

City of Stockton
Community Development Department
Planning Division



**City Services Plan
for the
3568 Arch Road Project**

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1. INTRODUCTION

The City of Stockton proposes to annex the 3568 Arch Road Project (proposed project) site currently under the jurisdiction of San Joaquin County (see Figure 1). The project site consists of approximately 1.58 acres identified as Assessor's Parcel Number (APN) 181-120-01, located southeast of the intersection of Arch Road and Kingsley Road. Currently, the site consists of ruderal vegetation. Surrounding land uses include commercial development to the northeast, single-family residences to the east and south, and retail development, across Kingsley Road, to the west (see Figure 2).

The proposed project would include the development of a gas station with a 2,529-square-foot (sf) convenience store and a 4,422-sf fueling canopy with six fuel pumps. Additionally, the proposed project would include two 2,300 sf drive-through fast-food restaurants along the eastern border of the project site, for a total of 4,600 sf. Access to the project site would be provided by two new driveways. One driveway would be from Arch Road and would be located in the northeastern portion of the site. The second driveway would be from Kingsley Road and would be located in the southwestern portion of the project site (see Figure 3). The Preliminary Water and Sanitary Sewer Plan is shown in Figure 4.

The proposed project would require annexation of the project site and associated rezoning consistent with the current City of Stockton General Plan Commercial land use designation for the project site. The project site is within the City's Sphere of Influence (SOI) and proposed 10-year planning horizon, as set forth in the City's final draft of its Municipal Service Review (MSR).

Annexation is ultimately subject to approval by the San Joaquin Local Agency Formation Commission (LAFCo). This City Services Plan provides background information in support of the proposed annexation of the project site. The City Services Plan is also intended to ensure that the annexation complies with all LAFCo rules and regulations, along with other applicable regulatory requirements such as the California Government Code.

2. CITY SERVICES PLAN CONTENTS

The City Services Plan for the project site includes the following sections:

2.1 City Services Plan

Pursuant to Government Code Section 56653, the San Joaquin LAFCo requires that any application for a change of organization or reorganization be accompanied by a plan for providing services. The plan shall include:

- An enumeration and description of services to be extended to the affected territory;
- The level and range of those services;
- An indication of when those services can feasibly be extended to the affected territory;
- An indication of any improvements or upgrading of structures, roads, sewer or water facilities, or other conditions that the local agency would impose or require within the affected territory if the change of organization or reorganization is completed; and
- Information with respect to how those services will be financed.



**Figure 1
Regional Project Location**

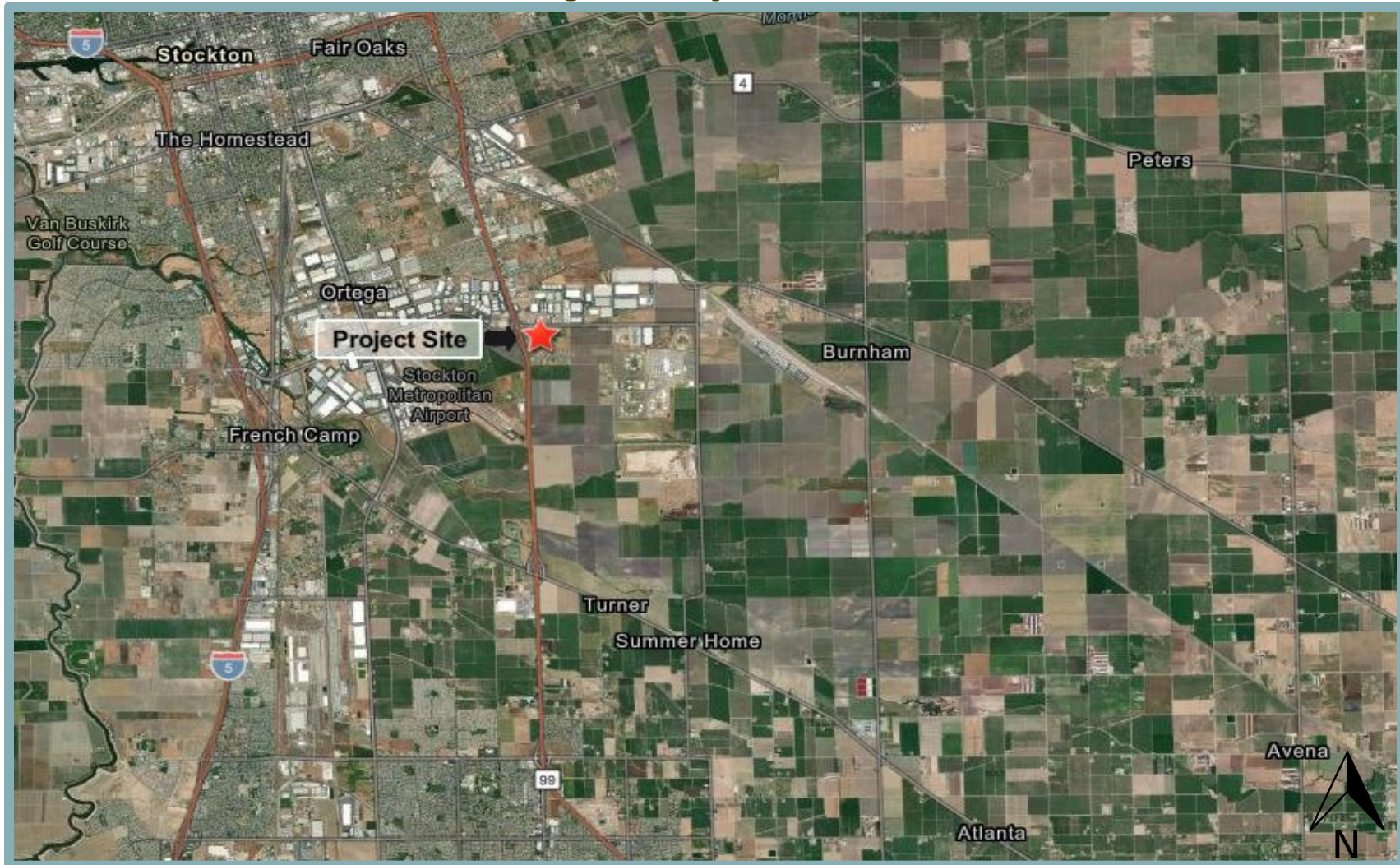


Figure 2
Approximate Project Boundaries



Figure 3
Site Plan

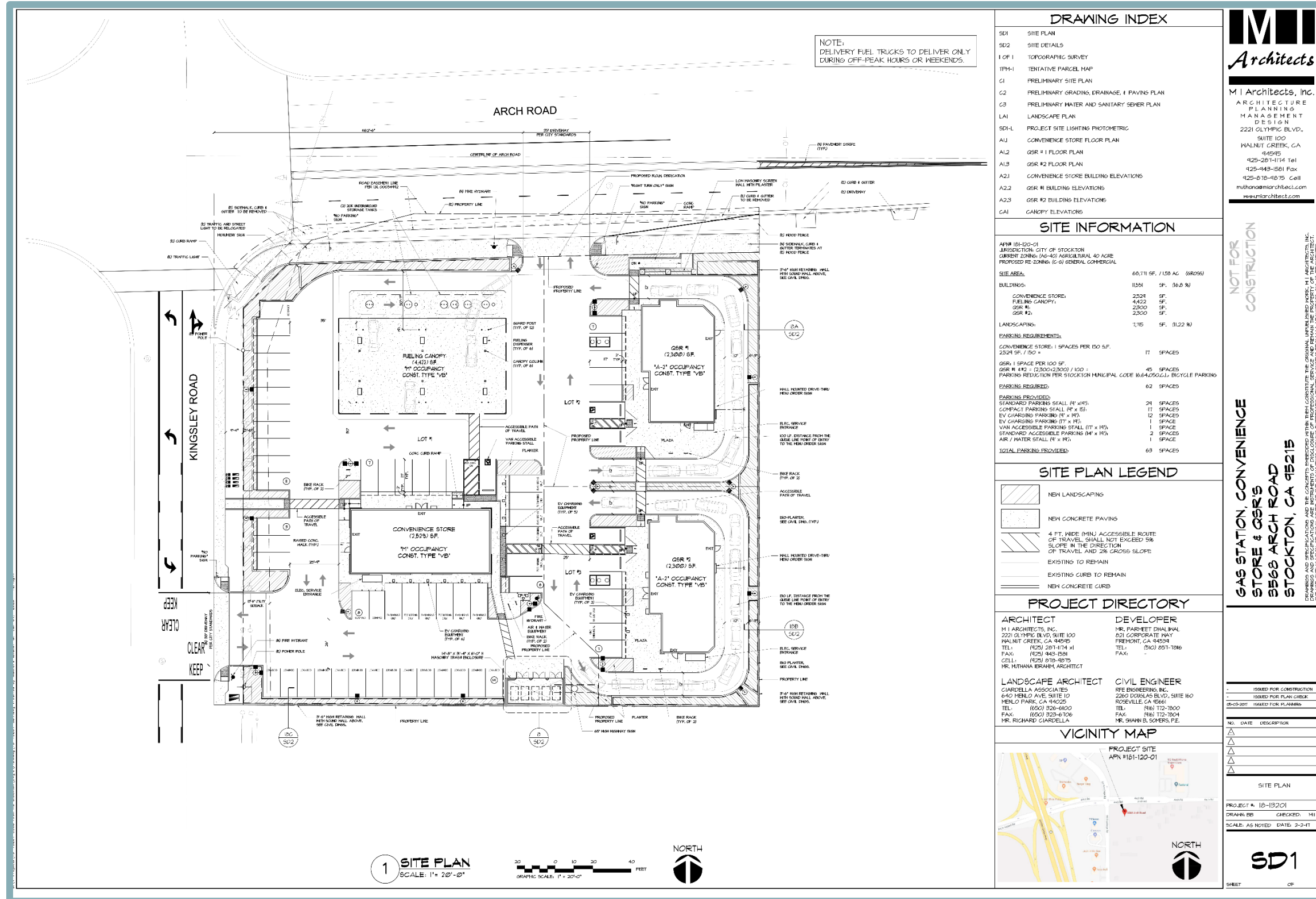
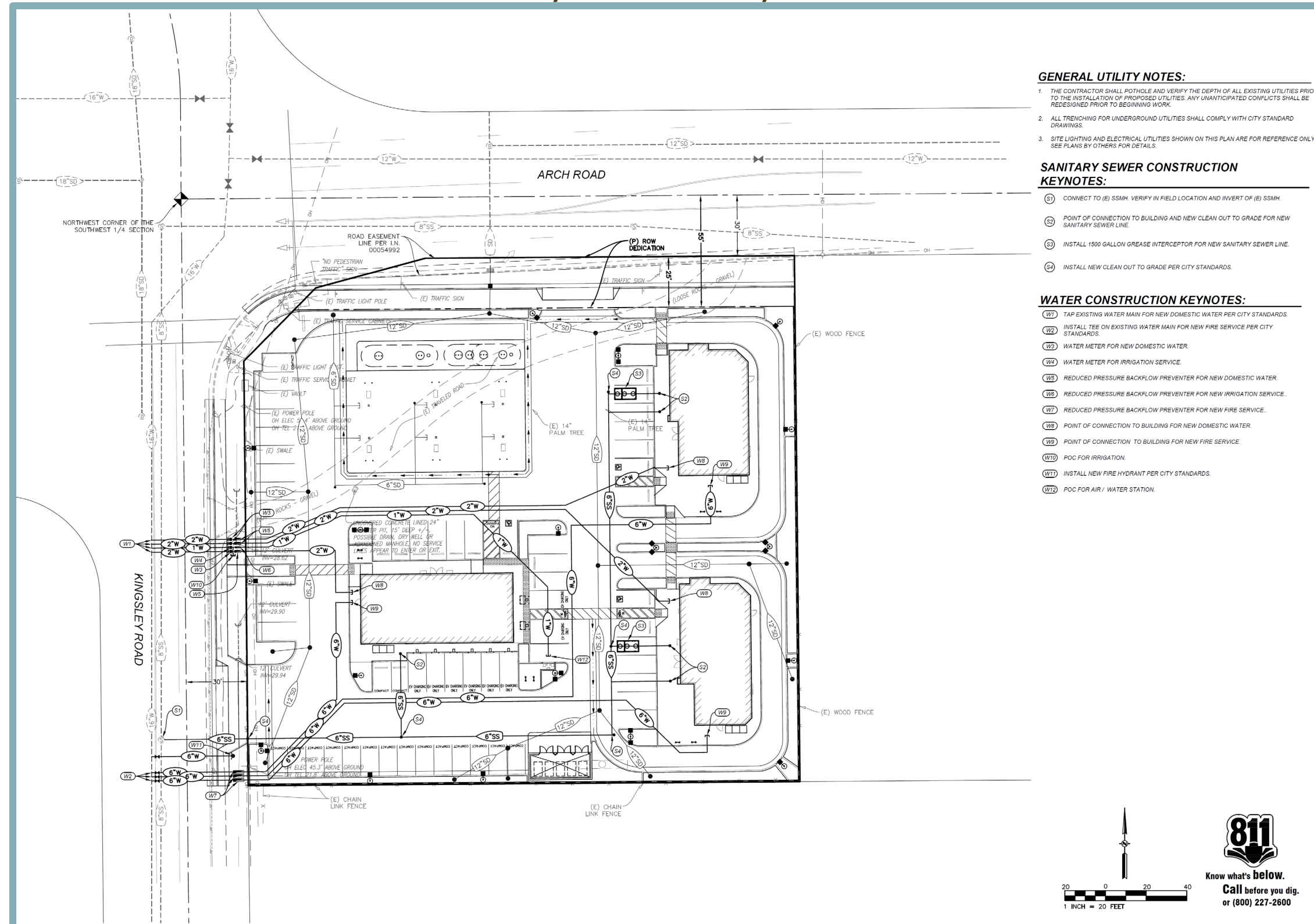


Figure 4
Preliminary Water and Sanitary Sewer Plan



GENERAL UTILITY NOTES:

1. THE CONTRACTOR SHALL POTHOLE AND VERIFY THE DEPTH OF ALL EXISTING UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED UTILITIES. ANY UNANTICIPATED CONFLICTS SHALL BE REDESIGNED PRIOR TO BEGINNING WORK.
2. ALL TRENCHING FOR UNDERGROUND UTILITIES SHALL COMPLY WITH CITY STANDARD DRAWINGS.
3. SITE LIGHTING AND ELECTRICAL UTILITIES SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY. SEE PLANS BY OTHERS FOR DETAILS.

SANITARY SEWER CONSTRUCTION KEYNOTES:

- (S1) CONNECT TO (E) SSMH. VERIFY IN FIELD LOCATION AND INVERT OF (E) SSMH.
- (S2) POINT OF CONNECTION TO BUILDING AND NEW CLEAN OUT TO GRADE FOR NEW SANITARY SEWER LINE.
- (S3) INSTALL 1500 GALLON GREASE INTERCEPTOR FOR NEW SANITARY SEWER LINE.
- (S4) INSTALL NEW CLEAN OUT TO GRADE PER CITY STANDARDS.

WATER CONSTRUCTION KEYNOTES:

- (W1) TAP EXISTING WATER MAIN FOR NEW DOMESTIC WATER PER CITY STANDARDS.
- (W2) INSTALL TEE ON EXISTING WATER MAIN FOR NEW FIRE SERVICE PER CITY STANDARDS.
- (W3) WATER METER FOR NEW DOMESTIC WATER.
- (W4) WATER METER FOR IRRIGATION SERVICE.
- (W5) REDUCED PRESSURE BACKFLOW PREVENTER FOR NEW DOMESTIC WATER.
- (W6) REDUCED PRESSURE BACKFLOW PREVENTER FOR NEW IRRIGATION SERVICE.
- (W7) REDUCED PRESSURE BACKFLOW PREVENTER FOR NEW FIRE SERVICE.
- (W8) POINT OF CONNECTION TO BUILDING FOR NEW DOMESTIC WATER.
- (W9) POINT OF CONNECTION TO BUILDING FOR NEW FIRE SERVICE.
- (W10) POC FOR IRRIGATION.
- (W11) INSTALL NEW FIRE HYDRANT PER CITY STANDARDS.
- (W12) POC FOR AIR / WATER STATION.



The City Services Plan has been prepared to fulfill the above-mentioned requirements. Overall, existing public services, with improvements proposed as part of the project, would be adequate to serve the project site and future development thereon. The project site would require extension of services provided by the City, including public safety and utility services. The level and range of the services are described in this City Services Plan. The design, engineering, and construction of the services and infrastructure improvements would be financed by developers of the project site, subject to approval by the City.

3. JUSTIFICATION AND FINDINGS

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 *et seq.*) provides LAFCo with its authority, procedures, and functions. The Act gives LAFCo power to "approve or disapprove with or without amendment, wholly, partially or conditionally" proposals concerning the formation of cities and special districts, annexation or detachment of territory to cities and special districts, and other changes in jurisdiction or organization of local government agencies.

The following justification and findings are made in support of the proposed annexation request, pursuant to the criteria provided in Government Code Section 56337:

- Lands within the annexation area are planned for urban uses in the Stockton General Plan, as the site is designated Commercial by the General Plan.
- The project is located within the City of Stockton SOI and 10-year development timeframe.
- The project proposes an orderly and logical boundary for annexation and is contiguous to the City limits.
- The project creates a logical extension of the City boundaries and can be served by existing infrastructure.

4. CITY SERVICES

The City of Stockton provides a full range of municipal services. The municipal services include public safety (police, fire, paramedics, building), sanitation (solid waste disposal, sanitary wastewater, and stormwater utility), water utility, community development, library, parks and recreation, and general administrative services. All such City services would be extended to the project area upon annexation of the site. A detailed discussion of the City's services and extension of the services to the project site is provided below.

4.1 Domestic Water Service

Water systems in the City of Stockton Metropolitan Area (COSMA) use a combination of treated surface water provided by the Stockton East Water District (SEWD), Delta Water Supply Project (DWSP) from the San Joaquin River, and pumped groundwater from City wells. Stockton water purveyors include the City of Stockton Municipal Utilities District (COSMUD), California Water Service Company (Cal Water), and San Joaquin County Maintenance Districts (SJMCDs). Should the annexation application be approved, water service to the project site would be provided by COSMUD. COSMUD provides water to the service areas in North Stockton and South Stockton. The project site is in the South Stockton service area.

Sources of water provided by the City of Stockton include purchases from the SEWD and the Woodbridge Irrigation District (WID), groundwater wells, and surface water from the Sacramento-San Joaquin Delta through the DWSP. Water from SEWD is treated at its water treatment plant



east of Stockton. The City used 6,100 acre-feet per year (ac-ft/yr) of water from SEWD in 2019, approximately 20 percent of the COSMUD total supply. Under an agreement with WID, the City purchases 6,500 ac-ft/yr of water for municipal and industrial use. The WID supply would augment the DWSP supply. The DWSP draws water from the San Joaquin River and treats the water at a plant in north Stockton. The DWSP currently treats an average of 15 million gallons per day (mgd), which provides the majority of the potable water supply for the City's service areas. The projected capacity of DWSP by 2035 is 90 mgd with an annual production of approximately 50,000 ac-ft/year. The City's supply from the San Joaquin River is curtailed annually from February through June of each year due to U.S. Department of Fish and Wildlife Service (USFWS) and California Department of Fish and Wildlife (CDFW) restrictions.

Groundwater is used conjunctively with the City's surface water supplies. The Delta Water Treatment Plant (DWTP) is able to treat and distribute up to 30 mgd of surface water to the Stockton Metro area. With the amount of surface water able to be treated and distributed by the DWTP, the City uses less groundwater in wet and average years and increases groundwater use in dry years to make up for reductions in surface water deliveries. The City has determined that the sustainable groundwater yield is approximately 50,000 ac-ft/yr. To establish the projected groundwater supply that is reasonably available, COSMUD assumes that reasonably available groundwater for the current water service area (38,524 acres) is pumped at 0.6 ac-ft/acre/yr, equivalent to an annual groundwater supply of 23,100 ac-ft/yr. Based on available monitoring data, extraction rates appear to be below the sustainable yield of the groundwater basin. Extensive groundwater pumping in the past has caused movement of the saline waters eastward from under the Delta. A principal objective of the DWSP is to reduce groundwater overdraft and protect the groundwater basin from further saltwater intrusion and water quality degradation.

The South Stockton service area pumps from groundwater wells and receives surface water treated at the SEWD Dr. Joe Waidhofer Water Treatment Plant (DJWWTP), supplied by the New Melones Lake and New Hogan Lake reservoirs. Four operational groundwater wells with pump design flows ranging from 1,400 to 2,800 gallons per minute (gpm) and the South Stockton Aqueduct supply surface water from the SEWD DJWWTP. Water supplies within the North Stockton service area and South Stockton service area do not currently comeingle due to the higher pressure from SEWD in South Stockton, which prevents water from flowing into the South Stockton service area. The lowest ground surface elevation (at mean sea level) is on the western side of the system, and the highest elevation (36 feet above mean sea level) is on the eastern side of the system. Additionally, the South Stockton service area has two, three million-gallon (MG) tanks located near the Weston Ranch Subdivision. As shown in Figure 4, the proposed project would connect to an existing 16-inch water line in Kingsley Road.

The existing water connection fee charged by COSMUD for non-residential development varies from \$2,264 to \$156,827, depending on the size of the water meter. According to the Preliminary Water and Sanitary Sewer Plan prepared for the proposed project (see Figure 4), the proposed project would include two, two-inch water meters for domestic water and one, one-inch water meter for irrigation service. Based on a connection fee for a one-inch meter of \$4,265.68 and for a two-inch meter of \$13,633.40, the total COSMUD connection fee for the proposed project would be approximately \$31,532.48. In addition, a DWSP surface water fee is applied, ranging from approximately \$5,575.28 to \$297,329.68, depending on the size of the water meter. Based on a fee for a one-inch meter of \$9,310.72 and for a two-inch meter of \$29,716.24, the total DWSP surface water fee for the proposed project would be approximately \$68,743.2. Water connection fees are payable upon issuance of a building permit. In addition, the City bills the property owner



for water service on a monthly basis.

4.1.1 Timely Availability of Water Supplies

California Government Code Section 56668(k) requires an assessment of the timely availability of water supplies for an annexation area. The 2020 Urban Water Management Plan (UWMP) for the City of Stockton's water system assessed the reliability of its water supply for its service area, which includes the project site. The UWMP includes a description of the water supply sources, projected water use, and a comparison of water supply water demands during a normal year, single-dry year, and five-year consecutive-year drought. The definitions of the three water year scenarios are provided below:

- Normal year is a year that represents the water supplies the City considers available during normal conditions. This could be a single year or averaged range of years in the historical sequence that most closely represents the median or average water supply available. The year 2018 represents a normal year for the City. This year represents the City's typical year where all of its combined water supply sources are available to meet demands.
- Single-dry year is the year with the lowest water supply availability to the City.
- Five-year consecutive-year drought is the lowest average water supply availability to the City for five consecutive years since 1903. The Years 2013 through 2017 represent the Five-Consecutive-Year Drought years for the City.

As part of the 2020 UWMP, a Water Supply Reliability Assessment (WSRA) was conducted to determine the reliability of the City's water supply for all three water year scenarios from 2025 to 2045. The WSRA is currently the most up-to-date and reliable source of information regarding the City's long-term water supplies and their reliability. Under the normal water year scenario, water supply would exceed demand by 36,956 to 47,322 ac-ft/yr. Under the single dry water year scenario, supply would exceed demand by 13,656 to 24,022 ac-ft/yr. Under the third year of a multiple dry year scenario, supply would exceed demand by 13,656 to 21,909 ac-ft/yr.

The 2020 UWMP reported the same values for water use by sector as the 2015 UWMP, which indicated that commercial activities used 2,553 ac-ft/yr in 2015. In that same year, 2,567 connections to the City's water system existed. While water usage can vary greatly among commercial activities, this analysis assumes that commercial water usage on the project site would be the average per commercial connection (approximately 0.99 ac-ft/yr per connection). As shown on the Preliminary Water and Sanitary Sewer Plan (see Figure 4), the project site would include one point of connection for irrigation, three points of connection to buildings for new domestic water service, and three points of connection to buildings for new fire service, for a total of seven points of connection. Therefore, water demand for development on the project site is estimated to be approximately 6.93 ac-ft/yr. When compared with the difference in water supply and demand described above, the City would have sufficient water supply for proposed future development on the project site, even in multiple dry years. Water can be readily provided from existing sources, without the need to acquire additional supplies or water rights.

It should be noted that the demand figures in the 2015 UWMP do not consider the amount of water that may be saved by active and passive water conservation programs, which are described in the MSR. According to the 2020 UWMP, COSMUD, Cal Water, and SEWD water supplies far exceed demand associated with projected growth in the SOI. Specifically, COSMUD has met and expects to be able to continue to meet annual water demands within its service area, which



includes the project site, during differing hydrologic periods with surface water, groundwater, water conservation, and other potential water supplies such as non-potable supplies from local communities, raw surface water from local irrigation districts, and water from active groundwater storage projects.

4.2 Wastewater

Currently, the project site is vacant and undeveloped; thus, the site does not have any individual wastewater disposal systems and is not currently connected to wastewater collection/treatment systems. Should the proposed annexation be approved, the project site would be served by the City's wastewater system.

The City's wastewater collection and treatment facilities consist of the Stockton Regional Wastewater Control Facilities (RWCF) and the City of Stockton Wastewater Collection System Facilities. The RWCF provides primary, secondary, and tertiary treatment of municipal wastewater throughout the City. The RWCF has a designed flow capacity of 55 mgd and average daily flow rate of 31.7 mgd. Treated effluent from the RWCF is dechlorinated and discharged to the San Joaquin River. The RWCF operations are regulated by its National Pollutant Discharge Elimination System (NPDES) Permit.

The City's wastewater collection system is divided into 10 designated sub-areas or "systems". The project site is located within the City's Wastewater Collection System No. 8. Pump stations are located throughout the City and are integral to the wastewater collection system. Most of the pump stations discharge to pressure sewers that convey flow under pressure either directly to the RWCF or to a downstream gravity sewer. As shown in Figure 4, an existing eight-inch sanitary sewer line is located in Kingsley Road and Arch Road. The proposed project would connect to the existing line in Kingsley Road near the southwestern corner of the site.

The City of Stockton RWCF has met and is expected to continue to meet annual wastewater collection and treatment demands within the SOI in compliance with the Central Valley Regional Water Quality Control Board (CVRWQCB) and the NPDES permit. According to the Regional Wastewater Control Facility Master Plan, the City's wastewater treatment facilities can support a population of 380,000 within the SOI, which is within the 10-year sphere horizon of the SOI. The Sewer Utilities Master Plan Supplements (UMWPS) identified sewer system improvements needed to serve development anticipated by 2040 under the General Plan, as well as improvements needed to remedy existing deficiencies identified in the Capital Improvement and Emergency Management Plan (CIEMP), which was completed for the RWCF in 2011. Because the proposed project is consistent with the current City of Stockton General Plan Commercial land use designation for the project site, and is within the City's SOI and proposed 10-year planning horizon, buildout of the proposed project has been included in determining wastewater facility capacity. Thus, the City's existing collection and treatment infrastructure would be sufficient to handle the wastewater generation associated with the proposed project.

The project site is within the South of Calaveras Sanitary Connection fee area. The existing one-time sewer connection fee in that area is \$2,850 per Single-Family Unit (SFU) Equivalent. Sanitary sewer connection fees are payable upon issuance of a building permit. In addition, the City bills the property owner for wastewater service on a monthly basis.



4.3 Storm Drainage

The City of Stockton SOI is situated just east of the Sacramento-San Joaquin Delta, a low-lying region of sloughs and channels connecting local waterways with the Suisun Bay and the San Francisco Bay. The City and surrounding areas within the SOI depend on creeks, rivers, and sloughs to collect and convey storm runoff to the San Joaquin River and the Delta. The primary watercourses that drain the SOI include the San Joaquin River, Bear Creek, Mosher Slough, Five Mile Slough, Fourteen Mile Slough, Calaveras River and Stockton Diverting Canal, Smith Canal, and French Camp and Walker Sloughs. Most storm drains and pump stations within the service area have adequate capacity to collect stormwater drainage.

The project site is within the North Littlejohn Creek watershed. French Camp Slough and Walker Slough together with their tributaries, North Littlejohn Creek, Duck Creek, and Weber Slough, drain large areas of southern Stockton including both City and County lands. Flood flows have overtopped the banks of both French Camp Slough and Walker Slough within the City. North Littlejohn Creek drains several hundred acres of City land, as well as significant portions of County land. Much of the drainage is from industrial areas and the airport area. Littlejohn Creek produces flooding through most of the creek's length in the City and, in some reaches, has a capacity of only 40 percent of the present predicted 100-year flow. Numerous studies and analyses over the years have identified potential solutions to flooding problems, and significant stormwater drainage infrastructure has been developed to serve industrial development in the area (e.g., the NorCal Logistics Center Project). For example, the stormwater drainage infrastructure for the NorCal Logistics Center Project includes two on-site detention areas with pump stations and trunk lines. Further development in the Littlejohn Creek and Duck Creek drainage sheds would require similar infrastructure to protect against flooding.

The Stormwater Utility Division of COSMUD operates and maintains 620 miles of pipe, 72 pump stations, and over 100 discharge pipes that collect and route runoff from the streets and gutters to local rivers, creeks, and sloughs. Specifically, in the project vicinity, storm drains and a pump station/gravity outfall exist within the industrial area located to the north of the site, across Arch Road. An additional pump station is located southwest of the site and is associated with the existing commercial development across Kingsley Road, adjacent to State Route (SR) 99. A system of storm drains and pump stations/gravity outfalls are located within the North Littlejohn Creek watershed and are associated with the industrial development located northwest of the site, north of Arch Road and west of SR 99. A number of storm drain improvements are planned for the project vicinity, as well as throughout the remainder of the City. The proposed project storm drainage system would connect to the existing stormwater drop inlet located on the norther border of the site, which connects to the existing 12-inch storm drain in Arch Road. Because the site is designated Commercial in the Stockton General Plan, the storm drainage system in the vicinity of the site has been designed to accommodate the anticipated stormwater runoff associated with such development. The proposed project is consistent with the City's General Plan Commercial land use designation and, thus, the existing storm drainage infrastructure is adequately sized to handle the proposed project's runoff.

Stormwater quality is governed by CVRWQCB, Order No. R5-2016-0040, NPDES No. CAS0085324. Stormwater discharges from the City of Stockton urbanized area are considered to contain significant sources of pollutants. Five Mile Slough, Mosher Slough, the Stockton Deep Water Channel, and the San Joaquin River are listed as "water quality impaired."

The City of Stockton provides local management of the federal and State programs for



implementation of the Clean Water Act's NPDES program. The regulations of the City's Grading and Erosion Control Ordinance and the Storm Water Management and Discharge Control Ordinance establish local oversight of the State general permit system and effective control of storm water quality impacts. The design of drainage facilities is regulated by the City. The City Department of Public Works Standard Specifications Section 71, Sanitary Sewers and Storm Sewers, and Section 79, Storm Water Basins, cover much of the design criteria for storm drainage facilities.

The City's General Plan commits the City to maintain existing storm drain and flood management facilities. The General Plan includes policies that ensure and require that stormwater drainage planning be addressed prior to development, including policies that encourage the use of best management practices (BMPs) to reduce stormwater runoff pollution. Consistent with the General Plan and CVRWQCB standards, the proposed project would include a number of BMPs such as bioretention planters located throughout the site, bioretention overflow catch basins, a roof drain bubbler, and storm drain cleanouts. The City requires that any costs associated with new facilities and/or upgrades to existing facilities be offset through revenue and fees generated by future development and that all flood issues be adequately mitigated. In addition, the City will review future projects on an individual basis and require compliance with requirements (e.g., inspection fees) in effect at the time building permits are issued. The proposed project would be subject to the aforementioned requirements.

4.4 Solid Waste Disposal

City ordinances provide for mandatory collection of municipal refuse, which would apply to the project site. The City's franchise haulers provide solid waste collection in Stockton. Solid waste is disposed at existing County-owned and private landfill facilities. According to the City's General Plan Draft EIR, adequate landfill space is available to the City.

Recent information regarding individual jurisdiction diversion of solid waste from landfills is not currently available. The most recent information from 2006 indicates that about 33 percent of the City of Stockton's solid waste is landfilled while the remainder is handled by one or more of the City's waste diversion (recycling) programs. Commercial businesses are now required to participate in the separation of waste process and are issued recycling containers that are collected in conjunction with containers for solid waste.

In order to increase construction and demolition debris recycling, Chapter 8.28, Construction and Demolition Debris Waste Reduction, of the City of Stockton Municipal Code requires construction and demolition contractors to divert from the landfill 50 percent (by weight) of solid waste generated and to document the waste reductions in written reports filed with the City. The proposed project would be subject to the provisions of Chapter 8.28 during the construction period.

The waste provider bills the property owner for collection service on a monthly basis, based on the size of collection container utilized.

4.5 Natural Gas, Electric, Telephone, and Cable Television Services

Currently, natural gas, electric, telephone, and cable television services are not provided to the site, as the site is undeveloped. However, as shown in Figure 3, existing power poles and lines, as well as telephone lines, are located adjacent to the site, along Kingsley Road. Pacific Gas and



Electric Company (PG&E) currently provides both natural gas and electric services to the project vicinity. Local telephone service is provided by AT&T and cable television service is provided by Comcast Cable Company. Should the project site be annexed, the proposed project would connect to the existing adjacent lines and the aforementioned companies would provide services to the project site. Provision of adequate services is expected without issue. Developer/utility company cost-sharing agreements would be executed to provide installation of facilities to serve the project site.

4.6 Police Protection

Law enforcement services to the project site are currently provided by the San Joaquin County Sheriff's Department. Should the project site be annexed, law enforcement would be the responsibility of the Stockton Police Department (SPD). The SPD provides services within the City limits covering more than 65 square miles. Currently, the SPD consists of 485 sworn officers, 41 police telecommunicators, 186 civilian staff, and 127 volunteers. The staffing level for the department is determined each year by the Stockton City Council and is subject to change as the Council, City Manager, and Chief of Police determine the needs of the City.

SPD policy requires response to all emergency calls within a three- to five-minute time period. Currently, the SPD does not have adopted service levels; however, the police department is aware that a higher level of service may be required as population increases. The proposed project would receive law enforcement service during construction, as well as upon completion of development.

Capital costs of SPD expansion are accounted for by the City's Public Facilities Fee program. The City of Stockton has adopted a Public Facility Fee for police facilities payable upon issuance of a building permit. For retail land uses, the fee is \$54 per 1,000 sf. The proposed development would involve a total of 7,129 of building area, including a 2,529-sf convenience store and two drive-through fast-food restaurants consisting of a total of 4,600 sf. Accordingly, an estimated \$384.96 in Public Facility Fees for police facilities would be generated. Additionally, in November 2014, Stockton's voters approved Measure A, which instituted a three-quarter percent (0.75 percent) sales tax to provide funding for law enforcement, crime prevention services, and other essential City services.

4.7 Fire Protection

Fire protection services for the project site are provided by the Montezuma Fire District. Should annexation occur, the project site would be detached from the Montezuma Fire District, and fire protection services would be provided by the Stockton Fire Department (SFD). The developer is responsible for working with the Fire District to address the financial implications of the site's detachment from the district area.

The SFD provides fire protection, fire prevention services, paramedic emergency medical services, and other related services to all areas of the City of Stockton, as well as on a contract basis to the Lincoln, Eastside, Boggs Tract, and Country Club Fire Districts. Specific services provided by the SFD include firefighting, fire prevention, fire hydrant maintenance, training, fire dispatch, hazardous materials intervention, and weed abatement services. The SFD currently serves an area of approximately 87 square miles and has approximately 196 total sworn personnel.

The SFD has 13 stations located throughout the greater Stockton metropolitan area. The closest



station the project site is Station 12, located at 4010 East Main Street, approximately 3.5 miles north of the project site. Station 12 is equipped with one engine and is staffed by four firefighters, two of which are paramedics. The second responder to the project site would be Station 3, located at 1116 East First Street, approximately 3.74 miles northwest of the project site. Station 3 has a ladder truck and is staffed with four firefighters, including paramedics, a captain, and an engineer. Station 3 is also equipped with a dispatch unit, with a four-wheel-drive grass rig. The average response time to a standard structure fire in the City is approximately three to four minutes. A response time of three to four minutes meets the National Fire Protection Association (NFPA) objective of four minutes or less for the arrival of the first engine company at a fire suppression incident and/or eight minutes or less for the deployment of full fire alarm assignment at a fire suppression incident.

To provide adequate fire protection services to the project site, the project applicant would coordinate with the SFD during the planning and design stages of the project to ensure site access, response time, sprinkler requirements, water system design, and hydrant placement are acceptable. Improvements to the City of Stockton water system would be constructed in conformance with the Uniform Fire Code fire flow standards and hydrants would be placed in accordance with SFD standards.

As with police facilities, capital costs of fire station expansion are accounted for by the City's Public Facilities Fee program. The City of Stockton has adopted a Public Facility Fee for fire stations payable upon issuance of a building permit. For retail land uses, the fee is \$61 per 1,000 sf. The proposed development would involve a total of 7,129 of building area, including a 2,529-sf convenience store and two drive-through fast-food restaurants consisting of a total of 4,600 sf. Accordingly, an estimated \$434.87 in Public Facility Fees for fire stations would be generated.

4.8 Schools

The project site is within the boundaries of the Manteca Unified School District (MUSD). The nearest public school within the MUSD to the project site is New Haven Elementary School, located at 14600 Austin Road, approximately 5.5 miles to the southeast of the project site. Based on a school facilities needs analysis for MUSD, the current and funded school facility capacity of the district was adequate to house the student enrollment for 2019/2020 of 23,834 students. MUSD coordinates with residential developers to ensure that sufficient capacity would exist within the school system to accommodate residential-related student generation.

The proposed project would involve commercial development. Residences are not proposed for the project site. Thus, residences that could house families with school-age children would not be constructed. Nevertheless, to assist in meeting school construction costs, the MUSD would collect developer fees from development of the project site in accordance with State law, based on a non-residential development rate of \$0.78 per sf. Based on the proposed project's total building area of 7,129 sf, including a 2,529-sf convenience store and two drive-through fast-food restaurants totaling 4,600 sf, an estimated \$5,560.62 in school impact fees would be generated. The aforementioned fees would be collected in conjunction with building permit issuance.

4.9 Parks and Recreational Facilities

The City of Stockton provides park and recreation services for residents within the City. The closest park to the project site is the Ernie Shropshire Park, approximately 1.21 miles northwest of the project site. Ernie Shropshire Park is equipped with picnic tables, a playground, tennis courts, and a basketball court. The Stockton General Plan establishes policies and standards for



the size and siting of parklands.

The project site is vacant, and new residential development is not proposed on the site that would increase park demands in the vicinity of the project site. Public Facility Fees for parklands are only assessed on new residential development. Future commercial development, which is proposed on the project site, is exempt from parkland fees. However, such development would be subject to the payment of Public Facility Fees for community recreation centers. For retail land uses, the fee would be \$20.25 per 1,000 sf. Based on the proposed project's total building area of 7,129 sf, including a 2,529-sf convenience store and two drive-through fast-food restaurants totaling 4,600 sf, an estimated \$144.36 in Public Facility Fees for community recreation centers would be generated. As with other Public Facility Fees, the fees would be payable upon issuance of a building permit.

4.10 Libraries

The public library system is operated jointly by the City of Stockton and San Joaquin County. The nearest library to the project site is the Maya Angelou Branch Library in southern Stockton. The Stockton-San Joaquin Public Library (SSJCPL) currently operates eight libraries in the City. All libraries are open five days per week. The City of Stockton Community Development Department is planning for the future Northeast Stockton Library and Community Center, which is planned adjacent to the Ronald McNair High School campus.

Capital costs of library expansion are accounted for by the City's Public Facilities Fee program. The City of Stockton has adopted a Public Facility Fee for libraries payable upon issuance of a building permit. For retail land uses, the fee is \$48.50 per 1,000 sf. Based on the proposed project's total building area of 7,129 sf, including a 2,529-sf convenience store and two drive-through fast-food restaurants totaling 4,600 sf, an estimated \$345.75 in Public Facility Fees for libraries would be generated.

4.11 Maintenance of Public Facilities/Other Governmental Services

Because Arch Road and Kingsley Road are within both the City and County jurisdictions, all connections to utilities and other work within City streets would require an encroachment permit from the City's Public Works Department, and all work done in the County street right-of-way would require County permits. Similarly, the existing roadways would continue to be maintained by the accompanying entity. New public roadways would not be constructed in conjunction with annexation and development of the project site. Development of the project site would involve improvements along the frontage of Arch Road, including new curb and gutter, sidewalks, and driveways, as well as a new driveway along Kingsley Road in the southwestern portion of the project site, all of which would be designed and constructed in accordance with applicable standards.

With increased vehicular traffic resulting from development of the project site, the need for road maintenance would also increase. The proposed project would be responsible for payment of adopted Public Facility Fees for street improvements and traffic signals to fund intersection and roadway segment improvements identified in the City's Street Improvement Plan. For retail land uses, street improvement fees are \$3,177 per 1,000 sf, which would generate approximately \$22,648.83 in street improvement fees. Traffic signal fees vary by proposed land use. The proposed project would include the development of a gas station with a convenience store and a fueling canopy, as well as two drive-through fast-food restaurants; however, the fueling canopy is not included in the total building square footage used to calculate the City's Public Facilities Fees.



The traffic signal fee for a convenience store market dispensing fuel and a fast-food restaurant with drive-thru is \$9,718 per 1,000 sf and \$7,450 per 1,000 sf, respectively. Based on the proposed project's total building area of 7,129 sf, including a 2,529-sf convenience store and two drive-through fast-food restaurants totaling 4,600 sf, an estimated \$58,842.82 would be generated for traffic signal fees. The City of Stockton requires that the fees be paid prior to building permit issuance.

The proposed project would also be required to pay a Regional Transportation Impact Fee (RTIF). The RTIF program's objective is to generate funding from new development projects that impact the Regional Transportation Network and integrate the funds with federal, State, and other local funding to make transportation improvements identified in the RTIF Program. Roadways in the RTIF Program that are in the vicinity of the project site include SR 99 and Arch Road. The RTIF for retail development is \$1,610 per 1,000 sf. Based on the proposed project's total building area of 7,129 sf, including a 2,529-sf convenience store and two drive-through fast-food restaurants totaling 4,600 sf, an estimated \$11,477.69 would be generated for the RTIF.

The project proponent would also be responsible for construction of on-site road improvements and any proportionate shares based on the traffic loadings of improvements not included in the City's fee program.

4.12 Summary of Finances to Support Services

4.12.1 City Fees

Table 4.12-1 summarizes the total fees that the proposed development on the project site would pay, based on the current City fee schedule. Along with the fees described above, fees are also collected for the following:

- Expansion of City offices (\$22.50 per 1,000 sf of retail);
- Air quality (\$689 per 1,000 sf of retail);
- Community recreation centers (\$20.25 per 1,000 sf of retail);
- County facilities (\$540 per 1,000 sf of retail);
- Surface water for SEWD (\$0.283 per sf of retail/0.30); and
- Related administrative costs (see below).



Table 4.12-1	
Estimated Capital Facility Fees for	
3568 Arch Road Annexation Project	
Fee Category	Annexation Total
a. City Office Space	\$160.40
b. Fire Protection	\$434.87
c. Libraries	\$345.75
d. Police Protection	\$384.96
e. Community Recreation Centers	\$144.36
f. Surface Water	\$6,725.02
g. Street Improvements	\$22,648.83
h. Air Quality	\$4,911.88
Subtotal of Items a through h	\$35,756.07
i. Administrative Fee (2.5 percent of subtotal for Items a-j)	893.90
Subtotal	36,649.97
j. Water Connection Fee	\$100,275.68
k. Wastewater Connection Fee	\$2,850
Subtotal of Items j and k	103,125.68
l. Administrative Fee (3.5 percent of subtotal for Items j and k)	3,609.40
m. Regional Transportation Impact Fee	\$11,477.69
Subtotal	154,862.74
n. Traffic Signal Fee	\$58,842.82
GRAND TOTAL	\$213,705.56

Mechanisms exist to ensure that the required Public Facilities Fees are paid and that public services can be maintained at appropriate levels. The mechanisms include various City ordinances and resolutions requiring the payment of fees and establishing updated fee schedules. Provision has been made by the City to adjust fee schedules annually to keep pace with infrastructure and public facility costs. As a result, the City of Stockton operates from year to year with a fee structure that reasonably anticipates and collects fees sufficient to meet all capital improvement needs associated with new development.

4.12.2 Estimated Project Revenues

As a Charter City, the City of Stockton benefits from the same revenue sources as general law cities, as well as a utility user tax. The City receives a portion of the property tax collected within the City limits, and receives franchise payments from electrical distribution, cable television and refuse collection activities. The major sources of revenue that would be generated by the proposed project for the City of Stockton are shown in Table 4.12-2 and are described in detail below. The total revenue presented in Table 4.12-2 is a conservative estimate; property and sales tax revenues could be higher. Additionally, the City operates public utilities (i.e., water and sewer) as enterprise functions, and engages in a number of public recreation activities on a quasi-enterprise basis, subsidized by the general fund (e.g., golf courses, ice arena, civic auditorium).



Table 4.12-2	
Estimated Annual City Revenues Based on Tax Sources as a Result of Project	
Source	Annual Revenue
Property Tax	\$10,000
Sales Tax	\$328,500
Franchise Tax	\$5,000
Utility User Tax	\$6,000
Business License Fees and Taxes	\$2,000
Total	\$351,500

Property Tax

Based on information provided by the project applicant, relying on their experience developing, owning, and operating other gas station sites, some of which are located in the San Joaquin County area, the property value is estimated to be approximately \$5,000,000. This amount accounts for construction costs and expected equity. The total annual property tax assessed on the project site would be an estimated \$62,500.

The City receives approximately \$0.16 per \$1.00 of property tax paid by the property owner.¹ Therefore, the City's share of the total annual property tax amount would be approximately \$10,000.

Sales Tax

Sales tax revenues make up a large share of the City's budget. The current sales tax rate in the City of Stockton is nine percent, with the City receiving 2.25 percent of taxable sales, 1.25 percent of which is a result of measures approved by City voters (Measure A - 0.75 percent; Measure W - 0.25 percent; and Measure M - 0.25 percent). Taxable sales activity would be generated by the proposed commercial land uses on the project site. The project applicant anticipates an annual gross revenue of \$14,600,000 based off an average fuel price of \$5 per gallon with 7,000 gallons sold per day, and average daily convenience store sales of approximately \$5,000. Based on an annual gross revenue of \$14,600,000, the estimated sales tax revenue from the project would be approximately \$328,500 annually.

Franchise Tax

Franchise taxes are levied upon the providers of natural gas, electric, refuse removal and cable television service. The franchise tax, which is two percent for most utilities and three percent for cable TV, is levied upon the provider rather than the customer and is charged against all utility revenues. For the proposed project, the estimated annual utility costs and, therefore, utility provider revenues, would be approximately \$100,000 annually. As a result, commercial development on the project site would generate approximately \$5,000 annually in franchise tax revenues.

Utility User Tax

A Utility User Tax is levied against utility charges for all non-public users of gas, electric, water,

¹ Moore, Nicole, Contract Planner, City of Stockton Community Development Department. Personal Communication [email] with Muthana Ibrahim, Architect and President, M I Architects, Inc. January 5, 2024.



telephone and cable television services. The Utility User Tax is six percent of a customer's monthly bill. As noted above, commercial development on the project site would generate approximately \$100,000 in utility costs annually. Therefore, the project site would generate an estimated \$6,000 annually in Utility User Tax revenues.

Business License Tax

The City of Stockton assesses a business registration fee and a license tax on any person engaged in or carrying on any profession, trade, calling, occupation or business in the City. Beyond a registration fee of \$24, businesses are assessed at varying rates based typically on their gross receipts. Gross receipts information for the annexation area is unknown. Four businesses are assumed to occur within the project site (i.e., gas station, convenience store, two drive-through fast-food restaurants). Assuming each business is responsible for annual business license fees and taxes of \$500, the estimated annual revenue increase to the City would be \$2,000. The fee is considered a low estimate; gross receipt information is not available to provide a more realistic estimate.

State Subventions

Gas tax, homeowners exemption, motor vehicle license, and other fees are grouped as various State of California taxes which, when distributed to local government, become a source of City revenue. Gas tax revenues are restricted in use to upgrading, constructing, and maintaining public roads. The revenues have typically been estimated on a per capita (population) basis. Because the proposed project site is vacant and planned for commercial development, new residential development is not proposed. As a result, substantial State subvention revenues would not be generated by the proposed project.

Measure K - Local Street Repair

The passage of Measure K in 1990 instituted a 1/2-cent sales tax dedicated to transportation improvement projects in San Joaquin County. Measure K provides funding for a system of improved highways and local streets, new passenger rail service, regional and interregional bus routes, park-and-ride lots, new bicycle facilities, and railroad crossings. Measure K was extended another 30 years by voter approval in 2006.

San Joaquin County and cities within the County share 35 percent of the sales tax revenue for local street repair. The local jurisdictions receive an annual funding allocation for local street repairs, as well as safety and operations improvements. The local share of Measure K funds is distributed by a formula based primarily on the City's proportionate share of the overall County population. Because the proposed annexation would not involve any change in the City's population, a substantial change in Measure K revenue would not occur.

On-Site Public Infrastructure Improvements

Development projects in Stockton are responsible for the costs of on-site public infrastructure improvements, including interior streets, sewer, water and storm drainage lines, and other infrastructure, and their connection to existing City systems. The developer is also responsible for street and utility improvements along project frontage on existing streets. Any Infrastructure costs would be the responsibility of the developers. Improvements of City or area-wide benefit may be subject to reimbursement. The developers would also be responsible for infrastructure-related Public Facilities Fees described above.



4.13 Overall Impact of Project on City Budget

As indicated in Table 4.12-1, the proposed project would generate approximately \$213,705.56 in one-time capital facility fees to cover expenses associated with new or expanded public facilities and services. In addition, as indicated in Table 4.12-2, the project is expected to generate a minimum of \$351,500 in annual revenues to the City.

The City's wastewater system has adequate capacity to accommodate additional wastewater from the project, and existing sewer lines in the area can carry the anticipated flow. Supplies for the City's water system are sufficient to satisfy potential project demand, and new supplies would not need to be obtained. The project developer would provide the necessary water and sewer connections to the City's systems, along with storm drainage facilities to accommodate runoff in accordance with City standards. The City would not need to provide new or expanded facilities for the project. Expenses to provide City utilities to the project site are expected to be minimal and would be covered by monthly utility billing to the project activities.

While the project would place an additional demand for service on the City's fire and police departments, new or expanded facilities would not be required to accommodate the demand. Regardless, the proposed project would be required to pay Public Facility Fees toward the City fire and police facilities. Expenses to provide City fire and police services to the annexation area are also expected to be minimal. The project's payment of adopted Public Facility Fees for street improvements and traffic signals to fund intersection and roadway segment improvements identified in the City's Street Improvement Plan would be sufficient to address any necessary increase in road maintenance resultant of the proposed project.

In summary, the City would be expected to incur limited expenses in providing City services to the project site, while also expected to receive substantial revenues from project activities. Thus, at the project level, the City would likely operate at a budget surplus.

