



Crystal Bay

AT SPANOS PARK WEST

PLANNED UNIT RESIDENTIAL DISTRICT PURD 1-08



Prepared for the City of Stockton by
AG SPANOS Company

Application Submittal – July 2005
Revised March 2008

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PLANNED DEVELOPMENT

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Executive Summary

Planned Development



EXECUTIVE SUMMARY

S.1 STATEMENT OF PURPOSE

The City of Stockton has enacted a Planned Development (PD) regulations applicable to residential commercial and industrial zoning districts of the City. Stockton Municipal Code sections 16-545.010 through 16-545.100.

According to the Municipal Code, the purpose of a planned development is to “promote and encourage maximum flexibility in the residential...zoning districts of the City related to site planning, property development, cluster development and the provisions of open space.” Further the Planned Development should encourage design and development innovation and creativity, ensure consistency with the General Plan and protect the public health and safety.

Therefore this Planned Development constitutes the primary land use and regulatory document establishing policies, standards and objectives for developing the Crystal Bay project. It includes planning within this comprehensive regulatory framework. The Planned Development intend to comply with the City’s General Plan, summarize the issues and development conditions and establish policies and standards that implement the plan. The Planned Development grants to decision-makers the ability to amend this Plan in the future to meet unanticipated changes to market demand.

The intent and purpose of the PD is to describe all proposed land uses within “Crystal Bay at Spanos Park West,” (“the Project”), provide development options within the neighborhoods, and to establish a flexible and efficient planning review process. The PD accommodates a range of densities with each being compatible and consistent with the objectives, policies, general land uses, and programs of the City’s General Plan.

The PD is the primary land use and regulatory document establishing the standards and strategies for the development of Crystal Bay. The PD includes planning within the framework of a comprehensive regulatory plan. The goals and objectives included in this Plan are intended to comply with those of the City’s General Plan, summarize the issues and development conditions, and establish the policies and standards that both control and govern the build out of Crystal Bay. This Plan would grant the decision-makers of future projects/site development the ability to amend the proposed development and to meet unanticipated changes in market demand.

The PD also includes an implementation program that describes regulatory and amendment procedures.

All proposed City owned utilities depicted in this PD are schematic and will be analyzed in detail in conjunction with preparation of utility master plans. City of Stockton utility infrastructure requirements for water, sanitary sewerage, storm drainage, and non-potable water system shall not

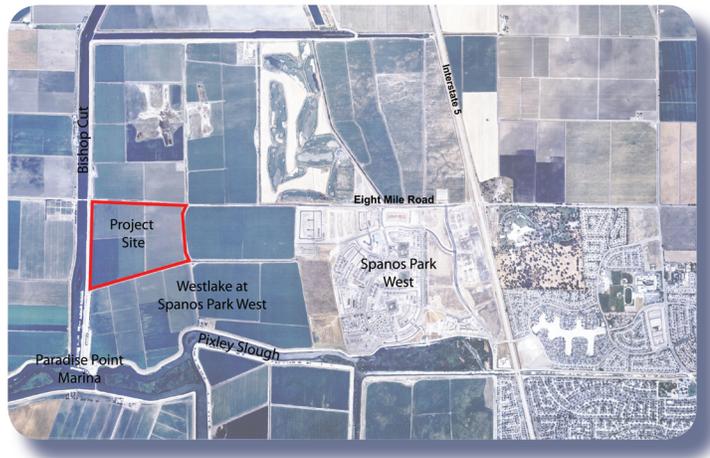


Figure S.1 — Aerial Photo

be superseded by the PD. Such infrastructure shall be designed and constructed in accordance with the City's Standard Plans and Specifications and Municipal Utilities Department requirements. Improvement plans will not be submitted for review until all water, sanitary sewerage, storm drainage, and non-potable water system master plans have been approved by the Municipal Utilities Department.

S.2 PROJECT SUMMARY

S.2.1 LOCATION

Crystal Bay is a planned residential community of 173± acres and approximately 1,343 residential units, designed with a wide variety of park and open space amenities located in the northwest portion of the City of Stockton. The project site is bound by Eight Mile Road to the north, Bishop Cut and Rio Blanco Rd. to the west, and the southern and eastern boundaries abutting Westlake at Spanos Park West. The natural boundaries of existing development, the Delta to the West, and Eight Mile Road to the north, make development of the project a logical extension for growth.

The site is flat topographically, typical of the central San Joaquin Valley floor. Elevation of the property ranges from approximately four feet below mean sea level in the northeast corner to nine feet below mean sea level in the southwest corner.

S.2.2 PROJECT INFORMATION

Crystal Bay is planned as an extension of the existing high quality development abutting

the proposed project. The adjacent developments of Westlake in Spanos Park West have been planned to accommodate Crystal Bay. The proposed road extensions to Eight Mile Road,

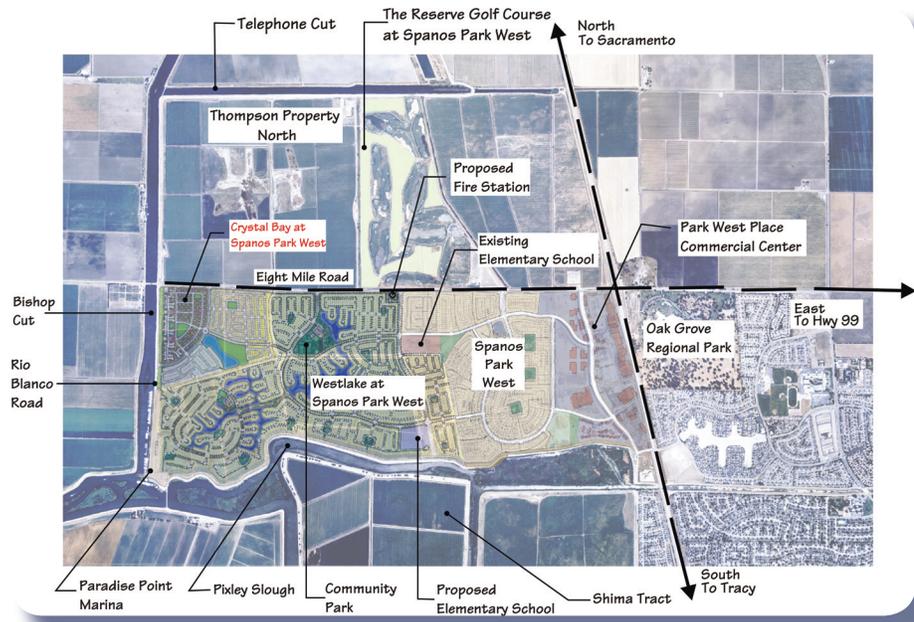


Figure S.2 — Regional Context

Scott Creek Drive, and pedestrian and bike pathways will complete and provide for additional access to the area’s already strong network of recreational and natural amenities. These amenities include parks, open spaces, the nearby golf course, and the Delta. (See Figure S.2) Adjacent development has also been planned to accommodate Crystal Bay and includes two elementary schools, a fire station, sizing of future utility stub lines, a logical system of interior and major circulation streets, and improvements to the interchange at Eight Mile Road. Crystal Bay will also increase the resident base of consumers to the nearby retail shopping complex at Park West Place, the adjacent Paradise Point Marina, and the Reserve Golf Course.

The development plan consists of four neighborhoods that are generally defined by major circulation roads, and a project-created lake and park amenity. The community is anticipated to include four residential product types: traditional detached single-family, compact single-family residential, small lot courtyard detached residential, and attached high density multi-family residential units. The traditional single-family residential units will be developed on approximately 19.4 acres at a density of 7.5 dwelling units per acre. Compact single-family units will be developed on approximately 39.8 acres at a density of 12.9 dwelling units per acre. The small lot courtyard single-family residential units will be developed on approximately 20.5 acres at a density of 15.2 dwelling units per acre, and the high density residential units will be developed on approximately 18.4 acres at a density of 21.3 dwelling units per acre.

A total of 13 acres of park land will be dedicated as part of the proposed Project. The traditional single-family residential will be clustered around an eight-acre neighborhood park and a 7.2-acre lake. The park may include a tot lot and open areas for play fields. The lake will not only be a visual amenity for the project, but will also provide for storm water treatment and a portion of the necessary retention. In addition, the lake will serve as a source of irrigation water for the park and other landscape areas. The courtyard single-family is developed around two mini parks with a total of 3.1 acres. The mini parks may include such amenities as tot lots and open play areas. High density residential will be developed around two mini parks that may include such amenities as tot lots, barbecue facilities, open play areas. A third private



Figure S.3 — Development Site Plan

recreation amenity may include a private pool and spa complex. (See Figure S.3) Two of the parks have been designed adjacent to the greenbelt amenity with a system of trails to provide access to the Delta by the proposed project. The 8.5-acre greenbelt will be landscaped and include a bike and pedestrian trail, along with a par course consisting of exercise stations linked to the trail. The bike and pedestrian trail will terminate at the northern portion of the Paradise Point Marina parcel. At this time, the

marina is not planned to be redeveloped. If and when the marina is redeveloped, it may be feasible to connect the proposed bike and pedestrian trail with this project to a similar levee trail at Westlake at Spanos Park West to complete the trail system within the City. At this time, the existing marina will continue as a Delta recreational hub for boat rentals, private boat slips, and boat launching.

S.2.3 RANGE OF ISSUES

In preparation of the PD, a number of issues related to the development of the project were identified by City staff. These include the following:

- Hydrology and storm water treatment
- Connectivity to the Delta recreation amenity
- Aesthetic view shed from the Delta
- Increased demand for public services (parks, fire, police, schools and libraries)
- Increased demand for City services (water, sewage, gas and electricity)

During the design of the project, numerous design solutions and mitigation measures were explored with City staff to address the issues identified above. The following is a brief summary of the solutions incorporated into the PD.

Hydrology and Water Quality – The proposed project will implement a storm water system comprised of a lake, treatment system, and conveyance facilities. The project will be subject to the Storm Water Quality Control Criteria Plan (SWQCCP) and the owners, developers and/or successors-in-interest (ODS) shall pay all associated fees, as required by the City’s Storm Water Pollution Prevention Program (SWPPP) as set forth in its NPDES Storm Water Permit.

Connectivity to the Delta – The project design has incorporated a number of parks, greenbelts, trail linkages, and public streets to provide for both pedestrian and vehicular access to the Delta recreational amenity and the Paradise Point Marina.

Aesthetics – Adherence of architectural and landscape requirements outlined in the MDP and implementation of landscape buffers, landscaping and lighting requirements, and non-glare building materials where feasible.

Public Services – The owner, developer, home owners’ association, or successor-in-interest shall create or pay applicable development impact fees and assessments for park development and maintenance, police, fire, school, and library improvements and services.

City Services – The owners, developers, and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable sewer connection fees required for improvements to the Stockton Regional Wastewater Control facilities and obtain all required permits for appropriate state, federal, and local agencies.

S.3.3 SUMMARY OF PREPARATION PROCESS

The Crystal Bay PD has been prepared under the guidance of the City of Stockton staff. Working closely with staff, the project design was developed and refined under their supervision. A Notice of Preparation and accompanying EIR have been submitted to staff for review and public comments.

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Planned Development



CHAPTER 1

INTRODUCTION

1.0 INTRODUCTION

1.1 PURPOSE OF THE PLANNED DEVELOPMENT

The purpose of this Division is to provide standards for applicants that desire to develop under the provisions of Planned Development Permits (Division 16-545). The standards in this Division are intended to promote quality design and innovative site planning consistent with the goals and policies of the General Plan. The planned development standards promote high quality development that incorporates amenities beyond those expected under conventional development, to achieve greater flexibility in design, to encourage well-planned projects through creative and imaginative planning, and to provide for the appropriate use of land that is sufficiently unique in its physical characteristics or other circumstances to warrant special consideration of development standards.

1.2 PROJECT DESCRIPTION AND OVERVIEW

The Project proposes a General Plan Amendment, Rezoning, Planned Development Application, Vesting Tentative Map, and annexation of three parcels comprising the 173± acre Project site. The development plan consists of four neighborhoods that are generally defined by major circulation roads, and a Project-created lake. The community is anticipated to include approximately 1,343 units, consisting of four residential product types; traditional detached single-family, compact single-family residential, small lot courtyard detached residential, and attached high density multi-family residential units. The traditional single-family residential units will be developed on approximately 19.4 acres at a density of 7.5 dwelling units per acre. Compact single-family units will be developed on approximately 39.8 acres at a density of 12.9 dwelling units per acre. The small lot courtyard single-family residential units will be developed on approximately 18.3 acres at a density of 15.2 dwelling units per acre, and the high density residential units will be developed on approximately 18.4 acres at a density of 21.3 dwelling units per acre.

A total of 8.5 acres of park land will be dedicated as part of this proposed Project. See Figure 1.2. The traditional single-family residential will be clustered around a 8-acre neighborhood park and a 7.2-acre lake. The park may include a tot lot and open

areas for play fields. The lake will provide for storm water treatment and a portion of the necessary retention. The lake will also serve as a source of irrigation water for the park and other landscape areas. The courtyard single-family is developed on a grid street pattern around two mini parks with a total of 3.1 acres. The mini parks may include such amenities as tot lots, and open play areas. The development of the high-density parcel will require the dedication of the required park land for the number of residents generated by the high density units.

In addition to the park dedication, the proposed Project also includes 8.5 acres of greenbelt along the levee adjacent to Bishop Cut. The greenbelt will be landscaped and include a bike and pedestrian trail, along with a par course consisting of exercise stations, along the western property boundary. The bike and pedestrian trail will terminate at the Paradise Point Marina parcel. If the marina is more intensely developed or redeveloped, it may be feasible to connect the proposed bike and pedestrian trail with this Project to the levee trail at Westlake at Spanos Park West. At this time, the existing marina is not proposed for additional development, but will continue as a Delta recreational hub for boat rentals and private slips.

1.3.1 GENERAL SITE LOCATION



Figure 1.1 — Development Plan

The PD contains approximately 173± acres, located within San Joaquin County near the northwest portion of the City of Stockton, California, see Figure 1.3. The Project site is bounded to the north by Eight Mile Road, to the South by Westlake at Spanos Park



Figure 1.2 — Park Plan

West, to the west by Bishop Cut and Rio Blanco Road, and to the east by Westlake at Spanos Park West. (See Figure 1.4)

Crystal Bay at Spanos Park West is adjacent to the Westlake development, south of Eight Mile Road and east of Rio Blanco Road.

The site includes three parcels, Assessors Parcel Numbers 055-310-04, 05 and 06, consisting of 173.76 acres in area.

1.3.2 VISION AND GOALS/ PLANNING PRINCIPALS AND INFLUENCES

Crystal Bay is a residential development consisting of single-family and multi-family high density residential housing product types,



Figure 1.3 — Regional Location

offering a range of residential choices to attract individuals and families from a broad economic spectrum. The proposed Project includes single-family residential units, high density residential units, public parks, a lake, and open space areas designed to meet the needs of future Stockton residents and provide connectivity with the Delta. As a master-planned development, Crystal Bay would build upon the quality of development created within Westlake at Spanos Park West and Spanos Park West and provide an inter-connected circulation and pedestrian system that will provide for an integrated and orderly expansion of the commercial and residential communities south of Eight Mile Road.

This section sets forth the planning goals, objectives, and policies for Crystal Bay. This PD document is intended to be a refinement of the policies, general land uses, and programs of the Stockton General Plan. Thus, this PD incorporates the policies, general land uses, and programs of the Stockton General Plan by reference.

The goals and objectives of the Project PD are as follows:

Primary Goal: (1) to create a well-designed residential community that is integrated with adjoining residential to provide connectivity with the Delta; (2) to facilitate the design and development of a community with neighborhoods diverse in population and activity; and (3) to provide amenities such as parks, trails and lakes to enhance project livability.

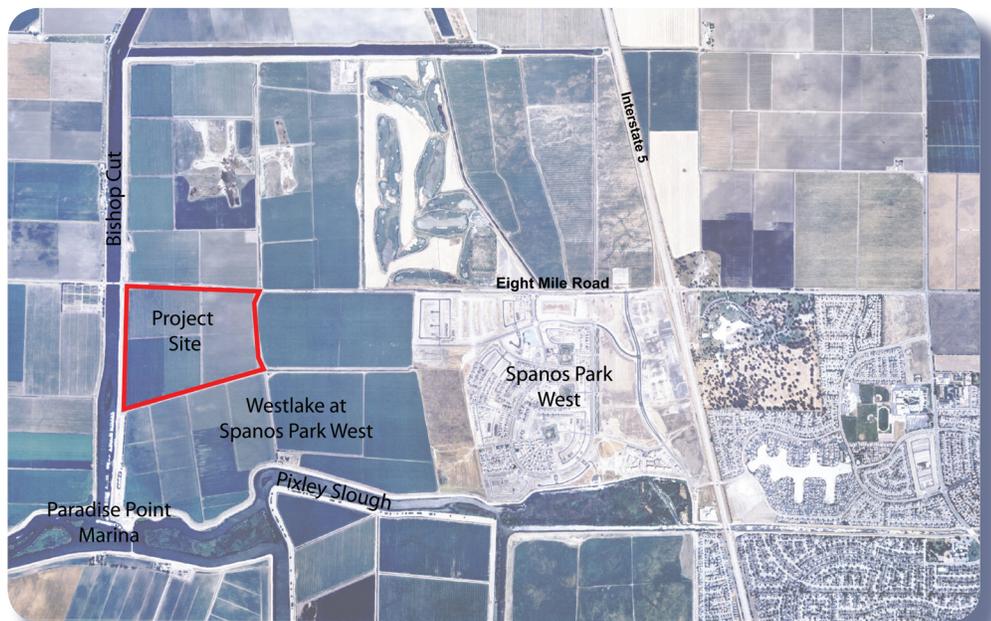


Figure 1.4 — Aerial Photo

Residential Goals: (1) to build high quality residential units combining the best of modern development practices with architectural styles and detailing consistent with traditional neighborhoods; (2) to create a safe, secure environment with walkable neighborhoods that meet the needs of a diverse market sector; and (3) to design streets and a circulation system resulting in neighborhoods that balance the scale between pedestrians and vehicles and connectivity with the Delta.

Open Space Goals: (1) to promote open space within neighborhoods to provide a convenient and safe destination for children to play and families to gather; (2) to develop a lake that provides a focal point and recreation opportunities that would also be utilized for enhancing the environment by improving water quality and reducing water demand; and (3) to provide a system of pathways/sidewalks that would be available to the public, providing accessibility, recreation opportunities, and connectivity to the Delta, as an amenity to be enjoyed by the community.



Neighborhood Design



Conceptual Residential

1.4 VILLAGE CONCEPTS

The Crystal Bay project was not identified as a village within the Stockton Tomorrow Alternatives for the Stockton General Plan. However, the project design does incorporate many of the village concepts put forth with those being the following:

- Each village should be connected to the City's overall circulation systems. Transit armatures, open space corridors, waterways, civic streets, and other organizational features would link villages to each other.
- A mix of housing and uses would be found in every village. Denser housing would be located along transit routes and adjacent to commercial areas. Uses would be mixed and organized around public streets and spaces. Uses, such

as churches and schools, would be located in residential areas providing an opportunity for joint use of park spaces and provide neighborhood social and physical focal points.

- An underlying organization feature of the villages would be their scale and patterns that are conducive to walking and using transit. Block patterns, walking routes and edges, social orientation of buildings, and streetscapes provide for pedestrian comfort and interest.
- Stockton has a variety of parks and waterways that transverse the City. Future parkways and civic corridors would add other citywide organizational features that will connect villages and their neighborhoods together. Each village would contribute to making connections.



Conceptual Lake View



Open Space Concept

1.5 PLANNING PROCESS

Crystal Bay is presently located within the unincorporated area of San Joaquin County and within the City of Stockton Sphere of Influence as established by the San Joaquin County Local Agency Formation Commission (“**LAFCo**”). Applications have been made to the City of Stockton for the following:

1. General plan amendment
2. Rezoning
3. Planned Development Application
4. Precise Road Plan Amendment for Eight Mile Road
5. Vesting Tentative Map
6. Annexation

Upon approval by the City Council of the City of Stockton of items 1, 2, 3, 4, 5 and 6 set forth in the preceding paragraph, the PD will be consistent with the policies, general land uses, and programs of the City of Stockton General Plan. The Land Use Element

of the General Plan will be amended to reflect the land use designation for Crystal Bay at Spanos Park West. This PD specifies a range of land uses and development densities that will be implemented within the Project. The Proposed General Plan illustrates the amendment to the City of Stockton General Plan Land Use Map. The following are the amendments necessary to implement the project; approximately 97-acres will be amended to Medium Density Residential; approximately 20-acres will be amended to High Density Residential; approximately 16-acres will be amended to Open Space; and approximately 9.98-acres will be amended to Public Facilities. Figure 1.5 illustrates the approximate boundaries of the areas to be amended.

1.6 PROPOSED PREZONING

The project is currently within the County and is zoned Commercial Recreation. The PD proposes Prezoning the project to be consistent with the densities of the General Plan Amendment and housing product types planned by this project. The Proposed Prezoning Plan illustrates the amendment to the City of Stockton Zoning Map. The following prezoning will be necessary to implement the project; approximately 97-acres will be amended to RM-Residential Medium; approximately 20-acres will be amended to RH-Residential High; approximately 16-acres will be amended to OS-

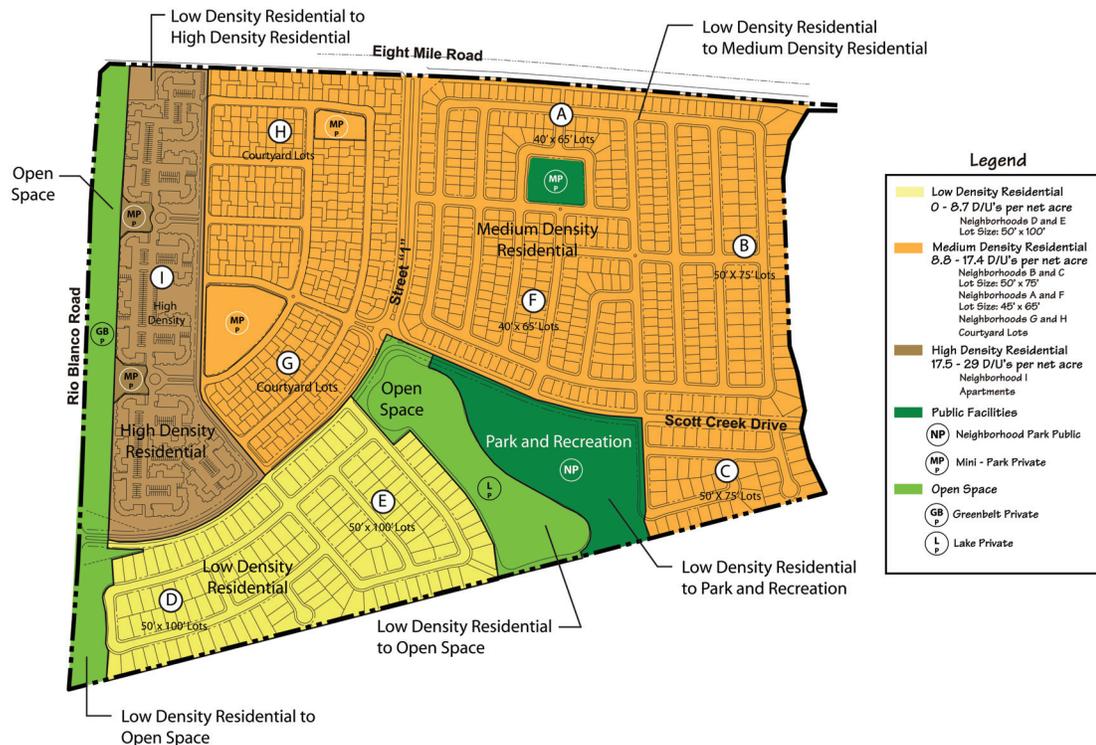


Figure 1.5 — Proposed General Plan Designation

Open Space; and approximately 9.98-acres will be amended to PF-Public Facilities. Figure 1.6 illustrates the approximate boundaries for the proposed project.



Figure 1.6 — Proposed Rezoning Designation

1.61 STATEMENT OF GENERAL PLAN CONSISTENCY

The PD complies with the following General Objectives, Goals, and Policies of the existing General Plan;

General Objectives: Stockton's General Plan is a document designed to achieve the following general objectives (Refer to page I-13 of the City of Stockton General Plan Policy document):

Objective 1: Develop a balanced and complete community in terms of land use distribution and densities, housing types, and economic development opportunities.

Objective 2: Promote the development of a sufficient quantity and variety of well-designed, safe, and sanitary housing units to meet the needs of all residents.

Objective 3: Establish a balanced transportation and circulation system, which provides for the efficient movement of people and goods while minimizing the impacts

on adjacent land uses.

Objective 4: Promote development that, by its location and design, reduces the need for nonrenewable energy resources and the associated release of air pollutants.

1.6.2 FUTURE PROJECTS AND CONSISTENCY WITH THE PD

This Planned Development Application, and the companion Environmental Impact Report (EIR) establish the criteria for evaluating and processing specific proposals for development within Crystal Bay at Spanos Park West. The primary intent and purpose of this PD are to create the framework for future development and provide effective design solutions where the residential uses interface with the proposed recreational and existing commercial uses adjacent to Crystal Bay, while remaining consistent with the policies, general land uses, and programs of the City's General Plan.

Any future development application within Crystal Bay must demonstrate that the proposed development is consistent with the goals, objectives, and policies of the PD and the City's General Plan. The City's General Plan, Zoning Ordinance, this PD and the companion EIR provide the criteria and process for considering and implementing development proposals taking into account the specific facts and conditions as disclosed by the Project application.

The proposed Project put forth in this application is residential and provides a range of development options for residential neighborhoods. Future project applications would need to include plans and technical studies, including site plans, floor plans, exterior building elevations, and soils reports to allow the proposed Project to be evaluated for consistency with the PD. The Community Development Director may require additional studies, determined on a case-by-case basis.

Several findings are required before the Planning Commission and City Council may approve the PD. The reviewing body must be able to make all of the following findings in a positive manner to approve the Planned Development:

- A. The PD is consistent with the objectives, policies, general land uses, programs, and actions of the City's General Plan
- B. The PD adequately describes the physical development characteristics of the site
- C. The development standards identified in the PD would serve to protect the public convenience, health, safety and general welfare

- D. The development would provide a compatible land use relationship with the surrounding neighborhoods
- E. The PD is in compliance with all applicable requirements of the City's Planning and Zoning Code, other local ordinances and State and Federal Law
- F. The PD is in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City's environmental guidelines

The proposed PD would not create internal inconsistencies within the PD and is consistent with the purpose and intent of the PD it is amending.

During the review of an application for development of a project within Crystal Bay at Spanos Park West, it could be determined that the proposed Project could be inconsistent with the uses and development densities identified and allowed within the PD. In that event, the PD shall only be amended if all of the above-mentioned findings of fact can be made in a positive manner.

1.7 COMPLIANCE WITH CEQA

The Crystal Bay at Spanos Park West Environmental Impact Report (EIR) is the project EIR for the Project and is intended to apply to a series of actions. The EIR is a companion document to the Planned Development for a residential project with a range of densities allocated for all portions of Crystal Bay. Thus, any future development or use within Crystal Bay is exempt from further environmental review provided the proposed development or use is substantially consistent with the PD and no new environmental impacts or conditions need to be addressed as provided by Section 21083.3 of the Public Resources Code.

If an application for development is determined to propose development which deviates from the PD, a subsequent EIR, a supplemental EIR, or an addendum to the project EIR may be required, to the extent that the specific details of the proposal disclose facts or conditions that were not available when this PD was adopted, or the EIR certified (Sections 15162, 15163 and 15164 of the CEQA Guidelines).

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Planned Development



CHAPTER 2

EXISTING CONDITIONS AND CONSTRAINTS

2.0 INTRODUCTION

The existing environmental setting for Crystal Bay Planned Development Area is discussed in this chapter. The primary purpose of this chapter is to provide the City with an analysis of the characteristics of the Project site. The companion Crystal Bay EIR provides an assessment of the existing conditions in greater detail.

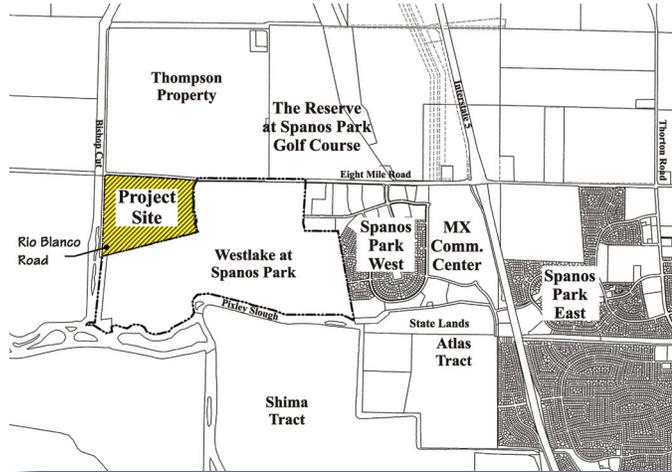


Figure 2.1 — Project Location

2.1 PROJECT LOCATION

The Planned Development area contains approximately 173± acres. The Plan area is bounded by neighborhoods of the recently approved Westlake at Spanos Park West to the south and east, Eight Mile Road to the north, and to the west by Rio Blanco Road and Bishop Cut. The southern and eastern boundary abuts the Westlake development consisting of single-family residential neighborhoods. (See Figure 2.1)



Site Photo

The lands west of Crystal Bay on the opposite sides of Bishop Cut have historically been used for agricultural production. Land uses north of Eight Mile Road include agricultural production. The Vicinity Map, shown above, depicts the location of Crystal Bay, including the northern portions of the City of Stockton to the east and southeast.

Crystal Bay consists of relatively flat land, typical of the San Joaquin Valley floor. The elevation of Crystal Bay ranges from approximately four feet below mean sea level in the northeast corner to nine feet below mean sea level in the southwest corner.

2.1.1 REGIONAL LOCAL SETTING

Public access to Crystal Bay is provided from Eight Mile Road, which abuts the northern boundary of the Project site. Eight Mile Road provides access to the east to Interstate 5 and State Routes 99 and 88. State Route 99 provides access to and from Crystal Bay to Stanislaus County and the City of Modesto to the south and the cities of Lodi, Galt, Elk Grove, Sacramento, and other destinations to the north. Interstate 5 provides access to and from Crystal Bay to Sacramento County and the cities of Lodi and Sacramento to the north and the cities of Lathrop, Manteca, and Tracy to the south. Major employment centers are located in the Stockton, Modesto, Tracy, Livermore, and Sacramento areas.

Crystal Bay is an extension of the existing development surrounding the proposed Project. The natural boundaries of existing development, the Delta to the West and Eight Mile Road to the north, make development of the site a logical extension for growth.

Crystal Bay completes the fabric of the established development pattern. With the widening of Eight Mile Road, extension of Scott Creek Drive and pedestrian and bike pathways, these elements provide for, and complete access to, the area's already strong network of recreational and natural amenities. These include parks, open spaces, and the nearby golf course. (See Figure 2.2)

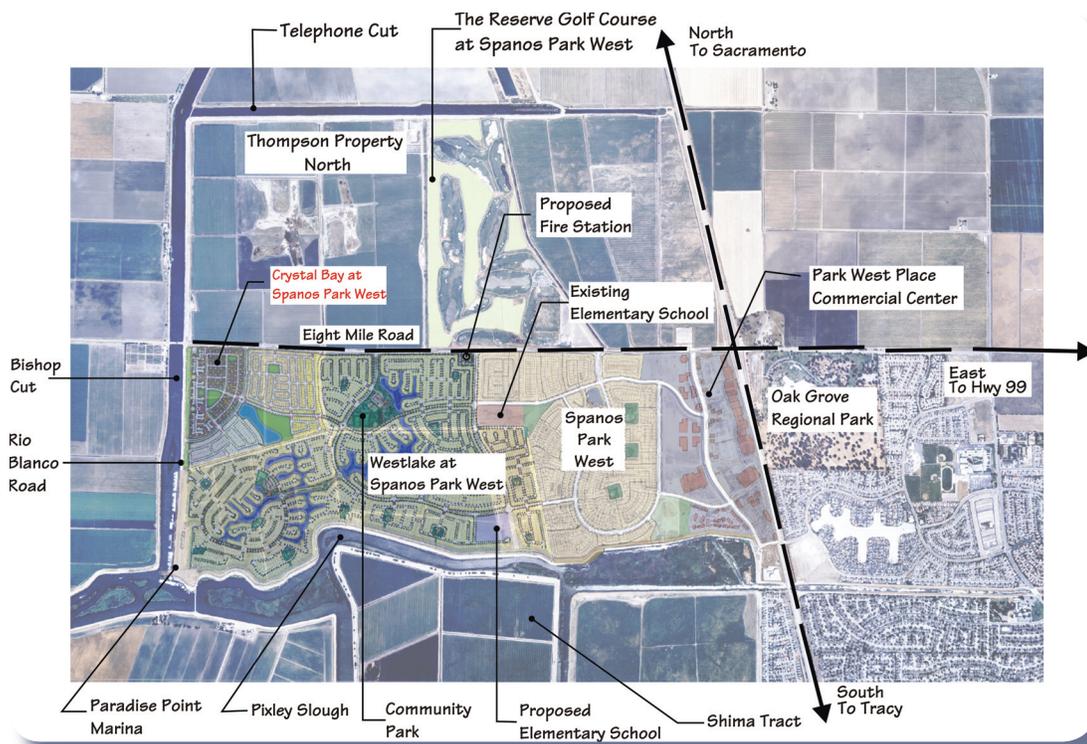


Figure 2.2 — Regional Context

Adjacent development has also been planned to accommodate Crystal Bay and includes two elementary schools, a fire station, sizing of future utility stub lines, a logical system of interior and major circulation streets, and improvements to the interchange at Eight Mile Road. Crystal Bay will also present an increase to the tax base and consumers to the nearby retail shopping at Park West Place, the adjacent Paradise Point Marina, and the Reserve Golf Course.

2.1.2 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The existing General Plan designation for the property is Low-Medium Density Residential, which allows for a density of 0 to 17.4 dwelling units per acre. (See Figure 2.3)

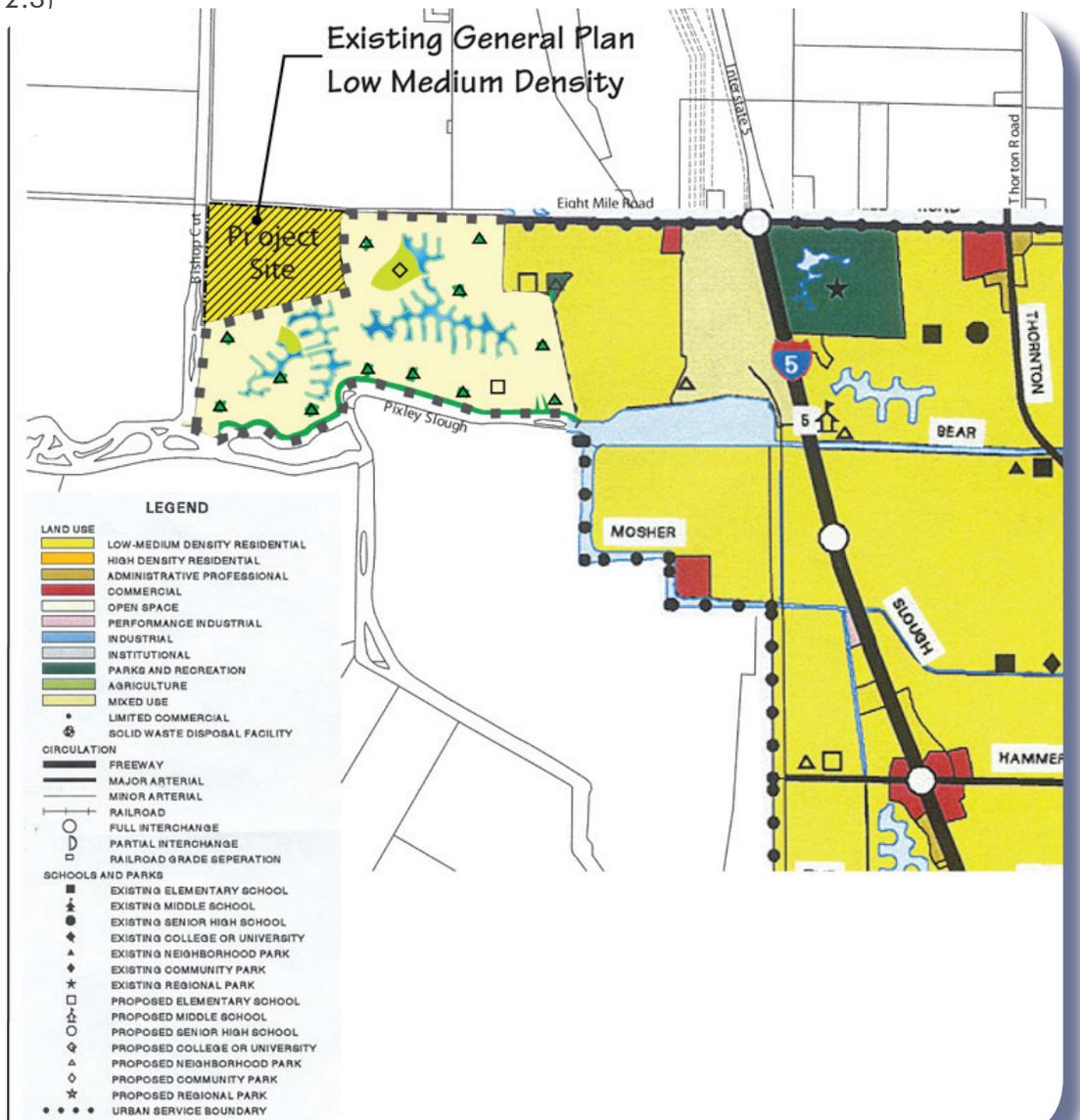


Figure 2.3 — Existing 1990 General Plan Designations

The existing Zoning designation for the property is Unzoned with a San Joaquin County designation of Commercial Recreation. (See Figure 2.4) The property is within the Sphere of Influence and outside the City limits for the City of Stockton.

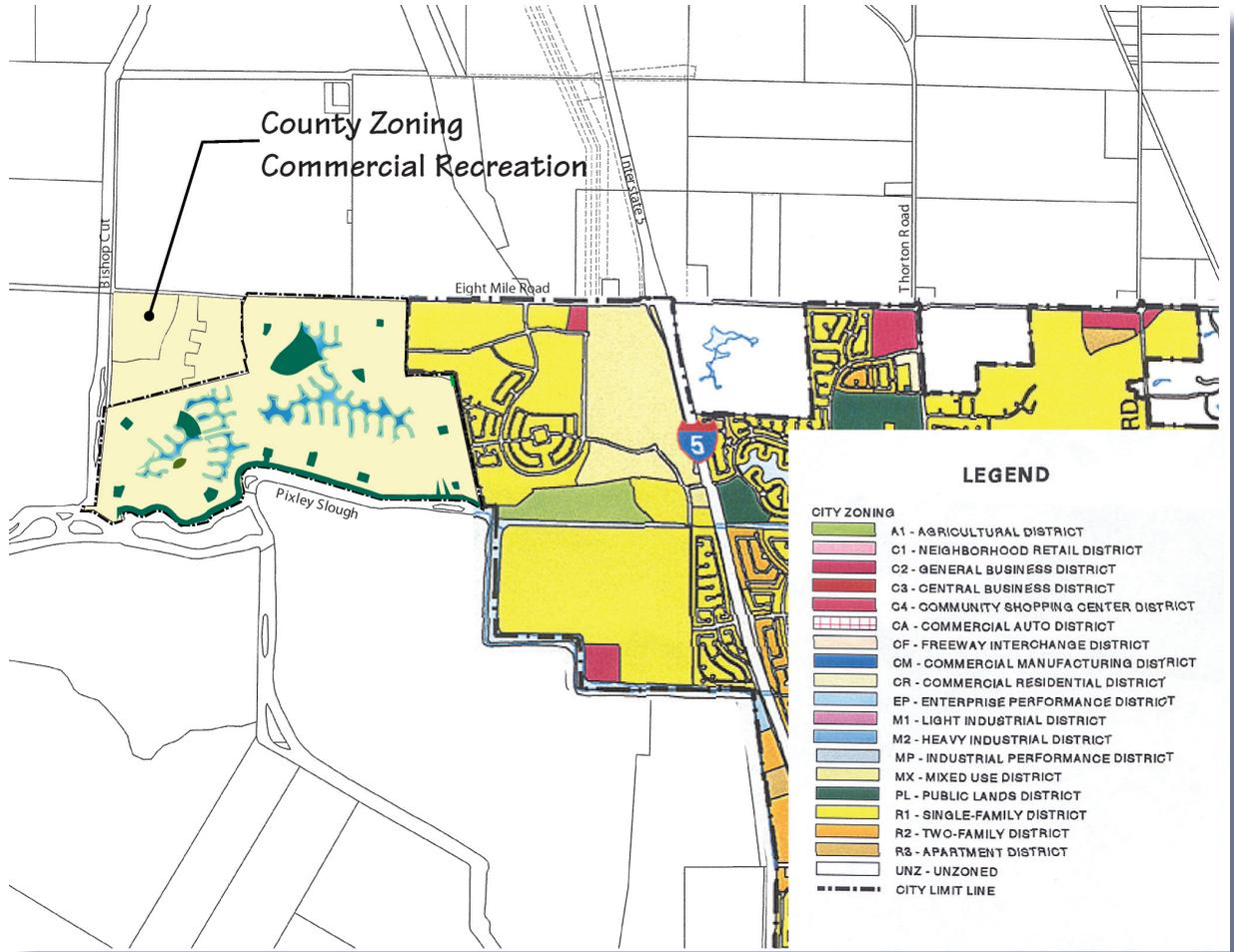


Figure 2.4 — Existing Zoning Designations

The property is within the Urban Services boundary for the City for the provision of utilities and services. (See Figure 2.5)

2.2 EXISTING SITE CONDITIONS AND CONSTRAINTS

The parcels have historically been used for growing agricultural crops, including corn, tomatoes, and other row crops since they were reclaimed from the Sacramento/San Joaquin Delta in 1919.

The Delta Farms Reclamation District No. 2042 will relocate the existing ditches on the Project site that convey off-site flows from the agricultural lands north of Eight Mile

Road. This conveyance for off-site agricultural runoff would be located on the south side of Eight Mile Road and would deliver the runoff to a pump station adjacent to the levee at Rio Blanco Road located at the southwest corner of the property.

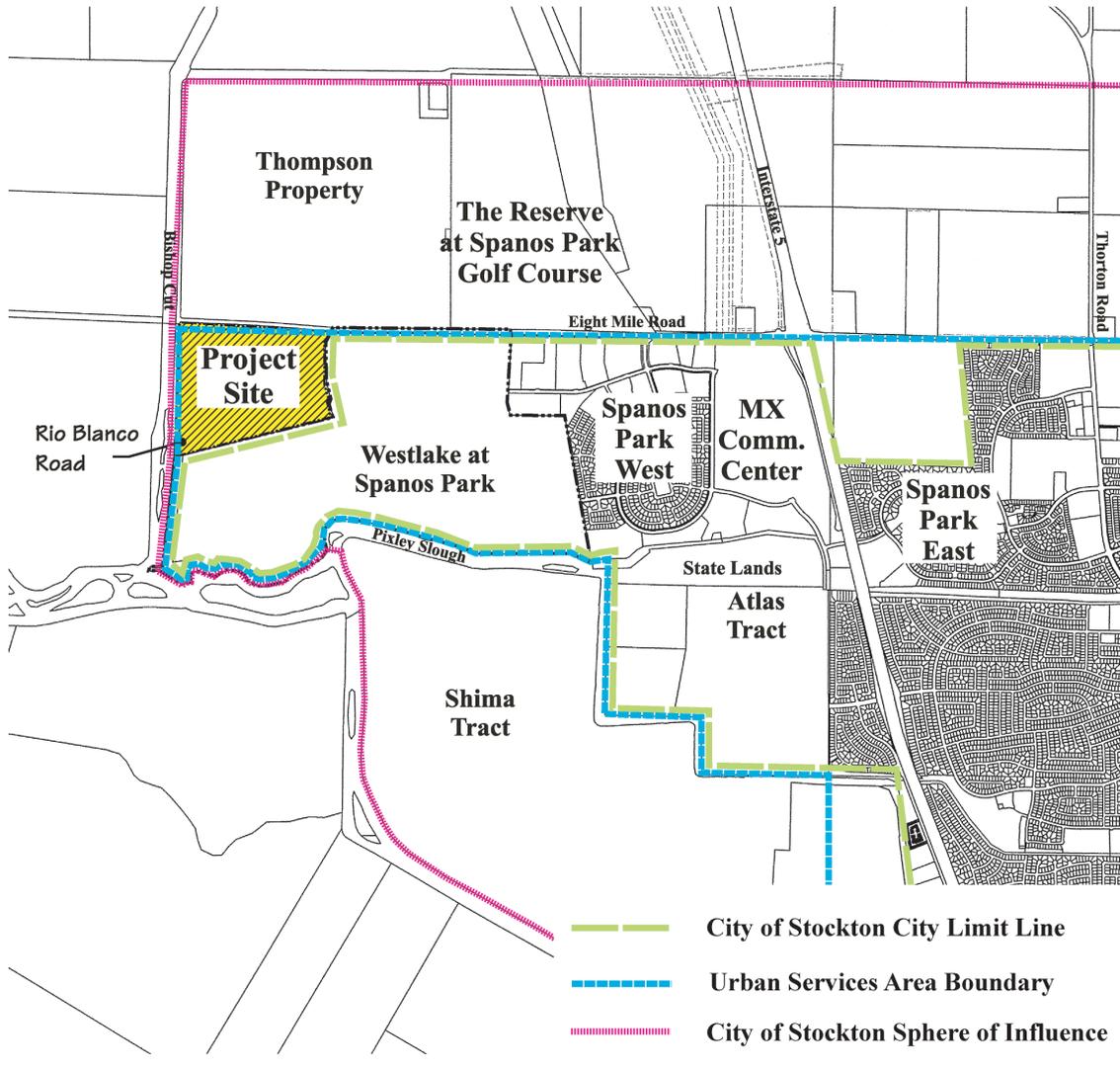


Figure 2.5 — City Boundaries

2.2.1 VISUAL CHARACTER

Due to the relatively level topography, the former agricultural management of property, and lack of the other site characteristics, the property presents limited visual character and scenic value.



Site Picture

2.3 EXISTING ENVIRONMENTAL CONDITIONS AND CONSTRAINTS

2.3.1 WETLANDS

Portions of the levee toe drain along the western property boundary were identified as meeting the criteria for Army Corps of Engineers for wetlands. However, the wetlands on the project are not expected to be regulated as waters of the U.S. in light of the Corps delineation verification on the Westlake Village site.

2.3.2 BIOLOGICAL RESOURCES

A Biological Resources Evaluation was prepared for the proposed project by LSA Associates. Generally, agricultural lands do not provide high quality habitat for resident wildlife species. This is due in part, to extensive land manipulation and pesticide application associated with agricultural operations. Some species, however, inhabit agricultural lands. Wildlife species observed in this community during the field surveys include: song sparrow, mourning dove northern mockingbird, western kingbird, bullfrog, and California ground squirrel. Other wildlife species likely to occur in these areas include raccoon, coyote, Brewer's blackbird, opossum, and California meadow vole. In addition, several raptor species are likely to forage over crop lands, including American kestrel, white-tailed kite, red-tailed hawk, and Swainson's hawk.

The drainage ditches provide irrigation to the surrounding agricultural fields and collect irrigation discharge. Many wildlife species potentially utilize the drainage ditches, including snowy egret, mallard, great blue heron, and great egret. In addition, many bat and bird species potentially forage over the irrigation ditches and the adjacent agricultural lands.

Aquatic resources located on the project site are limited to a toe drain adjacent to the east levee of Bishop Cut and two drainage ditches within the agricultural areas. These ditches collect and convey run-off water and are dominated by wetland species typically associated with freshwater marsh habitat. The toe drain and drainage ditches on the project site are isolated from navigable waters by the levees. These drainages all originate in the study area and there is currently no connection between the drainage system and navigable water.

2.3.3 FLOODING

The FIRM map issued on April 2, 2002, indicates that the proposed project site is

located in Zone B. Zone B is defined as: “areas between the 10-year flood and 500-year flood; or certain areas subject to 10-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood.” The project site is also within the assessment district formed to pay for the flood protection improvements, and new development would be required to pay the flood assessment at the time of building permit issuance. The levees adjacent to the project are maintained by Reclamation District 2042. The district accesses the levees via Rio Blanco Road for maintenance

2.3.4 BOAT NOISE IMPACTS

The project site will be exposed to noise events associated with both boat activity from the adjacent Bishop Cut waterway, as well as traffic noise from area roadways. Boat noise from Bishop Cut is expected to be intermittent, with the peak noise occurring on summer weekends when boat activity is the greatest. Generally, boat noise is associated with un-muffled power boats, with the most intense noise generated by ski boats. In the portion of Bishop Cut adjacent to the project, the waterway has some speed controls (5 mph) to the south as a result of the adjacent marina. To the north, the Eight Mile Road Bridge into the delta also regulates power boat speed due to the bridge height and piles. However, the speed restriction does not occur in the area directly across from the project. Nevertheless, the speed restriction/bridge regulation would influence the motor boat driver performance as the unrestricted speed segment. While boat activity does occur in this short segment, the activity is intermittent, and thus boat-related noise is, likewise, intermittent, and only applies to power boats.

Any boat noise generated in Bishop Cut is also partially attenuated by the existing levee, essentially mitigating all first floor exterior noise (single-family and multi-family residences). For the proposed multi-family residential product, second and third floor levels will be exposed more directly by un-muffled power boat noise, but at an infrequent and intermittent basis. As a result, the boat noise is not expected to create a significant noise issue.

2.3.5 LAND FORM/TOPOGRAPHY

The Plan Area consists of relatively flat land with no significant topographic features. The western boundary of Crystal Bay includes an earthen levee along Bishop Cut. Otherwise, Crystal Bay is typical of parcels under agricultural cultivation.

2.3.6 VEGETATION AND WILDLIFE

The Plan Area has been historically used to grow food crops, primarily corn and tomatoes. The site is void of trees or mature vegetation. Due to the ongoing agricultural-related activities occurring over the entire site, only limited wildlife is found on the site—primarily isolated in the irrigation and drainage ditches.

2.3.7 SOILS AND GEOLOGY

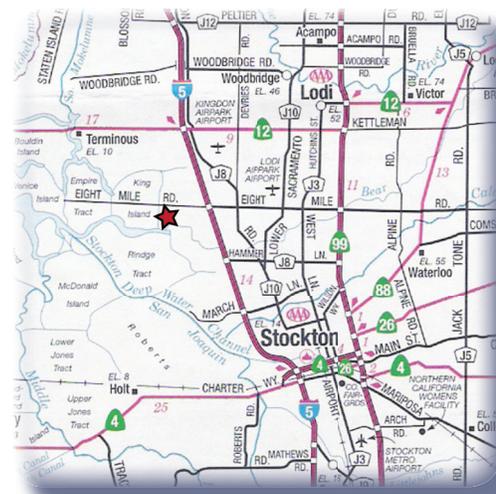
The geology of the Plan Area is similar to that found within the greater San Joaquin Valley, being composed primarily of delta fluvial and alluvial fan deposits. The Plan Area is located in the southwest quadrant of Bishop Tract in San Joaquin County. Soils conditions at Bishop Tract vary widely, but the surface conditions can be generally described as becoming more organic from east to west. Soil conditions in the southwest quadrant of the Project site consist of organic clayey silt and silty clay, with some organic soil deposits (peat) present. The majority of the site consists of a heterogeneous mix of poorly sorted clay, silt, sand, and gravel of standard densities.

The entire Plan Area is subject to relatively high groundwater, particularly along the levee at Bishop Cut, and near the irrigation and drainage ditches where the depth to groundwater can be as little as two feet.

There are no active seismic faults in proximity of the Plan Area. Earthquake events on several active faults, ranging from 24 to 64 miles away from the Plan Area, may subject the proposed development to significant ground shaking.

2.4 EXISTING CIRCULATION

Vehicular access to the site is provided by the frontage along Eight Mile Road at the Project area's northern boundary. Additionally, the proposed Westlake development includes a planned extension of Scott Creek Drive, which as designed would end at the adjoining eastern boundary of Crystal Bay and would be extended as Phase I implementation of this PD. Unpaved farm roads presently provide access to and from Eight Mile Road with the interior of the Plan Area. Vehicular access to and from Paradise Point Marina is provided by Rio



Blanco Road, located on top of the levee at Bishop Cut and extending from the marina parcel to Eight Mile Road to the north.

2.5 EXISTING UTILITIES, CONDITIONS, AND CONSTRAINTS

2.5.1 WATER

Potable water for Crystal Bay would be provided by the City of Stockton's Municipal Utilities Department. Three points of connection will exist adjacent to the site as part of the development of the Westlake project. One at the northeast boundary of the project within Eight Mile Road, a proposed 12" water main will be extended. A second point of connection will exist at the future extension of Scott Creek Drive where another 12" water main is proposed. Finally, a third point of connection will exist at the southwest portion of the project where an 8" water line will be installed as part of the Westlake project. Coordination with the adjacent developer of the Westlake project has occurred so that adequate water supply and pressure will be available for the Crystal Bay project.



Water Treatment Facility

2.5.2 WASTEWATER

Wastewater treatment for Crystal Bay would be provided by the City of Stockton's Municipal Utilities Department. A proposed 15" sanitary sewer main will be extended to the eastern property boundary of Crystal Bay within Scott Creek Drive as part of the Westlake development. The sewer main has been sized to accommodate the additional flows from the proposed Crystal Bay Development.



Sewer Treatment Facility

2.5.3 ELECTRICITY AND NATURAL GAS

Points of connection for both electricity and natural gas are proposed to be extended to the eastern property boundary as part of the Westlake project, by Pacific Gas and Electric. Final designs for the utilities have not been completed; however, it is assumed that the provider will serve the project.

2.5.4 TELEPHONE SERVICE

A telephone service point of connection is proposed to be extended to the eastern property boundary as part of the Westlake project by AT&T. It is assumed that the provider will serve the project.

2.5.5 CABLE SERVICE

A cable service point of connection is proposed to be extended to the eastern property boundary as part of the Westlake project and Comcast. It is assumed that the provider will serve the project.

2.5.6 FIRE AND POLICE SERVICES

Fire protection for Crystal Bay would be provided by the City of Stockton Fire Department. In addition, the Fire Department is responsible for water rescues, technical rescues, and response to hazardous material spills.

Police protection would be provided to Crystal Bay by the City of Stockton Police Department.

A new fire station is proposed as part of the Westlake project. The facility is to be located at approximately the mid-portion of the Westlake site at the corner of Eight Mile Road and one of the project's major intersections to the project.

2.6 EXISTING OWNERSHIP

The subject site consists of three parcels, owned by The Spanos Family Trust. The Assessor's Parcel Numbers for Crystal Bay are APN 066-060-01, 066-060-02, and 066-060-03 owned by the Alex and Fay Spanos Family Trust. (See Figure 2.6)

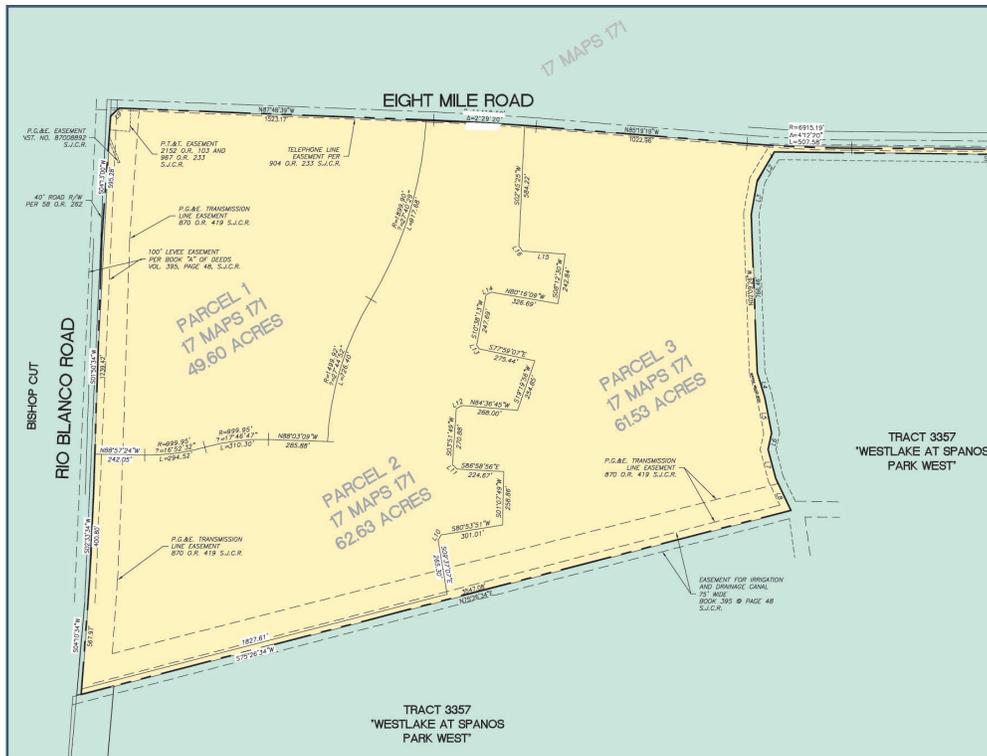


Figure 2.6 — Existing Parcels

2.7 WILLIAMSON ACT CONTRACTS

The property is not currently under Williamson Act Contracts and there are no issues with canceling of contracts.

2.8 PRIMARY/SECONDARY DELTA

The extensive Delta waterway system is one of the state’s most valuable fresh water resources. Over 700,000 acres of agricultural land and 700 miles of interlacing waterways form the Sacramento-San Joaquin Delta. As the San Joaquin River and its tributaries thread their way through the Delta, they provide an unusual area of scenic value and also sustain many wildlife varieties of commercial and recreational importance.

The largest striped bass spawning grounds along the Pacific Coast are located in the Delta. The Stockton Deep Water Channel, which runs through the Delta and the San Joaquin River, is used as a navigational channel by large commercial ships which stop at the Port of Stockton. The various waterways in the Delta are used extensively for boating, water-skiing, swimming, hunting, and fishing.

The Delta Protection Act of 1992 established the Delta Protection Commission, a State entity to plan for and to guide the conservation and enhancement of the natural resources of the Delta, while sustaining agriculture and meeting increased recreational demand. The Act defines a Primary Zone, which comprises the principal jurisdiction of the Delta Protection Commission. The Secondary Zone is the area outside the Primary Zone and within the "Legal Delta"; the Secondary Zone is not within the planning area of the Delta Protection Commission. (See Figure 2.7) The project is outside the Primary Zone and within the Secondary Zone as delineated by San Joaquin County.

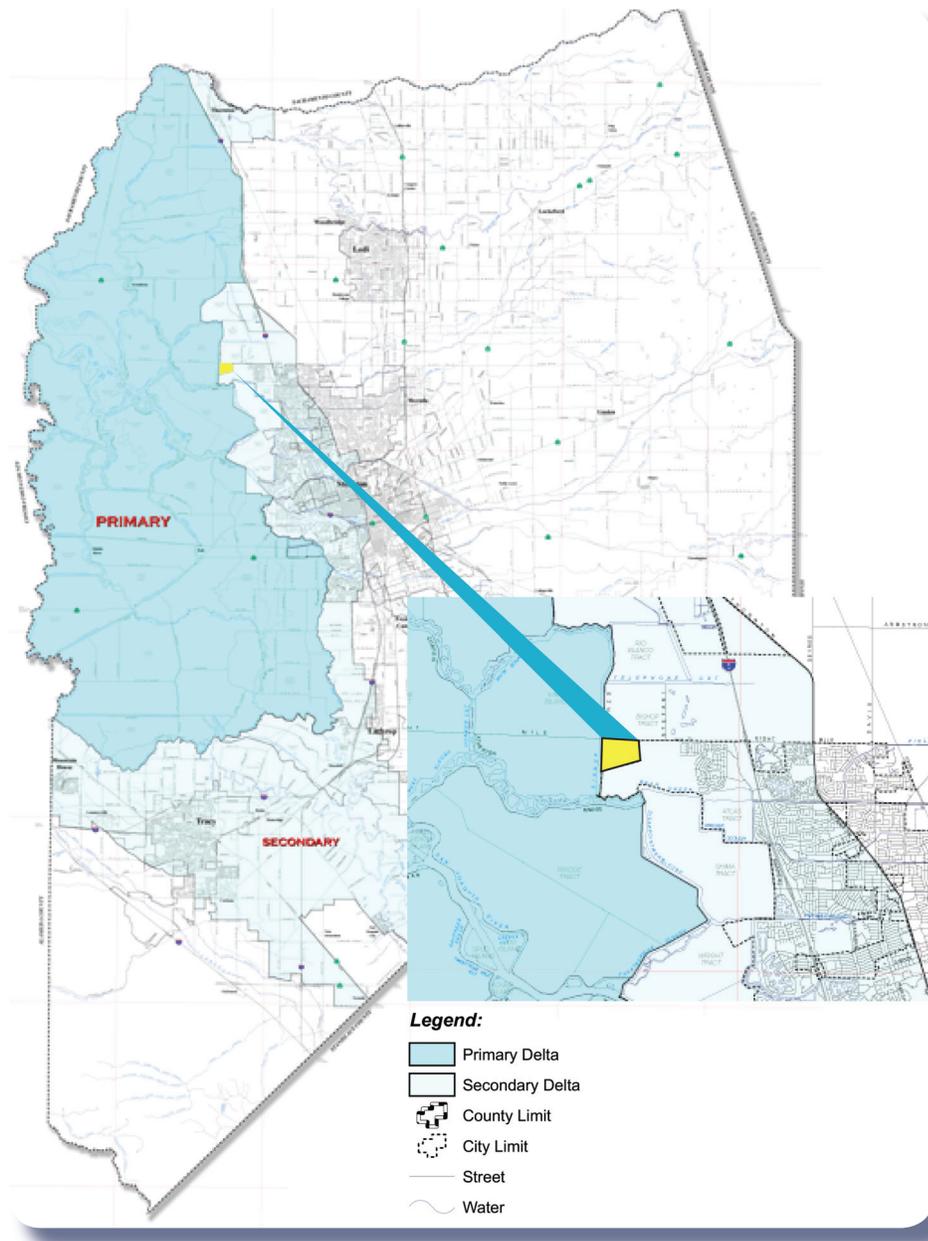


Figure 2.7 — Primary - Secondary Delta Diagram

2.9 RELATIONSHIP TO GENERAL PLAN, OTHER PLANNING DOCUMENTS, AND NEIGHBORING JURISDICTIONS, REGIONAL AGENCIES, AND STATE

The City of Stockton uses the 1990 General Plan as a guide for future land use development, with revisions, to the Housing Element adopted on January 31, 2004. The Plan Area is within the 2035 Sphere of Influence. A new General Plan Update has been approved by the City. It will be the governing document. Land uses depicted in the Planned Development are consistent with land uses shown in the standards contained within the Planned Development will constitute the new zoning once the Plan has been adopted. Any policies, regulations, standards, or guidelines not specifically addressed or modified in this Planned Development will be regulated under the existing provisions within the City of Stockton's Development Code (Stockton Municipal Code, Chapter 16). All individual development projects within the Planned Development will be subject to these requirements. This also applies to issuance of any discretionary land use entitlements.



Planned Development



CHAPTER 3

LAND USE PLAN

3.0 INTRODUCTION

The overall concept for land use of the Crystal Bay at Spanos Park West PD includes a description of the primary and secondary land use options for each development area or neighborhood. The range of development intensity is provided for each anticipated land use, which includes residential, open space, and parks. This chapter also provides the goals and objectives for establishing the development character for Crystal Bay at Spanos Park West.

3.1 LAND USE PLAN CONCEPT



Concept Residential



Concept Park

Crystal Bay is a residential development consisting of single-family, multifamily, and high density residential housing product types, offering a range of residential choices to attract individuals and families from a broad economic spectrum. The proposed Project also includes public parks, a lake, and open space areas, designed to meet the needs of future Stockton residents and provide connectivity with the Delta. As a master-planned development, Crystal Bay would build upon the quality of development created within Westlake at Spanos Park West and Spanos Park West to provide an inter-connected circulation and pedestrian system. This system will provide for an integrated and orderly expansion to the commercial and residential communities south of Eight Mile Road.

3.2 OBJECTIVES

A key objective of the Project PD is to create a high quality mixed density residential community that complements development to the east. Crystal Bay would provide housing choices, with a range of affordability, with on-site recreational amenities and an efficient circulation system in an attractive landscaped setting. Crystal Bay at Spanos Park West would expand the customer base for businesses developing in Spanos Park West, as well as Paradise Point Marina and The Reserve at Spanos Park Golf Course.

The Park West Place Retail Center is an important component of the northern Stockton community. Due to the close proximity of the Park West Place Retail Center, commercial retail land uses are not contemplated within the project. The number of residential units within the project would probably not provide enough patronage and economic base to support service oriented or retail businesses. Alternatively, the roadway network and pedestrian and bicycle trail systems have been designed to provide a strong link and convenient access to and an alternative to vehicle trips to the Park West Place center.

3.3 GOALS AND POLICIES

This section sets forth the planning goals, objectives and policies for Crystal Bay. This document is intended to be a refinement of the policies, general land uses, and programs of the Stockton General Plan. Thus, this document incorporates the policies, general land uses, and programs of the Stockton General Plan by reference.

The goals and objectives of the Project PD are as follows:

Primary Goal: (1) to create a well-designed residential community that is integrated with adjoining residential and commercial development and to provide connectivity with the Delta; (2) to facilitate the design and development of a community with neighborhoods diverse in population and activity; and (3) to provide amenities such as parks, trails, and lakes to enhance project livability.

Residential Development Policies: The following policies are to be used to implement those areas of the PD designated for residential development:

Policy 1: Residential developments shall be in compliance with the Housing Element of the City's General Plan and meet the affordable housing requirements.

Policy 2: Residential developments shall include architectural elements with a variety of exterior design character.

Policy 3: Building facades shall be varied to emphasize individuality within the neighborhoods.

Policy 4: Residential developments shall include a landscape plan that specifies water conserving plant materials for all public or common areas.

Policy 5: Residential neighborhood security shall be promoted by the use of architectural and urban design elements that create defensible spaces.

Policy 6: Residential developments shall be planned to provide adequate emergency access for vehicles and personnel as determined by the service providers and approved by the Community Development Director.

3.3.1 URBAN GROWTH AND OVERALL DEVELOPMENT

Goal 1: Ensure that Stockton's future growth will proceed in an orderly planned manner, thereby preventing urban sprawl and the wasteful use of land and promoting the efficient and equitable provision of public services.

Goal 2: Promote and maintain environmental quality and the preservation of agricultural land while promoting logical and efficient urban growth.

Policy 1: Urban growth, particularly sensitive developments (i.e., homes, schools, hospitals), should avoid locating in areas that are subject to adverse environmental or noise impacts.

Policy 2: Environmentally sensitive areas, such as the Delta, Oak Groves and areas of archaeological/historic value, should be preserved for the benefit of present and future generations.

Policy 3: Storm water quality measures shall be undertaken to enhance, to the maximum extent practicable, the quality of the water in the sloughs, creeks, and rivers in this area.

Policy 4: Encourage the use of energy efficient transportation systems and building designs along with other measures to reduce air pollution and to conserve energy resources in the process of urban development.

3.3.2 CITY CONCEPT AND DESIGN

Goal 1: Enhance the sense of community in Stockton.

Policy 1: Encourage the development of identifiable boundaries for the City to maintain a sense of community identity. The City should also consider the development of some type of “gateway” treatment at major entrances into the City.

Policy 2: Public and private development shall be designed to improve the character of existing neighborhoods.

Policy 3: Residential subdivisions shall be designed to provide for internal circulation within neighborhoods and to prevent through- traffic from traversing the neighborhoods.

Policy 4: Promote aesthetically pleasing and environmentally sound urban development by providing for design flexibility through the use of development controls such as planned unit developments.

Goal 2: Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, job opportunities, and opportunities for social and cultural expression.

Policy 1: Varied residential densities, housing types, and styles should be equitably and appropriately distributed throughout the community and integrated with public facilities and commercial services.

Goal 3: Address, and where appropriate and possible, remove governmental constraints to the development, improvement and maintenance of the housing stock.

Policy 1: Continue to plan for the timely and adequate expansion and/or improvement of public facilities and infrastructure to coincide with housing developments and improvements.

Policy 2: Continue efforts to streamline the local permit approval and review processes.

Policy 3: Evaluate the City’s application and development fees to determine their effect on the costs of providing housing and consider fee modifications to reduce the cost of housing where appropriate.

3.3.3 PARKS, LANDSCAPE CORRIDORS, AND OTHER OPEN SPACE

Policy 1: Develop Crystal Bay with a mixture of residential densities, and open space into a cohesive community.

Policy 2: Integrate Crystal Bay community into the existing surrounding community of neighborhoods by connecting to existing street to the east.

Policy 3: The land use plan will meet the expectations of residential and land use densities as proposed in the General Plan.

Policy 4: Interconnect proposed residential and neighborhood streets with existing surrounding streets.

Policy 5: Develop a linear recreation and pedestrian/bike trail system along Bishop Cut.

Policy 6: Provide an interior circulation system that encourages alternative forms of transportation.

Policy 7: Develop interior collector streets that include pedestrian and bike trails.

3.4 LAND USE CATEGORIES

RL (Residential, Low Density) District.

The RL zoning district is applied to single-family residential neighborhoods, low-density residential Planned Developments, and/or other low-density residential development, and is intended to maintain densities and protect existing neighborhood character. Allowable density may be up to 8.7 dwelling units per net acre. Neighborhoods D and E will comprise the RL district. The RL zoning district is consistent with the Low/Medium Density Residential land use designation of the General Plan.

RM (Residential, Medium Density) District

The RM zoning district is applied to more intensely developed residential neighborhoods and/or other medium-density residential Planned Developments. Allowable housing



Concept Residential Low



Concept Residential Medium

types may include single-family detached dwelling units, duplexes, triplexes, townhouses, and multi-family units. Allowable density may be up to 17.4 dwelling units per net acre; minimum density is 8.8 dwelling units per net acre (however, any single legal residential parcel of record may be developed with one single-family dwelling). Neighborhoods A, B, C, F, H and G will consist of the RM district. The RM zoning district is consistent with the Low/Medium Density Residential land use designation of the General Plan.



Concept Courtyard Residential

RH (Residential, High Density) District

The RH zoning district is applied to high-density residential neighborhoods. Allowable housing types may include multi-family and various types of group housing, as well as high density single-family residential development. Allowable density may be up to 29 dwelling units per net acre, minimum density is 17.5 dwelling units per net acre (however, any single legal residential parcel of record may be developed with one single-family dwelling). Neighborhood I will encompass the RH district. The RH zoning district is consistent with the High Density Residential land use designation of the General Plan.



Concept High Density

PF (Public Facilities) District

The PF zoning district is applied to areas appropriate for a variety of public and quasi-public land uses, including facilities and lands owned by the City, County, State, or Federal Governments. The PF zoning district is consistent with the Institutional and Parks and Recreational land use designations of the General Plan. A proposed neighborhood park adjacent to the future lake will be designated as a PF (Public Facilities) district with the project area.

OS (Open Space) District

The Open Space designation refers to the lake and proposed landscape parcels and the greenbelt recreational facilities within the project. Approximately 20.9-acres have been designated for the active and passive recreational needs of the community. The lake and greenbelt are linked by a system of sidewalks and pedestrian/bike paths that inter-connect the uses. The open space will be maintained by the homeowners association.

Lake

Approximately 7.2-acres of lake will be developed adjacent to the neighborhood park. The lake will function not only as a visual amenity for the project but will also be an irrigation source for landscape areas, and storm water retention. The lake will be maintained by the homeowners association.

Greenbelt

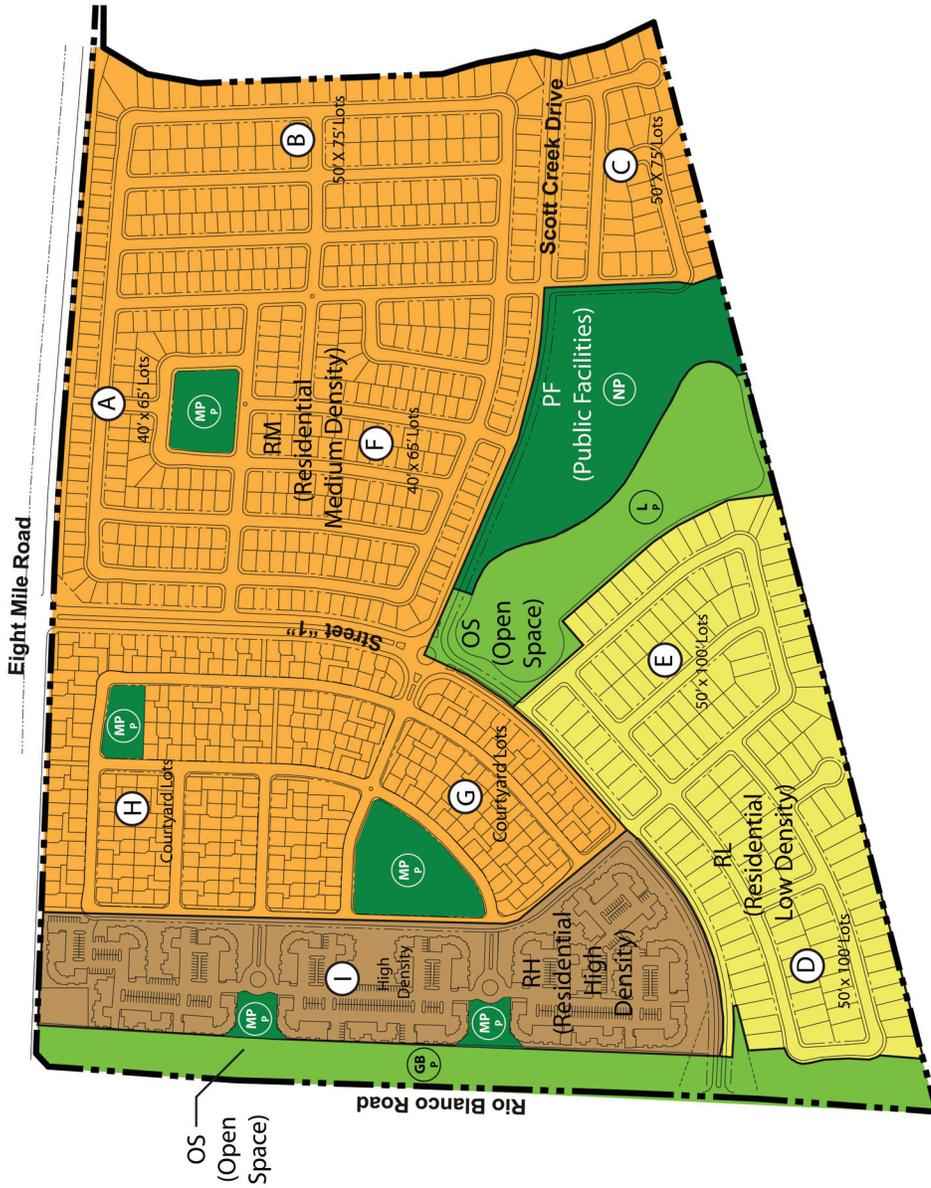
Approximately 8.5 acres have been designated for a greenbelt that extends the length of the western project boundary and includes the levee. The greenbelt will include a pedestrian/bicycle path as well as exercise stations and limited landscaping.

3.5 LAND USE SUMMARY

The development plan consists of four neighborhoods that are generally defined by major circulation streets, and a project created lake and park amenity. The community is anticipated to include approximately 1,343 units, consisting of four residential product types: traditional detached single-family, compact single-family residential, courtyard detached residential, and attached high density multi-family residential units. (See Figure 3.1) The traditional single-family residential units will be developed on approximately 19.4 acres at a density of 7.5 dwelling units per acre. Compact single-family units will be developed on approximately 39.8 acres at a density of 12.9 dwelling units per acre. The small lot courtyard single-family residential units will be developed on approximately 15.2 acres at a density of 17.4 dwelling units per acre, and the high density residential units will be developed on approximately 17.5 acres at a density of 21.3 dwelling units per acre.



Concept Park



Legend

	RL - Residential Low 0 - 8.7 D/U's per net acre Neighborhoods D and E Lot Size: 50' x 100'
	RM - Residential Medium 8.8 - 17.4 D/U's per net acre Neighborhoods B and C Lot Size: 50' x 75'
	RH - Residential High 17.5 - 29 D/U's per net acre Neighborhood I Apartments
	OS - Open Space Greenbelt Private Lake Private
	PF - Public Facilities Neighborhood Park Public
	MP - Mini - Park Private
	NP - Neighborhood Park Public
	LP - Lake Private
	GP - Greenbelt Private
	LP - Lake Private

Figure 3.1 — Development Plan

A total of 13.0 acres of park land will be dedicated as part of the proposed project. The traditional single-family residential will be clustered around an 8-acre neighborhood park and a 7.2-acre lake. The park may include a tot lot, splash pad, and open areas for play fields. (See Figure 3.2) The lake will not only be a visual amenity for the project, but will also provide for storm water treatment and a portion of the necessary retention. In addition, the lake will serve as a source of irrigation water for the park and other landscape areas. The courtyard single-family is developed around two mini parks with a total of 3.1 acres. The mini parks will include such amenities as tot lots, barbecue facilities, and open play areas. High density residential will be developed around two mini parks and may include such amenities as tot lots, barbecue facilities, and open play areas. A third amenity may include a pool/spa complex as part of the high density apartment project.

Two of the parks have been designed adjacent to the greenbelt amenity with a system of trails to provide access to the Delta. The 8.5-acre greenbelt will be landscaped and include a bike and pedestrian trail, along with exercise stations linked to the trail. The bike and pedestrian trail will terminate at the northern portion of the Paradise Point Marina parcel. At this time, the marina is not planned to be redeveloped. If and when the marina is redeveloped, it may be feasible to connect the proposed bike and pedestrian trail with this project to a similar levee trail at Westlake at Spanos Park West and complete the trail system within the City. The existing marina will continue as a Delta recreational hub for boat rentals, private boat slips, and boat launching.



Figure 3.2 — Conceptual Park Plan

TABLE 3.5 – LAND USE SUMMARY

Title	Net Area (ac.)	Zoning Designation	Primary Use	Zoning Range of Densities (Net Density)	Neighborhood Densities (Net density)
Neighborhoods - D, E	19.2	RL	145 dwelling units	0 – 8.7 dwelling units/ac	7.5 dn/ac
Neighborhoods - A, B, C, F (50x75 and 40x65 lots)	39.2	RM	506 dwelling units	8.8-17.4 dwelling units/ac	12.7
Neighborhoods G, H (Courtyard lots)	20.8	RM	300 dwelling units	8.8-17.4 dwelling units/ac	14.6
Neighborhood I (Multi-family units)	18.4	RH	392 dwelling units	17.5-29.0 dwelling units/ac	21.3
Parks	9.98	PF	Public Park		
Lake	7.2	OS	Open Space/Recreation		
Public Streets	36.7	N/A	Public Use		
Private Streets	7.0	N/A	Public Use		
Pump Stations	0.4	RH	Public Facilities		
Greenbelt	8.5	OS	Open Space/Recreation		
Landscape Parcels	6.42	RL, RM, RH	Open Space/Recreation		
TOTALS	173.8		1,343 residential units		

See table 3.6 for allowable land uses and permit requirements

TABLE 3.6 - ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

PERMIT REQUIREMENT BY ZONING DISTRICT

LAND USES	RL	RM	RH
RESIDENTIAL USES			
Caretaker and employee housing			
Duplexes	A	P	P
Mobile home parks	A	A	A
Multi-family dwellings		A	A
Organizational houses			A
Residential care facilities			
Assisted living facilities		C	A
Care homes, 6 or fewer clients	P	P	P
Family care homes, 7 or more clients			C
Senior care facilities, 7 or more clients			A
Rooming and boarding houses			A
Senior residential projects		A	L
Single-family dwellings	P	P	P
Townhouses	A	P	P
Triplexes		P	P
RECREATION, EDUCATION, AND PUBLIC ASSEMBLY USES			
Activity Center	A	A	A
Parks and playgrounds	A	A	A
Private residential recreation facilities	A	A	A
Religious facilities	A	A	A

Key:
P = Use permitted
L = Land Development Permit required
A = Administrative Use Permit required
C = Conditional Use Permit Required
E=Use not allowed, except under special circumstances.
Empty box = Use not allowed



Planned Development



CHAPTER 4

HOUSING PLAN

4.1 CONCEPT

Crystal Bay is a mixed density project including four housing product types: traditional single-family detached homes, courtyard units, and attached high density residential. In all, the Project will include approximately 651 detached single-family units, 300 courtyard units, and 392 high-density residential units. Generally, the detached single-family units are located on the eastern portion of the site, east of the north/south collector street, and the high density residential units are located on the western portion of the site adjacent to Rio Blanco Road. (See Figure 4.1) Both development areas have been designed to function as separate projects and will provide for the requirement of parkland dedication. Public pedestrian access to Delta recreation is provided through mini parks connected to the greenbelt on the levee at Rio Blanco Road. All residential units are designed with four-sided architecture with multiple architectural styles. Construction is anticipated to occur in three phases.

4.2 OBJECTIVE

The guiding concept for Crystal Bay at Spanos Park West is the creation of well planned, mixed density neighborhoods that utilize a variety of architectural housing styles and detail elements that are complementary to each other while unifying the Project with a strong landscape theme. Crystal Bay is an infill project within the existing fabric of Westlake and Spanos Park West to the east. The project will provide additional housing and recreational opportunities within this important part of the City of Stockton. The project proposes a logical circulation network to complete and provide access to the area. The development program reflects land uses that are responsive to the demands of the market while complying with the policies and programs of the General Plan of the City.



Neighborhood Plan



Figure 4.1 — Site Plan

4.3 GOALS AND POLICIES

The City's General Plan provides the primary guidance for the PD. The policies and programs included in the General Plan establish the parameters for residential density to be included in the various phases of the Project.

Consistent and common design theme elements should be used throughout the Project. These elements of the overall development should be features that stem from the landscape guidelines contained in this PD. All landscape design elements shall be subject to review by the Design Review Board.

4.3.1 ADEQUATE SITES

Goal 1: Assure the adequate provision of sites for housing of all types.

Policy 1: The General Plan shall designate sufficient vacant land for residential purposes to accommodate anticipated population growth.

Policy 2: New residential uses shall be located close to main transportation routes to ensure convenient access to employment centers, schools, shopping and recreational facilities.

4.3.2 HOUSING ACCESSIBILITY

Goal 1: Promote housing opportunities for all residents and support the elimination of discrimination in housing based on race, religion, sex, age, marital status, ancestry, national origin, color or other arbitrary factors.

Policy 1: Encourage the provision of housing units to meet the needs of families of all sizes affordable to all income levels.

4.3.3 ENERGY CONSERVATION

Goal 1: Promote the conservation of energy in Stockton's housing developments.

4.3.4 HOUSING POLICIES

Goal 1: Promote a variety of housing types and densities throughout the City to satisfy the housing needs of various age and socioeconomic groups.

Policy 1: Provide for low and moderate-income housing and social service housing

(i.e., rest homes, convalescent hospitals, group homes) throughout the City.

Goal 2: Promote and maintain a safe, healthful, and aesthetically pleasing environment for residential development and conserve and enhance distinctive neighborhood identities.

Policy 1: The neighborhood shall be utilized as the basic planning unit for maintaining and preserving existing residential areas and in the planning of new ones. Key features of the neighborhood unit include a centrally located meeting place (i.e., school, park), access to arterial streets only through collector streets with an internally directed local roadway system and services located at the periphery of the neighborhood (i.e., commercial, offices, institutional).

Policy 2: Individual direct access to arterial streets from residential lots shall be strongly discouraged.

Policy 3: Residential development shall provide open space in either private yards or common areas to partially meet the residents' recreational needs.

Policy 4: Planned unit developments shall be encouraged in residential developments to provide flexibility, to meet various socioeconomic needs and to address environmental and site design constraints.

Policy 5: Any change proposed in density for existing residential areas shall consider such factors as: neighborhood character and identity; compatibility of land use; impact on services and facilities (including schools); and impact on streets and highways.

Policy 6: Residential neighborhoods shall be protected from the excessive encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability) that may have negative impacts on the living environment.

Policy 7: The residential neighborhoods will have a housing mix, based on acreage, which closely conforms to the Land Use Diagram.

Policy 8: Utilize the Planned Development (PD) guidelines when designing denser single-family neighborhoods.

Policy 9: Develop a phasing strategy for residential development that anticipates house prices, housing demands, and absorption.

Policy 10: Residential neighborhoods should include small parks or mini parks that contain neighborhood amenities and an identifiable sense of place.

Policy 11: Develop high-density residential neighborhoods concurrent with adjacent residential development.

Policy 12: Crystal Bay will develop Design Standards that will be used to review and approve the final designs for residential units.

Policy 13: Housing designs will be aesthetically pleasing.

Policy 14: Minimize the use of sound walls except where required for sound attenuation.

Policy 15: Applicant shall supply plans and elevations for all proposed designs for review and approval by the City.

Policy 16: Planned Developments shall show where the plan conforms to the open space requirement. Show front and side yard calculations and designate any additional park space needed to meet these standards.

Policy 17: Applicant shall show all entry features, architectural details, signage, and landscape treatments.

4.4 DESCRIPTION OF CONCEPT AND SPECIFICS

4.4.1 RESIDENTIAL LOW (RL)

Neighborhoods D and E are Low Density Residential with traditional single-family detached homes with a lot size of 5,000 square feet. Bounded by Street '1' and Scott Creek Drive, neighborhoods D and E are comprised of the largest lots at 5,000 square feet. The Low Density Residential neighborhoods are located adjacent to the eight-acre public park and the 7.2-acre lake to provide easy access for residents to the amenities within a close walking distance. (See Figure 4.2)

The park is centrally located to maximize accessibility. The lake will serve as a focal point for the community while improving water quality treatment, storm water retention,



Figure 4.2 — Residential Low Neighborhoods

and providing a source of non-potable water for landscape irrigation. Neighborhood E along with the bike and park facilities will be constructed in Phase I, and neighborhood D will be completed in Phase II.

4.4.2 RESIDENTIAL MEDIUM (RM)

Neighborhoods B and C contain lots of 3,750 square feet and neighborhoods A and F are comprised of 2,600 square-foot lots. A key concept for these neighborhoods is to cluster the units around a central park feature with development on a grid system to allow for easy vehicular and pedestrian access. (See Figure 4.3) Additional pedestrian access is provided by two paseos, one to Eight Mile Road, and a second to Scott Creek Drive. Both points will allow pedestrians improved access to the sidewalk systems to the Delta amenity to the west, and parks, schools, and retail commercial to the east.

Neighborhoods G and H are courtyard lots ranging from 1,900 to 2,700 square feet. (See Figure 4.4) The single-family detached homes are arranged in clusters of five and seven units located around private courtyards. (See Figure 4.5) Smaller mini parks are dispersed throughout the neighborhoods within walking distance for residents.



Figure 4.3 — Residential Medium Neighborhoods

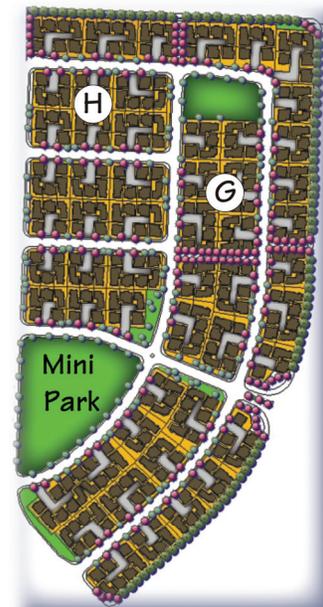


Figure 4.4 — Courtyard Neighborhoods



Figure 4.5 — Typical Courtyard Site Plan

Neighborhoods F, G, and a portion of B will be built in Phase I and neighborhoods A, C, H, and a portion of B will be completed in Phase II. Additional pedestrian access is provided by two paseos, one to Eight Mile Road, and a second to "Street 1." Both points will allow pedestrians improved access to the sidewalk systems to the Delta amenity to the west, and parks, schools, and retail commercial to the east.



Typical Paseo

4.4.3 RESIDENTIAL HIGH (RH)

Located adjacent to Rio Blanco Road, Neighborhood I is High Density Residential comprised of multi-family attached residential units with surface parking. A conceptual development plan for Neighborhood I is shown below. (See Figure 4.6) Two key concepts for the design of a development proposal for this portion of the site are the dedication of park land as required by the City standards and the integration and access of this Project to the Delta. City staff has indicated that development adjacent to the Delta should capitalize on the amenity it presents and propose designs that integrate with, and provide pedestrian access to, this important natural design feature and amenity.

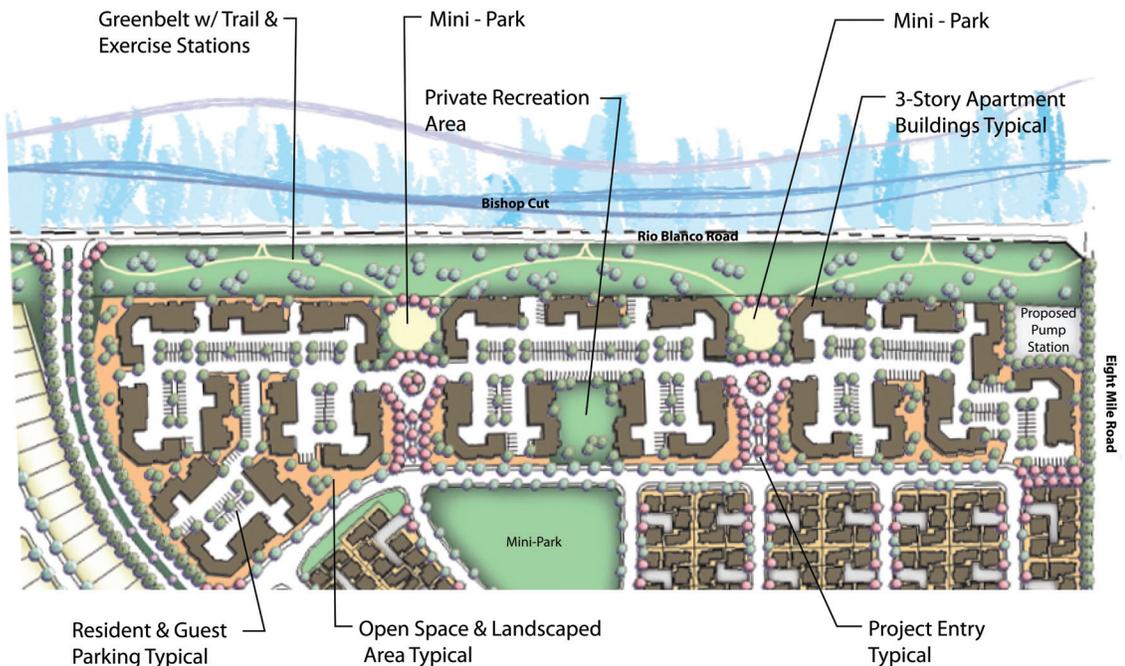


Figure 4.6 — High Density Neighborhoods

4.4.4 AFFORDABLE HOUSING

The variety of housing product types proposed by this plan offers a range of residential choices to attract individuals and families and provides for affordable housing through market rate pricing of units.

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Planned Development



CHAPTER 5

CIRCULATION PLAN

5.0 INTRODUCTION

The key elements of the circulation and transportation system for vehicles are described in this chapter. The plan includes features designed to provide traffic calming and pedestrian enhancements designed to facilitate bicycle and pedestrian access, and on-site bus service with anticipated bus stop locations.

5.1 CONCEPT

The development of the Crystal Bay Plan Area would require both new and upgraded roadways to meet the needs of vehicular, bicycle, and pedestrian traffic generated as a result of the Project. When considered along with other projects in the general vicinity, the proposed Project would contribute to the cumulative regional traffic impacts. These impacts and the proposed mitigation measures have been identified in the EIR for the Annexation, General Plan Amendment, Pre-zoning, and development of the Project and are not discussed here. Fair share impact fees would be assigned to the property owner and applicant and any successors to implement the required improvements.



Typical Roadway Landscape

The network of streets and sidewalks are designed to allow residents to walk to neighborhood parks and other amenities. Additionally, the extensions of Scott Creek Drive and Eight Mile Road link the Project to residential developments (Westlake and Spanos Park West), commercial centers (Park West Place), and recreational facilities (The Reserve Golf Course at Spanos Park West and Oak Grove Regional Park) in the surrounding vicinity.



Scott Creek Drive

A greenbelt and multi-use trail located adjacent to Rio Blanco Road connects the

Project to the Delta and Paradise Point Marina. Vehicle access to the neighborhoods is provided by the limited access collector road extending from Eight Mile Road to Rio Blanco Road. The extension of Scott Creek would also provide access to the single-family residential neighborhoods. Within each of the neighborhoods a system of public and private residential streets provide access to each of the residential units.

Policy 1: A hierarchy of residential streets, collectors, and arterials will facilitate the development of the residential neighborhoods and conform to the City of Stockton transportation standards.

Policy 2: Provide an integrated circulation network that includes vehicular traffic, bicycles, pedestrians, and transit.

Policy 3: Contribute to the improvement of Eight Mile Road east to Bishop Cut.

Policy 4: Interior residential street systems shall have redundant connections to collectors and arterials to reduce congestion and travel times within the neighborhoods.

Policy 5: Crystal Bay will connect to and support the citywide transit system.

Policy 6: Streets will be landscaped with trees from the list provided in this document.

Policy 7: All residential streets shall be designed and built to City standards.

Policy 8: Crystal Bay entry features shall be designed and approved as part of the development of the arterial entry into the Plan Area.

Policy 9: Streetlights shall be a minimum of 12 feet tall, be dark green or black in color, and meet the illumination standards required by the City. Acorn top designs are encouraged.

5.2 OBJECTIVE

The objective of the circulation plan for Crystal Bay is to provide a variety of connections to surrounding and existing roads and, in particular, the region's major transportation corridor, Highway 5. This same system will also provide the pedestrian and bicyclist with alternatives to vehicle trips.

Crystal Bay includes a hierarchy of roadways, a pedestrian and bikeway network, and public transit. Emphasis is placed on ensuring connectivity between uses, creating a safe and efficient circulation system, and complying with the City of Stockton transportation policies and improvement programs, while also allowing for other

alternative transportation options.

5.3 GOALS AND POLICIES

Circulation and Transportation Policies: The following circulation and transportation policies are to be used to implement the PD:

- A. All public improvements shall meet the requirements established by the City's Department of Public Works Standard Specifications and Plans.
- B. Streets shall be aligned to discourage high speeds in residential neighborhoods. Incorporation of recommended traffic calming features into final project design shall be required as part of the Vesting Tentative Map and Improvement Plans.
- C. Residential developments shall be planned to allow safe and convenient pedestrian access to parks, schools, and open space.
- D. All roads and streets in Crystal Bay shall be landscaped in accordance with the Development Standards and Design Guidelines included in this document.
- E. Pedestrian paths at collector streets shall be separated from vehicular traffic and streets to the maximum extent possible, with the exception of street intersections.
- F. Parking and setback Neighborhoods adjacent to Eight Mile road shall be screened by using sound walls and landscape materials.
- G. The landscaping of major intersections within Crystal Bay shall be according to the conceptual scheme in Figure 5.9.
- H. All proposed design concepts shall be subject to review and approval by the Design Review Board.
- I. The primary access to all development parcels shall be by way of Street "1."

5.3.1 STREETS AND HIGHWAYS

Goal 1: Develop a street and highway system that promotes the safe, efficient, and reliable movement of people and goods.

Policy 1: Significant trip generating land uses should be served by roadways adequate to provide vehicular access with a minimum of delay.

Policy 2: State highways and arterial streets should provide for the flow of traffic with a minimum of delay. Therefore, the following should be undertaken:

- A. Minimize the number of intersections along arterials;
- B. Reduce curb cuts along arterials through the use of common access easements, backup lots, and other design measures;
- C. Extend arterials over waterways, railroads, and through undeveloped areas to provide for the continuous flow of through-traffic and appropriate area access.

Policy 3: Maintain existing arterial streets and develop new arterial streets to function as routes for efficient intra-city travel (i.e., streets paralleling State highways).

Policy 4: For traffic operating conditions, use “Level of Service” (LOS) of “D”, or better, on a p.m. peak hour basis as the planning objective for the evaluation of new development, mitigation measures, impact fees, and public works capital improvement programs.

Goal 2: Promote the development of a street and highway system that minimizes adverse impacts on the environment and surrounding land uses.

Policy 1: Inter-neighborhood traffic movement should occur on arterial and collector streets and is discouraged on neighborhood streets.

Policy 2: Neighborhood streets shall be designed to discourage through-traffic and excessive speeds.

Policy 3: Off-street parking shall be required for all land uses in order to reduce congestion, improve overall operation, and land use compatibility.

Goal 3: Design a street and highway system that accommodates urban development and is consistent with orderly growth.

Policy 1: Streets and highways shall be constructed to accommodate the expected traffic flow from existing and planned development, both local and regional.

Policy 2: Future street rights-of-way shall be protected through the adoption of precise plans.

5.3.2 PUBLIC TRANSPORTATION

Goal 1: Develop an efficient and attractive public transit system, which provides access to major activity centers.

Policy 1: Larger new developments along arterial and major collector streets shall provide transit-related public improvements (i.e., bus pullouts, bus shelters) to encourage bus use.

Policy 2: Strongly encourage that new development projects incorporate transit-related design features as outlined below:

- A. A through roadway should connect adjacent developments to permit transit circulation between developments.
- B. Shielded openings in subdivisions sound walls should be provided to facilitate more direct pedestrian access to transit stops.

5.3.3 NON-MOTORIZED TRANSPORTATION

Goal 1: Provide adequate pedestrian and bikeway facilities for present and future transportation needs.

Policy 1: Pedestrian travel shall be encouraged as a viable mode of movement throughout the City by providing safe and convenient pedestrian facilities, particularly in commercial areas and residential neighborhoods.

Policy 2: Recreational bikeways shall be developed and maintained on separate rights-of-way (i.e., East Bay Municipal Utility District easement path).

Policy 3: Right-of-way requirements for bike usage shall be considered in the planning of new arterial and collector streets and in street improvement projects.

Policy 4: Safe and secure bicycle parking facilities should be provided at major activity centers such as parks and community spaces.

Goal 2: Protect the citizens of the Stockton Planning Area from the harmful and annoying effects of exposure to excessive noise.

Goal 3: Protect the economic base of the Stockton Planning Area by preventing incompatible land uses from encroaching upon areas with existing noise-producing uses.

5.3.4 NOISE

Policy 1: New residential Development shall not be allowed where the ambient noise level due to locally regulated noise sources (i.e., all noise sources other than roadway, railroad, and aircraft noise) will exceed the noise level standards as described in the General Plan.

Policy 2: The compatibility of proposed projects with existing and future noise levels due to traffic on public roadways.

Policy 3: Before approving proposed development of new residential land uses in areas exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/CNEL, an acoustical analysis shall be required. The acoustical analysis shall be required in the environmental review process so that noise mitigation may be included in the project design.

Policy 4: Develop and employ procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes.

Noise Policies: The following noise policies are to be used to implement the PD:

- A. All residential development shall be sufficiently located away from, or screened from noise generators as recommended by an acoustical study.
- B. Sound attenuation walls, fences, and screens shall be designed to comply with the Design Guidelines of this PD and the requirements of the project EIR.

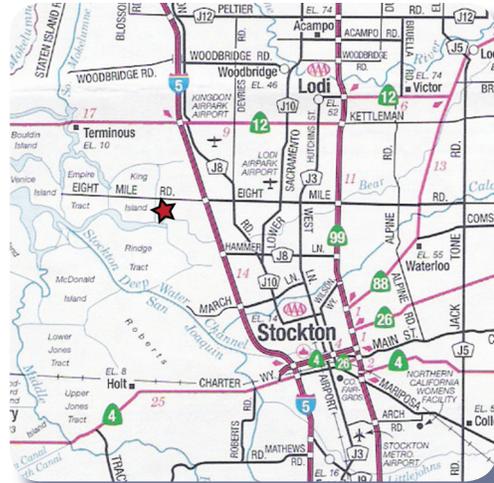
The Noise Element of the City's General Plan includes policies and standards applicable to the proposed project. The primary emphasis of the Noise Element is to ensure that all sections of the City are free from excessive noise, while establishing maximum sound levels for residential, commercial, and industrial areas.

The project EIR further specifies noise sources, such as construction activities and traffic, and provides mitigation measures that would reduce these noise impacts to less than significant levels. This PD shall be in conformance with the mitigation measures for noise impacts cited in the EIR.

5.4 REGIONAL CIRCULATION PATTERN

Regional access to Crystal Bay would be by way of Eight Mile Road, connecting to Interstate Highway 5, State Highway 99, and other north-south arterial roads serving Stockton. Additional local vehicular access would be provided via Scott Creek Drive, Cosumnes Drive, and Melones Way from Westlake and Spanos Park West to the east.

Eight Mile Road intersects with Interstate 5 east of the Project site near the eastern boundary of Spanos Park West. Major signalized intersections in the vicinity of the site include the Thornton Road, Lower Sacramento Road, and West Lane intersections with Eight Mile Road. Thornton Road/Wagner Heights is also a signalized intersection. Scott Creek Drive will be designed as a collector street with the same street section as in Westlake. The access road from Eight Mile Road (Street "1") would be designed to accommodate traffic generated by the Project and will provide access to Rio Blanco Road and the Paradise Point Marina.



The Eight Mile Road Precise Road Alignment Plan will be amended to include the vehicular access points serving the proposed Project.

5.4.1 CIRCULATION PLAN

Eight Mile Road serves as the major east-west arterial providing direct access to the Plan Area. Scott Creek Drive will be extended to serve local residential and collector street connecting the Project site to the neighboring Westlake and Spanos Park West developments. Additional access to the Project site is provided by Street "1" which also accommodates vehicular access to Rio Blanco Road and the Paradise Point Marina. (See Figure 5.1) Traffic forecast data shall be utilized and provided to support the proposed circulation plan. Based on the circulation plan and associated traffic analysis, modifications to the PD may be necessary.



Typical Streetscape



Figure 5.1 — Circulation Plan

5.4.2 STREET SYSTEM

The proposed streets and streetscapes for Crystal Bay serve various functions. These include movement of traffic and transit, pedestrians and bicycles, and providing street trees and other landscaping to screen and provide buffer to the built environment. Crystal Bay’s street system consists of arterial streets to provide the main circulation to and from the site, collector streets to provide access to the neighborhoods, and residential streets to provide access to individual homes.



Typical Pedestrian Path

5.4.3 PEDESTRIAN/BIKE SYSTEM



Typical Bike Path

A system of paths for pedestrians and bicyclists will provide access to and between important destinations within the Project area, such as the residential neighborhoods, parks, and other open space amenities. The pedestrian and bicycle circulation system will also provide links to areas outside Crystal Bay, including the commercial center in Spanos Park West, the Community Centers and parks in Westlake, and the Delta system including Bishop Cut and the Paradise Point Marina.

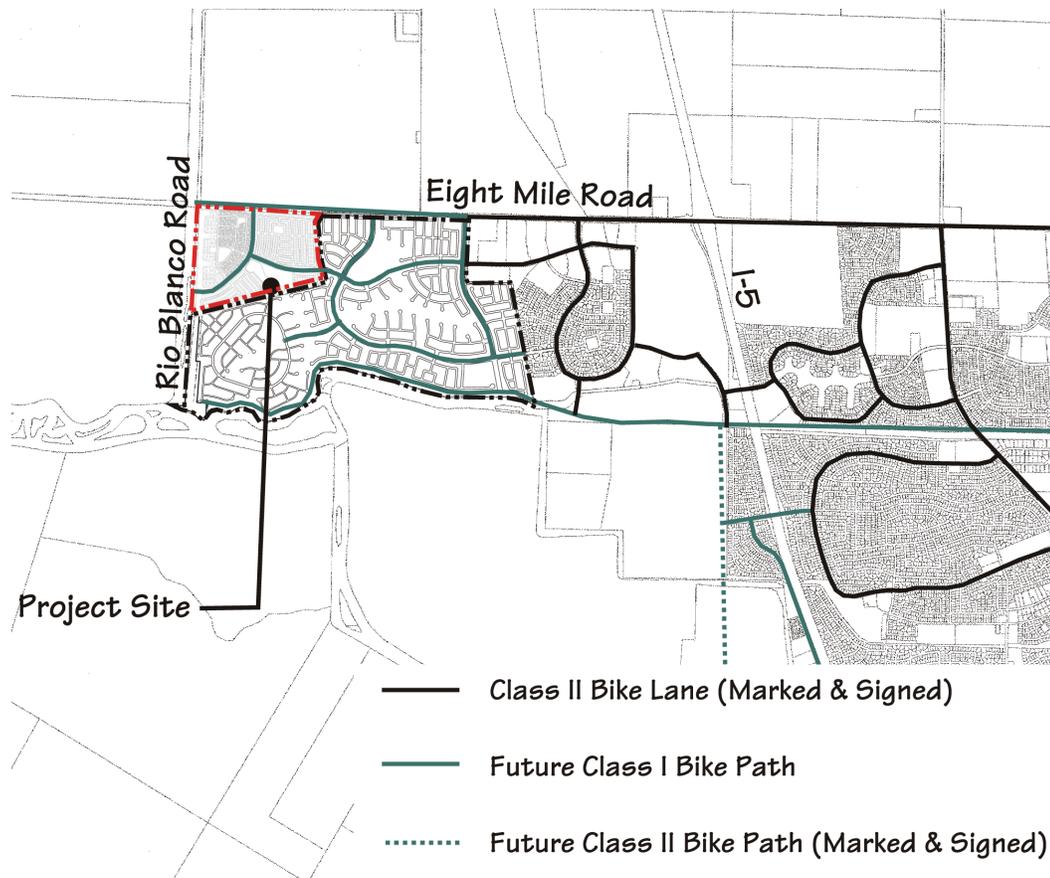


Figure 5.2 — Bikeways Plan

The basic components of the proposed pedestrian and bicycle circulation system include an eight-foot wide pedestrian and bicycle path located within landscaped corridors adjacent to Street "1" and Scott Creek Drive. The proposed system of pathways will provide a connection to the facilities within the proposed development and ultimately to the 12' wide Class I bike path on the south side of Eight Mile Road. Pedestrian access would be provided within the neighborhoods by concrete sidewalks, typically separated from the roadway system and a minimum of four feet wide.

All pedestrian and bicycle circulation system components will be compatible with the City of Stockton Existing and Future Bikeways Plan. The exact locations of the elements of the pedestrian/bikeway system would be subject to the review and approval of the City Engineer. See Figure 5.2 for the proposed integration of the bikeway system to the City of Stockton Bikeways Plan.

In addition, landscaped pedestrian and bicycle corridors will be provided through the high density residential area to the Bishop Cut in order to connect all future residents to the Delta System. (See Figure 5.3) The levee at Bishop Cut will also be enhanced as a greenbelt amenity with suitable path and bikeways, park furniture, and shrub plantings. Walk and bikeways will be designed with a possible future connection to the Paradise Point Marina in mind.

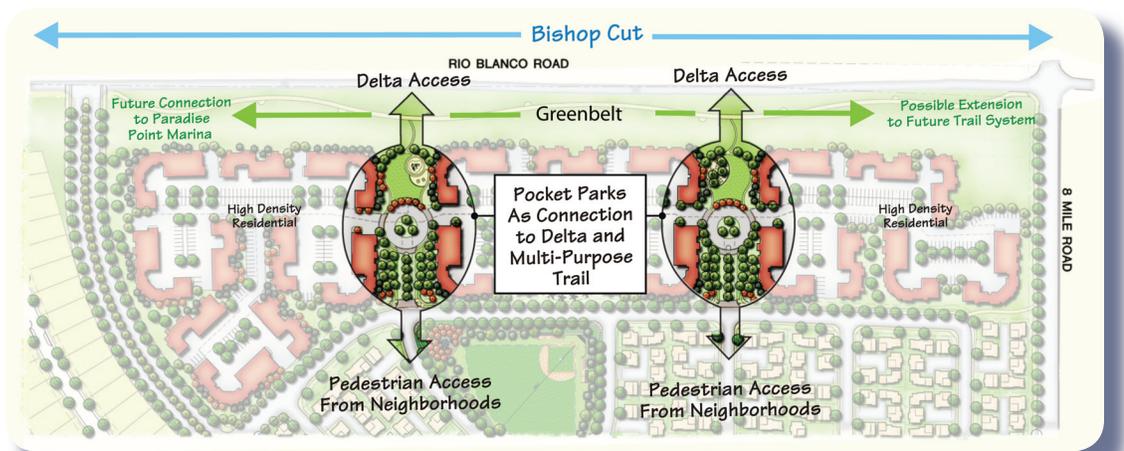
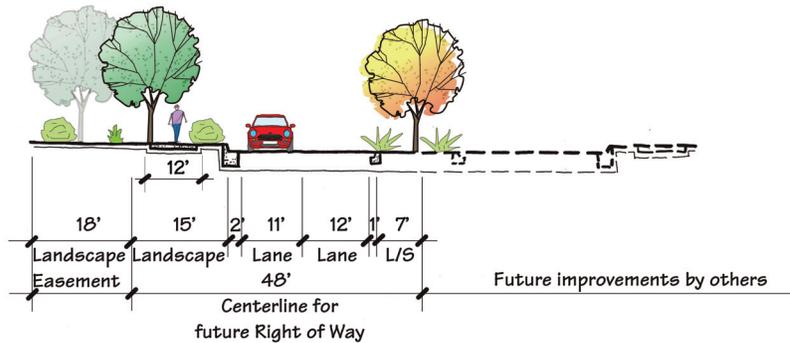


Figure 5.3 — Greenbelt Concept at Bishop Cut

5.5 STREET SECTIONS

5.5.1 EIGHT MILE ROAD (MAJOR ARTERIAL STREET)

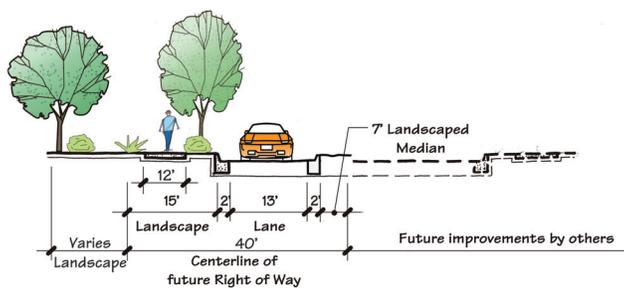
Eight Mile road will be the major access road to the project and will be designed as a half street section of a Major Arterial Street per City Standard drawing number 11H. Eight Mile Road would have a half-street right-of-way of 48 feet and consist of a 7-foot half median, two travel lanes, a 15-foot landscape area with an 12-foot meandering walk, and an additional 18-foot landscape area. (See Figure 5.4)



(A) 96' Minor Arterial Street (Half Street Section at Eight Mile Road)

Figure 5.4

At the intersection of Eight Mile Road and Street "1", Eight Mile Road would transition to one lane in each direction. Eight Mile Road would have a half-street right-of-way of 40 feet and consist of a 7-foot half median, one travel lane, a 15-foot landscape area with a 12-foot meandering walk, and an additional landscape easement area. (See Figure 5.5)



(B) 80' Collector Street (Half Street Section @ Eight Mile Road)

Figure 5.5

Eight Mile Road will only be constructed as a half street section to the property line, center line of the existing road, in the interim. The Spanos Family Trust does not have ownership of the property on the north side of Eight Mile Road and until those properties develop it will function with one lane of traffic in each direction.

5.5.2 STREET "1" (MINOR ARTERIAL STREET)

Street "1" will be the primary spine road connecting to Eight Mile Road and running south through the Project site and will be designed as a Minor Arterial Street per City Standard drawing number 11G. Street "1" will have a right-of-way width of 96 feet, with a 15'-wide landscaped area on each side including an eight-foot wide meandering sidewalk, a four-lane configuration with a 14'-wide landscaped median/

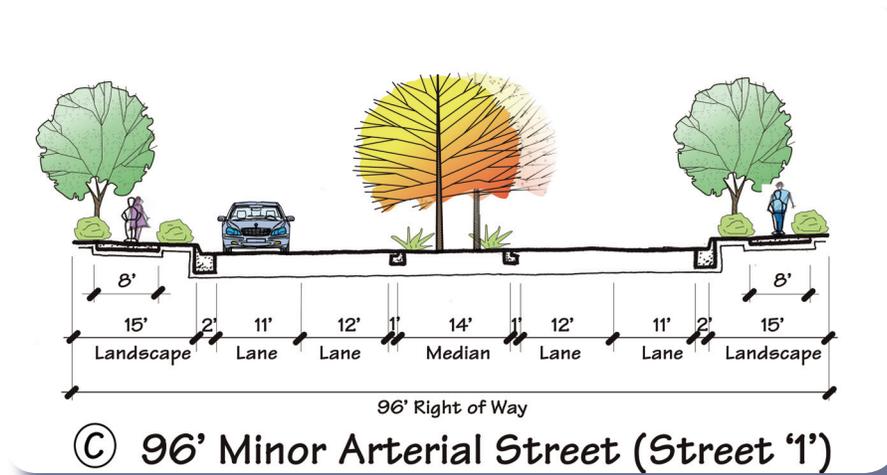


Figure 5.6

turn lane to accommodate traffic circulation. Development parcels/neighborhoods would take access from Street "1," by way of neighborhood roads, collector streets, and driveways.

5.5.3 SCOTT CREEK DRIVE (RESIDENTIAL COLLECTOR STREET)

Scott Creek Drive will be designed as a 74-foot right-of-way to match the street section from the Westlake development and will extend through Crystal Bay to Street "1." Scott Creek Drive will provide access to the neighborhoods adjacent to Street "1" and Eight Mile Road. On-street parking will only be allowed along the neighborhood park frontage and will terminate at the first entry to Neighborhood C. At that point, Scott Creek Drive will consist of a 74-foot right-of-way to match the street section at Westlake and will consist of two 17-foot travel lanes and a 20-foot landscape area on each side.

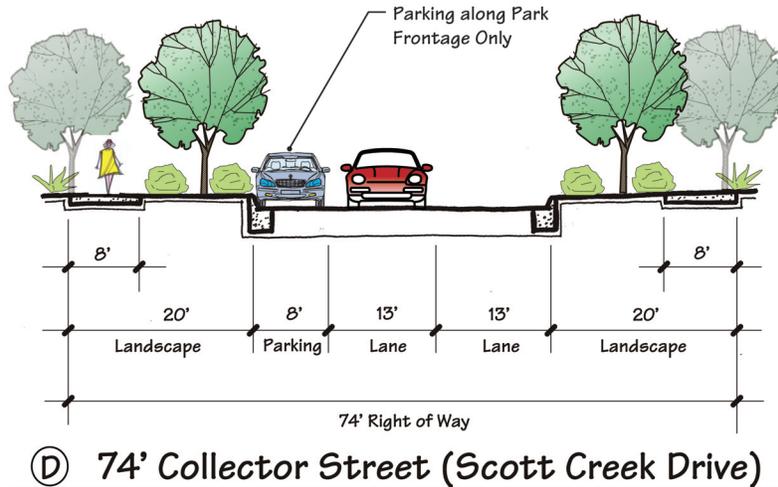


Figure 5.7

At the intersection of Street "1" and Scott Creek Drive, Street "1" would transition to one lane in each direction, See Figure 5.8. Street "1" will be designed as a modified Back Up Residential Collector and will consist of a 76' right-of-way, a 14' median with two 4' sections of "drive over" pavement for emergency vehicles, 13' travel lanes in each direction, and a 15 foot landscape area with an 8-foot walk.

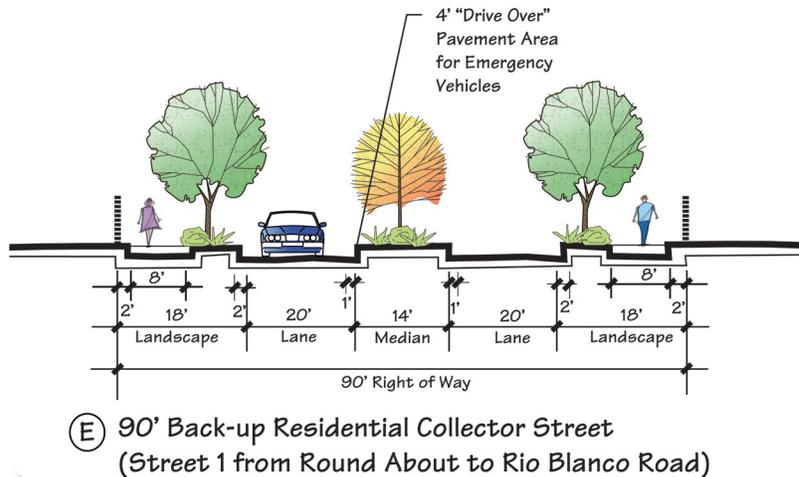
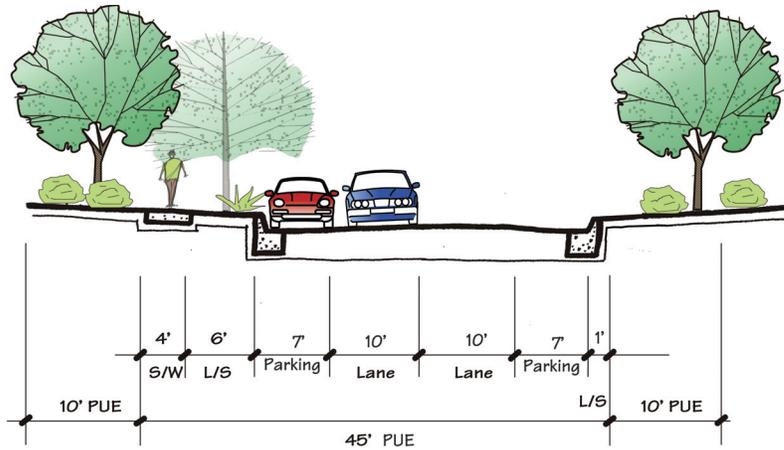


Figure 5.8

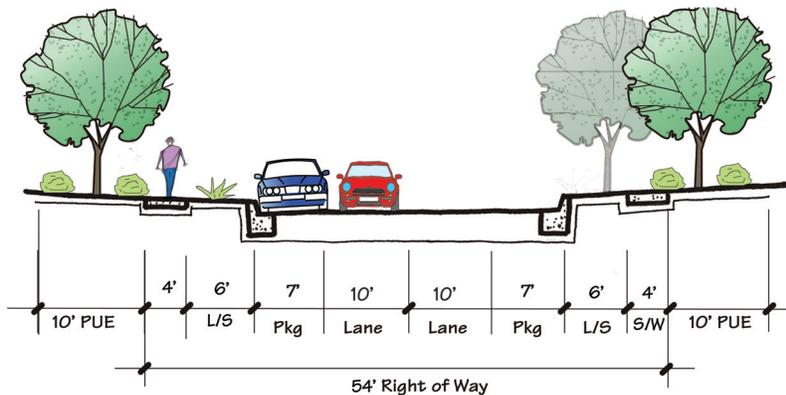


(F) 45' Courtyard Perimeter Road (Private Road)

Figure 5.9

5.5.4 COURTYARD PERIMETER STREET

The main access road to the apartment development will consist of a 45' public utility easement (PUE) private street. (See Figure 5.9) The street will consist of two travel lanes, parking adjacent to the apartment development with a separated sidewalk, and high density adjacent to the development. The private streets will be maintained by a home owners association.



(G) 54' Low Volume Residential (Public Road)

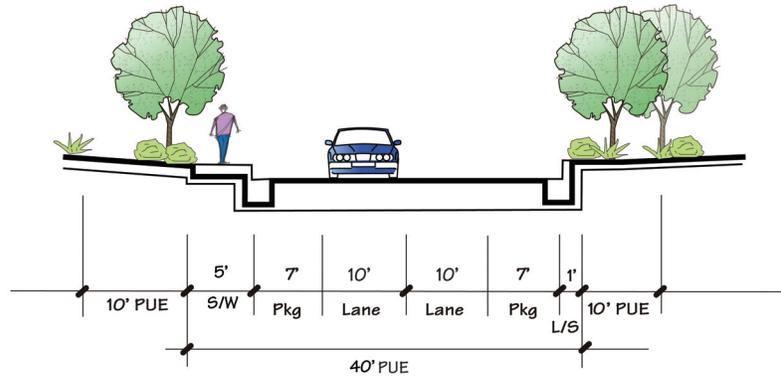
Figure 5.10

5.5.5 NEIGHBORHOOD STREETS PUBLIC (LOW VOLUME RESIDENTIAL)

Neighborhood streets within Crystal Bay will connect the individual neighborhoods to the main access roads. The internal streets within the traditional single-family neighborhoods will consist of 54-foot right-of-way and two travel lanes with parking on both sides per City Standard drawing number 11A. (See Figure 5.10)

5.5.6 NEIGHBORHOOD STREETS PRIVATE (MODIFIED LOW VOLUME RESIDENTIAL)

Private neighborhood streets within the courtyard development will connect the neighborhood to the main arterial streets. The internal streets will consist of a 40' public utility easement (PUE) with two travel lanes with parking on both sides. (See Figure 5.11) The street section is a modification of City Standard 11A, with the curb-

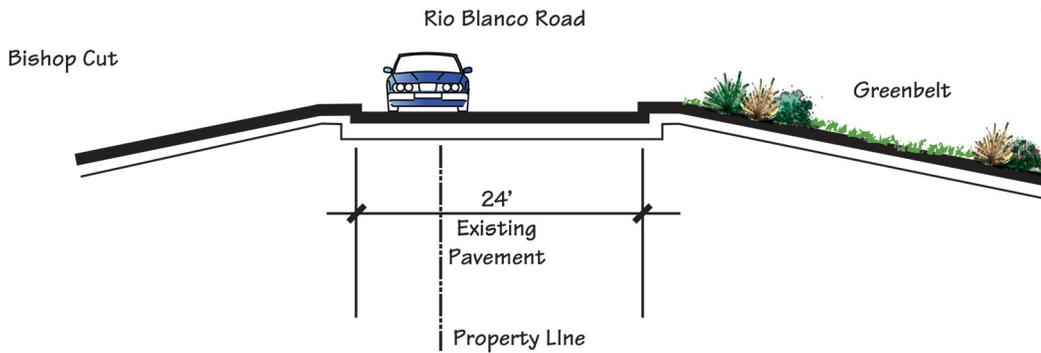


(H) 40' Low Volume Residential (Private Road)

Figure 5.11

to-curb width being the same. The difference is that there is only sidewalk on one side which is monolithic as opposed to detached with a planting strip. The private streets will be maintained by a home owners association.

Rio Blanco Road will not be modified as part of the project. The existing street section consists of a 24' pavement section, two travel lanes, and unpaved shoulders on each side. (See Figure 5.12) Only 17' of the street is within the property boundary of the project and Street "1" will intersect Rio Blanco Road in a "T" intersection with stop sign



(I) Rio Blanco Road Section (Existing)

Figure 5.12

control at the intersection.

5.6 TRAFFIC CALMING

Traffic calming and pedestrian enhancement features will be incorporated as key elements of the roadway system. The roadway widths will be minimized, in part to reduce the amount of impervious surfaces, but also to promote slower vehicular speeds within the Project area. Included in the plan are; traffic signals, roundabouts, traffic circles, and high-visibility crosswalks to further reduce traffic speeds and increase pedestrian safety. (See Figure 5.13) The recommended traffic calming elements are considered preliminary and shall be supported by traffic forecast data analysis for development. Traffic calming measures are subject to City review and approval based on appropriate supporting traffic analysis and City Design Standards.

A signal at the project entry of the intersection of Eight Mile Road and Street "1" will be utilized to direct the flow of traffic at the main intersection to the project. Fiber-optic interconnects will be



Typical Signalized Intersection



Figure 5.13 — Traffic Calming Plan

installed to allow for synchronization with adjacent projects.

A roundabout will be utilized at the intersection of Street "1" and Scott Creek Drive to substitute for a traffic signal and/or all-way stop signs. The roundabout will be constructed with two through lanes on Street "1" and single lanes accessing Scott Creek Drive and the Courtyard development. The roundabout will consist of a raised central landscaped island and splitter islands similar to City of Stockton Detail 12A, Typical Urban Roundabout.



Typical Roundabout

Three traffic circles are proposed to assist in slowing vehicles within the residential neighborhoods. Two traffic circles would be located in the compact single-family lot development, and one in the courtyard lots. The traffic circles will consist of raised islands, placed in intersections, and landscaped in their center islands similar to City of Stockton Detail 13, Traffic Circle. The circles will assist in reducing speeding through intersections by impeding the straight-through movement and forcing drivers to slow down to yield. Drivers must first turn to the right, then to the left as they pass the circle, and then back to the right again after clearing the circle.



Typical Traffic Circle

Two high-visibility crosswalks may be considered along Scott Creek Drive to create a safe pedestrian movement from development north of the neighborhood park. High-visibility crosswalks use special marking patterns and raised reflectors to increase the visibility of a crosswalk at night. These crosswalks may be located at the two entrances to the compact lot development from Scott Creek Drive.



Typical High Visibility Crosswalk

Stop signs will be used at the intersections of neighborhoods and Street "1." The stop signs will be located at the intersection from the neighborhoods only and will regulate traffic entering onto Street "1."

5.7 MULTI-MODAL PROVISIONS/OPPORTUNITIES/PLANS

The San Joaquin Regional Transit District (SJRTD) is the principal public transportation service serving Crystal Bay. SJRTD currently provides a fixed-route bus service and a dial-a-ride response function for elderly or handicapped persons that cannot use the regularly scheduled vehicles.

Public transportation will be encouraged within Crystal Bay by incorporating bus turnouts and shelters along Street "1" and Scott Creek Drive. The proposed locations for bus stops/turnouts are indicated on the Circulation Plan. (Figure 5.1)

Final design and locations would be subject to the approval of the SJRTD. These bus stops could be used for fixed route public bus service connecting other parts of the City of Stockton to Crystal Bay, private commuter bus services, or a shuttle system.

5.8 PUBLIC LANDSCAPE AND STREETScape

5.8.1 STREETScape CONCEPT

The streetscape concept for Crystal Bay consists of five design elements that will provide for a unified and organizational framework for the project. These elements consist of major and minor gateways, neighborhood entries, neighborhood street trees, and fencing and walls. This framework will provide residents and visitors with a visual structure of the development and a series of monuments and landmarks by which to navigate through the neighborhoods. The Master Streetscape Concept, see Figure 5.14, illustrates the concept of the plan with locations of the gateways, neighborhood entries, and neighborhood street tree themes and plant palette. Wall and fencing locations will be determined as more precise plans are prepared for each neighborhood. In general walls will be located along Eight Mile Road, Street "1", and along Scott Creek Drive where residential units abut the street. Described in the following sections are more detailed descriptions of the design elements of the streetscape concept.

A hierarchy of three types of entrance features are provided for within Crystal Bay along the coordinated community signage. These three types will be:

- Major Gateway (Eight Mile Road at Street "1")
- Minor Gateway (Street "1" at Scott Creek Drive)

MASTER TREE PLANT PALETTE

- MAJOR GATEWAY**
 - Red Chaparral Myrtle
 - Kawarzan Cherry
 - Sycrosted Oak
 - Goddeman Tree
- MINOR GATEWAY**
 - Red Chaparral Myrtle
 - Sycrosted Oak
 - Calamander Tulip Tree
 - Goddeman Tree
- NEIGHBORHOOD ENTRANCES**
 - Pink Chaparral Myrtle
 - Kawarzan Weavilva Plum
 - Sycrosted Oak
 - Goddeman Tree
 - Chinese Pistache
- ROUNDABOUT/TURNING CIRCLES**
 - Red Chaparral Myrtle
 - Kawarzan Cherry
 - Sycrosted Oak
 - Social Redwood
- EIGHT MILE ROAD**
 - MEDIAN TREE
 - Calamander Tulip Tree
 - STREET EDGE TREE
 - Campanula Tree
 - BACKBOND TREES
 - Pink Pine Live Oak
 - ACORN TREE
 - Red Chaparral Myrtle
- SCOTT CREEK DRIVE**
 - STREET EDGE TREE
 - Calamander Tulip Tree
 - BACKBOND TREES
 - Social Redwood
 - Southern Live Oak
- STREET T**
 - Red Sunset Maple
 - Green Vase Zalkona
 - Coast Live Oak
 - Social Redwood
 - American Cherry
 - Goddeman Tree
- PARK TREES**
 - LARGE CANOPY SHADE TREES
 - Campanula Tree
 - Coast Live Oak
 - Powder Elm
 - Green Vase Zalkona
 - Upper Roble Locust
 - SMALL TREES
 - Goddeman Tree
 - Social Redwood
- NEIGHBORHOOD A**
 - Red Sunset Maple
 - Kawarzan Cherry
- NEIGHBORHOOD B**
 - Goddeman Tree
 - Red Chaparral Myrtle
- NEIGHBORHOOD C**
 - Chinese Pistache
 - Kawarzan Cherry
- NEIGHBORHOOD D**
 - Chinese Pistache
 - Kawarzan Cherry
- NEIGHBORHOOD E**
 - Green Vase Zalkona
 - Goddeman Tree
 - Red Chaparral Myrtle
- NEIGHBORHOOD F**
 - Green Vase Zalkona
 - Kawarzan Cherry
- NEIGHBORHOOD G**
 - Goddeman Tree
 - Red Chaparral Myrtle
- NEIGHBORHOOD H**
 - Pink Chaparral Myrtle
 - Red Chaparral Myrtle
- NEIGHBORHOOD I**
 - STREET TREES
 - Chinese Pistache
 - Kawarzan Weavilva Plum
 - Red Chaparral Myrtle
 - OPEN SPACE TREES
 - Campanula Tree
 - Purple Roble Locust
 - Powder Elm
 - Social Redwood
- FEDERALWAY CORRIDOR TREES**
 - Goddeman Tree
 - Chinese Pistache



Figure 5.14 — Streetscape Plan

- Neighborhood Entries-Small Project/Subdivision Features (e.g. Neighborhood Entry)

COMMUNITY GATEWAYS OR ENTRANCES

Major Gateways

The Major Gateway will include signs identifying the Crystal Bay Community. This gateway should include themed and coordinated signage and graphics (logo and lettering) themed lighting, enhanced hardscape elements (walls, construction materials, and finishes) large tree selections, and distinct use of the planting palettes.



Typical Major Gateway

Any proposed non-city standard street lighting will be maintained by a Lighting and Maintenance District (or other mechanism by the master developer of Crystal Bay).

A conceptual character depiction of a potential major community gateway and entry scheme is depicted in Figures 5.15 and 5.16.

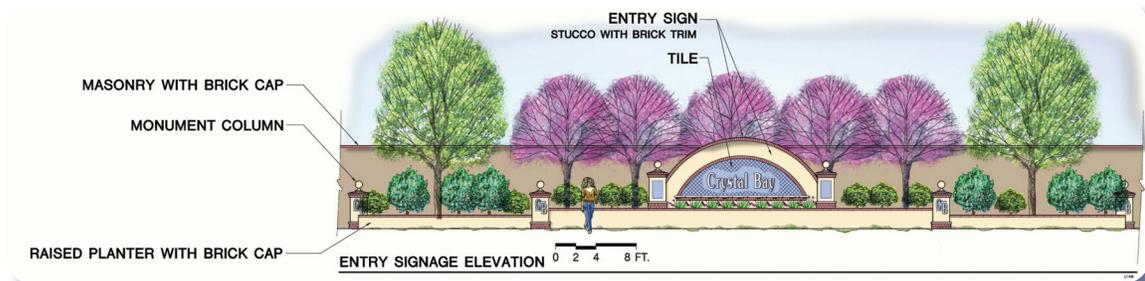
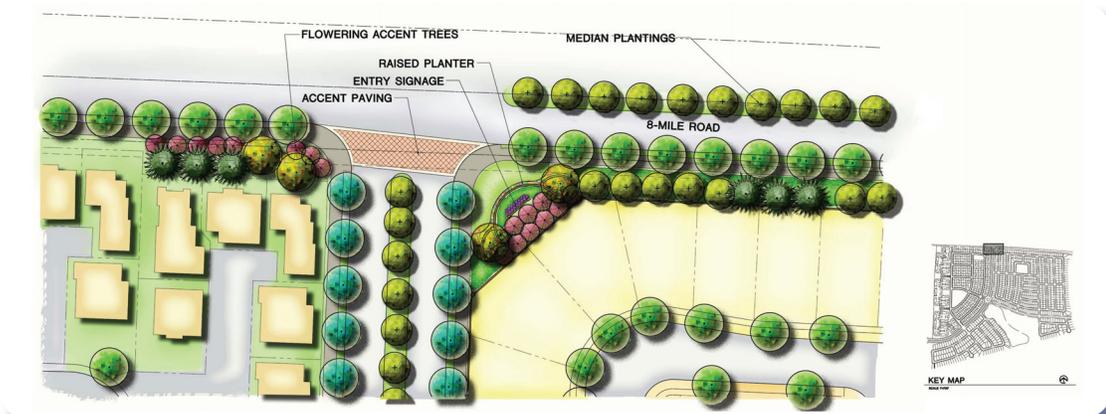


Figure 5.15 — Major Gateway Concept



Figures 5.16 — Major Gateway Concept

Any proposed non-city standard feature such as decorative paving may also require a revocable permit for placement and will require the master developer to maintain.

Minor Gateways

Minor Gateways are intended to highlight intersections within Crystal Bay and announce arrival into the project from minor circulation routes. They will be designed to integrate with the landscape treatments and complement the major gateways.

Minor Gateways may include:

- Signage identifying the particular residential district or community (low-scale and within the entry drive).
- Themed lighting, enhanced hardscape elements but of smaller stature and scale than the Major Gateway.
- Less of a reliance on specimen sized trees.



Typical Minor Gateway

A conceptual minor community gateway and entry scheme is depicted in Figure 5.17.

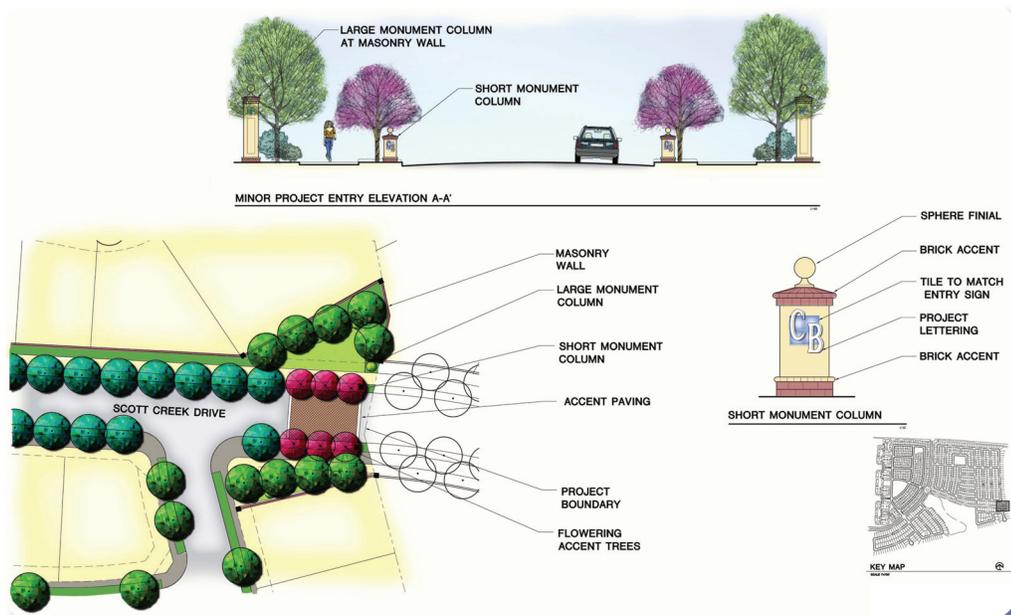


Figure 5.17 — Typical Minor Gateway Concept

NEIGHBORHOOD ENTRIES

Neighborhood entries should signal the entrance into a defined residential neighborhood. Neighborhood entries should have similar elements from the major and minor gateway entries. The following general guidelines will apply to neighborhood entry points:

- Neighborhood entries are not to be placed at all entries to each project. The exact location of neighborhood entries will be determined.
- Neighborhood entries may include subdued identification signs, themed lighting, the thematic architectural character elements and enhanced hardscape and plantings, which draw from the palette of adjoining streets.
- Neighborhood entries will be small in scale and can be incorporated into the entry points of projects as a form of identification.

NEIGHBORHOOD STREET TREES

In order to enhance the sense of individual neighborhoods within the project, a master tree plant palette has been developed so that each has a distinct and different street tree. (Refer back to Figure 5.14 on page 5-19) Figure 5.14 presents a conceptual street tree planting concept along with a representative list of tree choices for each neighborhood.



Typical Neighborhood Entry

EXTERIOR AND INTERIOR FENCES AND WALLS

Walls and fences within Crystal Bay will provide screening and barriers between properties and uses, help define the edges of arterial and collector streetscapes, and provide privacy and security for private property. The material and design of walls and fencing will vary throughout depending on each location.

Walls will be primarily features along the main arterial and collector streets within Crystal Bay. The intent is for all to share and exhibit a common community appearance or theme. Minor variations in the location, extent, and length of these walls are anticipated with each land use development project. The following general design requirements pertain to the walls.

- Walls along public streets should be placed to avoid blocking views to the open space corridors and should not obstruct underground or aboveground electric, telephone cable, water or sewer services or equipment.



Typical Wall

- Exterior and interior fences and walls need to provide sufficient set-back at intersections for sight distance.
- Opportunities for wall openings between land uses designation should be evaluated where appropriate to encourage and facilitate pedestrian connection.
- Wall materials shall have a textured face such as cast patterns, split-faced or stucco-finished on the side facing the street or public view.
- Minor variations in theme and view wall designs are acceptable; however continuity in theme and materials shall be incorporated where variations occur.
- Pilasters should be used at each side of neighborhood vehicular and pedestrian entrances to define openings, and at each angle point or change in direction to enhance wall aesthetics.
- Multiple pilasters at neighborhood entries are encouraged, and should be spaced no less than 50 feet-on-center along straight runs of walls.
- Pilasters shall be constructed of materials complementary to the masonry wall. Acceptable materials include masonry block, brick, stone, cobble or stucco finishes.
- Pilasters may include embellishments such as logos incorporated in the column or pilaster design and concrete caps.
- Pilasters should have sufficient bulk and dimensions to appear in proportion to the height and mass of the wall.



Typical Masonry Wall

Masonry Walls

Standard masonry walls shall be used as

barriers and screens between different land uses. This type of wall shall be used in locations that are less visible from public streets. Six-foot masonry walls shall be provided where public or private parks are adjacent to residential commercial property. Such walls shall be on private property.

Wood Fencing

Two types of wood fencing are specified for use at Crystal Bay. Both fence types are intended to provide security, screening, and privacy. Standard wood fences are located in areas that are less visible from public view and enhanced wood fences are located in areas with greater public visibility.



Typical Wood Fence

Residential lots backing onto any type of street at Crystal Bay will require a masonry wall.

Standard Wood Fence

This fence type is typically located adjacent to other residential uses, paseos, or other areas with more limited public views.

General guidelines for standard wood fences are as follows:

- Typically constructed adjacent to other residential uses, paseos, or other areas with limited public view.
- Maximum solid-wood fence height adjacent is 6 feet.
- Fence sections may be eight to 10 feet in length supported by four by four posts.
- Solid wood fences are to be of redwood construction, and if painted or stained, should be an earth tone color.

Wood Fence with Pilasters

This is a variation of the standard wood fence with the addition of decorative pilasters at regular intervals. This fence type is typically



Wood Fence with Pilasters

located along community collector and neighborhood (local) residential streets at the back of the landscape corridor, usually where residential lots back or side onto the street.

General guidelines for wood fences with Pilasters area as follows:

- Minimum height of solid wood fence along all residential collectors within neighborhoods is six feet.
- Fence sections may be eight to 10 feet in length supported by four x four posts.
- Pilasters or columns should be used for enhanced wood fences at each side of neighborhood vehicular and pedestrian entrances so as to visually define openings, and at each angel point (change in direction) to enhance wall aesthetics. Pilasters are encouraged at regular spaced intervals along lengths of fences.



Wood Fence with Pilasters



Planned Development



CHAPTER 6

PUBLIC FACILITIES, SERVICES, AND UTILITIES

6.0 INTRODUCTION

The elements of the physical infrastructure required to serve and support the phased and full development of the Project are described in this chapter of the PD. The necessary infrastructure described herein is based on the land use program identified in Chapter 3.



6.1 GENERAL

The proposed utility infrastructure will be designed to accommodate and serve full build out of Crystal Bay. Phasing of these improvements and funding obligations will be outlined in Chapter 11. Public facilities and services will be served by multiple agencies and utility providers as listed below:

- Water – City of Stockton, Municipal Utilities Department
- Sanitary Sewer – City of Stockton, Municipal Utilities Department and Regional Wastewater Control Facility (RWCF)
- Public Transit – San Joaquin Regional Transit District (SJRTD), also called Stockton Metropolitan Transit (SMART)
- Solid Waste – Stockton Scavengers (a franchise of the City of Stockton)
- Electricity and Natural Gas – Pacific Gas and Electric (PG&E)
- Telephone Service and Fiber-Optics – AT&T
- Cable Television – Comcast
- Fire Protection – City of Stockton Fire Department
- Police Protection – City of Stockton Police Department

All proposed City owned utilities depicted in this PD are schematic and will be analyzed in detail in conjunction with preparation of utility master plans. City of Stockton utility infrastructure requirements for water, sanitary sewerage, storm drainage, and non-potable water system shall not be superseded by the PD. Such infrastructure shall be designed and constructed in accordance with the City's Standard Plans and Specifications and Municipal Utilities Department requirements. Improvement plans will not be submitted for review until all water, sanitary sewerage, storm drainage, and non-potable water system master plans have been approved by the Municipal Utilities Department.

6.1.1 OBJECTIVE

The objective for providing utilities and public facilities is that all necessary infrastructure facilities would be constructed in the most cost-effective, orderly fashion and all necessary infrastructure facilities would be in place and operational for connection and use as phases of the projects are completed. Public services (fire, police, schools, etc.) would be funded and provided for by development impact fees. These fees would be levied at the time of building permits, which would provide for the provision of public services as demand increases.

6.1.2 POLICIES

Goal 1: Provide public facilities and City services throughout the urbanized area.

Policy 1: Capital improvements and facility needs generated by new development shall be financed by new development. The existing community should not be burdened by increased taxes and fees nor by lowered service levels to accommodate the needs created by new development. Exceptions to this policy may be considered in an effort to encourage affordable housing.

Policy 2: Development proposals shall be reviewed for their impacts on various infrastructure components (i.e., sewer, water, fire stations, libraries, streets) and should be required to provide appropriate mitigation measures if development reduces service levels.

Policy 3: Continue to utilize developer fees and the City's public facilities fees to finance public facilities (e.g. sewer, water, parks and recreation, police and fire, general government).

Policy 4: Continue to utilize various methods in addition to the use of fees to finance public facilities (i.e. grant funding, assessment district, Mello-Roos funding).

Policy 5: PG&E, AT&T, and Comcast should upgrade their facilities and acquire appropriate easements to accommodate development.

Goal 2: Provide a full range of public facilities and City services where they are accessible to the public and are compatible with the area in which they are located.

Policy 1: Residential developers should coordinate with the school district to ensure the adequate provision of schools.

Goal 1: Promote the conservation of energy in Stockton’s housing developments.

General Policies: The following general policies are to be used to achieve the goals.

- A. The City shall require that all proposals for development within Crystal Bay be consistent with the intent and purpose of the PD.
- B. The City shall require that the backbone infrastructure plan for Crystal Bay include implementation programs for the roads and streets, water service, sewerage and storm drainage that connect Crystal Bay with other parts of the City of Stockton.

6.2 UTILITY MASTER PLANS

6.2.1 WATER

Potable Water Supply and Distribution

Domestic water would be provided to Crystal Bay by the City of Stockton’s Water Utility. A 12-inch water main stubbed out at the end of Scott Creek Drive in Westlake. The water line will be extended to the west to the intersection of Street “1.” From there, a 12-inch main will continue north along Street “1” and east along the Project frontage in Eight Mile Road and connect to an existing 12-inch main line stubbed out from Westlake. Additionally, a 12-inch line will run south in Street “1” from Scott Creek Drive to the intersection of the neighborhood road. The mains will reduce to 8-inch and loop through the neighborhoods. Potable water shall not be used to fill any lake or water feature.



The water distribution system will provide the Crystal Bay Project Area with a “looped” system and will be fully constructed as part of the initial development phase. The PD includes a secondary distribution system of smaller diameter water lines that would serve all of the individual Project neighborhoods. The secondary system would be installed and expanded as the various phases of the overall Project are implemented. (See Figure 6.1)

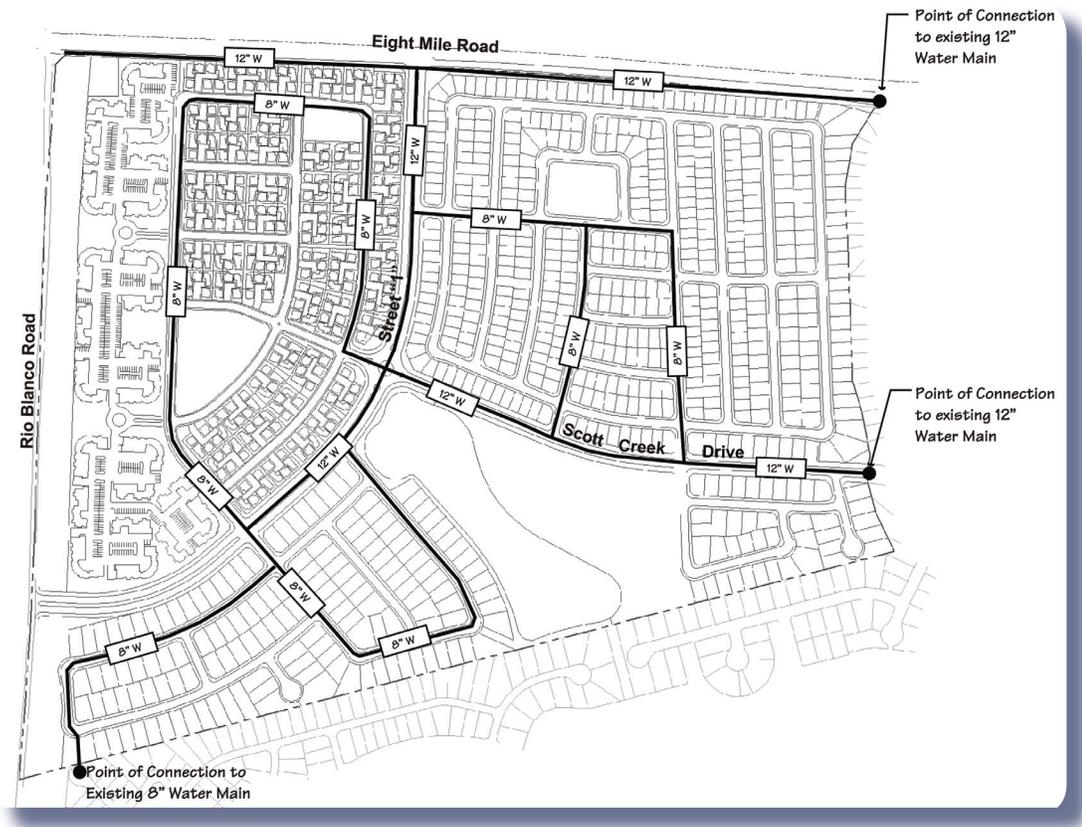


Figure 6.1 — Water Master Plan

Water Facilities

Goal 1: Conserve groundwater and surface water resources in order to ensure sufficient supplies of good quality water.

Policy 1: All urban development shall be served by a sanitary sewage system to avoid possible contamination of groundwater from septic systems.

Policy 2: The use of Best Management Practices for the reduction of pollutants in urban runoff shall be encouraged within the storm drainage system in order to reduce the amount of pollutants entering the surface waters.

Policy 3: Encourage and support water conservation measures by all City water users.

Policy 4: Non-potable water should be used to fill any lake or water features within development projects.

Policy 5: The City shall require preparation of detailed watershed drainage plans for those areas identified in the City of Stockton Drainage Infrastructure Plan. These plans should be completed before development occurs in the areas and shall identify required drainage improvements and costs. The watershed drainage plans shall include Best Management Practices that will reduce pollutants in urban runoff to the maximum extent practicable.

Policy 6: The City will comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants into surface waters.

Senate Bill 610 and SB221

Senate Bill 610 (Chapter 643, Statutes of 2001) was adopted by the State Legislature in January 2002 along with Senate Bill 221. It was enacted to improve the link between information on water supply availability and land use decisions made by cities and counties. Under SB 610, a water assessment must be furnished to local governments for inclusion in any environmental documentation for certain projects (as defined in Water Code 10912 [a]), subject to the California Environmental Quality Act. The Urban Water Management Plan (UWMP) is the foundation document for compliance with this statute. A water supply assessment is required to be submitted to the City or County (Lead Agency) with the PD for any large development.

Senate Bill 221 (Chapter 642, Statutes of 2001) was adopted along with SB 610 to amend the state law to provide a link between availability of water for any project and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures that seek to promote more collaborative planning between local water suppliers, cities, and counties. Under SB221, the developer of a large-scale development must provide an affirmative written verification of sufficient water supply, based upon substantial evidence to the local jurisdiction, when the tentative map is submitted for the development. The Urban Water Management Plan is the foundation for compliance with this statute.

Projects under SB 610 and SB 221 Government code §66473(a) provides that a subdivision consisting of 500 or more dwelling units is subject to SB 610. Regardless of

the number of dwellings, a project can be considered a “subdivision” if it increases the number of service connections for a water utility by 10 percent.

Urban Water Management Plan

The Urban Water Management Plan (UWMP) is the foundation document for both SB 610 and SB 221. The UWMP serves as an important source of documents for cities and counties when they update their General Plans. General plans are source documents for water suppliers as they update their UWMP. The UWMP is both a water assessment and water verification document that lead agencies use in determining whether to approve the PD and/or the tentative map of a large development or “subdivision.” It is crucial that cities/counties coordinate very closely with water suppliers in development and updating UWMPs.

Requirements of SB 610

The developer or urban water supplier develops an Urban Water Management Plan for inclusion into the PD and includes:

1. Description of the service area of the water supplier, including current and projected population, climate, and other demographic factors. Population projections shall be based upon data from State, Regional, or local service agency populations within the service area of the supplier and shall be in five-year increments, up to a minimum of 20 years.
2. Identifies and quantifies the existing and planned sources of water available to the supplier.
3. Copy of the groundwater management plan adopted by the urban water supplier.
4. Description of the groundwater basins from which the groundwater will be pumped.
5. Detailed description and analysis of the location, amount, and sufficiency of groundwater pumped by the urban water supplier in the last five years.
6. A detailed description and analysis of the amount and location of groundwater that is projected to be pumped by the urban water supplier.
7. A description of the reliability of the water supply and vulnerability to seasonal or climatic shortage for:
 - A. An average water year
 - B. A single dry year

C. Multiple dry water years

8. A description of the opportunities for exchanges or transfers of water on a short-term or long-term basis.
9. Quantity over five-year increments as described in Item 1 of projected water use, identifying uses among water sectors including, but limited to the following uses:
 - a. Single-family residential uses
 - b. Multiple-family residential uses
 - c. Commercial uses
 - d. Institutional uses
 - e. Landscape uses
 - f. Saline water intrusion barriers, groundwater recharge, conjunctive use, or any combination thereof
10. A description of the water supplier's water demand management measures.
11. A description of each water demand management measure that will be implemented or is currently being implemented.
12. A schedule for implementation for all water demand management measures.
13. A description of the methods, if any, that the supplier will use to evaluate the effectiveness of water demand management measures described under the plan.
14. An estimate, if available, of the existing conservation savings or water use within the supplier's service area and effect of savings on the supplier's ability to further reduce demand.
15. An evaluation of each water demand management measure listed in Item 10 that is not currently being implemented or scheduled for implementation.
 - a. Consider economic factors: environmental, social, health, customer impact, and technological factors
 - b. Cost-benefit analysis
 - c. Funding available to implement any planned water supply project
 - d. Description of the water supplier's legal authority and efforts to work with other agencies to ensure implementation of the measure and share the costs

16. A description of the water supply projects and programs that may be undertaken by the water supplier.

Non Potable Water Supply and Distribution

Water solely used for irrigation of the various parks, common landscaped areas, and planting strips within the public right-of-way will be supplied by the on-site lake and conveyed in a “purple pipe” (non-potable water) system. The lake system design would include a series of small pumps that would deliver pressurized water. Potable water shall not be used to fill any lake or water feature. (See Figure 6.2)

The use of treated lake water for irrigation would have the following benefits: (1) reducing the demand for potable water serving the Project; (2) providing another valuable function for the man-made lake; (3) improving the water treatment capability of the lake by increasing lake circulation and water movement within the lake; and (4) reduced lake maintenance through increased water movement and hindering eutrophication.

A preliminary non-potable water demand has been prepared for the manmade lake associated with the Crystal Bay development project which includes the public landscape irrigation requirements for the project. The public area landscape irrigation water requirements are included in the lake water demand since it is assumed that the irrigation water will be withdrawn from the lake as part of the lake operation since this turnover of the lake water will improve the overall water quality. A simplified “water balance” analysis for the lake system evaluates all the water input and withdrawal to determine the net deficit that must be accommodated with “makeup” water. The water withdrawals from the lake only include (1) evaporation, and (2) irrigation of landscaping within the development. There will be no infiltration loss from the lake since the lake will be lined with an impermeable water barrier. The water entering the lake includes both nuisance and storm water runoff, and direct precipitation into the lake. Makeup water supply will be used to maintain water level in the lake, and irrigation will be operated based on the landscaping needs.



Lake Water Source

Based on the water balance, July is the peak make-up water demand month this correlates to the peak ETo of 11.9 inches. Assuming average monthly precipitation conditions and approximately 5 AF nuisance flow into the lake in July, approximately 21 AF of make-up water will be necessary for irrigation and lake replenishment in that month.

Every other month requires less make-up water. Demands in March and April are offset by the availability of stored quantities in the lakes though storage will be depleted by the beginning of April. The total anticipated make-up water demand for an average year based on the water balance is approximately 99 AF/yr. Additional water will be required during periods of drought.

Three sources of non-potable water may be utilized to maintain the lake water level as well as provide for irrigation of common areas. The first source will be the dewatering of the area adjacent to the levee. A toe drain will be installed at or adjacent to the levee per the Delta Farms Reclamation District 2042 requirements. The toe drain will capture ground water and dewater the site adjacent to the levee. Water captured

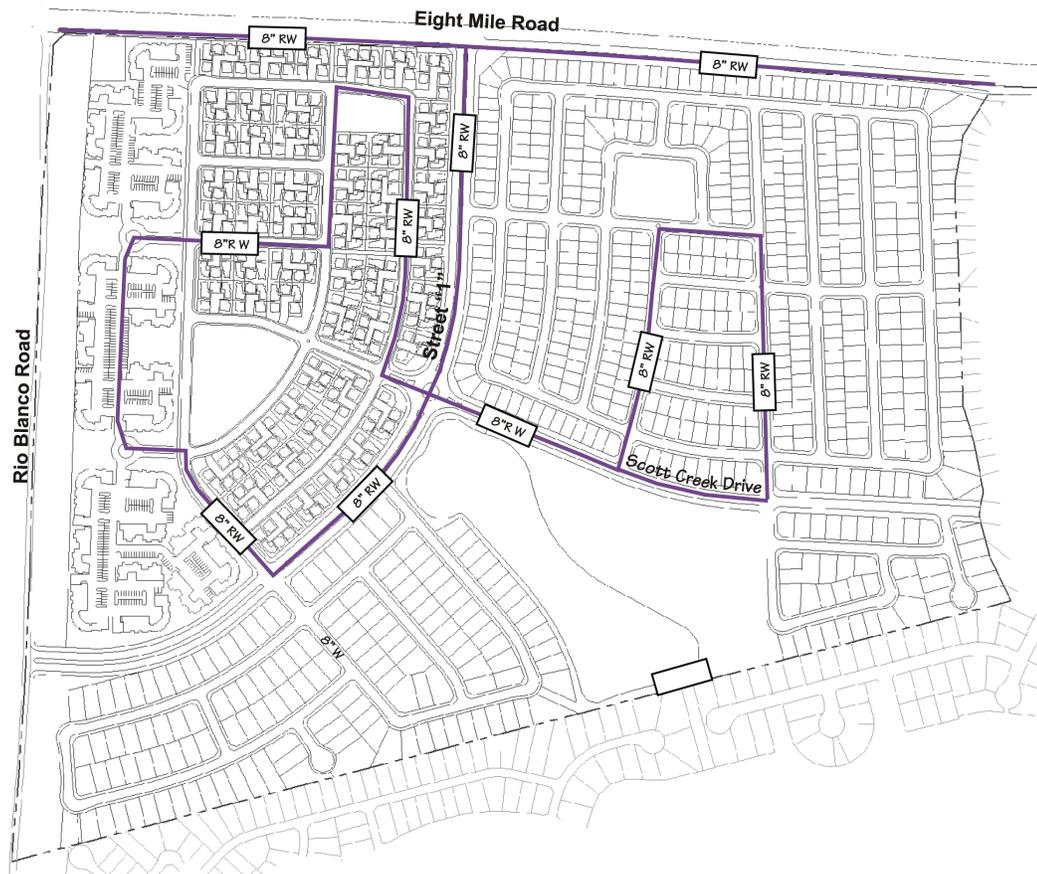


Figure 6.2 — Non-Potable Water Master Plan

from the toe drain would then be pumped to the lake, and then used to maintain the lake level and provide for irrigation of the common landscaped areas.

The second source of non-potable water would be from the Delta at Bishop Cut. The parcels that comprise the project area have historic riparian water rights to utilize water from the Delta for the irrigation of the property. Water from the Delta would be pumped from the existing facilities, which would be upgraded and modernized, to the lake and would be used in a similar manner as discussed above. This would also provide for a more consistent water supply in the event that the dewatering of the site does not provide for an adequate supply.

The third source of non-potable water may be through an agreement with the adjacent Westlake project. If surplus non-potable water is available from Westlake, surplus water from their lake system could be pumped to Crystal Bay. The benefits of this alternative are that permits from the agencies having jurisdiction over the construction of improvements necessary to pump water from the Delta may not be necessary.

Maintenance of the lake and lake systems would be through an HOA.

6.2.2 WASTEWATER

Demand

Additional demand for wastewater has been accommodated through the proper sizing of the downstream conveyance system and pump station currently under construction by Westlake at Spanos Park West. Coordination with the adjacent developer and Municipal Utilities Department has occurred to ensure that the increased wastewater conveyance demand is accommodated.



Sewer Treatment Facility

Objective

City's Sewer Collection System

The urban services boundary has been increased to include this project. The extended

and new collection system has been divided into sub-areas or “Systems.” Stantec prepared the approved December 2006 Master Sewer Plan for the adjacent Westlake project, in which Crystal Bay was included as part of the overall plan. According to their calculations, the Crystal Bay project will generate approximately 1.3 mgd of demand for additional sewer capacity. Stantec has designed the sewer conveyance pipe system as well as the sewer lift station to accommodate this additional demand. Wastewater will be collected in a community-wide sewer system, with treatment and disposal through the City’s Wastewater Control Facility. The existing tertiary filtration facilities will be upgraded to meet Title 22 requirements and provide other water quality enhancements as well. Upgrades include an effluent polishing wetland.

The City is in the process of evaluating additional treatment needs and conducting studies required by the national Pollutant Discharge Elimination System (NPDES). The current upgraded system includes increased filtration and nitrification capabilities, as well as other enhancements required by the permit.

Sanitary Sewage Plan

Crystal Bay will be served by the Stockton sanitary sewer system. A network of gravity



Figure 6.3 — Sewer Master Plan

flow sewer mains will serve the individual neighborhoods. This network will feed to large mains in Scott Creek Drive, which will ultimately collect into a 15-inch sewer main at the Project's eastern boundary with Westlake. Wastewater will be conveyed through Westlake to a lift station off Cosumnes Drive near Spanos Park West. From there, the wastewater is conveyed to the City's Regional Wastewater Control Facility (RWCF), located on Navy Drive in southwest Stockton via the Westside Interceptor Pipeline. Refer to Figure 6.3 and the Wastewater Master Plan included in the Technical Appendix.

6.2.3 STORM DRAINAGE PLAN OBJECTIVE

The objective of the proposed drainage facilities outlined is to ensure that the proposed Crystal Bay residential development is provided with a minimum of a 100-year flood protection and satisfies local drainage criteria adopted by both the City of Stockton and San Joaquin County. In addition, the existing adjacent northern tributary watershed areas do not have their current levels of flood protection impaired or reduced from the development by removing existing potential flood storage areas. Detailed hydrology

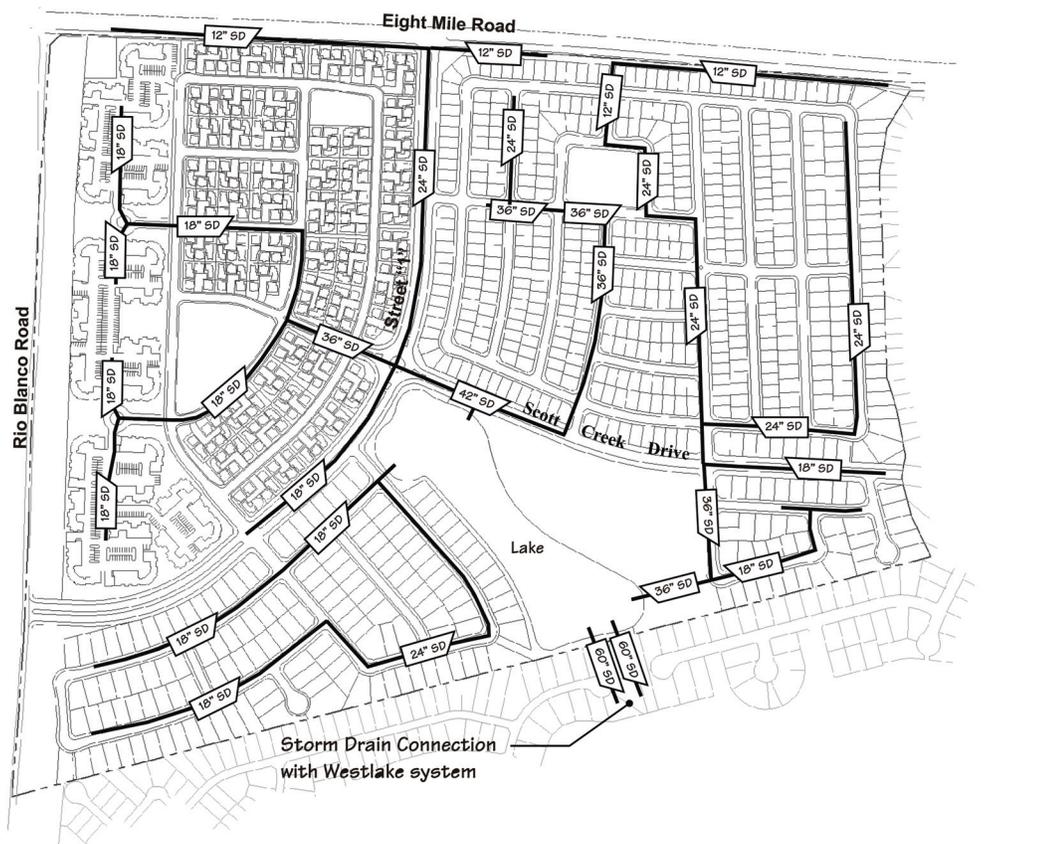


Figure 6.4 — Storm Drain Master Plan

analysis was performed to evaluate both the on-site local development watershed and the off-site regional watershed as part of the flood protection assessment. The master plan will ensure that the Crystal Bay development is not dependent on a future municipal public works drainage infrastructure or backbone drainage facility development, but also does not limit the occurrence of additional development within the municipal watershed.

The total available storm water runoff volume generated within the Crystal Bay development watershed should be accommodated within the available storage volume of the manmade lake within Crystal Bay, the lower manmade lake of the Westlake lake system, and the Westlake terminal storm water pump station. The Westlake terminal storm water pump station has been designed to evacuate the 100-year runoff volumes from both the Crystal Bay and Westlake urbanized watersheds. The storage volume for storm water runoff from the urbanized project watershed is provided from increased water level in the manmade lakes above the normal lake operating level during non-storm periods. (See Figure 6.4)

Crystal Bay/Lake Facilities/Operation

The manmade lake for Crystal Bay has been designed with an elevated gravity overflow weir that discharges to the Westlake Lake System. The runoff volume from storms with magnitudes to just above the 10-year event and dry-weather flows will be completely stored within the Crystal Bay lake without discharging to the Westlake lake. Six feet of storage is available between the normal Crystal Bay lake elevation and the overflow weir crest. The lake circulation pumps as well as a gravity gate system can be used to evacuate the surcharge volume of the lake. The manmade lake system will also include a circulation system, water quality treatment filters, submerged gravel bed biofiltration, lining system, and a lake edge bulkhead.

Storm Water Quality Treatment

The storm water generated from the proposed urban developments watershed will not discharge directly into the Delta, but will be (1) treated through the natural processes within the lake ecosystem, (2) temporarily stored within a large manmade lake system, or (3) completely retained and never released from the project. The water quality pollutant concentration associated with the storm water discharge releases from the manmade lake system during rainfall events should be very similar to the water quality of adjacent delta receiving water because of the dilution effects associated with the

large lake operating water volume and the treatment effects. In addition, dry-weather or nuisance flows typically generated from urban development during non-storm/rainfall periods will be completely retained and recycled on-site to ensure zero discharge from the project during dry-weather periods, which is the majority of the year. The manmade lake offers a unique storm water management solution by providing hydrologic mitigation associated with development watershed impacts and functions as the primary hydraulic conveyance infrastructure element for project drainage. In order to achieve the intended water quality goals, the following lake design fundamentals were incorporated into the manmade lake design:

1. Water depth (Temperature)
2. Compressed air diffusion
3. Vegetated wetland planters
4. Pumped water recirculation/irrigation turnover
5. Urban nuisance flow/storm water pre-treatment wetlands

A weir box controls the release of storm water from the Crystal Bay lake to Westlake into the connection double 60-inch diameter underground pipes. (See Figure 6.5)

Double 60-inch diameter connector pipes will transfer the flow between the weir box and the lakes. The pipes are sized to convey the attenuated 100-year flow released from Crystal Bay.

Reinforced-concrete lake inlet/outlet structure – Submerged concrete inlet/outlet structures for the two 60” pipes will provide the connection at the lakes. (See Figure 6.6)

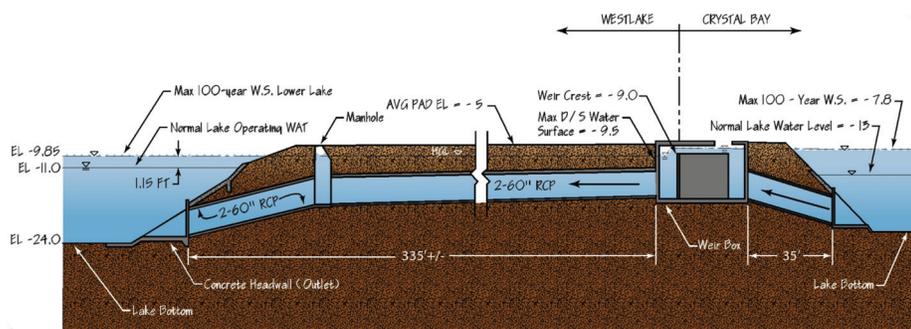


Figure 6.5
— Weir Box
Detail

Off-Site Watershed with Crystal Bay Development

Description

The development of Crystal Bay will modify the existing natural surface drainage patterns and drainage boundaries by (1) eliminating site run-off to existing RD Channel and

redirecting to the Westlake terminal storm water pump station, (2) relocating existing drainage channels to the northern boundary of the development along Eight Mile Road and increasing in size if required to maintain the equivalent run-off storage depths, and (3) relocating the existing Reclamation District storm water pump station near the marina to the northwest portion of the site adjacent to Eight Mile Road or location consistent with the City of Stockton Drainage Master Plan.



Figure 6.6 — Storm Drainage Detail with Westlake

The existing reclamation district pump station at the marina must be relocated since the proposed expansion area of the development would eliminate the earthen channel that conveys the run-off to the pump station.

Off-Site Storm Drainage

The Reclamation District No. 2042 Bishop Tract will relocate the existing ditches on the Project site that convey off-site flows from the agricultural lands north of Eight Mile Road. This conveyance for off-site agricultural runoff would be located on the south side of Eight Mile Road and would deliver the agricultural run-off to an existing pump station adjacent to the levee at the intersection of Rio Blanco Road and Eight Mile Road. The existing pump station, adjacent to the levee at the intersection of Rio Blanco Road and Eight Mile Road, would be owned and maintained by the reclamation district.

6.2.4 TEMPORARY AGRICULTURE DRAINAGE IMPROVEMENTS

The runoff from the existing agricultural watershed north of Eight Mile Road, approximately 960 acres including The Reserve golf course, is collected and conveyed through a series of earthen channels. The channels deliver the flow to an existing agricultural storm water pump station near Rio Blanco Road that is operated by Reclamation District 2042 – Bishop Tract. The existing earthen channel systems are also operated by the Reclamation District, which includes the channel within Crystal Bay that is being relocated as part of the adjacent Westlake development. The newly relocated earthen channel within Crystal Bay parallels Rio Blanco along the western boundary and along the northern boundary adjacent to Eight Mile. The facilities adjacent to Rio Blanco Road consist of an earthen trapezoidal channel with a 6-foot base width approximately 7-feet deep which is connected to a nine-acre detention basin that has a 90-foot base width. The channel facility adjacent to Eight Mile Road consists of an earthen trapezoidal section with a 20-foot base width and approximately 7.0 feet deep. The facilities are designed to provide 100-year level of flood protection assuming the existing capacity of the RD pump station with both pumps totaling 44 cfs. The estimated 100-year runoff from the existing agricultural/golf course off-site 960 acre watershed north of Eight Mile Road is approximately 342 cfs and corresponding volume of 112 acre-feet.

6.2.5 OFF-SITE WATERSHED REPLACEMENT DRAINAGE FACILITIES

The development of Crystal Bay will require maintaining an equivalent conveyance system for the off-site watershed north of Eight Mile Road that is currently delivered through the existing RD channel to the terminal RD pump station south of the project. Several alternative replacement drainage facilities were evaluated as part of the selection process which all provided 100-year level of flood protection since this is a regional drainage facility with a tributary watershed area exceeding a square mile. The recommended replacement facility which integrates the best with the urban development is an underground pipe system alternative. The alternative consists of 3-60"-inch diameter parallel RCP or HDP pipes. These pipes would be installed along the same alignment as the existing earthen channel parallel to Eight Mile Road and would extend downstream to outlet into the nine acre detention basin. (See Figure 6.7)

A specialty junction structure with manhole access will be required at the upstream end of the triple pipe system which will allow (1) connection to existing drainage facilities

crossing Eight Mile Road at this location, (2) connection to the other drainage pipe systems within Eight Mile Road, and (3) distribution of the flow equally to the three pipeline systems.

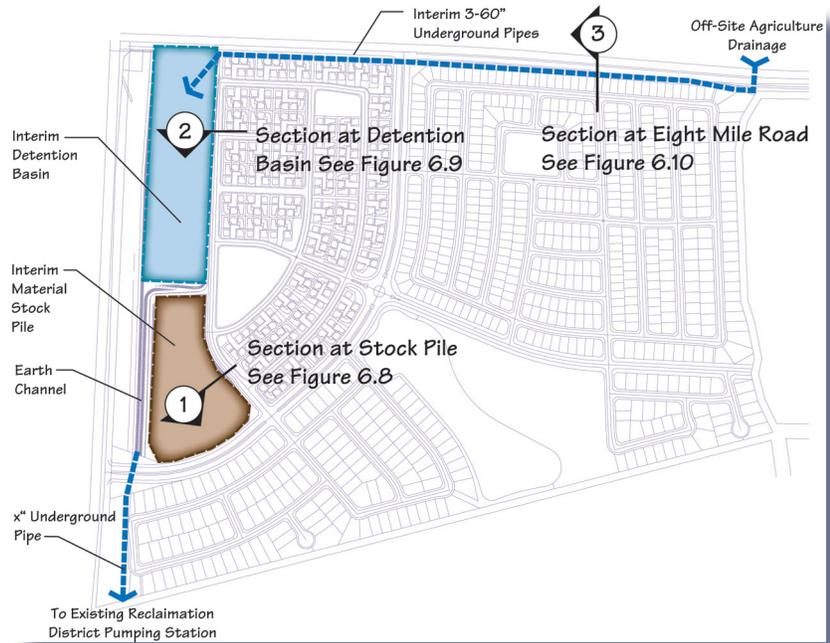


Figure 6.7 — Interim Drainage Plan

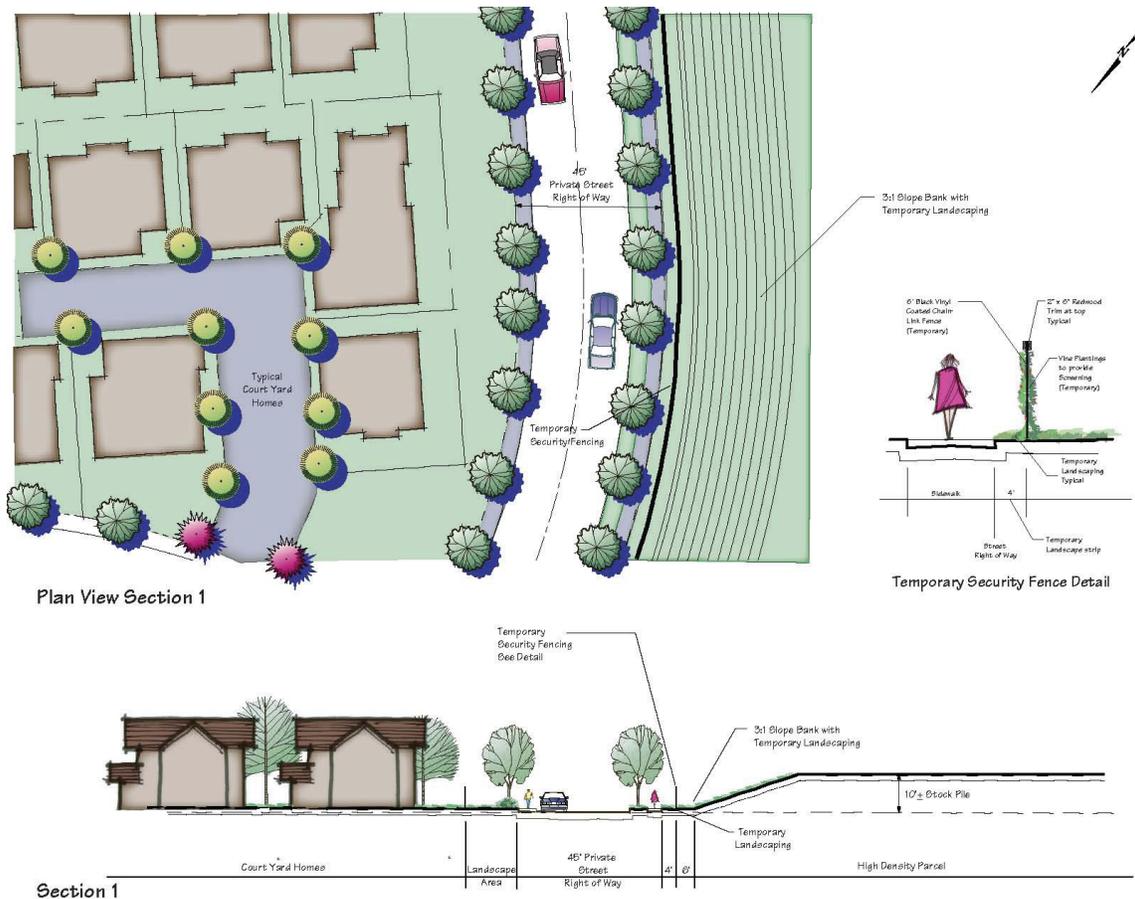


Figure 6.8 — Interim Stock Pile Plan

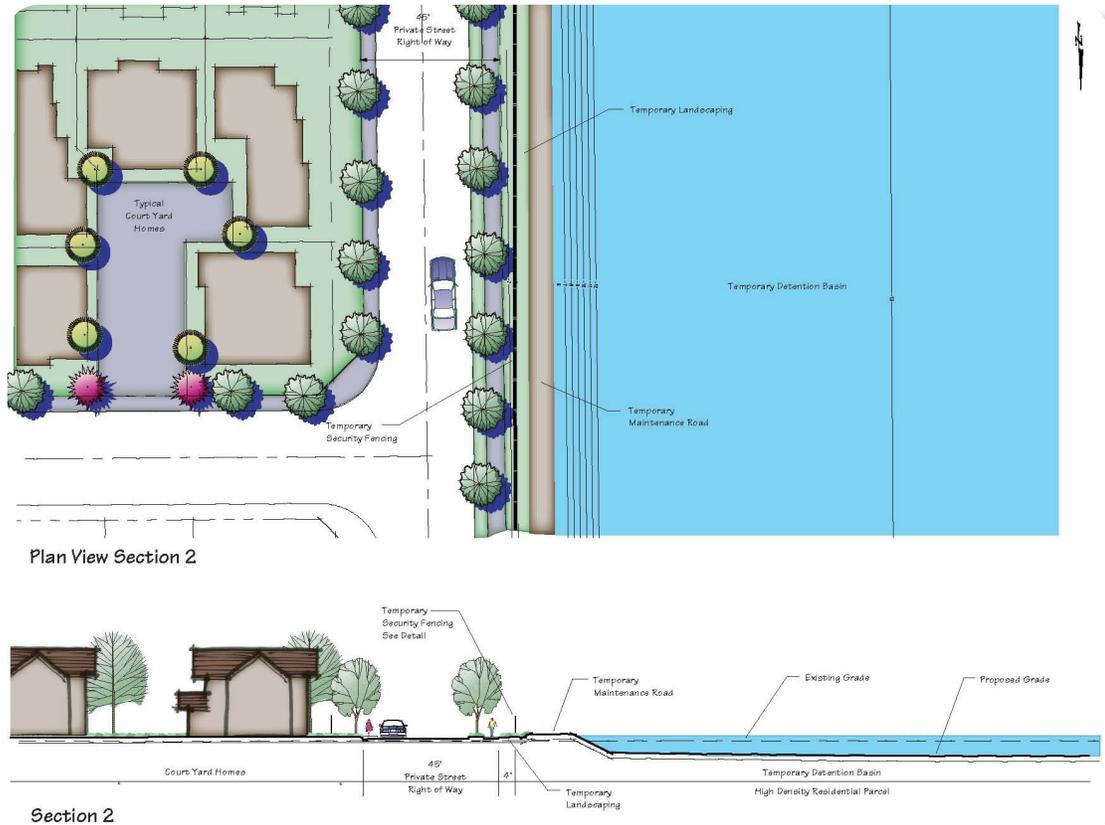


Figure 6.9 — Interim Detention Basin

This proposed replacement pipeline system will not be used to convey any of the urbanized runoff from Crystal Bay, but is only for the agricultural or non-urbanized runoff from the areas north of Eight Mile Road. The proposed pipelines would be installed on a slope identical to the design slope of the existing RD channel at this location, $S = 000168$. There is the possibility in the future that the pipes could be replaced with an underground double barrel reinforced concrete box in order to accommodate the future urbanized runoff from the northern watershed, but this depends on the location of the future urban terminal storm water pump station. In order to accommodate this potential, the drainage system crossing under the primary Entry Road should be constructed in its ultimate required condition with the installation of the triple pipes so it would not require reconstruction, particularly with the different project utilities within the entry road. However, if the future urban terminal storm water pump station is located to the north of Eight Mile Road then this ultimate facility would not be required, but just the drainage system to maintain the interim agricultural drainage system. The proposed underground triple pipe system and temporary detention basin would all be maintained by the Reclamation District 2042 since it would be still conveying only agricultural and non-urban drainage.

6.2.6 SOLID WASTE

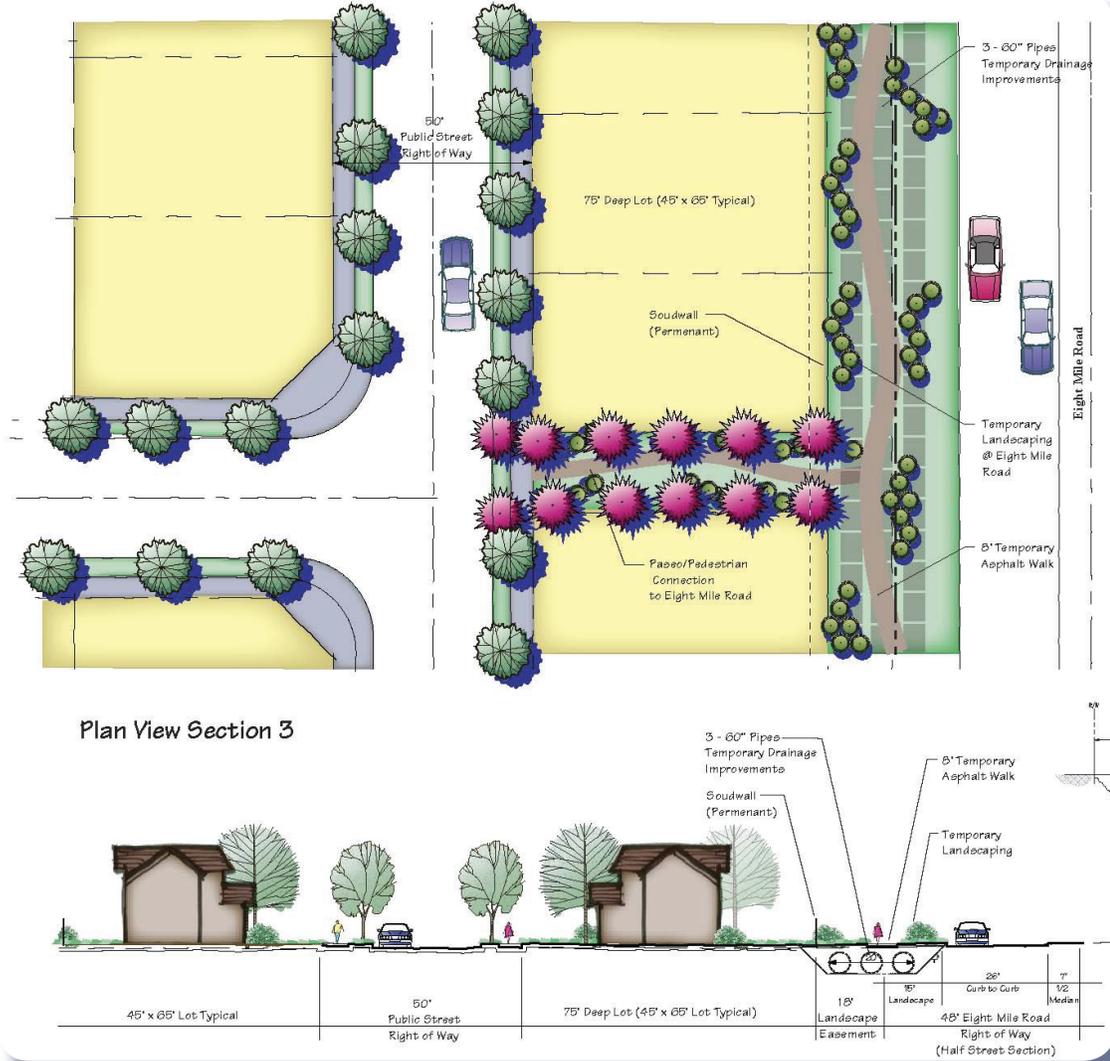


Figure 6.10 — Interim Drainage at Eight Mile Road

Solid waste from Crystal Bay will be collected by the Sunrise Sanitation, and transported to facilities owned and operated by Forward Landfill. Both Sunrise Sanitation and Forward Landfill are subsidiaries of Allied Waste North America. Sunrise Sanitation has a contractual commitment to continue hauling solid waste through January 2019, while Forward Landfill has a contractual commitment to continue disposing of Stockton's waste.



Goal 5, Policy 1: Solid Waste Reduction

The City shall promote the maximum use of solid waste reduction, recycling, and composting of wastes and strive to reduce commercial and industrial waste on an annual basis.

Goal 5, Policy 7: Development Requirements

The City shall ensure that all new development has appropriate provisions for solid waste storage, handling and collection pickup.

Using the City's generation factors for solid waste, the project is expected to generate 579 tons of solid waste per year, assuming a 50% diversion rate. The City is guaranteed landfill capacity for residential and commercial uses until June of 2019. This service is provided under the terms of the City's residential and commercial collection contracts with Waste Management and Allied Waste. These companies are contractually obligated to provide landfill space for the proposed project.

6.2.7 POLICE

According to the Goals and Policies Report for the General Plan, the City of Stockton seeks to maintain a service ratio of one police officer for every 600 people. The proposed project would add approximately 4,200 residents to the North Stockton area requiring a subsequent increase in law enforcement officers to provide for adequate protection. Prior to issuance of building permits, the ODS will pay development impact fees (as applicable) to reduce the burden on police protection services.



Police Protection

Goal 1: Provide protection to the public through effective law enforcement and the incorporation of crime prevention features into new development.

Policy 1: Seek to promote the inclusion of security features in all structures.

Policy 2: Defensible space design techniques shall be considered in the review of new development in order to enhance crime prevention.

Policy 3: Residential areas should be encouraged to participate in neighborhood watch programs.

6.2.8 FIRE AND EMERGENCY SERVICES

The City of Stockton Fire Department will be responsible for providing fire protection services to the Project area. The Fire Department also provides emergency medical and technical rescue services and response to hazardous materials spills. American Medical Response, a private company, will provide emergency transport services.



The nearest existing fire station to the Project area is located east of Interstate 5 at the intersection of McNabb Street and Thornton Road. To make sure that response times for fire protection and emergency services to this Project will meet City standards, a parcel within the Westlake development has been set aside for a future Fire Station. The location of the proposed station is in the northeast corner of Westlake just south of Eight Mile Road. The objective for providing a new Fire Station in the Project area is to ensure that the City's Fire Department would have adequate facilities to service the Project and vicinity.

Fire Safety Policies

Goal 1: Incorporate fire safety precautions in existing urbanized areas and in planning for new development.



Policy 1: Locate and maintain fire stations according to fire service area standards and maintain the water supply system necessary to provide the required water flow for fire fighting purposes.

Policy 2: New development shall provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes.

Fire Protection

All plans for future development in Crystal Bay shall be reviewed by the City of Stockton Fire Department for conformance with the Uniform Building Code, Uniform Fire Code and City Standards as part of the City's standard review process. The City shall require implementation of all fire protection measures, including interior sprinkling of commercial structures and use of exterior flame resistant materials, as may be required pursuant to City Standards or developed during future fire prevention program planning.

- A. Where cul-de-sac streets exceed 600 feet in length, an emergency vehicle access (EVA) shall be provided to the satisfaction of the City Fire Department.

6.2.9 SCHOOLS

Crystal Bay will generate additional school age children and demand on the Elementary, Middle, and High School facilities. In discussions with the Lodi School District, the existing school facilities within the District can accommodate the additional demand without the need for additional facilities. School impact fees will be levied at the time of building permit, which would offset the impacts for the provision of school services as demand increases.



6.2.10 LIBRARIES

Additional demand for library services will be created with Crystal Bay. Additional library services would be funded and provided for by development impact fees.



6.2.11 CHILD CARE

The Stockton Municipal Code allows for the provision of childcare facilities within residential neighborhoods. Section 16-365D70 allows for small family child care homes of up to eight children, and large family child care homes of nine -14 children.



6.2.12 UTILITIES (PHONE, CABLE, GAS, ELECTRIC, WIRELESS COMMUNICATIONS)

Telephone Service/Fiber-Optics

Telephone service to the Project area would be provided by AT&T. The communications facilities will be routed underground in public utility easements following the street alignments and will include a mix of fiber-optics, copper cable, and their supporting facilities. Although the trench layout has not been specified, it generally consists of

multi-conduit facilities within the backbone streets, in addition to conduit direct buried facilities within the collector and neighborhood streets.



Cable Television



Cable television services to the City of Stockton are provided by Comcast. Cable services are subject to Chapter 12 of the Stockton Municipal Code entitled "Cable Television Franchises Procedures, Specifications and Terms."

Gas and Electricity



The Plan Area is within a Pacific Gas & Electric Company service area. PG&E currently serves the existing agricultural operations on the Project site and the Spanos Park West development. Additionally, PG&E will serve the Westlake development immediately to the east of Crystal Bay.



Two substations provide electrical power to the area around the proposed Project, including the Stagg Substation at Feather River Drive and March Lane and the Eight Mile Substation located west of Interstate 5 and north of Eight Mile Road.

The facilities are sized to accommodate service to Crystal Bay. Lines will be extended west from the existing points of connection at Scott Creek Drive and Eight Mile Road. Gas mains have been coordinated and are sized to accommodate service to Crystal Bay. There are also existing gas facilities in Eight Mile Road at the western intersection of Mokelumne Drive.

The additional demand on gas and electricity for the Crystal Bay project is anticipated to be approximately 51,000 therms of natural gas, and 816,000 kilowatts of electricity on a monthly average. The ODS will coordinate with PG&E to provide adequate sizing of gas and electrical utilities to meet the additional utility demands.

Wireless Communications

Wireless communications would be provided by a variety of carriers. Section 16-320.020 of the Stockton Municipal Code sets forth criteria for the location of wireless communication facilities.







CHAPTER 7

PARKS, RECREATION AND OPEN SPACE

7.1 CONCEPT

A Neighborhood park (a public park over 5-acres in size) is planned together with multiple mini parks, and greenbelts parks in Crystal Bay. Neighborhood parks will occupy eight acres, greenbelts will occupy 8.5 acres, and mini parks will occupy 5.1 acres. The parks are generally located within a ¼ of a mile from most residential neighborhoods, which is closer than required by the City of Stockton.

7.2 OBJECTIVE

Open spaces and parks enhance the aesthetic and visual character of the community and provide valuable gathering places for social and recreation activities.

7.3 POLICIES

Policy 1: The plan area shall meet the City’s requirement of three acres of parks per 1,000 residents.

Policy 2: A neighborhood park, mini parks, and linear parks shall be located within the planned area.

Policy 3: The 8-acre neighborhood park will be maintained by the City Consolidated Landscape Maintenance District.

Policy 4: Mini parks/pocket parks and linear parks shall be maintained by an owner’s association or other maintenance entity approved by the City.

Policy 5: Develop linear parks along the landward side of Bishop Cut levee.

Policy 6: Develop a greenway plan that interconnects parks and residential neighborhoods with the Delta.

Policy 7: Subject to approval by the City, greenbelts and linear parks shall be visually and physically open to the public. Dead ends, areas surrounded by walls and fences, and areas not readily available to the public shall be avoided.

Policy 8: Subject to approval by the City, a homeowner’s association or other maintenance entity(s) acceptable to the City, shall be formed to own, operate, and

manage, and maintain the storm water system (Lake), greenways, mini parks/pocket parks, trails, medians, and other facilities within the Crystal Bay development.

Policy 9: Subject to City approval, publicly accessible mini parks/pocket parks located in Planned Development (PD) areas, will be at least one-half (.5) acre in size and may be credited toward the development's parkland acreage dedication requirement.

Policy 10: The final design for the 8-acre neighborhood park is the responsibility of the City's Parks and Recreation Department. The project, proponent will assist by providing the City with electronic (ACAD) copies of the engineered site improvement plans for the City to utilize as a base for the park master plan.

Policy 11: Linear parks, greenways, and mini/pocket parks will be designed by the land owner and will be in conformance with the requirements of the PD and subject to review and approval by the City.

Policy 12: Linear parks will include bicycle trails, pedestrian trails, sitting areas, and other recreational facilities.

Policy 13: Each residential neighborhood shall try to include a small park, at least ½ of an acre in size, designed for the residents within the neighborhood.

Open Space

Goal 1: Preserve and enhance open space areas for the preservation of natural resources including plant life, habitat for fish and wildlife species, ecologically sensitive areas, and historic and cultural resources.

Policy 1: Urban development adjacent to the Delta and related waterways should give special consideration to the natural hazards in this area (i.e. flooding, soil subsidence, peat fires) and shall be required to provide access to and along this resource consistent with public safety and the preservation of sensitive biological areas.

Policy 2: Continue to recognize and preserve Stockton's historical and cultural resources.

Goal 2: Provide and maintain open space resources for outdoor recreation within the urban fabric of Stockton.

Policy 1: Utilize open space areas to provide community and neighborhood identity and to insulate conflicting land uses and noise generators.

Policy 2: Residential developments shall be encouraged to provide private open space areas.

Policy 3: Major arterials shall be provided with landscaped median strips in order to enhance these street systems as aesthetic open space corridors.

Goal 3: Provide a variety of recreational facilities and services to meet the diverse needs of Stockton's residents, workers, and visitors.

Policy 1: Park and recreation facilities shall be provided at a level that meets the City's park and recreation standards. Community Centers should be a minimum of 12,500 square feet in size located within a community park or at a public school site.

Policy 2: Parks shall be located and designed in such a way as to facilitate their security and policing. Private property located immediately adjacent to a park site shall be discouraged.

Policy 3: Private open-space and recreational facilities shall be encouraged in larger residential developments in order to meet a portion of the open space and recreation needs generated by that development.

Policy 4: Neighborhood parks shall, whenever possible, be developed in conjunction with elementary schools centrally located within the neighborhood where park patrons need not cross major arterial or collector streets.

Policy 5: Community and Citywide parks shall be located with access to arterial or collector streets and shall have public streets around the balance of the park except where it is adjacent to another public facility.

Policy 6: Continue to provide for the development of linear parkways and recreational bikeways where the opportunity exists (i.e. Calaveras River path, EBMUD right-of-way).

7.4 CHARACTERISTICS AND STANDARDS

The City of Stockton has been requiring that most new development projects adhere to park development standards created for the 2035 General Plan Update program. This requirement anticipates the near term approval and adoption of the 2035 General Plan, with applicability to future development projects. Park land standards included in the 2035 General Plan program require that local park land dedication and/or park land fees be equivalent to 5.0 acres per 1,000 population generated by the project. The City has exempted the Crystal Bay project from adhering to the 2035 General Plan

park land standards, and instead, has granted the use of park land standards included in the adopted 1990 General Plan program. These standards reflect a reduced local park land requirement of 3.0 acres per 1,000 project population. There are several reasons for this exemption, including:

- origination of the Crystal Bay project design/concepts prior to the 2035 General Plan Update;
- relatively small size of the project area (173.8 acres);
- development infill for only remaining undeveloped parcel south of Eight Mile Road;
- relationship to the Westlake Village project (under construction), as an extension of that project;
- shared lake features with the adjacent Westlake Village project;
- proximity of the community park feature to the Westlake Village development; and
- 7.2 acre lake/open space feature that has been excluded from park land credit.

Utilizing the current population generation factors from the City for single-family residential at 3.107, and a multi-family residential at a factor of 2.550, generates a total project population of approximately 4,000 new residents. Based on this population, approximately 12.1 acres of parks will be required by the project, in which Crystal Bay is providing 13.1 acres. (See Figure 7.1)



Figure 7.1 — Landscape Master Plan

7.4.1 NEIGHBORHOOD PARK

An 8-acre neighborhood park central to the community and adjacent to the lake is planned for the project. (See Figure 7.2) The neighborhood park will provide for a variety of recreational uses and facilities, such as baseball fields, tennis courts, tot lots, soccer fields, basketball courts, picnic areas and multi-use turf areas. The master design plan for this park will likely be prepared by the City Parks Facility Planner/ Landscape Architect. The ODS will provide the resources necessary to assist the City during the preparation of such master plan (adjacent street improvements plans, site surveys, utility information, engineering resources related to storm water detention).



Figure 7.2 — Neighborhood Park Concept

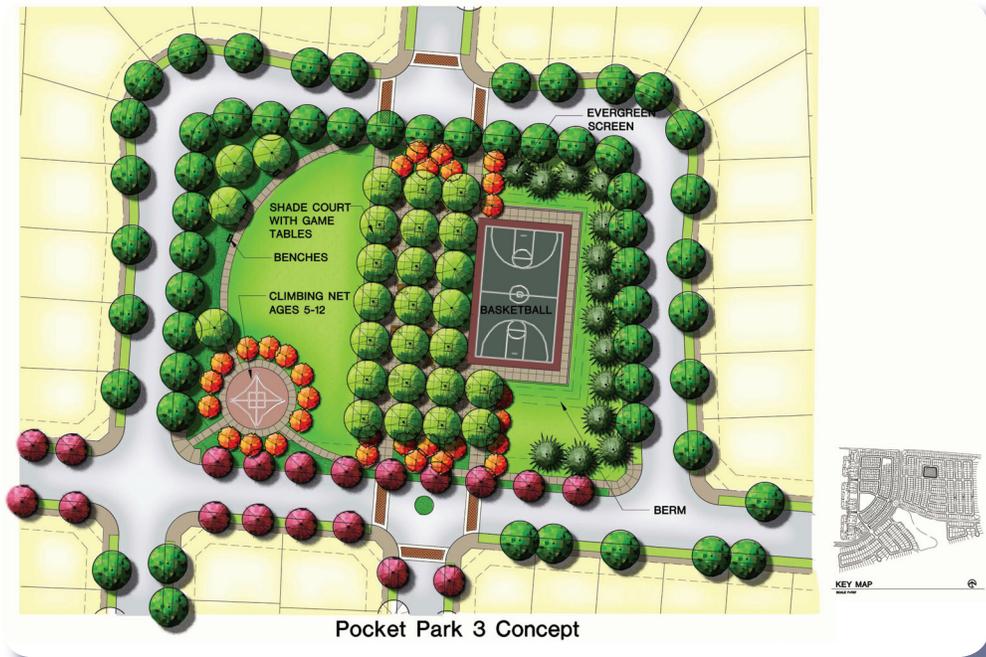
7.4.2 MINI PARKS

Additional publicly accessible park space will be provided in 5.1 acres of mini parks. These parks will be within close walking distance and will contain a variety of uses such as tot lots, barbecue facilities, and open turf play areas. Crystal Bay has planned for five mini parks that range from 0.4 acre to 2.4 acres in size (see Figures 7.3) for conceptual layouts.



Figures 7.3 — Typical Mini Park Concepts





Figures 7.3 — Typical Mini Park Concepts



7.4.3 GREENBELT

A greenbelt will flank the eastern levee bank of Bishop Cut and run from Eight Mile Road south to the marina parcel at Westlake. Portions of the park will contain specific recreational amenities. Exercise stations and a pedestrian/bike trail will run the length of the greenbelt. (See Figure 7.4) This trail should connect with the trail system under construction at Westlake.



Figure 7.4 — Greenbelt Concept

7.4.4 OPEN SPACE

The City of Stockton has a policy requiring that projects with lots less than 5,000 square feet in area are to reserve and devote 20 percent of the gross property area to landscaped and usable common open space areas, (e.g., greenbelts, lawns, riparian corridors, and pedestrian trails). Open space shall not include streets, off-street parking areas, or landscaping required for parking lots, access drives, loading areas, or areas covered by structures. The policy also requires that the applicant provide for the permanent maintenance of all common areas within the development.



Typical Front Yard Landscape

An open space plan depicting the various common open space areas was submitted and approved by the City of Stockton Planning Division. Using a combination of landscape corridors adjacent to streets, front yard landscaping areas, common landscaped areas, landscaping parcels, the lake feature, and the greenbelt adjacent to Rio Blanco Road, the project provides 21.2% of the gross property area as open space.

7.4.5 OTHER PEDESTRIAN AND BIKE TRAILS

Additional pedestrian and bike trails are provided along Eight Mile Road and Scott Creek Drive. This system of trails will link the community to the Park West Retail Center (approximately two miles east) and provide alternatives to vehicle trips.



Typical Pedestrian and Bike Trail

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Chapter
8

Resource Management & Conservation Plan

Planned Development



CHAPTER 8

RESOURCE MANAGEMENT & CONVERSATION PLAN

8.1 CONCEPT

The Crystal Bay property has been extensively farmed and managed for over a hundred years. During this time, all natural resources have been altered or removed.

Bishop Cut is a valuable wildlife resource and corridor. Numerous birds, mammals, and amphibians are found along its banks. Due to the design of Crystal Bay, these species are reasonably well protected from habitat impacts. The steep banks make it less available to human intrusion. The parallel greenbelt system will also add to the habitat by planting additional trees and shrubbery.



View of Bishop Cut

8.2 POLICIES

8.2.1 CONSERVATION

Goal 1: Achieve and maintain levels of air quality that comply with state and federal standards.

Policy 1: Consider the cumulative air quality impacts from development and land use regulations to reduce air pollution.

Policy 2: The expansion and improvement of public transportation services and facilities shall be promoted for its air quality benefits.

Policy 3: Cooperate with the State Air Resources Board, the County Air Pollution Control District, and other agencies in formulating and monitoring strategies and tactics to reduce air pollution emissions.

Goal 2: Conserve energy resources by encouraging energy efficient building designs and transportation systems.

Policy 1: Promote development in areas served by public transit. High residential densities shall be encouraged to locate in areas served by public transit routes and close to employment centers.

Policy 2: Land use decisions shall consider the proximity of industrial and commercial uses to major residential areas in order to reduce commuting.

Goal 3: Actively contribute to the solution of local and regional air quality problems.

Policy 1: Review proposed development for both local and regional air quality impacts.

8.2.2 OPEN SPACE

Goal 1: Preserve and enhance open space areas for the preservation of natural resources including plant life, habitat for fish and wildlife species, ecologically sensitive areas, and historic and cultural resources.



Policy 1: Urban development adjacent to the Delta and related waterways should give special consideration to the natural hazards in this area (i.e. flooding, soil subsidence, peat fires) and shall be required to provide access to and along this resource consistent with public safety and the preservation of sensitive biological areas.

Policy 2: Continue to recognize and preserve Stockton's historical and cultural resources.

Goal 2: Provide and maintain open space resources for outdoor recreation within the urban fabric of Stockton.

Policy 1: Utilize open space areas to provide community and neighborhood identity and to insulate conflicting land uses and noise generators.

Policy 2: Residential developments shall be encouraged to provide private open space areas.

Policy 3: Major arterials shall be provided with landscaped median strips in order to enhance these street systems as aesthetic open space corridors.

8.3 CONSERVATION PLAN

The San Joaquin County Multi-Species Habitat Conservation Plan (SJMSCP), in accordance with ESA Section 10(a)(1)(B) and CESA Section 2081(b) Incidental Take Permits, provides compensation for the conversion of open space to non-open space uses which affect the plant, fish, and wildlife species covered by the SJMSCP. The SJMSCP compensates for conversions of open space for the following activities: urban development, mining, expansion of existing urban boundaries, non-agricultural activities occurring outside of urban boundaries, levee maintenance undertaken by the San Joaquin Area Flood Control Agency, transportation projects, school expansions, non-federal flood control projects, new parks and trails, maintenance of existing facilities for non-federal irrigation district projects, utility installation, maintenance activities, managing Preserves, and similar public agency projects. These activities will be undertaken by both public and private individuals and agencies throughout San Joaquin County and within the County's incorporated cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy. Public agencies including Caltrans (for transportation projects), and the San Joaquin Council of Governments (for transportation projects) also will undertake activities which will be covered by the SJMSCP. The SJMSCP is implemented by SJCOG in coordination with the plan participants.



In accordance with the SJMSCP conservation strategy, project impacts are expressed by determining the total area of undeveloped land that will be converted to developed area by implementation of the project (referred to as project footprint). The project will implement the SJMSCP conservation strategy for impacts to special status species covered under the SJMSCP. The proposed project will have a total project footprint of $173 \pm$ acres, which will result in direct, indirect, and cumulative effects to the special status species. The SJMSCP conservation strategy was developed to compensate for these effects to SJMSCP covered species and these impacts will be mitigated accordingly and included in the Crystal Bay EIR.

8.4 PROJECT IMPACT

LSA performed a preliminary delineation of wetlands and other waters of the United States on the Crystal Bay parcel in 2006. LSA identified a total of 0.86 acre of irrigation ditches and toe drains on the property that meet Corps



of Engineers (Corps) criteria for wetlands; however, these ditch features appear to be exempt from jurisdiction under Section 404 of the Clean Water Act because they are man-made features excavated on dry land and/or fall under the Corps exemption for toe drains. This conclusion is consistent with the Corps' final jurisdictional determinations for other projects in the secondary Delta (Westlake Villages and Atlas Tract) that have similar ditch features. LSA's preliminary delineation has not been submitted to the Corps for verification. Assuming the Corps agrees with LSA's findings, a Section 404 permit will not be required from the Corps for the Crystal Bay project. However, the Central Valley Regional Water Quality Control Board (Regional Board) will likely regulate the ditch areas on the property under the Porter-Cologne Water Quality Act (Porter-Cologne). Under Porter-Cologne, the Regional Board regulates the discharge of "waste" into waters of the state. Waste is broadly defined under Porter-Cologne, and can include clean fill material. A Report of Waste Discharge must be filed with the Regional Board, which will issue Waste Discharge Requirements, as appropriate, designed to minimize and mitigate potential adverse effects on waters of the state.

The ditch features on the Crystal Bay property do not meet the definition of a lake or streambed subject to regulation by the California Department of Fish and Game (CDFG) under Section 1602 of Fish and Game Code, and an Agreement from CDFG is not required.

The proposed project will create short-term air quality impacts during construction, as well as long-term operational (vehicular and stationary impacts). Impacts have been anticipated in the long-range air quality planning programs due to previous urban designations on the site. Mitigation includes typical dust control, conservation measures as well as compliance with the SJVAPCD Indirect Source Review program.

Potential impacts on biological resources are also anticipated due to the elimination

of the habitat value associated with agricultural resources. Compliance with and payment of SJMSCP fees will mitigate for project biology impacts. Minor wetlands associated with site drainages are expected and will be mitigated through compliance with permitting requirements. Park and recreation resources will be provided by the proposed project for project residents and the general public. Facilities will be provided in excess of the current General Plan standards for parkland/open space dedication.



Planned Development



CHAPTER 9

PROJECT DEVELOPMENT STANDARDS

9.0 INTRODUCTION

This chapter includes regulations describing development standards and permitted land uses within Crystal Bay. The Development Standards for Crystal Bay were established to guide development, resulting in consistently well designed, attractive, desirable neighborhoods that are compatible, complement the adjoining developments, and are consistent with the PD.

The described and regulated land uses within this PD include but are not limited to: Residential Low (0 to 8.7 dwelling units/acre); Residential Medium (8.8 to 17.4 dwelling units/acre); and Residential High (17.5 – 29.0 dwelling units/acre); and neighborhood and community parks, pedestrian trails, and open spaces.

Mechanisms are included in the PD to allow flexibility in the project implementation and to provide compatibility between the permitted uses with the goals and policies of the PD and the policies, general land uses, and programs of the City's General Plan. The City of Stockton Standard Specifications shall apply to Crystal Bay, with the exceptions noted. In addition, Chapters 13 and 14 of the City of Stockton Municipal Code, Uniform Administrative Provisions for Construction Codes, are also applicable.

This PD implements the intent and purpose of the City's Residential General Land Use Designations and Zoning Districts. All development within Crystal Bay shall conform to the regulatory provisions of this PD. When adopted by resolution pursuant to Section 16.120.020 D of the Stockton Development Code, this PD will supersede any provisions in the City's Development Code that are in conflict with this PD.

9.0.1 DESIGN REVIEW BOARD

A Design Review Board for Crystal Bay shall be created by the Developer and charged with reviewing proposed development projects for consistency with the PD and for general design quality. The Design Review Board shall consist of three (3) members: the Developer, a representative from the Project Planning/Engineering firm, and a representative from the Project Landscape Architectural firm. Plans for proposed projects must be reviewed and approved by the Design Review Board prior to any

formal application submittal to the City of Stockton for Community Development Director approval or building permits.

The regulations cited in this PD apply to the entire Plan Area and are subject to modification(s) through the procedures stated in this document.

9.1 SITE DEVELOPMENT STANDARDS

9.1.1 LAND USE REGULATIONS

The land use regulations contained in this section have been established to provide criteria for the development of the parcels established by the Development Plan. As this PD is a flexible plan, the parcels, as proposed, may be adjusted to meet changing market conditions.

These regulations provide for the orderly development and distribution of residential land uses while establishing substantial compliance with the City's General Plan and Development Code. Application of these regulations is intended to encourage an integrated relationship with adjacent and adjoining land uses and create an environment for the health, safety, and general welfare of the community.

Whenever this PD refers to City codes, that reference shall be to the Stockton Development Codes as they apply to the Project pursuant to any development agreement between the City and the Owner.

Whenever the Development Regulations contained herein conflict with those contained in the City codes, the Development Regulations contained within the PD shall take precedence. When any issue, condition, or situation arises or occurs that is not covered or provided for by these Development Standards, those provisions in the City codes that are the most similar to the issue, condition, or situation, as determined by the Community Development Director, or designee and subject to the Subdivision Map Act and the City Engineer, shall apply.

General Regulations: The following general regulations are intended to achieve the goals and objectives of the PD:

- A. The permitted uses within the Residential land use designation in Crystal Bay include attached and/or detached single-family residences, as well as public and private recreational facilities.

- B. The permitted uses within the Open Space land use designation developed in these areas include lakes, recreation, biking and hiking trails, and natural resource areas.
- C. The permitted uses within the Neighborhood Park land use designation developed in these areas include picnic facilities, playing fields, and playground equipment.
- D. Prohibited uses on or in proximity to the levee would include any improvements of uses not permitted by the Bureau of Reclamation. Any proposed improvements on the levee contiguous to Bishop Cut, including but not limited to landscaping, walkways, fences, decks and boat docks, shall conform to the Delta Farms Reclamation District No. 2042 Levee Improvement Standards. The Levee Improvement Standards are included in the Technical Appendix of this PD.

Residential Low (RL)

The Residential Low (RL) land use designation is intended to provide for detached single-family housing in a varied number of lot size and configurations. Lot sizes will range from 4,000 s.f. up to 6,000 s.f. This zone allows for a dwelling unit range of between 0 to 8.7 units per net acre. Approximately 19.4 net acres and 146 units are proposed for the RL designation. Net density for this designation is approximately 7.5 dwelling units per acre.



Concept Residential Low

TABLE 9-1 RESIDENTIAL LOW - 4,000 - 6,000 S.F. LOT

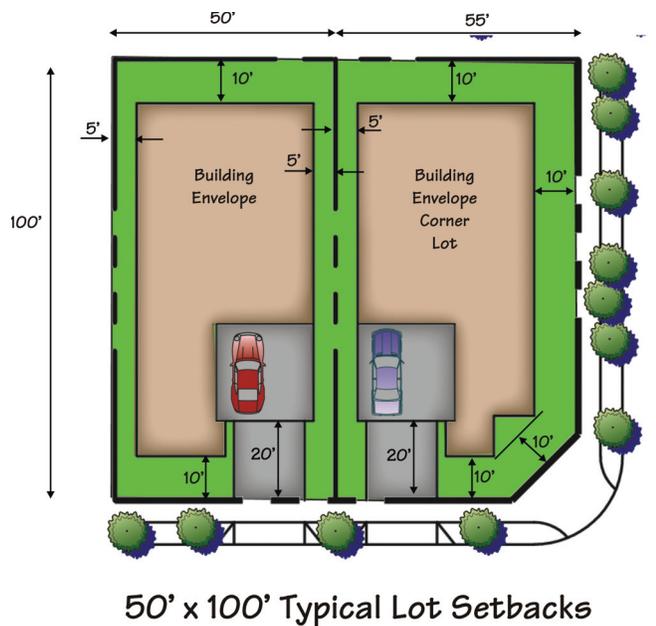
Lot Size (minimum)	
Area, Interior Lot	4,000 s.f.
Area, Corner Lot	5,000 s.f.
Width, Interior	50'
Width, Corner	55'
Permitted Density (maximum per lot)	
Allowable Residential Units per net acre	0 - 8.7
Average Residential Density (net)	Average 7.5
Setbacks (minimum)	
Front	
Living Space/Porch	10'
Garage (entry/side entry)	20'/15' side entry
Side Yard	5' one side / 10' aggregate
Corner Yard	10' corner / 5' one side
Rear Yard	10' minimum
Coverage (maximum)	
Site Coverage	50%
Height (maximum)	
Height Limit	35' or 2 stories, whichever is less
Parking	
Covered Per Unit	2 spaces



Residential Low

Residential Low (RL) Land Use Policy

All development designated RL as shown in the Master Land Plan, shall conform to the uses of the Residential, Low Zone (RL) Zone (STOCKTON DEVELOPMENT CODE – Chapter 16, Development Code Allowable Land Uses and Permit Requirements 16-220), except where otherwise noted.



Residential Medium (RM) Compact Lots

The Residential Medium (RM) land use designation is intended to provide for the introduction of innovative detached small lot single-family housing that utilizes land in a more efficient and compact manner. Housing types will include detached small-lot “compact” lots. The RM designation for this project emphasizes only detached single-family residential units on various lot sizes. This zone allows for a dwelling unit range of between 8.8 and 17.4 units per net acre. Approximately 39.8 net acres and 514 units are proposed for the RM – Compact Lots designation. Net density for this designation is approximately 12.9 dwelling units per net acre.

TABLE 9-2 RESIDENTIAL MEDIUM (RM) COMPACT LOT STANDARDS 50'X75' LOTS - 4,000 S.F. OR LESS LOT

Lot Size (minimum)	
Area, Interior Lot	3,750 s.f. minimum
Area, Corner Lot	4,125 s.f. minimum
Width, Interior	55'
Width, Corner	50'
Permitted Density (maximum per lot)	
Allowable Residential Units per net acre	8.8 - 17.4
Average Density Net	12.9
Setbacks (minimum)	
Front Living Space/Porch Garage (entry/side entry)	10' 20'/15' side entry
Side Yard	5' one side / 10' aggregate
Corner Yard	10' corner / 15' aggregate
Rear Yard	10'
Coverage (maximum)	
Site Coverage	60%
Height (maximum)	
Height Limit	35'
Common Open Space (per unit)	
Minimum Area & Dimension	645 s.f.
Parking	
Covered Per Unit	2 spaces



Residential Medium

Residential Medium (RM) Compact Lots Land Use Policy

All development designated Residential Medium Compact Lots shall conform to the uses of the Residential, Medium Zone (RM) Zone (STOCKTON DEVELOPMENT CODE–Chapter 16, Development Code Allowable Land Uses and Permit Requirements 16-220), except where otherwise noted.

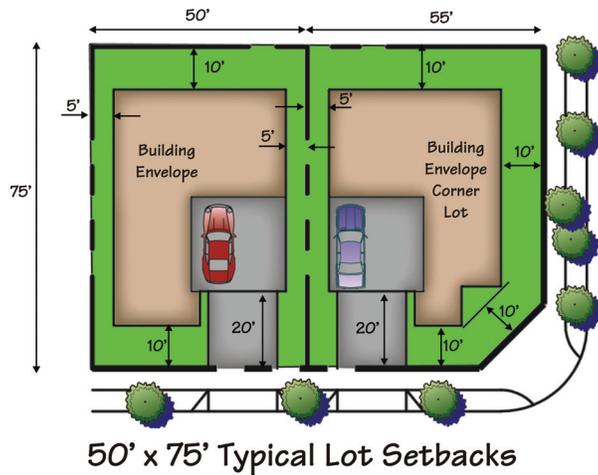


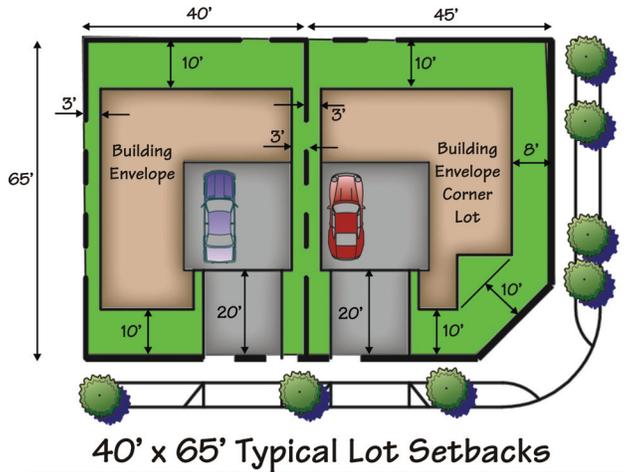
TABLE 9-3 RESIDENTIAL MEDIUM (RM) COMPACT LOT STANDARDS 40'X65' LOTS - 4,000 S.F. OR LESS LOT

Lot Size (minimum)	
Area, Interior Lot	2,600 s.f. minimum
Area, Corner Lot	2,925 s.f. minimum
Width, Interior	40'
Width, Corner	45'
Permitted Density (maximum per lot)	
Allowable Residential Units per net acre	8.8 - 17.4 1 primary dwelling
Average Density Net	12.9
Setbacks (minimum)	
Front Living Space/Porch Garage (entry/side entry)	10' 20'/15' side entry
Side Yard	3' one side / 6' aggregate
Corner Yard	3' corner / 11' aggregate
Rear Yard	10'
Coverage (maximum)	
Site Coverage	60%
Height (maximum)	
Height Limit	35'
Common Open Space (per unit)	
Minimum Area & Dimension	474 s.f.
Parking	
Covered Per Unit	2 spaces



Residential Medium (RM) Compact Lots Land Use Policy

All development designated Residential Medium Compact Lots shall conform to the uses of the Residential, Medium Zone (RM) Zone (STOCKTON DEVELOPMENT CODE – Chapter 16, Development Code Allowable Land Uses and Permit Requirements 16-220), except where otherwise noted.



Residential Medium (RM) Courtyard Lots

The Residential Medium (RM) courtyard designation is intended to provide for detached single-family housing on individual small lots arranged around a common driveway. Lot sizes will range from 1800 s.f. up to 3,000 s.f.

This zone allows for a dwelling unit range of between approximately 8.8 to 17.4 units per net acre. Approximately 20.5 net acres and 300 units are proposed for the RM Courtyard designation net density for this designation is approximately 15.2 dwelling units per net acre.

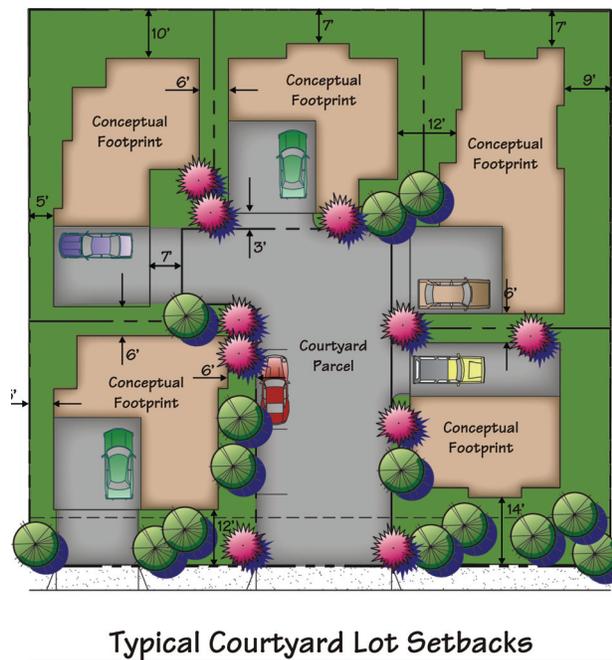


TABLE 9-4 - RESIDENTIAL MEDIUM (RM) - COURTYARD HOMES - 4,000 S.F. OR LESS LOT

Lot Size (minimum)	
Area, Interior Lot	1,800 s.f. minimum
Area, Corner Lot	N/A
Width	Variable 35' minimum
Depth	Variable 45' minimum
Permitted Density (maximum per lot)	
Allowable Residential Units per net acre	8.8 - 17.4
Average Density Net	15.2
Setbacks (minimum)	
Front/Living Space/Porch	10'
Side Yard	3' one side/6' aggregate
Rear Yard	5' minimum
Coverage (maximum)	
Site Coverage	60%
Height (maximum)	
Height Limit	35'
Private Open Space (per unit)	
Minimum Area & Dimension	300 s.f. / 15' depth
Common Open Space (per cluster)	
Minimum Area	400 s.f. / 5-unit cluster 1,600 s.f. 7-unit cluster 2,100 s.f.
Parking	
Covered Per Unit	2 spaces



Residential Medium

Residential High (RH)

Residential High (RH) land use designation is intended to provide for attached multi-family housing of various forms. The RH designation is anticipated to be the main location of for-rent residential units. The primary product type is expected to include two or more story apartments and stacked flats (street level residential units with townhomes above) and development standards for each are included here. Should the residential marketplace and housing preferences shift in the future, the RH zone allows for the optional inclusion of attached (fourplexes, rowhouse/townhouse combinations. At 17.5 – 29 dwelling units per acre (Du/Acre), the residential density range for the RH land use designation is the highest of any land use area in the Crystal Bay MDP. Approximately 392 units are proposed on 18.4 acres at a density of 21.3 dwelling units per net acre.

TABLE 9-5 RESIDENTIAL HIGH (RH) - STACKED FLATS/APARTMENTS

Lot Size (minimum) and Minimum/Maximum Number of Attached Units	
Lot Size	7,500 s.f.
Width, Interior	350' minimum
Width, Corner	400' minimum
Permitted Density (RH)	
Allowable Residential Density Net	17.4 - 29
RH Average	21.3 du/ac
Setbacks/Separations (minimum)	
Front From Public or Private Street	15'
Side Drive or Private Street	5' minimum
Rear	N/A
Distance Between Units	Per Uniform Building Code
Public Open Space (minimum)	
20% of the Site Area	
Coverage (maximum)	
Site Coverage/ Landscape Coverage	80% (i.e. building/parking/walks) 20% of lot area
Height (maximum)	
Height Limit	Up to 45'
Parking	
Covered Per Unit	1 space
Uncovered Per Unit	½ space
Guest Per Unit	¼ space per unit

Additional Allowable Uses within the RH Land Use Designation

In accordance with the applicable development standard tables, lot diagrams and illustrative examples, the following housing types are allowable residential land uses within the RH:

- Two or More Story Apartment/Stacked Flats
- Condominiums
- Interchangeable at Expected Densities of Between 17.5 to 29 Du/Acre



**Residential High
Residential High (RH) Land Use Policy**

All development designated RH as shown in the MDP shall conform to the uses of the Residential High (RH) zone (STOCKTON DEVELOPMENT CODE-Chapter 16, Development Code Allowable Land Uses and Permit Requirements 16-220), except where otherwise noted.

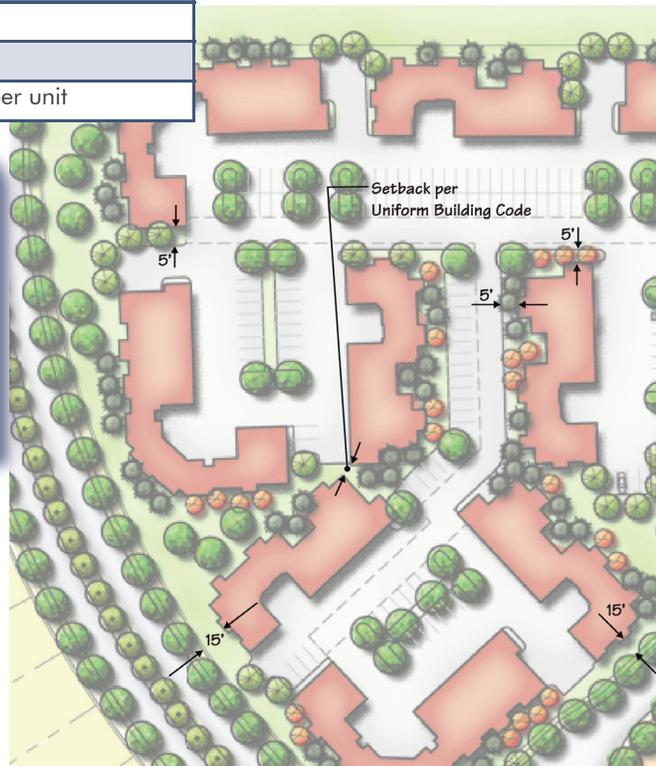


TABLE 9-6 - DEVELOPMENT STANDARDS MATRIX

Table 9-6 presents a comparison of the development standards as set forth in the Stockton Development Code Section 16-230, with the standards of the Crystal Bay PD. Development Code sections are shown in standard type and the PD standards are highlighted in bold type.

Landscape Requirements

The landscape requirements included in this section are intended to establish the minimum standards for the design and preparation of landscape plans for the common and right-of-way areas within the Project. The landscape design guidelines are found in Chapter Seven. All areas not covered by structures, parking, circulation, or paved work/storage areas shall be landscaped. All landscape improvement plans shall be subject to review and approval of the Design Review Board.

- A. A. Landscape plans for all areas within a proposed development other than those for single-family residences shall be prepared by a Landscape Architect licensed by the State of California.
- B. Proposed landscaping shall utilize water conserving and drought tolerant plant materials and incorporate Best Management Practices for maintenance and irrigation.
- C. Fully-dimensioned landscape plans shall be prepared for all proposed development projects as specified by the PD.
- D. Landscaped buffers and solid barriers shall be used to separate the areas proposed for public facilities from adjacent private residential areas.
- E. The landscape plans for all development proposed for the Project shall conform to the design guidelines contained in this PD.
- F. Street tree landscape plans shall reflect the hierarchy of the roads and streets in Crystal Bay and shall reinforce the identity and character of the roadway network as defined by this PD. The street tree planting scheme shall conform to the plant materials list included in Chapter Ten.



Typical Landscape Buffer

G. All parking areas having five or more spaces shall be screened and include a landscape area of five feet or more along the road or street side property lines not occupied by driveways. Parking area landscape screening shall consist of planting materials of a minimum of 36" in height and a maximum of 60" at maturity as approved by the Design Review Board. All parking areas having five or more spaces shall provide one tree for every five spaces. Trees installed in such parking areas shall be a minimum of 15-gallon can in size at the time of planting and shall be placed in tree wells suitable for the species of trees to be installed. All trees planted in Crystal Bay parking areas shall conform to the Plant Palette included in Chapter Seven of this PD. All trees planted in parking areas shall be provided with a means for irrigation and maintenance as described in this PD.



Typical Parking Lot Landscaping



- H. The street tree landscape plan shall identify the species and location of all trees to be planted during the installation of the backbone infrastructure for Crystal Bay. Subsequent development proposals within Crystal Bay shall also be required to include a Street Tree Landscape Plan. These plans shall be subject to the review and approval of the Design Review Board.
- I. Landscape Plans for any development in Crystal Bay shall consider utility service locations, traffic safety sight line requirements and structures on adjacent properties to avoid conflicts as the landscape elements mature. Street trees and trees planted in landscaped areas near public walkways or street curbs shall be selected and installed to prevent reasonable damage to sidewalks, curbs, gutters, and other public improvements per City standard requirements. Tree species with invasive root systems shall not be allowed near water lines or sewer lines. All landscape plans shall be subject to the review and approval of the Design Review Board.
- J. Automatic irrigation systems shall be installed in all public areas, rights of way,

parks, and residential areas. Irrigation Plans shall include low volume spray heads and drip emitters when practical. Irrigation Plans shall be compatible with non-potable water systems or other water conservation techniques as appropriate.

- K. The Plant Palette included in Chapter Ten of this PD shall be used to prepare Landscape Plans for all areas of development within Crystal Bay. Plant materials not included on the palette included in Chapter Ten shall be subject to the review and approval of the Design Review Board.
- L. Landscape maintenance shall include proper irrigation necessary to promote plant health, pruning, clearing of debris and weeds, removal and replacement of dead or dying plant materials and repair and replacement of non-functioning or damaged irrigation equipment. Areas of lawn or ground cover shall be trimmed or mowed on a regular schedule. Fertilization and cultivation shall be part of the regular maintenance program. Stakes, guy wires, and tree ties shall be checked regularly for proper function and removed once the plant material is established according to the intent of the landscape plans. Ties are to be positioned correctly as necessary to avoid damage to tree trunks or branches per City standards. Landscape maintenance shall include graffiti removal within 24 hours.
- M. Proposed development within Crystal Bay shall incorporate the concept of “defensible space,” such as increased lighting, low-level landscaping to reduce cover for intruders, building entrances and windows facing on main access ways and public spaces.
- N. All development plans for projects proposed within Crystal Bay shall be reviewed and approved by the City’s Community Development Director. The Master Developer, or his successors in interest, shall implement all crime deterrence measures as required by the City. Compliance with these requirements shall be noted on project building and landscape plans and shall be monitored through site inspection by City staff prior to the issuance of certificates of occupancy.

9.1.2 LANDSCAPE BUFFERS

Landscape areas are required within the right-of-ways along the entire Project frontage at Eight Mile Road, on both sides of the Street "1" arterial and the extension of Scott Creek in Crystal Bay. No buildings or parking areas are allowed within these right-of-way landscape areas. Monument signs, entry treatments, pathways, lighting and street furniture are allowed in the right-of-way area. The landscaping within the right-of-way shall be measured from the face of the curb to the property line of the adjoining parcel (typically the public right-of-way), and in some cases is expanded by an additional landscaping parcel owned and maintained by the HOA.



Typical Landscape Buffers

9.1.3 PARKING, ACCESS AND LOADING REQUIREMENTS

The regulatory standards applicable to parking, access (including access to public pathways), and loading are described below. The design guidelines for parking, access, and loading areas are included in Chapter Ten of this PD.

- A. The off-street parking requirements of the Stockton Municipal Code and City of Stockton Development Code shall establish the parking regulations for Crystal Bay.
- B. Bus parking areas, turnouts, and shelters shall be provided within Crystal Bay. General locations for bus turnouts are provided on the Circulation Plan (refer back to Figure 5.1). The design and location of such facilities shall be approved by the City of Stockton Public Works Director, Community Development Director, and by the Transit District.
- C. Driveway access to public facilities shall be designed to avoid conflict with adjacent streets and intersections, with the final location requiring approval by the City of Stockton Community Development Director, City Engineer, and Public Works Director.



Typical Bus Stop

- D. Common access driveways or shared driveways shall be utilized where practical to avoid curb cuts and reduce the occurrence of conflict.
- E. Pedestrian access to the parks shall be facilitated by the establishment of sidewalks, pedestrian/bicycle paths, and bicycle parking/storage facilities.



Typical Pedestrian Path

9.1.4 FENCES, WALLS AND HEDGES

The provisions included in this section are not applicable to a fence or wall required by the City of Stockton, the State of California, or any agency thereof.

- A. Fences, walls, hedges, signs, artwork, or any other structure or landscape materials located at the road, street corner, or driveway of any parcel shall not be sized or located in such a way as to obstruct the safe sight distance along adjoining streets or driveways.
- B. The use of chain-link, welded wire mesh, barbed wire, razor wire or razor tape as a part of a fence, wall or barrier shall be prohibited.
- C. Fences shall be constructed of approved materials and are permitted up to six feet in height in residential lots with no required setbacks, except fences located within the front yard setback shall not exceed 30" in height. Fences from six to eight feet in height are subject to review and approval of the Design Review Board. Fences in excess of eight feet in height are prohibited unless otherwise required by law or regulations of the City of Stockton, State of California, or any agency thereof.



Typical Front Yard Fence

9.1.5 SOLID WASTE AND RECYCLING

- A. Trash storage areas serving the Multifamily or Residential High development and parks shall be screened from public view by enclosed structures and landscaping. All such trash receptacles and enclosures shall be located away

from public rights-of-way. The design of trash enclosures shall be consistent with and be similar to the architectural character of the buildings served. Buildings intended for public use shall have at least one trash receptacle sized appropriately for the intended use.



Typical Trash Enclosures

- B. Recycling facilities shall be incorporated into the plans for each development proposed as required by The California Solid Waste Reuse and Recycling Access Act.

9.1.6 OUTDOOR STORAGE

- A. Storage of recreational vehicles, trailers, boats, or their component parts, loose rubbish, garbage, garbage receptacles, tents, or building materials shall not be allowed within residential development areas if publicly visible. Sport Utility Vehicles are exempt.
- B. Building materials for use on the same premises may be stored on a lot or parcel during the time that a valid permit is in effect for construction on that site.

9.1.7 EQUIPMENT AND UTILITIES

All utilities that provide service to Crystal Bay shall be placed underground.

- A. Equipment and mechanical devices shall not be located in any required setback area or side yard except for electrical, telephone, or fiber-optic lines installed by the service provider.
- B. Mechanical equipment areas shall be screened by structures or landscape materials that are compatible with the architectural character of the building or structure as determined and approved by the Design Review Board.

9.1.8 GENERAL SIGN REGULATIONS

Residential Area Signage

These include entry monument signage for the various neighborhoods and

identification signs for the public parks and various neighborhood mini-parks. These signs establish a design theme and identity at the entry point of the neighborhoods and the recreation facilities. Signage at the park facilities shall clearly identify the various parks, with a design theme that is consistent with the selected theme for each park.



Typical Signage Concept

- Street and vehicular signs;
- Neighborhood entry monument signs;
- Facilities identification signs;
- Marketing and directional signage; and
- Construction signage.

Signage shall conform to the following standards:

- A. Neighborhood entry monument signs shall not exceed six feet (6') in height.
- B. Entry signs shall be integrated into the columns placed at the entry road and shall be consistent throughout the project.
- C. Signage shall be mounted on the monument side facing the direction of entry and shall be a contrasting color to the materials of the monuments and walls.
- D. Plaques used for signage shall be either metal or precast concrete.

9.1.9 SIGN AREA REGULATIONS

Calculation of an Individual Sign Area

The area calculation of an individual sign shall be determined by measuring the circumference of the sign. In cases where the lettering, logos and so forth are placed individually onto the building surface, the area shall be determined by measuring around the outside edge of the collective sign elements. This area includes the spaces between characters. Where individual letters or logos are located on a background material or surface other than the building or sign base, the area shall be calculated around the circumference of the background material.

Maximum Total Sign Area

Residential

Two monument signs at a maximum of 50 square feet per sign shall be allowed at the intersection of Eight Mile Road with Street "1" (one on each corner). One monument sign at the entry into each neighborhood, subject to the regulations detailed under the "Neighborhood Monument Signs" section shall be allowed.

Specific Sign Type Standards

Neighborhood Monument Signs

Monument signs are those that are located at the primary entry of the neighborhoods from one of the arterial or collector streets. They are meant to signify the identity and character of the neighborhood while denoting the neighborhood gateway. Only the neighborhood name or logo may be incorporated in the signage. Monuments shall be consistent on both sides and are subject to the Design Review Board for approval.



Special Signs

Special signs are those that do not correspond with one of the above categories, but due to its creative appeal, may be permitted through design review. These may include temporary flags and banners for home sales and advertising. Signs that are oversized or in other way do not comply with the standards set by these guidelines do not qualify as "special signs." Special signs must be approved by the Design Review Board to determine their compatibility with the adjacent uses, architecture and signage.

Construction Signage

These signs are limited to signage identifying the parties involved in the design and construction of a specific site. These signs are temporary and must be removed upon completion of the Project. Construction signage shall conform to the following standards:

- A. Signs shall be freestanding, placed within the Project boundaries.
- B. Signs shall not exceed 16 square feet in area.
- C. Signs must face the public or private street at the Project frontage.

9.1.10 SIGN DESIGN GUIDELINES

The primary purpose of the Sign Program for Crystal Bay is to contribute to the overall design character of the development, while providing location or directional information. The Sign Program elements should be an integral element of the architectural character of the overall project and should appear to be compatible with the site design for individual parcels. Permanent signs shall be constructed of durable, long-lasting materials of high quality, such as stone, metal or masonry. Accent materials or materials used to provide illumination may vary.



Typical Entry Neighborhood Sign

Materials and Colors

Residential

All sign materials shall be appropriate to the character of the overall project and the individual neighborhood design theme. High quality materials and innovative design are encouraged. A high level of craftsmanship is encouraged for all signs and supports. Sign bases shall be consistent with the materials and colors utilized for monuments and walls within Crystal Bay.

Sign colors utilized within the residential neighborhoods shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Bright colors and sharply contrasting color combinations shall be avoided. Internally illuminated signs are subject to design review approval.

Lighting

All sign lighting sources should be inconspicuous. Exterior fixtures shall be shielded or shaded to reduce glare and control light spillage. The following types of light sources are prohibited.

- Bare bulbs or tube lights that are not properly shielded or shaded
- Moving or blinking lights

Internally illuminated signs are subject to design review approval.

9.1.11 PERFORMANCE STANDARDS — LIGHTING/SITE FURNISHINGS

All signage and outdoor lighting for the illumination of landscaped areas, buildings, parking areas and pathways shall comply with: (1) the standards of the City of Stockton and (2) the design guidelines included in Chapter Ten of this PD. All such signage and lighting shall be subject to review and approval of the Design Review Board and the Community Development Director.

- A. Exterior lighting shall include cut-offs, shielding or be recessed to minimize direct glare or reflections on adjacent uses. Lighting that includes movement, flashing and/or blinking, or is unusually high in intensity and/or brightness shall be prohibited. Temporary holiday lighting within public and private right-of-ways is excluded from this regulation.



Typical Street Lighting

- B. All lighting fixtures shall be appropriate scale and intensity for the use intended as determined and approved by the Design Review Board.
- C. All street lighting shall conform to the minimum standards and design criteria established by the City. However, all street lighting systems, layout, fixtures and lighting patterns shall be subject to the review and approval of the Design Review Board and the Community Development Director and any deviations from the City minimum standards shall be subject to the approval of the City Engineer.
- D. Night lighting such as security lighting or tennis court lighting, shall be designed and buffered from residential uses by cut-offs and/or landscape materials or other means to reduce light spilling onto adjacent properties and uses.

9.1.12 FENCE BREAKS

Unforeseen opportunities will occur in the project development to provide improved pedestrian connectivity between residential and non-residential land uses. Where pedestrian connectivity between similar land uses is desired, breaks in walls or fencing

is encouraged to improved pedestrian access between land uses.

9.1.13 LIGHTING GUIDELINES

Lighting must be considered with the architectural theme as well as for safety purposes. Lighting fixtures and standards can define the quality appearance of developments and help identify an area. As a basic guideline, lighting shall comply with the City of Stockton Zoning Ordinance, as well as the following broad guidelines.

9.1.14 GUIDELINES GENERAL LIGHTING

- No specific design is prescribed and variations in treatments are allowed; however, light fixtures and standards should be coordinated for a uniform and appearance along public rights-of-way and among individual projects.
- Light standards should blend architecturally with buildings, pedestrian areas, other hardscape elements and street furniture.
- Light standards and fixtures shall conform to state and City safety and illumination requirements.
- The design and placement of site lighting must minimize glare affecting adjacent properties, buildings and roadways.
- Lighting should be positioned to enhance the safety of vehicular and pedestrian traffic at key points along roadways and paths. Light should be concentrated at intersections and pedestrian crosswalks.
- Parking areas should utilize lighting standards and fixtures that are consistent with and a continuation of the character the structure.
- Any proposed non-City standard street lighting will be maintained by a lighting district (or similar mechanism by the master developer.)



Planned Development



CHAPTER 10

DESIGN GUIDELINES

10.0 INTRODUCTION TO DESIGN GUIDELINES

The PD for Crystal Bay and these Design Guidelines are created to direct development of residential and recreational opportunities. The architecture of the residential units and the elements of the landscape, including plant materials, signage, site furnishings, and special features, establish the overall character for Crystal Bay. It is important to the overall quality of the Project that the intent and purpose of this PD are realized through the implementation of the design guidelines included in this Chapter.

It is also the intent of these guidelines to establish a framework for a distinctive and varied development character within Crystal Bay that integrates the architecture with the landscape elements and overall design. The intent of these guidelines is not to limit creativity, but to provide the maximum amount of flexibility for design and development of each neighborhood while maintaining a consistent level of design quality. The design goals are intended to:

- Create a distinct, unified identity within Crystal Bay;
- Establish a consistent level of design and quality;
- Incorporate the best of contemporary and traditional neighborhoods;
- Emphasize pedestrian and bicycle access;
- Create distinct architectural character and design;
- Integrate houses, yards, and streetscapes into a cohesive design;
- Create a consistent streetscape and landscape environment; and
- Build value and utility for future generations.



Typical Pedestrian Path

The Master Developer for Crystal Bay will create a permanent Design Review Board. The Design Review Board will consist of three members, a representative from the Master Developer, or his successor in interest, the Project Landscape Architect, and the Project Site Planner/Engineer.

The Design Review Board would review all proposed development projects for consistency with the intent and purpose of the

PD and for design quality. Project plans must be reviewed and approved by the Design Review Board before being submitted to the Community Development Director for the Director's review and finding that the project is consistent with the Land Uses and Development Standards of this PD and/or for issuance of building permits.



Typical Residential Neighborhood

10.1 OVERALL DESIGN CONCEPT

10.1.1 CRYSTAL BAY CONCEPTS

The primary design concept for the Project is to create a high quality community by integrating a range of housing types and styles that are compatible with the surrounding development. The following guidelines apply:

- A. All buildings, structures and site improvements should be carefully integrated and designed with the landscape.
- B. Proposed development plans are intended to implement the common themes established for the PD so that similar design features, such as the roads, street landscaping and signage programs throughout the project are designed in a consistent manner with the development standards and design guidelines.
- C. Private development within any portion of Crystal Bay should emphasize pedestrian and bicycle connections within the Project
- D. Project-specific development plans should emphasize the treatment of the roads and streets, particularly



Typical Residential Neighborhood

the collector and arterial roads, lakes and entry gateways, as important public use areas.

10.2 SITE PLANNING GUIDELINES

10.2.1 RESIDENTIAL USES

The architectural character of each residential neighborhood should have a distinct character while contributing to the overall design character of Crystal Bay. The Development Plan indicates that nine neighborhoods are proposed for residential development. The general guidelines for residential developments are as follows:

- A. Neighborhood development plans should maximize access from the residential units to the trail system, lake, and parks within Crystal Bay.
- B. All residential parcel yard areas visible from any public area should be landscaped within 120 days of occupancy.
- C. All residential neighborhoods should have a clear sense of entry and an architectural design theme. Entries should include a landscaped median. All entry areas shall utilize a similar landscape treatment and shall be reviewed and approved by the Design Review Board.



Typical Streetscape



Typical Neighborhood Entry

10.2.2 SITE PLANNING STANDARDS

Low Density Residential Lots

House setbacks within the LDR neighborhoods should meet the minimum setback requirements as shown in Table 9-1. Where feasible setbacks should be varied, with groupings of lots containing at least one home in which the front setback and facade differ from those of the adjacent. Side yard setbacks are mainly for access to the rear yard and should allow enough unobstructed space to allow for trash/recycle receptacles, garden equipment, and transport of landscaping materials. Rear-yard

setbacks are encouraged to be varied with staggered rear facades to provide a variety of outdoor spaces which are functional and provide for family activities or entertaining. Garages are encouraged to be set back from the façade of the home to assist with providing variety to the front elevations, and where feasible side entry garages should also be incorporated to break up the streetscape. The use of accent paving or drives with landscape strips are strongly encouraged to also help with providing variety to the streetscape.

Medium Density Residential Compact Lots

House setbacks within the MDR Compact Lot neighborhoods should meet the minimum setback requirements as shown in Tables 9-2 and 9-3 for their respective lot sizes. Where feasible setbacks should be varied, with groupings of lots containing at least one home in which the front setback and facade differ from those of the adjacent. Front yard areas should also provide the minimum open space requirements, in Tables 9-2 and 9-3, to provide for compliance with the 20% common open space requirements of sub-5,000 square foot lots. Side yard setbacks are mainly for access to the rear yard and should allow enough unobstructed space to allow for trash/recycle receptacles, garden equipment, and transport of landscaping materials. Rear-yard setbacks are encouraged to be varied with staggered rear facades to provide a variety of outdoor spaces which are functional and provide for entertaining. Garages are encouraged to be set back from the facade of the home to assist with providing variety to the front elevations. The use of accent paving or drives with landscape strips are strongly encouraged to also help with providing variety to the streetscape

Medium Density Residential Courtyard Lots

The house setbacks within the MDR Courtyard lot neighborhoods should meet the minimum setback requirements as shown in Table 9-4. The courtyard lots by design, provide a variety of home and setbacks from the street. Since most of the five and seven unit cluster units access garages from a private courtyard, units with frontage on the street should provide homes with garage access off the main street and orient porches and other architectural features towards the street to provide for the appearance of a streetscape. Solid wood fencing will only be allowed between units to create privacy for the rear yard spaces only. Homes should be sited so that garage spaces are clustered adjacent to each, or living spaces are clustered adjacent to garage spaces to allow for yard easements to create larger usable private yard spaces. (See Figure 10.1) Front yard landscape areas for each five and seven unit clusters

should also comply with minimum open space requirements in Table 9-4 to provide for compliance with the 20% common open space requirements of sub-5,000 square foot lots.



Figure 10.1 — Typical Courtyard Site Plan

High Density Residential

High-density residential units should be clustered in courtyard configurations that create common open space areas for residents. Parking for residents and guests should be oriented in close proximity to each prospective building so that required parking is evenly distributed through out the project. Buildings adjacent to roadways should provide attractive facades and should be oriented to provide some privacy yet still integrate with surrounding development and open spaces. Entries should be visible from the street and windows should be oriented towards common open spaces to allow residents views and provide for the natural surveillance of the open spaces. Multi-family units should site onto adjacent streets to present and create an attractive and interesting streetscape. Security fencing and gates, if used, should be attractive and use common

design elements as applied in the project architecture.

10.2.3 RESIDENTIAL BUILDING DESIGN AND CONSTRUCTION TECHNIQUES

The Crystal Bay PD requires residential builders to offer end users the option to have their home built with Green Building principles incorporated.

GREEN BUILDING ITEMS

- All homes are required to meet Energy Star requirements for energy efficiency.
- All homes are required to offer energy-efficient appliances.
- All homes are required to offer recirculating or on-demand hot water systems.
- All homes are required to offer recycled glass, concrete or bio-based countertops.
- All homes are required to offer solar water heating and photovoltaic systems.
- All homes are required to offer low-voltage exterior landscape lighting.
- All homes are required to offer low VOC paints.
- All homes are required to offer bamboo, natural linoleum, salvaged wood or recycled-content flooring.
- All homes are required to install Energy Star ceiling fans with Compact Florescent Light Bulbs (CFLs) in living areas and bedrooms.
- All bathroom fans are required to be on a timer or humidistat.
- All homes are required to install faucets and shower heads with low flow aerators.

10.2.4 CIRCULATION/STREETS

The circulation network, both vehicular and pedestrian, establishes the basic framework for the development of Crystal Bay. The following general guidelines are intended to establish the character of the circulation network:

- A. Project-specific development shall identify a clear hierarchy of roads and streets based on the projected volume of traffic and the proposed land uses.

- B. Roads and street widths, centerline curves, medians, and landscape treatments, may deviate from the City standards in order to enhance the overall design quality and compatibility of the development with the surrounding area. Any deviations from City standards are subject to the approval of the Community Development Director and the City Engineer.
- C. Entrances into neighborhoods from the collector streets should be limited in number and shared between adjacent neighborhoods to reduce curb cuts and potential conflicts along streets.

- D. The primary intersections and neighborhood entries should incorporate decorative paving materials, stamped concrete monument signs, or other design patterns intended to identify key intersections and highlight pedestrian crossing areas. Special paving in public streets shall require issuance of a Revocable Permit, or shall be included in a Lighting and Landscaping District maintenance agreement. All such paving materials, patterns, signage, or other improvements shall be reviewed and approved by the Design Review Board and shall be subject to the approval of the City Engineer.



Typical Accent Paving

- E. Pedestrian and bicycle access should be provided in the residential neighborhoods to provide connections to major circulation roads, public transportation facilities, parks, and with other pedestrian and bicycle facilities within Crystal Bay.

- F. The pedestrian circulation system should provide a link from residential development to the levee trail adjacent to Rio Blanco Road, adjacent developments, the Marina, parks, and to trails within Spanos Park West leading to the retail/office center.



Typical Levee Trail

G. Pedestrian walkways within the public rights-of-way of local streets should be a minimum of four feet in width and constructed according to Stockton City Standards.



Typical Pedestrian/Bike Path

H. Combination pedestrian and bicycle paths shall be a minimum 8 feet in width. Such paths should be at designated locations to be compatible with the City of Stockton Existing and Future Bikeway Plan. The locations of these paths shall be reviewed and approved by the Design Review Board and the City Engineer.

I. Where roads and streets include a bike lane, such bike lanes shall be no less than five feet in width, per the City Engineer.

J. On collector streets, sidewalks and paths should be separated from streets by a parkway strip. The width of the parkway strip shall be a minimum of five feet. The design of the walk and parkway areas shall be reviewed and approved by the Design Review Board and the City Engineer.



Typical Separated Sidewalk

10.2.5 OTHER SITE PLANNING GUIDELINES

A. All air conditioners shall be screened from public view by fencing or landscape. Rooftop mechanical units are prohibited.

B. Fencing at the lake for the final 10' and along the rear property line shall not exceed five feet in height and shall be constructed of ornamental iron.



Typical Fencing at Lake Edge

- C. Backyard structures shall conform with the setbacks provided in Table 6.1, and the established CC&R's.
- D. For lots backing onto the lake, Parcel B, private docks are prohibited.
- E. All other features are to conform to the established CC&R's.
- F. No structures other than approved fences, bulkheads, and landscaping are allowed within the 10' easement for lots backing onto the lake. Swimming pools and other structures shall be prohibited within the ten-foot (10') easement or may be outside the easement area.

10.3 ARCHITECTURAL GUIDELINES

10.3.1 RESIDENTIAL ARCHITECTURE

The design standards in this section seek to address the following objectives:

- A. Create residential neighborhoods that provide interest and are visually pleasing.
- B. Promote four-sided architecture with appropriate articulation and design elements to create visual interest from all vantage points.



Typical Four Sided Architecture

10.3.2 DESIGN GUIDELINES AND STANDARDS

The purpose of these guidelines is to provide specific design criteria and guidance for the development of residential neighborhoods and architecture. These guidelines promote common design elements that are to be used throughout Crystal Bay and will provide the basic design framework for the built environment.

The principal design concept that is encouraged in these guidelines is the use of a variety of architectural styles and to utilize varied building articulation and design elements to create a visually interesting streetscape. The following guidelines for front elevations and standards for side and rear elevations provide for more visually interesting, and therefore, more appealing buildings.

Front Elevations

Front elevations should be well articulated and detailed to avoid boxy, flat building planes. This shall be accomplished by incorporating one or more of the following techniques:

- A. Offset the second story from the first level for a portion of the second story.
- B. Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
- C. Create recessed alcoves and/or bump out portions of the building.
- D. Incorporate second story balconies and/or recesses.



Typical Front Elevation

Emphasis shall be placed on entrances to create a welcoming statement to the dwelling. This should be accomplished by creating interesting entries that incorporate features such as porches, large recessed entry alcoves, and projecting and covered entries with columns.



Typical Front Elevation

Window treatments such as recessed or pop-out windows, window surrounds, shutters, pediments, or similar treatments on each building are encouraged.

A minimum of two different building materials or colors should be used on the front elevation. Appropriate combinations of materials should include stucco and wood, stucco and masonry, masonry and wood, or other materials approved by the Community Development Director.



Typical Roof Massing

Create interesting rooflines through the use of at least one of the following techniques below:

- A. Offset roof planes, eave heights and ridge line; and/or
- B. Incorporate dormers.

Living spaces should be the primary visual emphasis for the dwelling and garages shall be de-emphasized. Provide well-detailed garage doors consistent with the architecture of the dwelling to reduce the overall visual mass of the garage and add interest to the front elevation.

10.3.3 SIDE AND REAR ELEVATIONS

Side and rear elevations shall also be designed to match and complement the front elevation so as to add visual interest from streets, public spaces, and adjacent homes. Well designed elevations shall be accomplished as provided below.

1. **Windows.** The window style and window treatment shall be consistent with the same elements on the front elevation. Examples may include:

- A. Recessed or pop-out windows
- B. Window shutters
- C. Window surrounds

2. **Roofs.** The design of the roof and roof elements shall incorporate features or be consistent with the features contained on the front elevation, but not necessarily to the same level of detail (i.e. fewer roof plane changes). The design objective is to avoid visual monotony of roof lines among the various facades/sites. Examples may include:

- A. Roof overhangs
- B. Dormers
- C. Extended eaves and exposed rafters
- D. Offset roof planes, eave heights and roof lines



Typical Rear Elevation



Typical Window Elements



Typical Roof Elements

3. **Walls.** The architectural style and design details shall incorporate features or be consistent with the design elements contained on the front elevation, but not necessarily to the same level of detail (i.e. use of only one material). Consideration should be given to avoid flat, unarticulated walls and boxy appearances. Examples may include:

- A. Offset the second story levels
- B. A variation of wall plane (bay windows, porches, integrated patio overhangs and balconies)
- C. Recessed alcoves and/or portions of the building



Typical Wall Variation

10.3.4 HARDSCAPE AND PAVING MATERIALS

- A. Accent paving/stamped concrete should be encouraged to denote neighborhood entries, pedestrian access points, and other special design features within the project.
- B. Paving in side yards shall not drain into a neighbor's yard. A 12" zone of gravel or bark with side yard drains is encouraged between paving and side yard fences to provide for efficient drainage and to allow room for future fence repair or replacement.
- C. Cutouts in pavement for planting areas between multiple garage doors are encouraged.
- D. Continuous paving between adjoining properties is discouraged.



Typical Paving Materials

10.3.5 SITE FURNISHINGS

Site furnishings should be constructed of durable, high quality, long lasting materials that can easily



Typical Bus Stop

be cleaned, repaired, and/or replaced. The following provides the anticipated site furnishings for Crystal Bay and provides guidance for design and installation:

- Bus stops should include a permanent, covered structure that provides all weather protection and should be designed as an element that is consistent throughout Crystal Bay.
- Benches should be of a single style throughout the entire development. Benches should be located in high use areas, such as along parkway paths and other locations where pedestrian traffic is likely.
- Mailboxes should be clustered in residential areas, as specified by the U.S. Postal Service.



Typical Bench



Typical Mailbox Enclosure

Site furnishings shall be consistent with the architectural style of each neighborhood and compatible with the theme of the PD. Revocable Permits are required for structures or site furnishings placed in the public right-of-way. This includes but is not limited to design approval from the Community Development Director.

10.3.6 LIGHTING GUIDELINES

Lighting design is a critical design element in providing safety and security within the neighborhoods and streetscape of the project. Lighting will be used to illuminate the streets and intersections, to provide for safe vehicle circulation, for pedestrian walkways and sidewalks adjacent to the streets, and along the paseos providing access from the neighborhoods to the major pedestrian walkway systems within Eight Mile Road and Scott Creek Drive. A variety of lighting types and styles should be used to achieve the required level of lighting by the City of Stockton and to provide for the safety of pedestrians. Fixtures, poles, and base mounting structures should complement the architecture of the neighborhood and should be in scale with the use being illuminated. Lighting should also be designed to a pedestrian scale by providing the appropriate height and level of light needed to provide a secure environment in which to walk. Lighting plans should be developed and approved with the City of Stockton

and should meet the minimum standards for illumination and glare. Lighting should be concentrated in areas with high pedestrian circulation, and at major and minor intersections to provide for safe and visible traffic circulation. Fixtures which are not approved by the City of Stockton will be maintained with the formation of a Landscape and Lighting District. As a basic guideline, lighting shall comply with the City of Stockton Zoning Ordinance, as well as the following broad guidelines:

- Variations in treatment and design are allowed; however, light fixtures and standards should be coordinated for a uniform appearance along public rights-of-way and among individual neighborhoods.
- Standards and fixtures should blend architecturally with buildings, pedestrian areas, other hardscape elements and street furniture.
- Light standards and fixtures shall conform to state and City safety and illumination requirements.
- Site lighting should minimize glare to adjacent uses, properties, buildings and roadways.
- Lighting should be positioned to enhance the safety of vehicular and pedestrian traffic at key points along roadways and paths. Lighting should be concentrated at intersections and pedestrian crosswalks.
- Parking areas should utilize lighting standards and fixtures that are consistent with and complement the character the structure.

10.3.7 SECURITY GUIDELINES

Security and crime prevention within the community will be an important element to maintaining the long term value of the development as well as assisting in preserving the overall quality of life. The following provide a foundation for the design of design elements within the community.

- The developer should employ sound security measures regarding the proposed mini parks and pedestrian connections to the Delta along Rio Blanco Road. Greenbelt pathways should be designed to allow emergency vehicle access and path of travel along the entire passageway.
- Use of low-growth vegetation is desired in all pedestrian areas to permit

maximum visibility.

- All structural walls should be designed to discourage graffiti. Use of wrought iron fencing around parks and pedestrian pathways is desirable to promote maximum visibility.
- The Police Department recommends the establishment of a strong home owners' association along with the strict enforcement of "covenants, conditions, and restrictions". This is particularly critical to help ensure a good quality of life in the courtyard communities.

10.4 LANDSCAPE GUIDELINES

10.4.1 LANDSCAPE GUIDELINES

The primary purpose of these landscape guidelines is to reinforce the framework of the land use plan and to create continuity of character for the overall design for Crystal Bay. The landscaped elements of the land use plan will serve and unify the individual neighborhoods within Crystal Bay. Each specific project proposed for development in Crystal Bay shall adhere to the landscape guidelines in order to achieve the overall goals for the Project. Projects should utilize the plant materials included in the plant palette provided in this chapter for all public areas, such as the street rights-of-way, the primary and secondary intersections, landscape corridors, and parkways. The plant materials listed in this section have been purposefully selected to create the landscape theme for Crystal Bay. Deviations from these guidelines shall be reviewed and approved by the Design Review Board.

10.4.2 GATEWAYS

The gateways and access points into the Project should be characterized by enhanced design elements and landscape materials that will create the gateway and entry feature for the overall Project.

- A. The materials used at the primary entry point to Crystal Bay shall be of high quality and should be coordinated and complement the other streetscape elements in terms of color, texture and



Typical Gateway

appropriateness, creating a main gateway statement for Crystal Bay.

- B. Any walls and raised planters should be consistent with the character of sound walls that occur throughout Crystal Bay.
- C. All landscaping shall conform to the Traffic Sight Area Detail required by the City of Stockton.

10.4.3 STREETS

The landscaped areas within the street network in Crystal Bay will serve as a visual amenity and hierarchy for the circulation network for both vehicles and pedestrians.

The designs for all landscaped corridors should be consistent with this PD with regard to plant materials, hard surfaces, lighting, and other furnishings. Enhanced landscape design and planting programs should be used at the intersections of the collector streets and at neighborhood entries to create and denote entry points. Three types of streets are included in this PD:

1. Arterial

- A. Major Arterial (Eight Mile Road half-section along the northern project boundary);
- B. Minor Arterial (Street "1" segments from Eight Mile Road to the intersection of Rio Blanco Road).



Typical Arterial Landscape

2. Collector

- A. Residential Collector, Public streets (extension of Scott Creek Drive) from Westlake to Street "1."



Typical Collector Street Landscape

3. Local

- A. Low Volume Residential, Public Streets within the conventional single-family neighborhoods and;
- B. Low Volume Residential, Private Streets within the

courtyard homes and the Residential High parcel.

Figure 7.1: Overall Landscape Concept Plan, indicates the elements of the landscape plan that form the framework for Crystal Bay. Implementation of the street tree plan shall be reviewed and approved by the Design Review Board.



Typical Local Landscape

10.4.4 ARTERIAL STREETS

Two arterial streets are anticipated within Crystal Bay, the half street section of Eight Mile Road and the Minor Arterial Street "1," extending from Eight Mile Road to the intersection of Rio Blanco Road. The final street configuration(s) should be developed in collaboration with the City Public Works Director. The design should adhere to the following list of criteria:



Eight Mile Road

- A. The half-street section for Eight Mile Road shall include a 18' landscape easement in addition to the landscape area provided for in the right-of-way. An 12-foot wide meandering sidewalk/bike path shall be included in the landscaped corridor.
- B. The proposed Arterial street sections should include a minimum 14'-wide landscaped median/left-turn lane. The location(s) of left and right-hand turn pockets should be limited to where intersections are needed to connect with collector streets or access streets for individual parcels.

Typical Median Planting



Typical Landscape Corridor

- C. A minimum 15'-wide landscaped corridor shall be provided on each side of the paved section. The section width may vary from one side of the street to the other, but in no case should the landscaped area be less than 15 feet in width. An eight-foot wide meandering sidewalk/bike path shall be included in the landscaped corridor on each side of the roadway.



Typical Separated Sidewalk

- D. Planting between the back of curb and the edge of the sidewalk should consist of ground covers, such as grass and a single row of trees.
- E. Street trees should be a consistent species and spacing.

- F. The remainder of the landscaped corridor should be planted with clusters of accent trees located at intervals along the roadway. The understory and ground plane should be planted with water conserving drought tolerant shrubs and ground cover.



Typical Corridor Landscape

- G. Root deflectors shall be installed when trees are six feet or closer to any curb, walk or wall.
- H. Where required, sound walls, of at least six feet in height, should be constructed between the landscaped corridor and the residential developments. Vines should be planted and trained to grow on the face of the wall to discourage graffiti.
- I. Landscape materials should be planted at the base of all walls and fences.
- J. Where access streets for the residential neighborhoods intersect with the Arterial Street, monument signage should be located to create and denote the entry to the neighborhood. Materials used for monuments should be compatible and consistent with the sound walls in the area. All such signage is subject to review and approval by the Design Review Board, the Community Development Director, the Public Works Director, and City Engineer.

K. Monument signage or features may incorporate special visual elements, such as water features, signage of exceptionally high quality, and refined materials. All such signage and/or features are subject to review and approval by the Design Review Board and Community Development Director.

L. Median strip trees should be placed 25' on center, with a single row of flowering accent trees at the end of the medians. Where medians are not long enough to accommodate both median strip trees and accent trees, the primary median trees shall be installed while reducing the amount of flowering accent trees. An established Lighting and Landscaping District (LLD) or Homeowners Association (HOA) shall maintain the median strip landscaping.

M. Shrubs installed within the median strip should be installed in mass plantings with a minimum of 20 shrubs in each group. Where the median landscape area narrows, shrub plantings should be installed to the narrowest point feasible for visual quality and maintenance. Ground cover should comprise the narrow remainder of the median landscape area.

N. Ground covers planted in the median strip should have a single species.

O. Accent trees should be installed at the entries to the Community Centers and other public or commercial developments.



Typical Monument

10.4.5 COLLECTOR STREETS

Extension of Scott Creek Drive

The extension of Scott Creek Drive shall extend as presently designed as part of Westlake. Specific design elements should include highly visible crosswalks at the two intersections adjacent to the park and the following:



Typical Landscape Corridor

- A. The landscaped corridor, including the sidewalk, should be 20'-wide, measured from face of curb. Ground cover, such as grass and a single row of trees and low-height shrubs should be installed between the back of curb and the eight-foot sidewalk.
- B. On-street parking shall only be allowed along the Scott Creek Drive neighborhood park frontage.

C. Street trees should be a consistent species and spacing.

D. The remainder of the landscaped corridor should be planted with clusters of accent trees located at intervals along the roadway. The under story and ground plane should be planted with water conserving drought tolerant shrubs and ground cover.



Typical Sound Wall

E. Root deflectors shall be installed in situations where the trunks of trees will be less than six feet from any curb, walk, or wall.

F. Where required, sound walls, of at least six feet in height, should be constructed between the landscaped corridor and the residential developments.

G. Landscape materials should be planted at the base of all walls and fences.

H. Where access streets for the residential developments intersect with this roadway, monument signage should be located to create and denote the entry of the neighborhood. Materials used for monuments should be compatible and consistent with the sound walls in the area. All such signage is subject to review and approval by the Design Review Board, the Community Development Director, the



Typical Landscape



Typical Landscape

Public Works Director, and City Engineer.

- I. Monument signage or features may incorporate special visual elements, such as water features, signage with additional design elements, and higher quality materials. All such signage and/or features are subject to review and approval by the Design Review Board and Community Development Director.

10.4.6 RESIDENTIAL STREETS (PUBLIC)

The right-of-way for these streets will conform to the City standard of 54'. These streets shall be designed to include the following elements:

- A. The landscaped planter strip on both sides of the street separating the sidewalk from the paved section and curb shall be six feet wide measured from back of curb. A strip of ground cover, such as grass, with a single row of trees should be installed between the back of curb and the four-foot wide sidewalk.
- B. A 10'-wide public utility easement (P.U.E.) may be located parallel to and beyond the right-of-way, within the front yard and street side yard setbacks of the fronting parcels. Street trees should be a consistent species and spacing.
- C. The understory and ground plane of the landscaped corridor should be planted with water conserving drought tolerant shrubs and ground cover or grass.
- D. Root deflectors shall be installed in situations where the trunks of trees will be less than six feet from any curb, walk, or wall.

10.4.7 RESIDENTIAL STREETS (PRIVATE)

Private streets will be utilized in the Courtyard and multi-family home developments. The right-of-way for these streets will be 40'-wide. These streets shall be designed to include the following elements:

- A. Street trees within the P.U.E. shall be installed with root control barriers.
- B. Root deflectors shall be installed in situations where the trunks of trees will be less than six feet from any curb, walk, utility boxes, or walls.

10.4.8 PARKING AREAS

The landscape character of the street corridors should be incorporated with the

design of Crystal Bay parking areas to visually integrate the public areas with the private areas and enhance the visual quality of the circulation network.



Typical Parking Area Landscape

- A. Parking areas requiring landscaping should be designed to create a visual buffer from adjoining uses by use of plant materials and earthen berms.
- B. Plant materials used in parking area design should be limited to the species listed in the Plant Palette in this chapter.
- C. Shrubs and trees with large canopies that are consistent with the PD should be planted around all surface-parking areas.
- D. Trees should be used as the primary elements within parking areas to provide shade during the summer months. Trees should be installed in a manner that would provide safe sight lines for both pedestrians and motorists.
- E. Shade trees should comprise the majority of all trees planted within the parking areas in Crystal Bay. Trees should provide a 50% shade canopy over the parking spaces within 15 years of installation.
- F. A maximum of five stalls between tree wells shall be allowed for single row parking.
- G. A minimum of six-inch wide concrete curbing shall be constructed around all parking area landscaped areas.
- H. All parking lot landscaping areas should be planted with vegetation that will ultimately provide 100% coverage.
- I. Accent trees should be used to delineate parking aisles and serve to guide traffic and frame the entrance to parking areas, as well as denote pedestrian access points. These trees should be distinct in form and flower and should



Typical Screening Concept

contrast to some extent with the species selected to provide shade in the same parking area.

- J. Shrub landscape elements should serve several functions including placing emphasis on circulation routes and screening parking areas and above-ground utilities.
- K. Shrubs selected for planting areas adjacent to roads, streets and parking areas should be selected for their resilient characteristics to car exhaust, automobile pollutants, and reflected heat from hardscape surfaces. In parking areas, shrubs should be massed in groups, be water conserving, and require low maintenance.
- L. All trees located less than six feet from any wall, walkway, or curb should be installed with root deflectors.
- M. Shrub plantings should consist of a minimum of 75% five-gallon container size.
- N. Only plants within the noted genus that are compatible with and thrive in the Stockton area should be used.
- O. Ground covers should be chosen for hardiness, the ability to withstand foot traffic, and low-maintenance characteristics.
- P. Lawn may be used as a ground cover for a maximum of 50% of the total landscaped area for any mixed-use project. Lawns should be of a turf-type tall fescue blend.
- Q. Ground cover plant materials that provide annual color should be used at the entryways and major project access points, as well as near pedestrian pathways.
- R. Mulch should be used in landscape areas that are not planted as lawn. Acceptable mulch includes redwood, pine or fir bark, not exceeding $\frac{3}{4}$ " – $1\frac{1}{4}$ " in any dimension.
- S. Berms constructed of soil suitable for planting should be located adjacent to roads, streets and parking areas.
- T. Bermed slopes should not exceed 3:1 and should not exceed 36" in height



Typical Accent Tree

unless approved by the Design Review Board.

10.4.9 SOIL PREPARATION AND MULCH

- A. Erosion control should be provided and installed as per the approved erosion control plan.
- B. A soil analysis by a reputable laboratory for landscape plantings is recommended but not required. The soil analysis should include specific recommendations for soil preparation (including amendments, soil conditioners, pH correction) and fertilization.
- C. Soil compacted by construction should be ripped or scarified to a depth of 12" minimum prior to planter. Locate underground utilities prior to ripping to prevent damage. In order to prevent interface layers between import topsoil and native soil, cross rip native soil to a depth of 10" to 12" before addition of import topsoil and/or amendment.
- D. Amendments (i.e. nitrolized compost, gypsum, soil sulfur or fertilizer, iron sulfate, etc.) are to be rototilled to a depth of six inches. Amendments are more effective when thoroughly incorporated into the soil.
- E. Mulch (i.e. bark chips) is recommended for all planting areas (except for lawn areas). Mulch is applied to the top of the soil in order to cool soil surface, reduce evaporation, and suppress weed growth. A minimum of two inches of mulch should be placed on the soil surface in non-turf areas after planting. Non-porous materials shall not be placed under mulch. Rock used as mulch is discouraged.



Typical Mulch

TABLE 10.1 CRYSTAL BAY PLANT PALETTE - TREES

BOTANICAL NAME	COMMON NAME
Acer rubrum	Scarlet Maple
Arbutus 'Marina'	NCN
Arbutus uneda	Strawberry Tree
Betula jacquemontii	NCN
Betula nigra	River Birch
Betula pendula	European White Birch
Carpinus "Fastigiata"	European Hornbeam
Cercis occidentalis	Western Redbud
Cofinus c. 'Royal Purple'	Royal Purple Smoke Tree
Eriobotrya deflexa	Loquat
Gleditsia 'Sunburst'	Sunburst Honey Locust
Koelreuteria paniculata	Goldenrain Tree
Lagerstroemia 'Natchez'	Natchez Crape Myrtle
Lagerstroemia 'Tuscarora'	Tuscarora Crape Myrtle
Laurus 'Saratoga'	Saratoga Sweet Bay
Liquidambar s. 'Rotundiloba'	American Sweet Gum
Luma apiculata	NCN
Malus sargentii	Sargent Crabapple
Nyssa sylvatica	Tupelo
Platanus 'Bloodgood'	Bloodgood Plane Tree
Podocarpus gracilior	Fern Pine
Podocarpus henkelli	Long-Leafed Yellow-Wood
Prunus 'Akebono'	Akebono Flowering Cherry
Prunus c. 'Krauter Vesuvius'	NCN
Prunus 'Kwanzan'	Kwanzan Flowering Cherry
Pyrus 'Aristocrat'	Aristocrat Pear
Pyrus 'Chanticleer'	Chanticleer Pear
Pyrus kawakamii	Evergreen Pear
Pyrus 'Red Spire'	Red Spire Pear
Quercus agrifolia	Coast Live Oak
Quercus lobata	Valley Oak
Raphiolepis 'Majestic Beauty'	NCN
Robinia 'Purple Robe'	Purple Robe Locust
Schinus molle	California Pepper Tree
Sequoia sempervirens	Coast Redwood

TABLE 10.2 CRYSTAL BAY PLANT PALETTE - SHRUBS

Abelia g. 'Edward Goucher'	NCN
Abelia 'Prostrata'	NCN
Berberis t. 'Atropurpurea'	Red Leaf Japanese Barberry
Buddleia 'Nanho Blue'	Nanho Blue Butterfly Bush
Dietes bicolor	NCN
Dodonaea 'Purpurea'	Purple Hop Bush
Escallonia 'Newport Dwarf'	Newport Dwarf Escallonia
Euonymus 'Silver Queen'	NCN
Euryops p. 'Viridis'	NCN
Ligustrum j. 'Texanum'	Texas Privet
Loropetalum 'Sizzling Pink'	Sizzling Pink Loropetalum
Luma apiculata	NCN
Nandina domestica	Heavenly Bamboo
Nandina 'Gulf Stream'	Gulf Stream Heavenly Bamboo
Nandina 'Royal Princess'	Royal Princess Heavenly Bamboo
Nerium 'Red'	Red Oleander
Nerium 'Sister Agnes'	Sister Agnes Oleander
Nerium 'White'	White Oleander
Pennisetum 'Cupreum'	Cupreum Fountain Grass
Pennisetum 'Hamlen'	Hamlen Fountain Grass
Phormium t. 'Bronze'	Bronze New Zealand Flax
Phormium 'Dusky Chief'	Dusky Chief New Zealand Flax
Photinia fraseri	Fraser Photinia
Phormium 'Tricolor'	NCN
Phormium 'Yellow'	Yellow New Zealand Flax
Pittosperum tenuifolium	NCN
Pittosporum 'Variegata'	Variegated Pittosporum
Pittosporum 'Wheeler's Dwarf'	Wheeler's Dwarf Pittosporum
Plumbago 'Royal Cape'	Royal Cape Plumbago
Prunus l. 'Otto Luyken'	Otto Luyken English Laurel
Raphiolepis l. 'Ballerina'	NCN
Raphiolepis 'Clara'	Clara India Hawthorn
Raphiolepis 'Pink Lady'	Pink Lady Raphiolepis
Spiraea vanhouttei	NCN
Viburnum t. 'Spring Bouquet'	Spring Bouquet Laurustinus
Vitex agnus-castus	Chaste Tree
Xylosma congestum	NCN

TABLE 10.3 CRYSTAL BAY PLANT PALETTE – GROUND COVER

Agapanthus 'Blue'	Blue Lily-of-the-Nile
Agapanthus 'Peter Pan'	Peter pan Lily-of-the-Nile
Agapanthus 'White'	White Lily-of-the-Nile
Arctotheca calendula	Cape Weed
Baccharis pilularis 'Twin Peaks'	Twin Peaks Coyote Brush
Ceanothus g. 'Yankee Point'	Yankee Point Wild Lilac
Cotoneaster 'Coral Beauty'	Coral Beauty Bearberry
Dietes bicolor	NCN
Dietes vegeta	NCN
Fragaria chileensis	Wild Strawberry
Gazania 'Mitsuwa White'	White Mitsuwa Gazania
Gazania 'Mitsuwa Yellow'	Yellow Mitsuwa Gazania
Hemerocallis 'Peach'	Peach Daylily
Hemerocallis 'Coming Up Roses'	Coming up Roses Daylily
Verbena tapien 'Violet'	Violet Tapien Verbena
Lampranthus spectabilis 'Red'	Red Trailing Ice Plant
Laurentia fluviatilis	Blue Star Creeper
Osteospermum f. 'Purple'	Purple Trailing African Daisy
Osteospermum f. 'White'	White Trailing African Daisy
Phormium 'Surfer'	Surfer New Zealand Flax
Rhaphiolepis 'Ballerina'	Ballerina India Hawthorn
Rosa m. 'Fire'	Meidiland Fire Rose
Rosmarinus 'Irene'	Irene Rosemary
Rosa m. 'White'	Meidiland White Rose
Trachelospermum jasminoides	Star Jasmine
Tulbaghia violacea 'Silver Lace'	Variegated Society Garlic
Verbena tapien 'Violet'	Violet Tapien Verbena
Vinca minor	Dwarf Periwinkle

TABLE 10.4 CRYSTAL BAY PLANT PALETTE - VINES

Parthenocissus tricuspidata	Boston Ivy
Ficus pumela	Creeping Fig

TABLE 10.5 CRYSTAL BAY PLANT PALETTE - ANNUALS

JAN-MAR	APR-JUN	JUL-OCT	NOV-DEC
SUN 6" - 12" Ht.			
Fairy Primrose	Fairy Primrose	Ageratum	Primrose
Primrose	Sweet William	Dwarf Zinnia	Viola
Viola	Nemesia	Vinca Rosea	Chrysanthemum
	Petunias	Lantana	(white, yellow, lavender)
	Lobelia	Dwarf Snapdragon	
	Viola	Zinnia	
	Ranunculus	Petunias	
SUN 18" - 24" Ht.			
Iceland Poppy	Iceland Poppy	Snapdragons	Chrysanthemum
Narcissus	Narcissus	Cosmos	Asters
	Salvia	Zinnia	
		Marguerite Daisy	
SHADE 6" - 12" Ht.			
Violas	Fairy Primrose	Impatiens	Cyclamen
Cyclamen	Viola		Anemone Hybrid
Cinerarias			Primrose
SHADE 18" - 24" Ht.			
Violas	Impatiens	Impatiens	Primrose
	Coleus	Coleus	

10.4.10 PLANTING SELECTION

- A. A plant list indicating botanical name, container size, quantity, and spacing must be provided on the landscape plans.
- B. Turf should be used in a practical manner for high use or aesthetically desirable areas. When turf is used, drought resistant varieties such as a "fine bladed" dwarf fescue turf type or equal should be used.
- C. Slope planting requires special attention to prevent erosion and runoff. Biodegradable erosion control matting is suggested on slopes exceeding 3-to-1 (three-foot horizontal to one-foot vertical rise). In addition, select plants that will bind the soil either by strong rooting habit or low-lying stems.
- D. Planting areas that are at least three to four feet in width are encouraged between lawn and building walls.



Typical Slope Planting

10.4.11 IRRIGATION

The irrigation systems installed within Crystal Bay shall use spray, bubbler, and drip techniques and programs designed in accordance with the most current water conservation policies and available equipment.

- A. Landscape irrigation systems should be designed by a California Registered Landscape Architect. Irrigation systems shall be designed and constructed to City Standards, except when there is a conflict between the City standards and those stated in this PD; in these instances the PD shall take precedence. Any deviations from City standards are subject to review and approval of the Design Review Board and the City Engineer.



- B. All landscape areas shall be irrigated with an automatically controlled system installed underground capable of dual or multiple programming to allow lawn circuits to be programmed independently from shrub areas.
- C. Irrigation systems should be valved separately depending on plant communities, orientation, and exposure of plant materials. Soil conditions, as well as water requirements of selected plant species, should also be considered when valving irrigation systems.
- D. All irrigation systems in the public right-of-way require backflow prevention. Backflow prevention devices shall be installed in conformance with all City codes and ordinances and shall be located to avoid any danger to public safety. Backflow prevention devices should be shielded by means of plant materials, berms or low screen structures. Plant materials and screens should not block views for pedestrians or motorists. Backflow devices shall also be protected with an insulating blanket as well as a lockable steel enclosure.
- E. Sprinkler head spacing should be designed for head-to-head coverage. Maximum spacing of sprinklers (excluding bubblers or drip emitters) should not exceed 60% of the diameter. Utilize triangular spacing wherever practical. The system shall be designed to avoid overspray onto walks, walls, parking lots, streets, and other areas without landscaping.

- F. Irrigation systems should be monitored regularly for proper operation, leaks and broken heads, and adjustments of controller programming to reflect seasonal weather changes.
- G. When spray irrigation systems are installed, low gallonage/low precipitation heads should be used.
- H. Combination systems, utilizing drip irrigation equipment, low gallonage spray heads and rotors, may be used as applicable.
- I. Irrigation heads installed in high use pedestrian or vehicular traffic areas shall be “pop-up” models only, rather than installed on fixed risers.
- J. On irrigated slopes, integral check valves shall be used to prevent the lowest sprinkler heads from draining after the valves are shut off. Sprinklers at tops of slopes should be valved separately from sprinklers on bottom of slopes.
- K. Pop-up sprinklers in turf areas shall have at least a four-inch pop-up height.
- L. Mainline should be PVC Schedule 40 solvent weld with Schedule 40 fittings for sizes two inches and smaller. Sizes 2½” and larger should be PVC Class 200 with ring-tite fittings. There shall be a minimum 18” cover over mainlines and a 24” cover when mainline is under paved vehicular area.
- M. Remote control valves should be installed with a union for ease of maintenance. Do not install valve boxes in turf areas if possible.
- N. Remote control wire splices should be made with UL approved waterproof connectors. All splices should be made in valve boxes only.
- O. Remote control valve wire should be buried with mainline wherever possible.

10.4.12 WALLS AND FENCES

Walls constructed in Crystal Bay should be used to identify individual neighborhoods and provide privacy from public spaces and/or provide noise attenuation from adjacent street systems.

- A. The placement, height, color, and construction of walls in the development



Typical Wall

should be consistent in design and compatible with the neighborhood in which they are constructed.

B. Walls should be constructed of durable, long-lasting materials that require little maintenance. The City shall also have review and approval authority regarding all proposed walls and fences.

C. Walls shall be finished with cement plaster, stone, brick, or approved cultured stone.

D. In order to minimize vandalism, please include climbing greenery in your landscaping plan to cover any masonry walls.

E. Fencing may incorporate ornamental iron in combination with other materials.

F. Dimensional lumber is appropriate and shall be maintained to ensure against uneven weathering, black mold, or severe checking and splitting. Staining of both sides of fence, visible or not, is encouraged.

G. Courtyard walls or fencing may use hardwood siding on both sides when used on the exterior of the residence and painted to match the exterior of the residence.

H. False brick, exposed plain concrete block, metal siding, or sheet siding such as plywood or Masonite is discouraged.

I. Fencing within the front setback shall not exceed 36" in height and may not be higher than six feet at any locations, except at required soundwalls and private fences, which were specifically reviewed and approved by the Design Review Committee.



Typical Ornamental Iron



Typical Front Yard Fencing

- J. Fencing designs have been provided within the PD. All other fencing shall be submitted for review and approval. Dog-eared fencing is not allowed.
- K. For all homes located on a corner lot, the side yard fencing facing the corner must be approved prior to installation. Side yards shall have a minimum of three street trees and lawn shall not be planted adjacent to the fence. Irrigation shall be designed to eliminate overspray and subsequent staining of the side yard fence.
- L. If any fencing encroaches on adjoining property, the owner should obtain the approval of the adjacent property owner prior to installation. All fencing per the CC&R's has to be installed prior to occupancy of the residence.
- M. Side yard and rear yard fencing, as well as side return and gate material, must be approved by the Design Review Board.

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Planned Development



CHAPTER 11

PLANNED DEVELOPMENT IMPLEMENTATION

11.1 IMPLEMENTATION- ADOPTION OF A PLANNED DEVELOPMENT

Adoption of the PD establishes a set of policies, land uses, infrastructure improvements, and development standards for the PD Plan Area sufficient to guide the review process for project applications. The PD is adopted by ordinance or resolution of the City Council. It becomes effective immediately after the Council's final decision.

Entitlements, Review and Annexations

Entitlement

An entitlement is an authorization from the City of Stockton to use or develop property. Development rights are considered "vested" once the Tentative Subdivision Map or Tentative Parcel Map have been filed and approved.

Review

The Crystal Bay PD must be thoroughly reviewed by the City staff and the Review Authority before it is adopted. The document is reviewed by the Director of the Community Development Department, the Development Review Committee, and then submitted to the Planning Commission for public hearings.

The City Council is the Review Authority for PD Plans. The Review Authority conducts a public hearing to determine the PD's consistency with existing policies and standards and then forwards a written recommendation to the City Council. The recommendation for approval is conditional and must contain any findings, conditions, or requirements necessary to mitigate the development's impacts.

The City Council makes a separate environmental determination. The Review Authority considers the Commission's recommendation and approves, conditionally approves, or disapproves the application. To be approved, the Specific Authority must be consistent with general land uses, objectives, policies, and programs of the General Plan. It must also comply with CEQA guidelines. This decision by the City Council is final and a Notice of Determination will be filed with the County Clerk and State Clearinghouse in compliance with CEQA.

Annexation

Stockton development has a clear explanation of the annexation process (SMC 16-720.070). The site must be located within the Urban Service Area boundary and conform to the existing General Plan Diagram and Policies. An application for a General Plan Amendment must be submitted concurrently if the Plan does not conform to the General Plan.

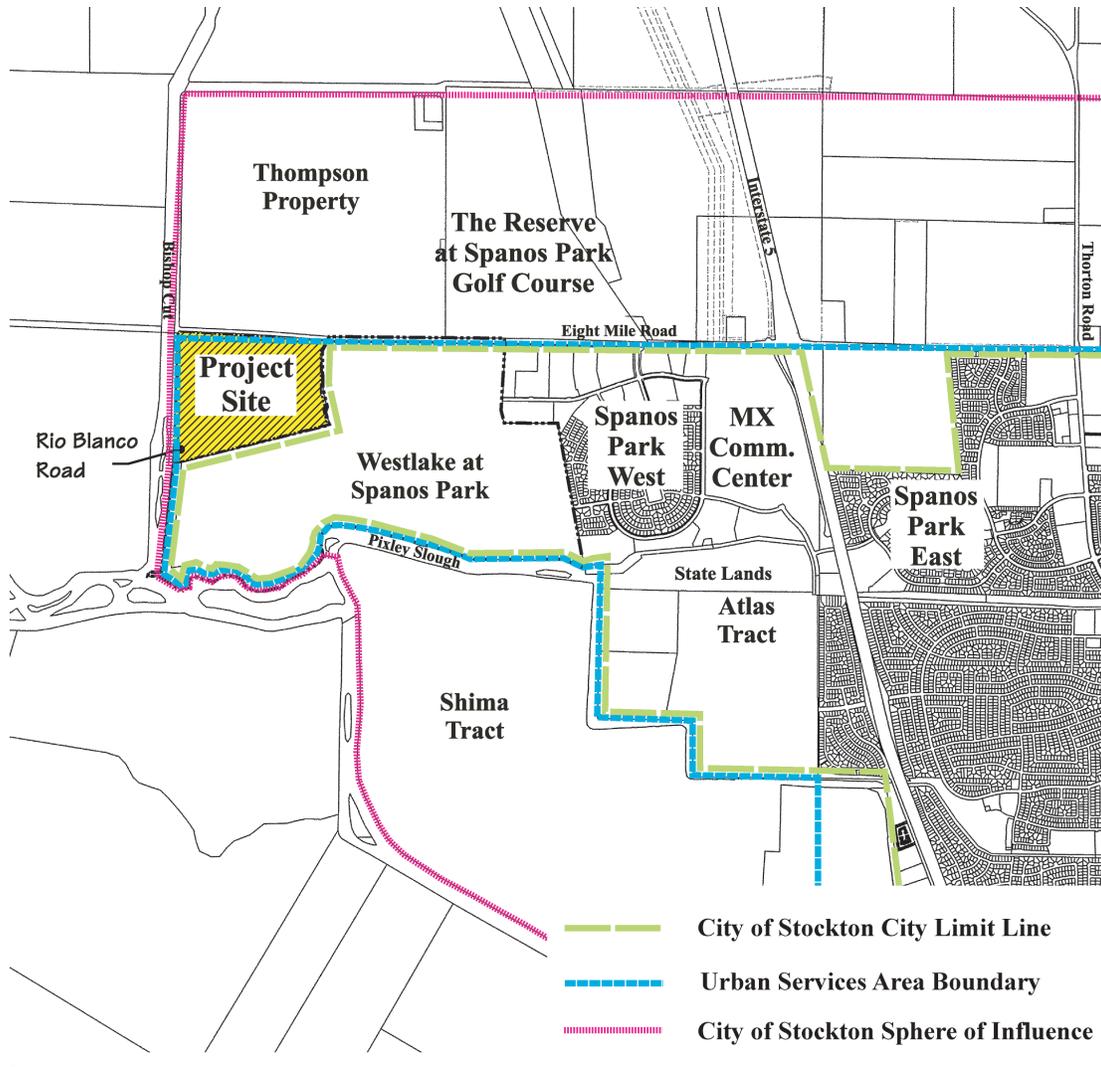


Figure 11.1 — City Boundaries

The City of Stockton's annexation process consists of 10 steps.

1. Annexation request submittal
2. Concurrent processing of the project applications and annexation request

3. Preparation of an open space and agricultural conversion statement, timely availability of water supplies and fair share housing needs statements and other required documents.
4. EIR (CEQA) Preparation
5. Planning Commission Review and recommendation for General Plan amendment Rezoning, Planned Development Application, Precise Road amendment, and Vesting Tentative Map associated with Environmental Impact Report for the project.
6. City Council Approval of General Plan amendment, Rezoning of the project site, Precise Road amendment, Planned Development Application, EIR certification, and annexation recommendation to LafCo.
7. LafCo application submittal
8. LafCo Public Hearing and determination
9. Notification of annexation result

Process for Appeals, Amendments and Minor Adjustments

The PD is intended to be market sensitive and the implementation strategies that are an integral part of the Plan must be flexible and responsive to changing conditions.

Amendments to the PD can be separated into two classes: (1) Minor Amendments, i.e. amendments that the Community Development Director finds are consistent with the intent and purpose of the Crystal Bay PD; and (2) Major Amendments, i.e. a request for an alternative project or use that the Community Development Director finds is not presently included as an alternative project or use within the PD and is a project or use which is inconsistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan.

Minor amendments shall not be subject to public hearings. Changes in development intensity or residential density that do not exceed the intensity or density established by the PD and considered by the PD EIR, such as lot line adjustments, a compatible land use change as provided in Section Three or adjustments to the roadway or street system, are examples of minor adjustments that shall not require an extensive amendment process and shall be subject to the approval of the Community Development Director based on an approval recommendation of the Design Review

Board for Crystal Bay.

Major amendments, such as a request for a project or use which is not consistent with and does not share the same or similar characteristics of an allowed use identified within the PD, may be approved, provided: (1) the Design Review Board for Crystal Bay recommends to the City of Stockton that the City issue a Conditional Use Permit for the proposed project or use; and (2) that the City of Stockton Planning Commission approves the proposed project or use and issues a Conditional Use Permit. Issuance of a Conditional Use Permit by the Planning Commission, or by the City Council if the decision of the Planning Commission is appealed to the City Council, shall be subject to the following findings based upon substantial evidence presented at the public hearing:

- That the proposed project is in conformance with the City's General Plan;
- That the proposed project or use would not create internal inconsistencies within the Master Development Plan Area;
- That the proposed project of use would not adversely impact the environment, or in the alternative, all significant adverse impacts of the proposed project or use can and will be mitigated to less than significant and;
- That such proposed project or use is compatible with adjacent land uses.

Interpretation and Enforcement

The Director has the authority to interpret the PD. The Director must determine whether uses not specifically allowed by the Master Development Plan are similar in nature to uses allowed by the Plan. The Director is also authorized to issue a Site Plan approval if it is consistent with the adopted Master Development Plan, assuming the plan has the approval of the Design Review Board.

Statement of Severability

If any regulation, condition, program, or portion thereof of the PD is for any reason held invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and the invalidity of such provision shall not affect the validity of the remaining provisions.

Statement of Indemnity

- A. The Master Development Plan applicant shall indemnify, defend, and hold

harmless the City of Stockton, its agents, officers, and employees from any all claims, actions, or proceedings against the City of Stockton, its agents, officers, and employees to attack, set aside, void, or annul, any approval by the City of Stockton and its advisory agency, appeal board, or a legislative body concerning the Master Development Plan and its related document(s).

Regulations and Ordinances

Regulation 1: All subsequent development applications within the Plan Area must be consistent with the Crystal Bay PD.

Regulation 2: Tentative Maps and their applications shall be submitted to the City for processing, and shall be:

- Reviewed for completeness and accuracy;
- Referred to affected agencies;
- Reviewed for consistency with the EIR;
- Evaluated in a staff report in compliance with City Code Permit Application Filing and Processing;
- After completion of the initial processing and the application being deemed complete in compliance with Section 18.70.070, the Director shall:
 - (1) Review and evaluate each Vesting Tentative Map submitted under the Crystal Bay PD as to its compliance and consistency with applicable provisions of the Development Code, the PD, and the Subdivision Map Act;
 - (2) Determine the extent to which the proposed subdivision complies with the finding in Section 18.81.070 of the City Code (Vesting Tentative Map Approval or Disapproval); and
 - (3) Prepare a staff report describing the conclusions of the evaluations of the map, and recommend to the review authority the approval, conditional approval, or denial of the Vesting Tentative Map. The staff report shall be mailed to the applicant within the prescribed time before any hearing or action on the Vesting Tentative Map by the review authority in compliance with 18.81.05 of the Municipal Code.
- The Planning Commission shall then conduct public hearing(s) on the proposed

Vesting Tentative Map and consider the recommendations of the Director, any agency comments on the map, and any public testimony; and make its findings of approval or disapproval. Vesting Tentative Map approval shall require that the Commission first make all findings. The Commission may require conditions of approval, and then recommends to approve, conditionally approve, or deny a Vesting Tentative Map.

Regulation 3: A Final Map shall be prepared by or under the direction of a qualified civil engineer or land surveyor, registered or licensed by the State of California. Final Map submittal shall include all information and other materials prepared as required by the Department.

Regulation 4: The City Engineer shall review the Final Map and all accompanying materials. After determining the Final Map is technically correct and in compliance with the City Code, the City Engineer shall execute the City Engineer's certificate on the map. In compliance with Map Act Section 66442, the Final Map shall be forwarded to the Council for action.

11.1.1 HOMEOWNERS ASSOCIATION AND PROJECT CC&RS

The ODS will be responsible for the formulation of a Homeowners Association for the management and maintenance of the private streets, mini parks, greenbelt, common landscape areas and parcels, and the front yard areas for the compact and courtyard lots. The ODS will also coordinate with the City of Stockton in the preparation of CC&Rs that will set forth the use of private lots along with enforcement mechanisms and restrictions that will assist in maintaining the long term appearance and quality of the community. The Homeowners Association and CC&Rs will be approved and operational at the time of recordation of the Final Map.

11.2 PHASING AND TRIGGERING

The project phasing described is intended to define the anticipated sequencing and timing for construction of the required infrastructure and construction projects. The objective of the proposed phasing is that all necessary infrastructure would be constructed in the most cost-effective, orderly fashion and all necessary infrastructure would be in place and operational for connection and use as portions of the project phases are completed. The phasing plan would permit the owner, developer, and/or successor-in-interest to implement construction projects over time if desired. Subsequent

project phasing would only occur upon the condition that road improvements, wastewater collection, water supply, storm drainage, and other infrastructure improvements necessary to adequately serve the users of the subsequent project phases proposed within Crystal Bay are either fully constructed and operational, or would be constructed concurrently as part of the development which they would serve. Because phasing must be flexible to respond to market absorption and other relevant conditions, the phasing schedule should be used as a guideline rather than a binding commitment. However, absolute compliance with the phasing schedule would not be a condition of approval, or grounds for disapproval of any tentative parcel map, tentative subdivision map, vesting tentative parcel map, vesting tentative subdivision map, design review approval, conditional use permit, lot line adjustment, lot split, or any other entitlement or approval granted for any of the lands subject to this PD, so long as the infrastructure and public facilities needed to support the development contemplated by such action or approval will be completed prior to occupancy.

No construction of improvements shall commence nor shall any development be allowed that is dependent upon construction of public improvements unless and until the Owner, or subsequent developers, has provided assurance or approval by the City of Stockton. In the event of any conflict between the standards set forth in this PD and/or the Standard Specifications and Plans adopted by the City of Stockton, the standards set forth in the PD shall prevail. Such assurance of construction and completion may take the form of bonds or deposits (such as those required under the Subdivision Map Act) or the proceeds of assessment or other bonded indebtedness.

Development Phasing

The following provides a description of the anticipated project phasing, based on the primary land uses included in the PD and as further depicted on Figure 11.2.

Phase I: Mobilization/Mass Grading: Mass grading of the entire site will be performed as part of the initial phase of development. This includes: delivery and operation of earth moving equipment; including site clearing and grubbing; installation of the necessary equipment for site dewatering; trucking construction materials off-site or on-site; excavation, shaping and installation of all associated piping and



Mass Grading

equipment for the on-site lake; and mass grading of the neighborhoods into finish grades.

Major/Backbone Infrastructure: The first phase of the project infrastructure consists of: grading and installation of the main collector road, Street "1", from Eight Mile Road south to the point which the road intersects with Rio Blanco Road; the extension of Scott Creek Drive west from the western boundary of the Westlake at Spanos Park West development to the end of the street return on Street "1" and construction of all the backbone systems and facilities, including the storm drainage, looped water system with two points of connection, one at Scott Creek Drive and the other at Eight Mile Road. Water, sewer, gas, electricity, cable, telephone and fiber-optics, or any other utility that would be normally installed within the right-of-way of the named streets; and required grading, paving, and landscaping for the necessary widening of Eight Mile Road along the Project frontage in conformance with the Eight Mile Road PD. The first phase street landscaping improvements may be constructed on one or both sides of the completed Phase 1 roadways as agreed to by the City's Community Development Director, City Engineer and Public Works Director.

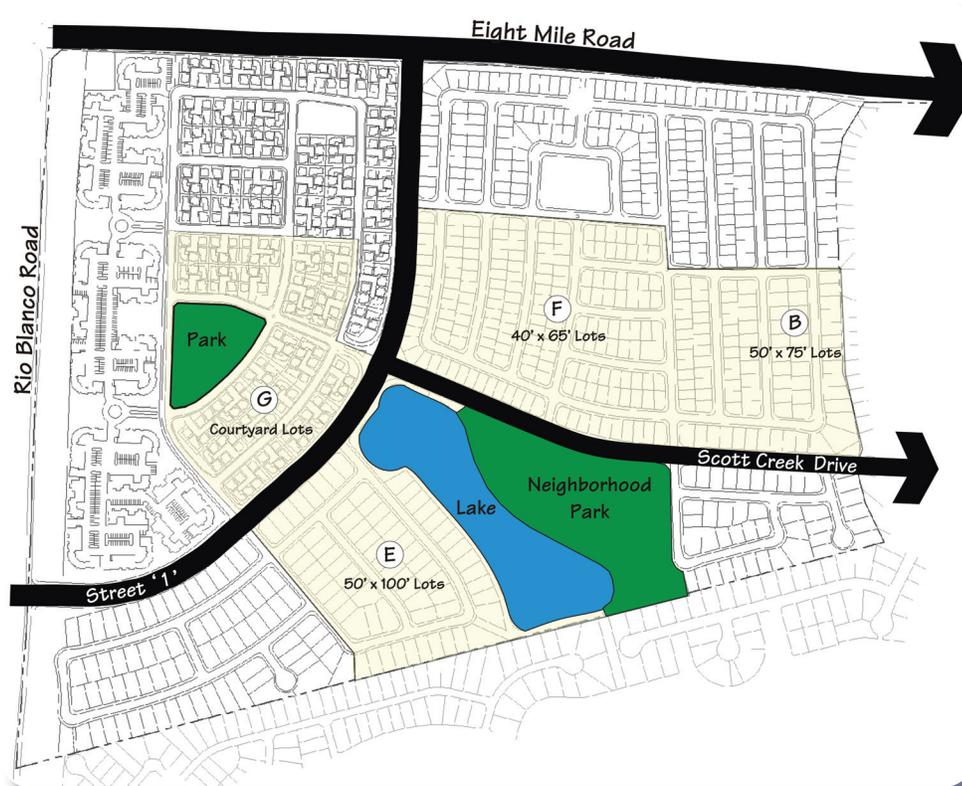


Figure 11.2 — Phase 1

It is anticipated that final improvements would be completed for Neighborhoods B, E, F and G under this phase. This represents approximately 37 percent of the proposed residential development for the Project. Phase 1 and subsequent phases of development may also include the construction of additional access streets, collector streets, or service roads to specific projects or parcels.

Mini/pocket parks, the 8-acre neighborhood park and other open space associated to Phase 1 Neighborhoods will also be developed.

Construction of access streets, collector streets, and service roads required to serve a particular project or

parcel within Crystal Bay may be constructed in the initial phase of development. In addition, the Neighborhood Park will be developed in Phase 1.



Figure 11.3 — Phase 2

Phase 2: It is anticipated that final improvements would commence on Neighborhoods A, C, D, and H under this phase. Mini parks and other open space associated with Phase 2 Neighborhoods will also be developed. (See Figure 11.3 above)

Phase 3: Parcel I, the high density multi-family parcel, will be the last parcel to develop. (See Figure 11.4)



Figure 11.4 — Phase 3

In the interim, the parcel will be used for the temporary storage of agricultural run-off waters diverted from the water shed to the north and east of the site, and a materials stock pile for the excavation of the drainage storage facility. Agricultural drainage waters will be conveyed along Eight Mile Road within three-60" drainage pipes and discharged into the temporary detention basin. Earth excavated from the detention basin will be stock-piled adjacent to the basin creating a 10-foot high stock pile. An interim earth channel will convey agricultural water south at the base of the levee to Street "1", where it will enter a pipe that will lead to the existing pump station at the southeast corner of the project. Agricultural drainage will then be pumped and

discharged into the Delta. When the Thompson property (north of the project site) is developed, the multi-family residential product will be developed, and a new drainage system will be constructed to discharge irrigation waters through the Thompson parcel and into Bishop Cut. Additional earth fill material may be imported into the temporary detention basin to accommodate soil shrinkage and create a developable pad.

The Crystal Bay PD also permits phasing between and among the portions of the Project. The owner, developer, and/or successor-in-interest may initiate construction on any given parcel prior to the build-out of another parcel, provided that the infrastructure necessary to serve such a parcel would be completed prior to occupancy. The phasing schedule for the proposed development is meant to be conceptual only. Development phasing is expected to be a flexible and dynamic process that allows adjustments for fluctuations in market demand and changing economic conditions.

11.2.1 CIRCULATION PHASING

The first phase of the circulation consists of grading and installation of the main collector road, Street "1," from Eight Mile Road south to the point which the road intersects with Rio Blanco Road; the extension of Scott Creek Drive west from the western boundary of Westlake to the intersection with Street "1" and construction of all the backbone systems and facilities, including the storm drainage, water, sewer, gas, electricity, cable, telephone, and fiber-optics, or any other utility that would be normally installed within the right-of-way of the named streets. (See Figure 11.5) Phase 1 circulation improvements would also include required grading, paving, and landscaping for the necessary widening of Eight Mile Road along the Project frontage in conformance with the Eight Mile Road Precise Road Plan.

It is anticipated that with the completion of Phase 1 circulation improvements, the portion of Rio Blanco Road from the proposed intersection of "Street 1" north to the existing intersection with Eight Mile Road will be closed to through-traffic by means of a system of gates at either end. This portion of Rio Blanco Road will be reserved exclusively for the mobilization of farm equipment and trucks hauling agricultural products for landowners with access rights. These landowners will be allowed access to the gates so that agricultural traffic will be routed around the proposed Project rather than through the Project on Street "1." This will reduce traffic conflicts between residents within the Project and the adjacent agricultural uses, making for safer traffic movements and reducing noise impacts to residents along Street "1" and within the Project.

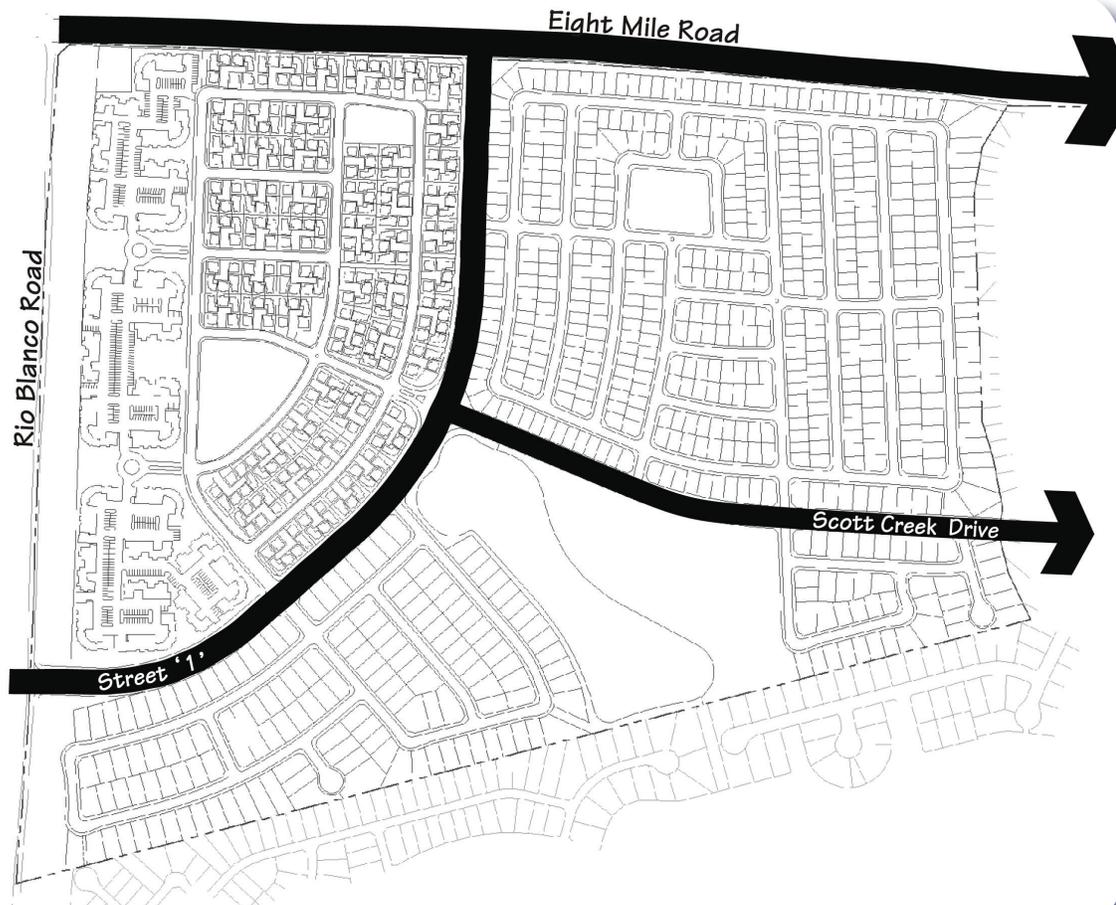


Figure 11.5 — Circulation Phasing

11.3 PUBLIC FACILITIES IMPLEMENTATION PROGRAM

Design and implementation for all improvements proposed for public open space, public right-of-way or public parks will be subject to the requirements and approval of the Director of the City Parks and Recreation Department, the City Parks Facility Planner/Landscape Architect, the Stockton Parks and Recreation Commission, or the Public Works Director whom will have final authority over the Design Review Board and may amend the Permitted Use list as deemed necessary.

11.4 MAINTENANCE RESPONSIBILITY

Design and implementation for all improvements proposed for public open space, public right-of-way or public parks will be subject to the requirements and approval of the Design Review Board, the Director of Parks and Recreation Department or the City Parks Facility Planner/Landscape Architect or the Stockton Parks and Recreation Commission. All landscaped areas, medians, mini/pocket parks, and open space

areas within Crystal Bay shall be maintained by the Master Developer, a homeowners association, or other maintenance entity acceptable to the City. The ODS shall establish a new zone or annex an existing zone of the City Consolidated Landscape Maintenance District consistent with mitigation measure presented in the project EIR. The large public park adjacent to the extension of Scott Creek Drive shall be maintained by the City of Stockton Consolidated Landscape Maintenance District.



Planned Development



CHAPTER 12

ENVIRONMENTAL REVIEW

12.1 SUMMARY OF CEQA PROCESS

The preparation of an Environmental Impact Report (EIR) is part of CEQA's environmental review process. An EIR will be prepared in accordance with Section 15161 of the State CEQA Guidelines. This type of EIR focuses primarily on the environmental impacts from a specific development project. The EIR shall examine all phases of the project including planning, construction, and operation.



The EIR presents a comprehensive analysis of the potential environmental impacts created by the proposal of The A.G. Spanos Companies to develop a master planned community with residential, recreational, and open space uses. The analysis is based upon a review and evaluation of the General Plan Amendment, Planned Action Application, zone change, annexation processes into the City of Stockton jurisdiction, consultation with the applicant and interested agencies and individuals, review of responses to the Notice of Preparation for the project, consideration of appropriate technical information, and field surveys of the project site and surrounding area.

Once the draft EIR is prepared, it will be circulated for agency and public comment of which will be incorporated into the Final EIR as appropriate. The Final EIR will be certified by the City of Stockton before project approval is granted and mitigation measures will be implemented accordingly.

12.2 SUBSEQUENT ENVIRONMENTAL REVIEW

The proposed Crystal Bay project will receive environmental clearance through the preparation of the EIR as indicated above. If substantial changes occur to the project or supporting documentation, a Subsequent or Supplemental EIR will need to be prepared. If changes occur that are minor and are allowed under the approved PD and do not deviate substantially from the supporting documentation, the Final EIR prepared for Crystal Bay will remain applicable and valid.

12.3 CRYSTAL BAY SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

The Crystal Bay project will have impacts on environmental resources as identified in the Notice of Preparation and Initial Study. The following areas will have impacts that are less than significant with mitigation measures implemented: Aesthetics (view from Bishop Cut), biological resources (special status species and regulated waters), cultural resources (archeology, paleontology and architecture), geology and soils (seismic activity and erosion), hazardous materials (exposure), hydrology and water quality (flood control and erosion), noise (exposure), public services (parks, fire, police, schools and libraries), and utilities and service systems (wastewater, sewage, gas and electricity).

Significant and unavoidable impacts may occur for air quality, traffic, land use (agricultural land conversion), and housing/population/socioeconomics (affordable housing, growth and employment) even with mitigation incorporated. Following are the preliminary mitigation measures identified.

MITIGATION MEASURES:

Aesthetics – Adherence of landscape requirements outlined in the MDP and implementation of landscape buffers, landscaping and lighting requirements, and non-glare building materials where feasible.

Biological Resources – The project shall implement the SJMSCP conservation strategy, which can include mitigation fees, conservation easements, mitigation bank credits, or an alternative approved mitigation plan. Mitigation for specific species will be implemented according to the SJMSCP.

Cultural Resources – Although no impacts have been identified for cultural resources, discovery of unknown resources may occur. To prevent significant impacts, if deposits of prehistoric, historic archaeological materials or paleontology resources are encountered during the project activities, all work within 50 feet of the discovery should be redirected and a qualified archaeologist or paleontologist shall be contacted to evaluate the finds and make recommendations. During grading or other invasive site construction activities, the contractor shall also comply with Section 7050.5 of the California Health and Safety Code identified in the EIR.

Geology and Soils – An erosion control plan shall be submitted to the City of Stockton and all applicable State and City codes and regulations and adopted standards shall be implemented.

Hazardous Materials – A Spill Prevention and Containment Plan (SPCP) will be prepared prior to the commencement of any construction activities to prevent impacts associated with hazardous materials.

Hydrology and Water Quality – The proposed project will implement a storm water system comprised of a lake, treatment system, and conveyance facilities. The project will be subject to the Storm Water Quality Control Criteria Plan (SWQCCP) and the owners, developers and/or successors-in-interest (ODS) shall pay all associated fees, as required by the City's Storm Water Pollution Prevention Program (SWPPP) as set forth in its NPDES Storm Water Permit.

Noise – Construction of sound barriers (sound walls) will be required along Eight Mile Road and Scott Creek Drive, and building material upgrades should be implemented. In addition, measures that will reduce construction related noise levels to the extent feasible shall be implemented.

Housing/Population/Socioeconomics – The proposed project will add a short-term population increase in excess of the projected population between 2005 and 2010, but by 2015 will be within the projected population increase in the City of Stockton. No mitigation is available to offset this short-term impact.

Public Services – The owner, developer, home owners association, or successor-in-interest shall create or pay applicable development impact fees for park maintenance, police, fire, school, and library services. The developer, ODS, will be required to pay a development fee for park acquisition and construction.

Utilities and Service Systems – The owners, developers, and/or successors-in-interest shall, prior to issuance of building permits, pay the applicable sewer connection fees required for improvements to the Stockton Regional Wastewater Control facilities and obtain all required permits for appropriate state, federal, and local agencies.

Air quality, traffic, and land use (agricultural land conversion) – Significant impacts are expected to occur even with mitigation incorporated for these environmental areas. Compliance with the San Joaquin Valley Air Pollution Control District (SJVAPCD) Rules and Regulations during construction shall be implemented,

and compliance with Regulation VIII and applicable control measures as indicated will be included in the Environmental Impact Report. Mitigation for traffic will include payment of fair share allocations in traffic impact fees and construction of roadway improvements. There is no feasible mitigation for conversion of agricultural lands, unless the City implements an agricultural impact fee program.

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