIC REVIEW OF THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MARIPOSA LAKES SPECIFIC PLAN PROJECT.

We have reviewed the subject matter per your request. In summary, this is acceptable, subject to the following comments:

1. Project Description/Circulation and Utilities: The amount of available capacity in the existing System 8 collection system is not definitive at this time. The maximum excess capacity available for new development, including but not limited to the MLSP, is approximately 5 mgd. The City of Stockton Municipal Utilities Department reserves the right to adjust the estimate of available capacity, pending the outcome of the 2035 General Plan Update and the continuing development pace in South Stockton.
2. Project Description/Circulation and Utilities: Project Description/Circulation and Utilities: Design the collection system to include only one sanitary sewer lift station in the MLSP's collection system.
3. Environmental Significance Checklist/Hydrology: Add the following - As required by the Stormwater Quality Control Criteria Plan, the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices.
4. Environmental Significance Checklist/Hydrology: Add the following - The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Prevention Program as set forth in its NPDES Storm Water Permit.
5. Environmental Significance Checklist/Utilities and Service Systems: The amount of available capacity in the existing System 8 collection system is not definitive at this time. The maximum excess capacity available for new development, including but not limited to the MLSP, is approximately 5 mgd. The City of Stockton Municipal Utilities Department reserves the right to adjust the estimate of available capacity, pending the outcome of the 2035 General Plan Update and the continuing development pace in South Stockton.

February 14, 2006
David Stagnaro
Page -2-

**PUBLIC REVIEW OF THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL
IMPACT REPORT FOR THE MARIPOSA LAKES SPECIFIC PLAN PROJECT**

6. Environmental Significance Checklist/Utilities and Service Systems: Sizes of sanitary sewer and water mains are tentative, pending outcome of the utility master planning being conducting in conjunction with the 2035 General Plan Update.

Please incorporate the above comments. If you have any questions, please call me at x8790.

ANTONIO S. TOVAR
ASSOCIATE CIVIL ENGINEER

AST:at



State of California - The Resources Agency

DEPARTMENT OF FISH AND GAME

<http://www.dfg.ca.gov>

Sacramento Valley - Central Sierra Region

1701 Nimbus Road, Suite A

Rancho Cordova, CA. 95670

916/358-2900

DJS

ARNOLD SCHWARZENEGGER, Governor

RECEIVED
CITY OF STOCKTON

MAR 17 2006

PERMIT CENTER
PLANNING DIVISION



March 13, 2006

Mr. David Stagnaro
City of Stockton
Community Development Department
345 N. El Dorado Street
Stockton, CA 95202

Dear Mr. Stagnaro:

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the Mariposa Lakes Specific Plan project (SCH # 2006022035). The project consists of a plan to construct a mixed use urban, residential, commercial, institutional, and industrial development on approximately 3,810 acres adjacent to the City of Stockton. The project is located east and north of Mariposa Road, south of Farmington Road, in southeastern Stockton in San Joaquin County.

Wildlife habitat resources consist primarily of agricultural land. Significant natural resources of the project include habitat for sensitive species. Duck Creek crosses the project site and there are areas of valley oak woodlands along its length. Approximately 3,000 acres of the project are covered by the San Joaquin Multi-Species Habitat Conservation Plan (SJMSCP). Mitigation, take avoidance, and minimization, for the project's impacts under the State and Federal endangered species acts and California Environmental Quality Act (CEQA) will be addressed by participation in the SJMSCP for that portion of the project.

The approximately 800 acres of the project that are not covered by the SJMSCP should be addressed by the DEIR. We urge that the SJMSCP be used as a template in the development of mitigation for the 800-acre portion of the project covered by the DEIR. To that end, we recommend that the DEIR discuss and provide adequate mitigation for the following concerns:

1. The project's impact upon fish and wildlife and their habitat. This assessment should include all of the effects that are reasonably attributable to the project, such as, loss of habitat, changes in water quality, degradation of habitat on neighboring lands, etc.

Conserving California's Wildlife Since 1870

2. The project's impact upon significant habitat such as wetlands including riparian habitat. The project should be designed so that impacts to wetlands are avoided. Mitigation should be provided for unavoidable impacts based upon the concept of no net loss of wetland habitat values or acreage.
3. The project's impact to special status species including species which are state and federal listed as threatened and endangered. DFG records indicate the potential for the following species to occur on or near the project site:
 - Swainson's hawk (*Buteo swainsoni*)
 - Burrowing owl (*Athene cunicularia*)
 - Giant garter snake (*Thamnophis gigas*)
 - Pond turtle (*Clemmys marmorata*)
 - Valley elderberry long-horned beetle (*Desmocerus californicus dimorphus*)
4. The project's growth-inducing and cumulative impacts upon fish, wildlife, water quality, and vegetative resources.
5. The DEIR should provide an analysis of specific alternatives which reduce impacts to fish, wildlife, water quality, and vegetative resources.
6. The DEIR should contain an evaluation of the proposed project's consistency with the applicable land use plans, such as General Plans, Specific Plans, Watershed Master Plans, Habitat Conservation Plans, etc.

The DEIR should consider and analyze whether implementation of the proposed project will result in reasonably foreseeable potentially significant impacts subject to regulation by the DFG under section 1600 et seq. of the Fish and Game Code. In general, such impacts result when a proposed project involves work undertaken in or near a river, stream, or lake that flows at least intermittently through a bed or channel, including ephemeral streams and water courses. Impacts triggering regulation by the DFG under these provisions of the Fish and Game Code typically result from activities that:

- Divert, obstruct, or change the natural flow or the bed, channel or bank of any river, stream, or lake;
- Use material from a streambed; or
- Result in the disposal or deposition of debris, waste, or other material where it may pass into any river, stream, or lake.

In the event implementation of the proposed project involves such activities, and those activities will result in reasonably foreseeable substantial adverse effects on fish

Mr. Stagnaro
March 13, 2006
Page 3

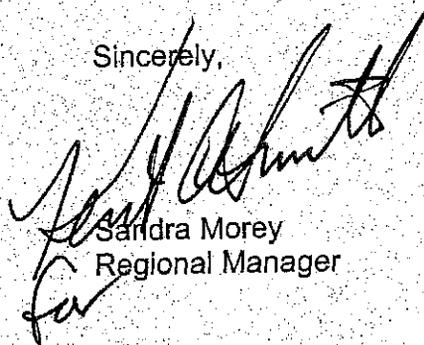
or wildlife, a Lake or Streambed Alteration Agreement (LSAA) will be required by the DFG. Because issuance of a LSAA is subject to review under the CEQA, the DEIR should analyze whether the potentially feasible mitigation measures that will result in avoiding or substantially reducing impacts requiring a LSAA from the DFG.

This project will have an impact to fish and/or wildlife habitat. Assessment of fees under Public Resources Code Section 21089 and as defined by Fish and Game Code Section 711.4 is necessary. Fees are payable by the project applicant upon filing of the Notice of Determination by the lead agency.

Pursuant to Public Resources Code Sections 21092 and 21092.2, the DFG requests written notification of proposed actions and pending decisions regarding this project. Written notifications should be directed to this office.

Thank you for the opportunity to review this project. If the DFG can be of further assistance, please contact Mr. Dan Gifford, Senior Wildlife Biologist, telephone (209) 369-8851 or Mr. Kent Smith, Acting Assistant Regional Manager, telephone (916) 358-2382.

Sincerely,



Sandra Morey
Regional Manager

cc: Mr. Peter Cross
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W2605
Sacramento, CA 92825-1888

State of California
Office of Planning and Research
PO Box 3044
Sacramento, CA 95812-3044

Mr. Kent Smith
Mr. Dan Gifford
Department of Fish and Game
Sacramento Valley-Central Sierra Region
1701 Nimbus Road, Suite A
Rancho Cordova, CA 95670



S J C O G , Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 468-3913 • FAX (209) 468-1084

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LEAD AGENCY ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: David Stagnaro, City of Stockton Community Development Department
From: Erin Sickler, SJCOG, Inc.
Date: February 21, 2006
Re: **Lead Agency Project Title:** Mariposa Lakes
Lead Agency Project Number: A-03-10, GPA12-03, Z-17-03, SP4-03, DA7-05
Assessor Parcel Number(s): Multiple

Total Acres to be converted from Open Space Use: 3,810 acres

Habitat Types to be Disturbed: Agricultural and Natural Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Stagnaro:

SJCOG, Inc. has reviewed the Mariposa Lakes project application. This project involves constructing 3,916 acres into mixed use urban residential development. This project is located south of State Route 4, west of Kaiser Road, north and east of Mariposa Road and Burlington Northern and Santa Fe (BNSF) Railroad, Stockton.

The City of Stockton is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). Although participation in the SJMSCP is voluntary, lead agents should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

2,203 acres of the Mariposa Lakes project is within the City of Stockton compensation map "covered area". The remaining 1,607 acres of the total project area is located within the SJMSCP "unmapped area". In May of 2005, SJCOG, Inc. approved the inclusion of 800 acres of the projects "unmapped area" for inclusion in SJMSCP, to utilize Phase One of the Mariposa Lakes Project. The additional 807 acres will be addressed with a future amendment of the SJMSCP.

Please see reverse...

This Project is subject to the SJMSCP. Please contact SJMSCP staff regarding completing the following steps to satisfy SJMSCP requirements:

- Schedule a SJMSCP Biologist to perform a pre-construction survey *prior to any ground disturbance*
- Sign and Return Incidental Take Minimization Measures to SJMSCP staff (given to project applicant after pre-construction survey is completed)
- Pay appropriate fee based on SJMSCP findings
- Receive your Certificate of Payment and release the required permit

If you have any questions, please call (209) 468-3913.

STAFF REPORT

SUBJECT: Mariposa Lakes Contingency Acreage Proposal

RECOMMENDED ACTION: Motion to Approve a Minor Revision to Allow the Mariposa Lakes Specific Plan Project to Utilize Approximately 800 Acres of Available Contingency Acres to Cover Phase 1 of the Project.

DISCUSSION:

In April's HTAC meeting, staff presented a contingency acreage policy staff report and the applicability to the Mariposa Lakes Specific Plan Project. As mentioned previously, the project consists of a total of 3,665 acres which 1,607 acres lies within the "unmapped" land use area on the SJMSCP Land Use Map. The applicant is requesting the utilization of contingency acres to cover approximately 800 acres in the unmapped area which is proposed as part of Phase 1 of the project. The coverage for 800 acres will utilize most of the remaining 920 contingency acres designated for agricultural conversion. The consensus among the HTAC members was that the project may utilize the available contingency acres. However, the USFWS requested support documentation regarding that unmapped activity acreages are not deducted from the allocated contingency acreage. Unmapped activity acreages are associated with projects that are approved for coverage in the unmapped areas on the SJMSCP Land Use Map.

As provided in the Biological Opinion, the supporting statements below conclude that unmapped activity acreages are not deducted from the contingency acreage. Upon discussion and review of the following statements with the USFWS, the USFWS has concurred that the acreages for unmapped activities does not get deducted from the contingency acreage.

Page 18 – Tier 1 and Tier 2 for Unmapped Activities

Impacts for unmapped activities may count against the total impact acreage allowance for each habitat, provided that the activities and impacts to Covered Species are consistent with SJMSCP processes and this Opinion.

Page 100 – Impacts Outside Planned Land Use Map Boundaries

For unmapped projects to be appended to this Opinion under Tier 1, the total amount of habitat loss resulting from SJMSCP Permitted Activities throughout the Plan Area cannot exceed the acreage numbers provide in the Incidental Take Statement provided with this Opinion and associated 10(a)(1)(B) permit.

The allowance for each habitat type is specified in the Incidental Take Statement (part of the B.O.) which provides the allowable take acreages for various habitat types.

Mariposa Lakes Specific Plan Project

As mentioned above, the project applicant is seeking approval for 800 acres which is within phase 1 for the specific plan (see Attachment 1). Staff believes a minor revision is appropriate for the Mariposa Lakes project proposal. The applicant intends to assist SJCOG, Inc. in seeking a *major amendment* to increase the contingency acreage to cover the remaining unmapped portion of the project.

However, the approval to allow the utilization of contingency acreage for the proposed 800 acres will require the HTAC to review and select the appropriate approval process. A *minor revision* is appropriate if the HTAC agrees that the project is consistent with the overall biological intent of the SJMSCP, and which do not introduce significant new biological conditions into the Plan area, SJMSCP's conservation program, or result in significant new or different environmental impacts, or for land uses which have impacts which are equal to or are less than those described in the SJMSCP originally adopted.

However, if the HTAC believes that the project will have an effect on the SJMSCP Covered Species and levels of *Incidental Take* which are greater than, but not significantly different than, those described in the SJMSCP originally adopted, then the approval process will shall be a *minor amendment*.

Prepared by: Jerry Park, Senior Regional Planner

M:\STAFFRPT\2005May\HTAC\Mariposa Lakes Contingency Acres



TERRENCE R. DERMODY
COUNTY COUNSEL
DAVID WOOTEN
ASSISTANT COUNTY COUNSEL

**OFFICE OF THE
COUNTY COUNSEL**

COUNTY OF SAN JOAQUIN
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SERVICES COUNSEL:**
(209) 468-1330
JANINE MOLGAARD
DANIELLE DUNHAM-RAMIREZ
TED TOWLE

February 13, 2006

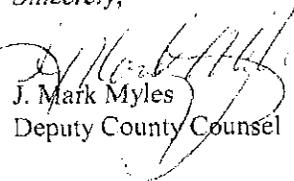
City of Stockton
David Stagnaro
c/o Community Development Department
Planning Division
345 North El Dorado Street
Stockton, CA 95202

**Re: Review of Draft Environmental Impact Report for the Mariposa Lakes
Specific Plan Project.**

Dear Mr. Stagnaro,

Thank you for providing the County Counsel's office with a copy of the Draft Environmental impact report for the Mariposa Lakes Specific Plan. Please identify all parcels of land subject to Williamson Act contracts, or provide this office with copies of the contracts and notices of non-renewal, if any. You indicated that early development will require the cancellation of certain Williamson Act contracts. Please identify those contracts which you contend will require immediate cancellation to accommodate the early development phases.

Sincerely,


J. Mark Myles
Deputy County Counsel

JMM

c: Terry Dermody
David Wooten

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298



February 22, 2006

David Stagnaro
City of Stockton
345 N. El Dorado Street
Stockton, CA 95202

Dear Mr. Stagnaro:

Re: SCH 2006022035; Mariposa Lakes Specific Plan Project

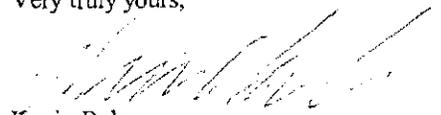
As the state agency responsible for rail safety within California, we recommend that any development projects planned adjacent to or near the rail corridor in the County be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Safety factors to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way.

The above-mentioned safety improvements should be considered when approval is sought for the new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists and pedestrians in the County.

If you have any questions in this matter, please call me at (415) 703-2795.

Very truly yours,



Kevin Boles
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

cc: Bob Grimes, BNSF