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P09-160

Planned Development (PD3-08)
Adopted November 13, 2008

Delta Cove Planned Development Amendment
(P09-160)

August 26, 2010



Delta Cove

PLANNED DEVELOPMENT

P09-160

PLANNED DEVELOPMENT (PD3-08) ADOPTED (NOVEMBER 13, 2008)

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Glossary of Terms

DELTA COVE GLOSSARY OF TERMS

Addendum to an EIR:

An addendum to an EIR is prepared if only minor technical changes or additions are necessary to make the document adequate, and the changes made by the addendum do not raise important new issues about the significant effects on the environment.

Agency:

“Agency” means a public entity empowered to provide those services necessary to support a particular development.

Alley:

“Alley” means a secondary means of access to property which is located at the rear or side of the property.

Architectural Guidelines:

“Architectural Guidelines” means a policy statement providing recommendations for the design of buildings and other structures such as height, bulk, form, color and texture.

Architectural Review Committee:

“Architectural Review Committee” or ARC means the committee created by the City of Stockton to provide written recommendations to the Community Development Director regarding architectural compliance.

Commercial Neighborhood (CN):

Refer to Title 16 Development Code Section 16.16.020

Commercial Neighborhood Center:

Development located in the CN land use area.

Community Development Director:

“Community Development Director” means the staff member in charge of the Community Development Department.

Consistency:

“Consistency” means that a project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.

County:

“County” means the County of San Joaquin.

Density, Maximum:

“Maximum Neighborhood Density” means the ratio of the maximum number of residential units by land use category to the total number of acres in that land use category. (Note: The total number of acres in each land use category includes residential areas, local and collector streets, neighborhood entries, and private recreational facilities; it excludes other street rights-of-way, major utility easements, railroad rights-of-way, designated creek corridors and wetland areas and other designated land use areas.)

Density, Minimum:

“Minimum Neighborhood Density” means the ratio of the minimum number of residential units by land use category to the total number of acres in that land use category.

Density Range, GP:

“General Plan Density Range” means the range of density



allowed for individual projects within a given land use district.

Design Review Board:

“Design Review Board” or DRB means the board created by the project owner that is charged with reviewing all proposed development projects for consistency with the Delta Cove PD and for general design quality. The Delta Cove DRB consists of three members, the owner or designated representative, a representative from the project planning/architecture/engineering firm and a representative from the project landscape architectural firm.

Development:

“Development” means the division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; excavation, or land disturbance; and any use or extension of the use of the land.

Development Agreement:

“Development Agreement” means contracts established between the County/City and the master developer or other developers of the Delta Cove Planned Development.

Development Review Committee:

The “Development Review Committee” means the committee created by the City of Stockton to provide written recommendations to the Community Development Director on development projects.

Development Standards:

Regulations for the development of new construction or alterations/changes to existing construction within approved zoning districts. These standards were adopted to ensure development produces stable and desirable neighborhoods. The Development Standards have been established in accordance with the City’s Development Code and General Plan documents.

Dwelling Unit:

“Dwelling Unit” means any building or portion thereof containing living facilities, including provisions for sleeping, eating, cooking, and sanitation for no more than one family, and having only one kitchen.

EIR:

“Environmental Impact Report” or “EIR” means the public document used by the governmental agency to analyze the significant environmental effects of a proposed project, to identify alternatives, and to disclose possible ways to reduce or avoid the possible environmental damage.

Exterior Noise Environment:

The exterior noise level constitutes the normal or existing level of environmental noise outdoors.

Flood Hazard:

“Flood Hazard” means the danger of damage to persons or property from overflow water resulting from a one hundred year flood or from the accumulation of flow of water determined to be hazardous by the Floodplain Administrator.

General Plan:

“General Plan” means the official document consisting of maps and text adopted by the City as a policy guide to decisions pertaining to the physical development of the City. It is the City’s statement of goals, policies, and actions necessary for orderly development and growth and thereby serves as a guide for many public decisions, especially land use changes, preparation of capital improvement programs, enactment of development regulations and imposition of impact fees.

General Plan Amendment:

“General Plan Amendment” or GPA means an amendment to the adopted General Plan, requiring a formal application and subject to the City’s Public Hearing process.

Goal:

“Goal” means a statement that sets an overall direction for planning efforts and represents an ideal future end, condition or state related to the public health, safety or general welfare toward which planning and planning implementation measures are directed.

Homeowner’s Association:

“Homeowner’s Association” means a community association composed of individual owners of a development which is created for the purpose of holding title to common property, managing and maintaining the common property, and enforcing certain covenants and restrictions for the overall benefit of its members.

Improvement Plans:

“Improvement Plans” means plans, profiles, specifications and engineer’s estimates of improvement costs and all necessary details of the improvements proposed for installation or modification.

Improvements:

“Improvements” means infrastructure facilities required to serve development projects, buildings and structures, landscaping or other elements constructed as part of a development project.

Infrastructure:

“Infrastructure” means facilities needed to sustain industrial, residential and commercial activities including: water, drainage, sewer lines, streets and roads, communications, public facilities and other underground utilities. Roadway improvements may include, but not be limited to: grading, pavement, curbs, gutters, sidewalks, driveways, bridges, traffic signals, roadway lighting signs or roadway landscaping. Drainage improvements may include but not be limited to: main pipelines, culverts, drainage inlets, connector pipes, manholes, channels, ponds, ditches and appurtenances. Wastewater improvements may include but not be limited to: wells, main pipelines, service laterals, manholes, cleanouts, and

appurtenances. Water improvements may include but not be limited to: main pipelines, service laterals, valves, meters, hydrants and appurtenances.

Land Area, Net:

“Net Land Area” means the gross lot area of a site, less the land area required for arterial and collector streets and major utility easements.

Neighborhood:

“Neighborhood” means one of the areas planned for residential development; residential serving uses including an elementary school site and several neighborhood parks and open space areas.

Objective:

“Objective” means language describing a specific end condition that represents an intermediate step to achieving a goal. In the context of this Planned Development project, Objectives identify the end condition to be achieved through the application of Policies and Implementation Measures.

Parkway:

“Parkway” means the area adjoining the outer edge of the roadbed extending to the right-of-way line in which sidewalks, plantings, utilities, slopes and related facilities may be located.

Pedestrian Way:

“Pedestrian Way” means a right-of-way designed for use by pedestrians and not intended for use by motor vehicles of any kind. A pedestrian way may be located within or outside of street right-of-way, at grade, or grade separated from vehicular traffic.

Phase:

“Phase” in the context of the first phase of development within the community, means the first phase/neighborhood in this PD.

Planning Agency:

“Planning Agency” means the San Joaquin County

LAFCo, the City of Stockton City Council, Planning Commission and/or the Community Development Department.

Planning Commission:

“Planning Commission” means the Planning Commission of the City of Stockton.

Policy:

“Policy” means a specific statement that guides decision making. Each distinguishable topic of importance is introduced with one or more specific policies. These policies are the guidelines upon which the implementation measures are based. As guidelines they form the basis for interpreting and adding implementation measures. As a policy they are subject to interpretation by any public agency who is reviewing the PD.

Public Services:

“Public Services” means public services and public facilities and the establishment, operation and maintenance of such services and facilities.

Recreation:

“Recreation” means any activity, voluntarily engaged in, which contributes to the physical, mental or moral development of the individual or group participating therein, and includes any activity in the fields of music, drama, art, handicraft, science, literature, nature study, nature contacting, aquatic sports and athletics or any informal play incorporating any such activity.

Recreation Facility:

“Recreation Facility” means any building, structure, development or improvements constructed or used for recreational purposes, whether or not located in a recreation area.

Residential:

“Residential” means places where people live and sleep. The term includes, but is not limited to: single-family dwellings, apartments, institutions, mobile homes, group

quarters, hotels and motels, convalescent hospitals and rest homes.

Residential Development:

“Residential Development” means a project containing residential dwellings, including mobile homes consisting of one (1) or more dwelling units, or a subdivision for the purpose of constructing one or more residential dwelling units. Residential development includes but is not limited to: a preliminary or final development plan, tentative parcel maps, use permit, or any other discretionary permit for new residential use.

Right-of-Way:

“Right-of-Way” means an easement for the use of roads, water and wastewater facilities, flood and drainage works, overhead and underground utilities or any related improvements.

Road:

“Road” includes streets and highways, both public and private. The terms streets, roads, roadways, and highways are used interchangeably. Road includes the roadbed, all slopes, shoulders, side ditches, curb, gutters, sidewalks, and all other related facilities within the right-of-way.

School Districts:

“School Districts” mean all schools within the Lodi Unified School District that will serve the residents of this project.

Second Unit Dwelling:

“Second Unit Dwelling” means a detached or attached dwelling unit, not including a mobile home that is located on the same parcel as the primary single-family dwelling, is clearly subordinate in size to said primary single-family dwelling and is subject to the requirements specified in the Design Guidelines section of the PD.

Sign:

“Sign” means any device, structure, or fixture using graphics, symbols and/or written copy designed specifically

for the purpose of advertising, directing attention, or identifying any establishment, product, goods, services or entertainment.

Sign Area:

“Sign Area” means the entire area within a single, continuous, rectangular perimeter enclosing the extreme limits of writing, representation, emblem or figure of similar character together with any frame or other material or color forming an integral part of the display or used to differentiate such sign from its surroundings. This excludes the necessary supports or uprights on which such a sign is located.

Site:

“Site” means any lot or parcel of land or combination of contiguous lots or parcels of land, whether held separately or joined together in common ownership or occupancy, where grading is to be performed or has been performed.

Site Furnishings:

“Site Furnishings” means exterior furnishings including but not limited to bus shelters, newspaper stands, benches, drinking fountains, trash, urns, mailboxes or other elements.

State:

“State” means the State of California.

Storm Drainage System:

“Storm Drainage System” means any device or structure used to control the flow of storm water, including but not limited to: pipes, culverts, ditches, berms, channels, detention basins, retention basins, gutters, curbs, inlets, outlets, outfalls, pavement and appurtenances.

Tentative Map:

A “Tentative Map” is a map submitted for approval as a major subdivision or minor subdivision.

Use:

“Use” means the purpose for which land or a building is

arranged, designed or intended, or for which either land or a building is or may be occupied or maintained.

Use, Accessory:

“Accessory Use” means a subordinate use customarily incidental to and located upon the same lot occupied by a main use.

Utility:

“Utility” means electric, communication, natural gas, and cable television facilities including but not limited to: poles, wires, transformers, conduits, conductors, guys, pipes, meters, vaults and all necessary appurtenances. “Utility” may also mean the company owning these facilities.

Vesting Tentative Map:

“Vesting Tentative Map” means any tentative map that, when filed with the City, has conspicuously printed on its face the words “Vesting Tentative Map”. Such a map shall be processed pursuant to the City Development Standards and Municipal Code.

Wastewater:

“Wastewater” means any and all waste substances, liquid or solid, associated with human habitation, or which contains or may be contaminated with human or animal excreta or excrement, offal, or any feculent matter.

Wastewater Disposal System:

“Wastewater Disposal System” means any and all portions of a facility which is used or intended to be used for the collection, transport, treatment and disposal of wastewater.

Wastewater Treatment Plant:

“Wastewater Treatment Plant” means those lands, structures and equipment necessary for the processing and disposal of wastewater. It does not include septic tank.

Water Main or Water Line:

“Water Main or Water Line” means the water supply pipe conveying potable water for public use.

Water Quality:

“Water Quality” means the chemical, physical, radiological and biological characteristics of water with respect to its suitability for a particular purpose. The same water may be of good quality for one purpose or use, and bad or poor for another, depending upon its characteristics and the requirements for the particular use.

Water System:

“Water System” means all wells, pumps, tanks, filters, water treatment equipment, valves, water mains, water service lines, water storage tanks, fire hydrants, fire hydrant piping and all appurtenances to the system.

Wetland:

“Wetland” means an area where either naturally or artificially one or more of the following attributes exist:

1. At least periodically, the plants supported by the land are predominantly hydrophytes.
2. The substrate is predominantly undrained hydric soil.
3. The substrata is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year.

Yard:

“Yard” except as otherwise provided in the Development Guidelines, means an open space, other than a court, on a lot also occupied by a building. A yard is unoccupied and unobstructed from the ground upward and does not include any portion of any road or alley or road right-of-way.

Yard, Front:

“Front Yard” means a yard extending across the front of

the lot between the side lot lines, measured from the front lot line to a depth required by the zone in which the lot is situated.

Yard, Rear:

“Rear Yard” means a yard extending along the back of the lot between the side lot lines, measured from the rear lot line to a depth required by the zone in which the lot is situated.

Yard, Side:

“Side Yard” means a yard extending from the front yard to the rear yard measured from the side lot line to a width required by the zone in which the lot is situated.

Yard, Street Side:

“Street Side Yard” means a yard along a side street extending from the front yard measured from the side lot line to a width required by the zone in which the lot is situated.

Zone:

“Zone” means a specifically delineated area or district of the unincorporated area of San Joaquin County, or City of Stockton within which regulations and requirements specified by the Development Plan, General Plan and Municipal Code uniformly govern the use, placement, spacing and size of land and buildings.

List of Abbreviations

DELTA COVE LIST OF ABBREVIATIONS

ADT: Average Daily Trip

APN: Assessor's Parcel Number

ARC: Architecture Review Committee (the City)

CC&R: Covenants, Conditions and Restrictions

CDD: Community Development Director

CEQA: California Environmental Quality Act

CN: Commercial Neighborhood

DA: Development Agreement

DHS: Department of Health Services

DRB: Design Review Board (Delta Cove)

DRC: Development Review Committee

DU: Dwelling Unit

EIR: Environmental Impact Report

EVA: Emergency Vehicle Access

FEMA: Federal Emergency Management Agency

GP: General Plan

HDR: High Density Residential

HOA: Homeowner's Association

LDR: Low Density Residential

LLD: Landscape and Lighting District

LUSD: Lodi Unified School District

MDR: Medium Density Residential

MX: Mixed Use District

ODS: Owner Developer Successor In Interest

OHWM: Ordinary High Water Mark

OS: Open Space

PD: Planned Development

PF: Public Facilities

PG&E: Pacific Gas and Electric

PUE: Public Utility Easement

RH: Residential High Density

RL: Residential Low Density

RM: Residential Medium Density

ROW: Right of Way

RWCF: Regional Wastewater Control Facility

SDMAD: Storm Drain Maintenance Assessment District

SJRTD: San Joaquin Regional Transit District

SMC: Stockton Municipal Code

SRPC: Site Plan Review Committee

WAPA: Western Authority Power Agency

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Chapter 1

SUMMARY



1.1 STATEMENT OF PURPOSE

The Delta Cove Planned Development (PD) establishes a framework of rules and procedures, both guiding and regulatory, to achieve the project's ultimate goal of providing variety and distinctiveness in its constituent elements while still maintaining a unifying concept for the overall community.

A product of careful consideration and analysis, the Delta Cove PD provides practical and innovative planning within the framework of the policies, objectives and standards of the City of Stockton Adopted 2035 General Plan. This PD also conforms to the City's Adopted 2035 General Plan. The goals and objectives in the Delta Cove PD enhance those of the City's General Plan, summarizing the inherent issues and development opportunities and establishing the policies and standards that will control and govern the build-out of Delta Cove. Additionally, the Delta Cove PD grants the decision-maker of future projects/site development the ability to amend proposed development to meet unanticipated changes.

The Delta Cove PD includes a comprehensive implementation program describing the regulatory mechanisms and amendment procedures required to achieve its goals. Strategies for financing and the phasing of public facilities/services required by the Delta Cove PD are identified and explained. The Delta Cove PD addresses and evaluates the project against the policies, objectives and standards of the City of Stockton Adopted 2035 General Plan and the 2003 General Plan Housing Element.

1.2 PLANNED DEVELOPMENT ORGANIZATION

The Delta Cove PD is organized by chapters which both outline the project and set forth the development standards for the development. Chapters include:



Summary - Explains the purpose of the Delta Cove PD and the process used for preparation

Introduction - Discusses what the Delta Cove PD is, the purpose of the Delta Cove PD, its relationship to the General Plan and the process by which it is adopted by the City

Existing Conditions and Constraints - Provides a project description including the current site conditions and any constraints that existing conditions might have on the proposed project, as well as the opportunities that development of the project will provide to the community

Planned Development Elements - Establishes the development program, detailing the number of units and breakdown of acreage for specific uses. This also includes street sections and an overview of public utilities and other public services for the area

Project Development Standards - Establishes site development standards for building setbacks, landscape, lighting and signage within Delta Cove

Design Guidelines - Details architecture, landscaping, color palette and materials to be found within Delta Cove

Implementation and Administration - Describes the Delta Cove PD review process, the process to approve the Delta Cove PD, project phasing and financing of public infrastructure for the project

Environmental Review - Indicates the CEQA process for reviewing the Delta Cove PD and discusses environmental impacts and mitigation measures

1.3 SUMMARY OF PROPOSED PROJECT

Delta Cove is located adjacent to and immediately west of the Twin Creeks Estates Subdivision, south of the Spanos Park West Development and Bear Creek, and both east and north of Shima Tract and Mosher Slough. Delta Cove is comprised of three parcels totaling 359.5 acres which have been used for agricultural purposes. The Statewide Setting Map (Exhibit 1.1), Regional Setting Map (Exhibit 1.2) Vicinity Map (Exhibit 1.3) and the Aerial Photograph (Exhibit 1.4) more clearly describe the location and boundaries of the proposed location for Delta Cove. The 2035 General Plan land use designation is Low Density Residential, Medium Density Residential, Parks and Recreation, and Open Space. See Exhibit 2.1. The General Plan Amendment is proposed to change portions of the planned area from Low Density Residential, Medium Density Residential, Open Space, and Parks and Recreation designations to Low, Medium, High-Density Residential, Commercial, Parks and Recreation and Open Space. See Exhibit 2.2. The property is within the city limits boundary of the City of Stockton and is zoned Residential Low Density (RL), Residential Medium Density (RM), Open Space (OS) and Public Facilities (PF). See Exhibit 2.3. A proposed rezoning would change portions of the project site from RL, RM, PF and OS to RL, RM, RH, CN, PF and OS. See Exhibit 2.4.

The following points are Delta Cove's site characteristics and definitions relating to the projects location.

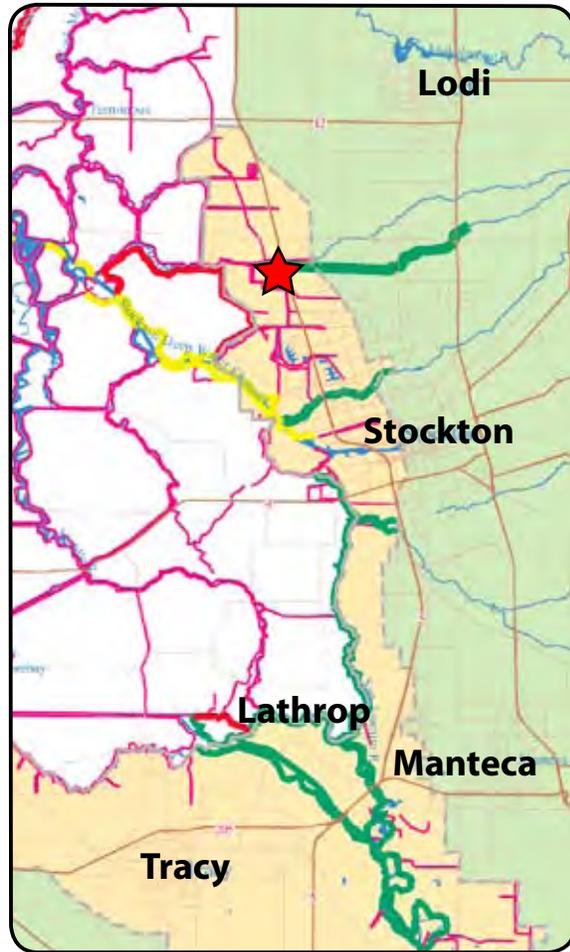
- **GENERAL PLAN DESIGNATION** - A planning area is defined as incorporated and unincorporated areas bearing a relation to the City's planning future. The planning area may extend beyond the City's current sphere of influence. The General Planning Area describes the planning area used in the General Plan. The Delta Cove PD Area is designated Low Density Residential, Medium Density Residential, Parks and Recreation, and Open Space/Agriculture in the 2035 General Plan.
- **SPHERE OF INFLUENCE LINE** - Encompasses the incorporated and unincorporated areas of the City. Delta Cove is part of the City of Stockton's ultimate planning and service area.
- **CITY LIMIT LINE** - The City of Stockton has adopted a City Limit Boundary delineating the "City Limits" of the City. The PD area is located within the City limit.
- **ZONING** - Properties within the City are defined by zoning districts that regulate the land uses permitted and establish regulations governing the use, placement, spacing and size of land and buildings. The existing zoning districts for Delta Cove are RL, RM, OS and PF
- **UNINCORPORATED AREAS** - Those areas outside the corporate limits of the city that reside within the City's Sphere of Influence as established by LAFCO. The PD area is within the City's Sphere of Influence.
- **DELTA COVE PD AREA** - The location of the project study area in overall relationship to the City of Stockton.

The Delta Cove site features various opportunities and constraints to the development. A range of issues including the property's close proximity to wildlife sensitive areas, circulation patterns in and around the site, environmental concerns and amenities are addressed in the following chapters. While important to mention any potential issues, it is equally as important to note that through careful planning, all of the issues have been remedied or made less significant through mitigation measures. Some of the challenges of developing Delta Cove include the extensions of Trinity Parkway and Otto Drive, the exiting dry land levee and its integration into the project, the exiting wetlands, and the WAPA Power Lines that bisect the site north and south. The Development's various opportunities and constraints are discussed in detail within Chapter 3, Existing Conditions and Constraints.

LEGEND

-  Project Site
-  Delta Primary Zone
-  Delta Secondary Zone
-  Outside Legal Delta

Source: Department of Water Resources Delta Atlas 1987



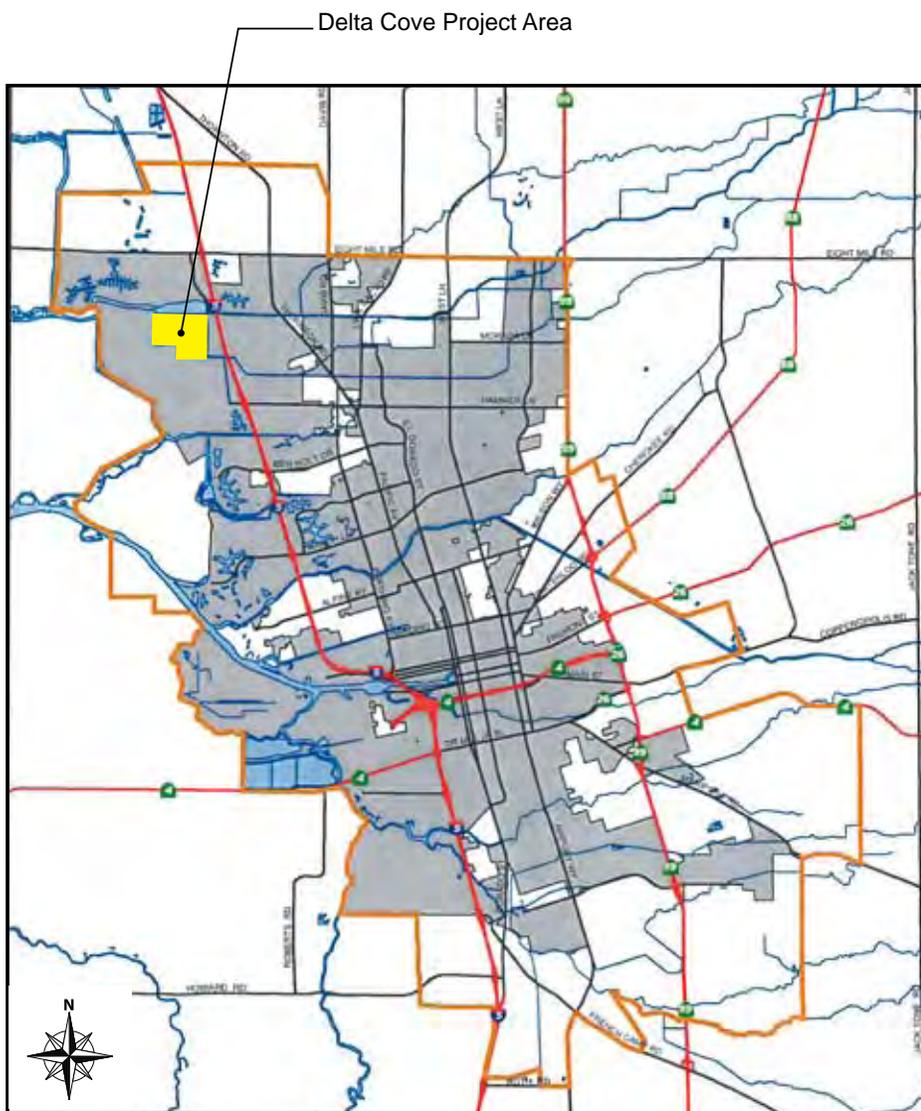
**EXHIBIT 1.2:
REGIONAL SETTING MAP**



EXHIBIT 1.1: STATEWIDE SETTING MAP



EXHIBIT 1.4: AERIAL PHOTOGRAPH



LEGEND

- City Limits
- Sphere of Influence
- Delta Cove PD Area

Source:
San Joaquin County, California -
Geographic Information Systems

"Stockton Sphere of Influence"
exhibit dated September 9, 2009

EXHIBIT 1.3: VICINITY MAP



1.4 PRIOR APPROVALS

The “Delta Cove” PD (P09-160) is an amendment to previously approved Planned Development (PD 3-08).

These previous approvals are; Environmental Impact Report (EIR 11-05), General Plan Amendment (GPA11-05), Rezoning (Z-13-05), Planned Development Permit (PD3-08), Vesting Tentative Map for large lots (VTM7-08) and Vesting Tentative Map for small lots (VTM28-05).

The previously certified entitlements are being amended to provide pedestrian connectability throughout the development, avoid wetlands, provide more park /open space and recreational uses and provide a healthier living environment utilizing the live, work, play concept. (See chapter 2 for more details and page 221 PD Amendment Vs. the Original PD and the Development Code Comparison Table).

Chapter 2

INTRODUCTION



2.1 PROJECT SPECIFICS

The project area is located west of the existing Twin Creeks Estates Subdivision, south of the Spanos Park West Development and Bear Creek and both east and north of Shima Tract and Mosher Slough. The project site is within the City Limits of Stockton. Refer to exhibits 1.2, 1.3, 1.4 and 3.1

The 2035 General Plan Designation for the project is Low Density Residential, Medium Density Residential, Parks and Recreation, and Open Space (Exhibit 2.1). A proposed General Plan Amendment would redesignate the portions of the PD project site from Low and Medium Density Residential, Open Space and Parks and Recreation designations to Low, Medium and High Density Residential, Commercial, Parks and Recreation and Open Space (Exhibit 2.2). Discretionary permits include the Addendum/Initial Study to the previously certified EIR 11-05, General Plan Amendment, Rezoning, Planned Development Permit and Vesting Tentative Map for large lots (51 lots). A small lot Vesting Tentative Subdivision Map application will be submitted at a later date for city review and approval.

Taking into consideration the housing needs of a diverse population, Delta Cove provides an array of housing options and styles. Distinct neighborhoods are planned incorporating various housing types (attached and detached residential units) for existing and future residents of Stockton. These housing styles include single-family homes, small-lot traditional, Motor Court and Bungalow Court clusters, alley-loaded residential units, live/work units and multi-family development. Approximately 1,545 dwelling units are proposed within the project area.

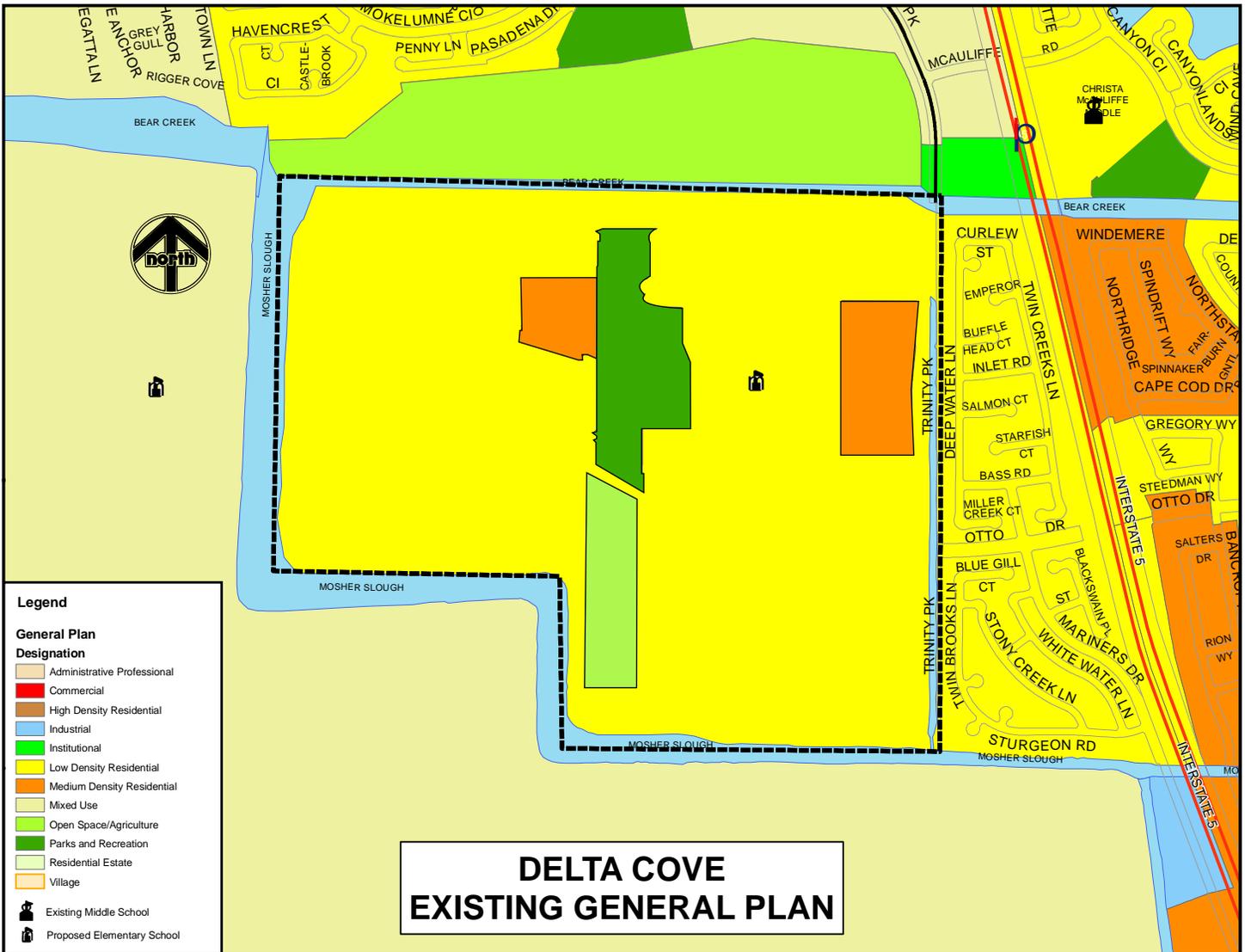


EXHIBIT 2.1: EXISTING GENERAL PLAN

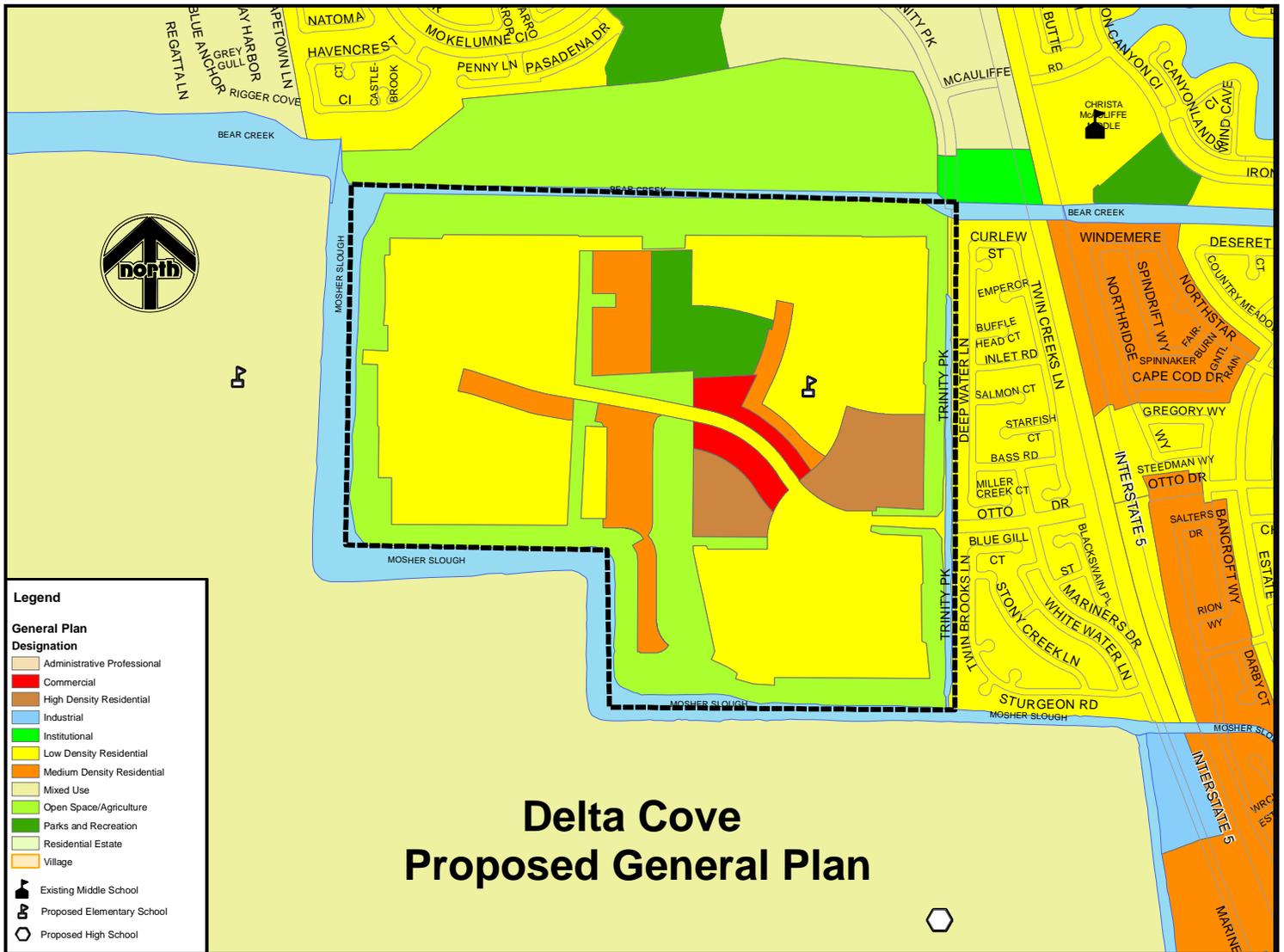


EXHIBIT 2.2: PROPOSED GENERAL PLAN



Parks

VISION AND GOALS

The vision of the Delta Cove development is one of a unique living environment that includes an abundance of recreational activities. The live, work, play concept was heavily relied upon in creating the land plan. Delta Cove will feature a Commercial Neighborhood Center near the center of the community. The Commercial Neighborhood Center will offer convenient retail and employment uses within a walkable distance from most residences. This mix of land uses promotes

a healthy living environment and an all around live, work, play environment.

Delta Cove is a community with unique characteristics that provide identifying elements to distinguish the project while also integrating the project in the larger community of Stockton. One of the goals of Delta Cove is to blend seamlessly with adjacent and nearby developments by complementing neighboring community design elements. Another goal of the development was to incorporate open space and places for recreation. 162± acres of open space have been incorporated as recreational, park and other amenitized areas throughout the development. Highlights of these areas include a looped pedestrian trail that provides connectivity throughout Delta Cove's various neighborhoods, a levee trail system and restored wetlands that provide an additional aesthetically pleasing element while also assisting with the project's overall storm water management.

Public facility land uses have been included as part of the project. This includes a new elementary school (to be operated by the Lodi Unified School District). The proposed fire station will not be located within the Delta Cove project site. Per Fire Department's comments, two proposed fire stations will be built, one to the north in the general area west of I-5 and south of Eight Mile Road located within the Westlake Development. The second fire station will be located southwest of Delta Cove within the proposed Sanctuary Master Plan Development.

When infrastructure development and construction begins, there shall be a minimum of two (2) Fire Department access routes into the Delta Cove project designed and maintained to meet City of Stockton standards. The first Fire Department access point will be established at Otto Drive. The second Fire Department access will be required at Trinity Parkway and the new Bear Creek Bridge.

GUIDING PLANNING PRINCIPLES & INFLUENCES

The major planning influence for Delta Cove was to increase the "sustainability quotient" of the development by:

- Creating a more diversified land-use plan,
- Preserving and enhancing habitat,

- Conserving resources,
- Reducing Greenhouse Gas (GHG) emissions and Vehicle Miles Traveled (VMTs),
- Improving the sense of community

The entire community is connected through pedestrian friendly trails and walkways that link the Commercial Neighborhood Center, parks and open space areas with homes, thus reducing the need to use vehicles.

Delta Cove has provided for diversity in housing types, improving choices for future residents. The proposed landscape is climate appropriate, reducing the use of water and chemicals. Architectural styles have been chosen

that are climate appropriate and typically found in the world's Mediterranean climate. All nonresidential development will be designed with the intent of achieving certification to LEED silver standards. All residential development will be constructed to Build It Green standards.



Mixture of development styles

COMMUNITY DESIGN AND CONCEPTS

Three design principles were used in the development of the overall goals of the community design for Delta Cove:

- To provide a mixture of residential, educational, commercial and recreational uses
- To design a community that contains diverse housing opportunities to meet the needs of a varied demographic residential base
- Provide landscaped streets, parks, pedestrian greenways and bike paths to promote connectivity throughout the community and a neighborly environment

The Delta Cove Planned Development proposes to:

- Utilize urbanist concepts and techniques that promote walkability, variety of housing types, interconnected streets and higher-density housing in the civic core so that primary architectural features face public streets, and create aesthetically pleasing and pedestrian friendly streetscapes
- Carefully plan an organized, well thought-out relationship to various land uses and provide high-quality architectural styles, range of home-ownership opportunities and attractive neighborhoods that promote a sense of pride and community
- Reference and compliment architectural styles and details of the vernacular architecture of the older, traditional Stockton neighborhoods
- Incorporate a variety of trails, walking paths, sidewalks and crosswalks throughout the entire community to promote non-motorized transportation

- Provide memorable entrances and focal points that celebrate the unique character of each area



RELATION TO THE GENERAL PLAN

The development of the Delta Cove PD has been accomplished by utilizing a balance of practical development with innovative and unique planning techniques that are in accordance with the development goals established by the City of Stockton. This has been accomplished by working within the framework of the City of Stockton's 2035 General Plan and Adopted Settlement Agreement to develop guidelines designed to achieve a community showcasing the aesthetic appeal of the area. The goals and objectives in the Delta Cove PD have been developed to complement and enhance those of the City's General Plan, both existing and proposed, while establishing policies and standards that will ultimately control and govern the build-out of Delta Cove.

The Planned Development provides the necessary information needed to establish the appropriateness of the project for its intended uses and establishes the density and intensity of those uses. The Planned Development also affirms the project is within the scope of the EIR, is compatible with those uses, and upholds the public health, welfare, and safety of the community.

The Delta Cove PD outlines an implementation program that describes the required regulatory mechanisms and amendment procedures, as well as financing and phasing strategies for public facilities/services required by the Delta Cove PD.

2.2 PLANNING PROCESS

The Delta Cove PD was prepared with anticipated builders who provided their knowledge of what the home buyer's are seeking in today's market. This input, along with that of the City of Stockton was combined to develop the comprehensive land plan proposed for the project. The City of Stockton adopted the 2035 General Plan in December 2007 to replace the 1990 General Plan. The Delta Cove Planned Development shall be consistent with the 2035 General Plan, per Government Code Sec. 65454, and the Adopted Settlement Agreement, but shall supplement the policies with project specific information and/or direction.

The Delta Cove PD and a project-specific Environmental Impact Report (EIR) establish the context for evaluating and processing any proposal(s) for development within Delta Cove. The primary intent and purpose of the Delta Cove PD is to create a comprehensive framework for development consistent with the policies, general land uses and programs of the City's General Plan and to provide effective design solutions in which residential uses interface with proposed recreational and institutional uses. The Delta Cove PD, together with the project EIR and subsequent Addendum, provide the required information to establish the appropriateness of Delta Cove in relation to its intended uses, the proposed intensity of those uses, impacts on the environment and the compatibility of the proposed uses with public health, welfare and safety.

Per Section 16.68 (prior Section 16-350) of the Planned Development (Permit) Standards, PD3-08 was approved by Planning Commission and the City Council did not need to review and approve this PD unless an appeal had been requested. The approved PD was not adopted by resolution. Per the above-noted Development Code, once the PD is approved by the Planning Commission, it may deviate from provisions, standards and requirements identified in the Development Code. But, if land uses, provisions, regulations, permits and standards for each zoning district are not clearly stated in the approved PD permit, the development and on-going operation of the site covered by the PD must be in compliance with the City of Stockton's Development Code.

Several findings are required before the Planning Commission and City Council may approve the Delta Cove PD. The reviewing body must be able to make all of the following findings to approve the Delta Cove PD:

- The Delta Cove PD is consistent with the objectives, policies, general land uses, programs and actions of the City's General Plan.
- The Delta Cove PD adequately describes the physical development characteristics of the site.
- The development standards identified in the Delta Cove PD would serve to protect the public convenience, health, safety and general welfare.
- Development of the Delta Cove site would ensure a compatible land-use relationship with the surrounding neighborhoods.
- The Delta Cove PD is in compliance with all applicable requirements of the City's Development Code, Stockton's standards and specifications, other local ordinances and State and Federal Law.
- The Delta Cove PD is in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City's environmental guidelines.

Future development in the plan area shall be subject to the review and approval by:

- Development Review Committee (DRC) - PD and Vesting Tentative Map for large lots (review and recommend to Planning Commission).
- Planning Commission: Addendum/Initial Study to the previously-certified EIR11-05, General Plan Amendment and Rezoning (review and recommend to City Council); PD, and Vesting Tentative Map for large lots adopted by Planning Commission. The City Council does not review and approve the PD and Vesting Tentative Map unless the Planning Commission's decision is appealed.
- City Council-General Plan Amendment, Rezoning and Addendum to the previously-certified EIR 11-05 (final approval).

Exhibit 2.3 shows the existing zoning and Exhibit 2.4, Proposed Re-Zoning Map, illustrates the proposed RL, RM, RH, PF, OS and CN zoning designation for Delta Cove and its relationship to the surrounding area.

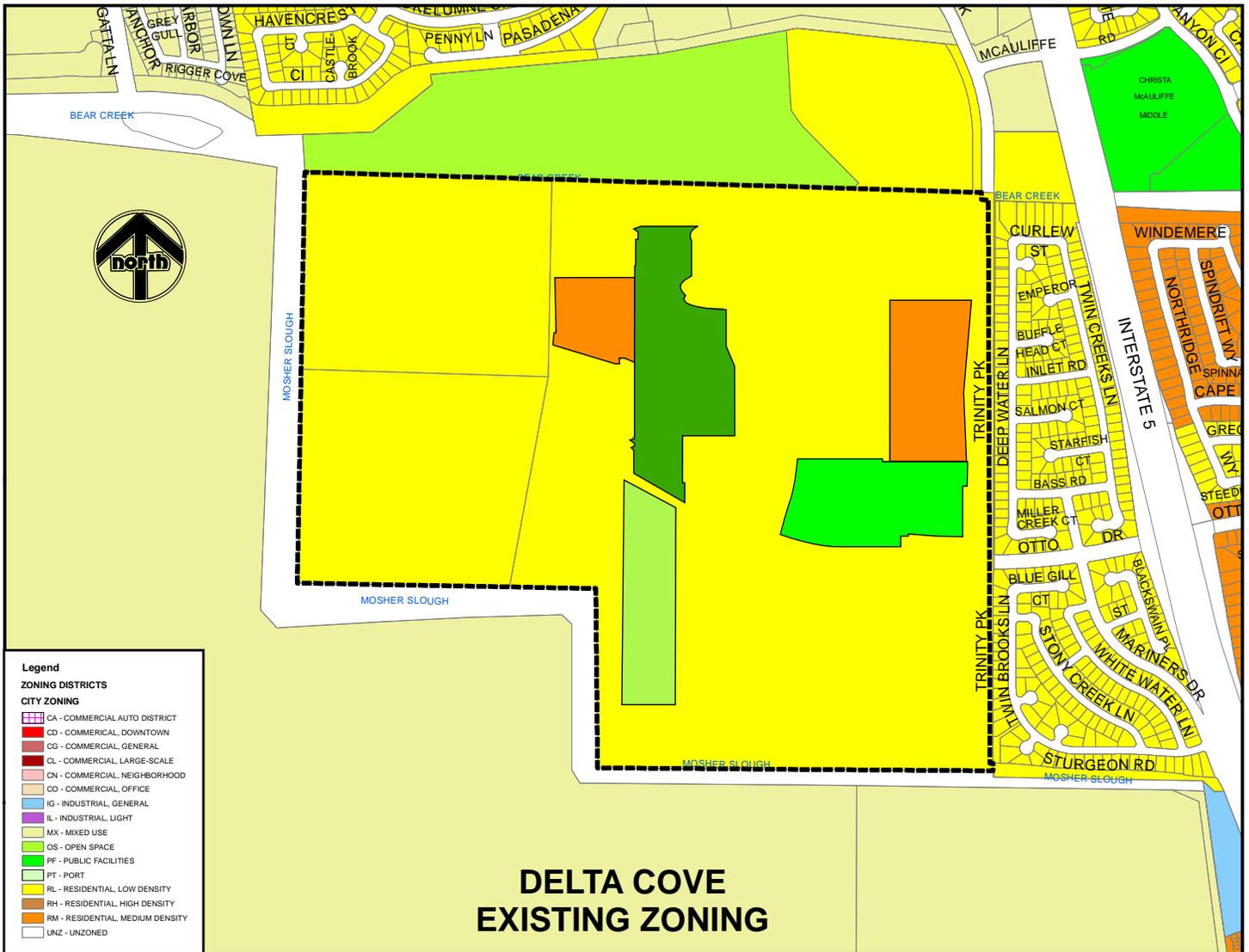


EXHIBIT 2.3: EXISTING ZONING

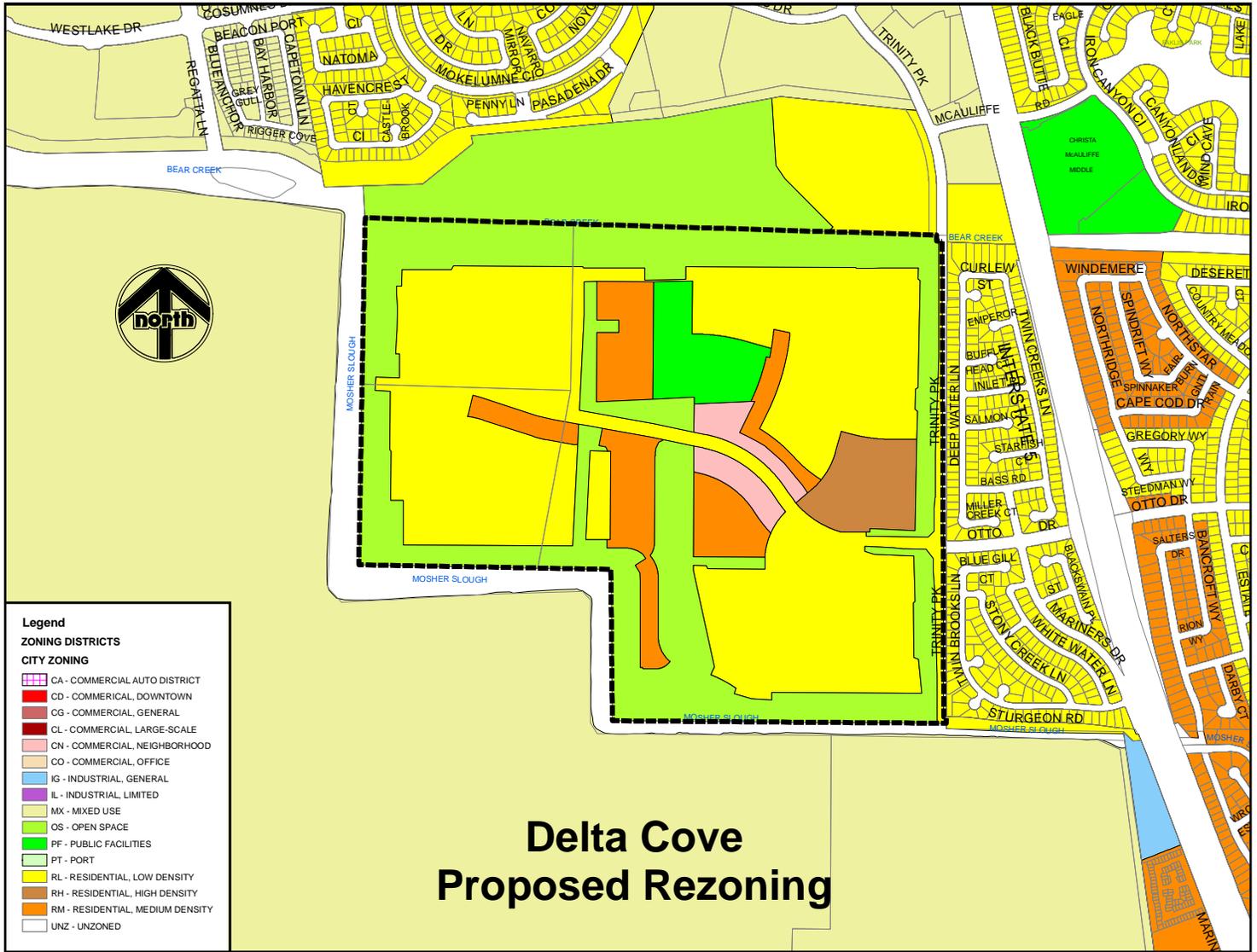


EXHIBIT 2.4: PROPOSED RE-ZONING

Delta Cove discretionary applications will contain General Plan amendment, Rezoning, a Vesting Tentative Map and Planned Development. All applications for project approval shall include site plans, building elevations and proposed General Plan and Rezoning Maps, Planned Development document, Legal Descriptions with exhibits and technical studies as may, in the opinion of the Design Review Board and/or the Community Development Director, be required for the applicant to demonstrate consistency of the proposed project with the Delta Cove Planned Development. In addition, such applicants must either (1) demonstrate the existence of the off-site infrastructure necessary to accommodate the proposed development within the terms of this PD, or (2) provide for construction of such infrastructure and other elements affecting large portions of the Plan Area to be developed in accordance with the terms of the PD. Such infrastructure facility plans and other detailed plans shall meet the City’s established standards and shall be reviewed and approved by the Community Development Director. Section 16.68.030 A.2 of the Development Code states that a planned development permit may apply to a site that consists of more than one (1) parcel, provided the original parcels are contiguous to one another and not separated by a major collector or minor/major arterial street. In order to deviate from the code requirement, the applicant is requesting a waiver to allow that the PD may be separated by a major arterial street.

A project EIR has been certified, and an Addendum will be approved to ensure that the findings based on the previous EIR will be unchanged.

2.3 STATEMENT OF GENERAL PLAN CONSISTENCY

Exhibit 2.1, 2035 General Plan, illustrates the existing City of Stockton General Plan.

Exhibit 2.2, Proposed General Plan Amendment Map, illustrates the requested amendment of the City of Stockton General Plan Land Use Map. This PD was prepared using the 2035 General Plan. A PD must be consistent with the General Plan Land Use designation for the project area.

The 2035 General Plan sections reviewed in conjunction with the Delta Cove PD are the Land Use Element, Transportation Element, Housing Element, Public Facilities and Services Element, Natural and Cultural Resources Element and the Safety and Noise Element.

The Delta Cove PD complies with the following relevant General Objectives, Goals and Policies of the General Plan (Refer to page I-13 of the City of Stockton General Plan Policy document).



Plan view showing landscaped median

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

Delta Cove proposes a variety of single-family attached and detached housing options as well as multi-family/condominium housing options and Commercial Neighborhood (CN) employment and retail use, all within a landscaped, pedestrian friendly environment.

- **OBJECTIVE 4** - Promote the development of a sufficient quantity and variety of safe and sanitary housing units to meet the needs of all residents.



Bike and pedestrian pathways

Delta Cove will introduce approximately 1,545 dwelling units to the City’s housing inventory. This mix shall provide a sufficient quantity and variety of housing units for area home buyers.

- **OBJECTIVE 5** - Establish a balanced transportation and circulation system that provides for the efficient movement of people and goods while minimizing the impacts on adjacent land uses.

The internal circulation system of Delta Cove incorporates the principles of the City’s transportation plan. The roadway systems throughout Delta Cove have varying widths and include landscape medians, traffic-calming features and bikeways.

- **OBJECTIVE 11** - Promote development that, by its location and design, reduces the need for nonrenewable energy resources and the associated release of air pollutants.

A system of bike and pedestrian pathways promoting safe, non-motorized recreational activities are located throughout Delta Cove. Bus stops are designated for SJRTD to make regular stops at locations throughout Delta Cove, providing a convenient means of transportation for residents while reducing the amount of vehicle trips and improving air quality.

The following review is provided to illustrate how the Delta Cove PD is consistent with the policies included in the 2035 General Plan.

2.3.1 GENERAL OBJECTIVES

- *“Develop a balanced and complete community in terms of land use distribution and densities, housing types and economic development opportunities.”*

Delta Cove proposes a variety of single-family, detached housing options and multi-family condominiums, within a landscaped, pedestrian-friendly environment. In addition to a variety of housing opportunities, Delta Cove includes multiple densities, an elementary school site, municipal

facilities, recreational opportunities, parks and open space to create a balanced and sustainable community.

- *“Promote the development of a sufficient quantity and variety of decent, safe and sanitary housing units to meet the needs of all potential residents.”*

This development will add a total of 1,545 dwelling units to the city’s housing stock at build-out. The mix of housing products consists of traditional single-family, small lots, cluster homes, alley-load lots, duplex lots and multi-family units. This mix provides multiple housing opportunities for the area’s residents.

- *“To encourage commercial and mixed-use commercial/housing development at locations that provide convenient neighborhood retail and services to existing and new housing areas...”*

The Delta Cove land use plan provides for a Commercial Neighborhood Center near the geographic center of the Delta Cove community. The Commercial Neighborhood Center will provide convenient services within a walkable distance from most of the residences. Commercial Neighborhood Center guidelines have been developed to ensure compatibility with the residential Land Uses.

- *“Establish a balanced transportation and circulation system that provides for the efficient movement of people and goods while minimizing the impacts of adjacent land uses.”*

The Delta Cove circulation system has been carefully integrated with the design principles of the City’s transportation plans. Roadways and streets throughout Delta Cove have varying right-of-way widths and include landscaped medians and streetscapes that reflect the look of traditional Stockton neighborhoods. Amenities such as pedestrian paths, bikeways and planting strips create natural buffers and provide secure, non-vehicular use areas for residents and homes throughout Delta Cove.

- *“Provide high quality educational, cultural and recreational opportunities for all residents.”*

A site suitable for a school has been located within Delta Cove. Currently, it is envisioned that the elementary school will be built and administered as a part of the Lodi Unified School District to provide centrally located school facilities to all residents of Delta Cove.

Approximately 162 acres of parks, open space, and recreational space provide more than sufficient green space for the development. Recreational facilities will include athletic fields, playground equipment, picnic areas and gathering spots for people to socialize and recreate. Delta Cove was designed to significantly exceed the City’s current park requirement of 5 acres per 1,000 residents. (The Adopted 2035 General Plan Update currently mandates all areas encumbered by power

line easements be developed as parks but does not recognize the acreage as park use under the proposed park standard of 5 acres per 1,000 residents).

2.3.2 LAND USE ELEMENT

- *“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.”*

Delta Cove has been designed to limit urban sprawl through the careful layout of residential, commercial and institutional land uses mixed with recreational areas, parks and open spaces. The PD project site was annexed to the City Limits in 1989 and would be an infill development. The design minimizes impacts to land by developing housing products that efficiently use available, developable land. Road connections and utility design complement the orderly, planned development of the City of Stockton.

- *“Promote and maintain environmental quality and the preservation of agricultural land while promoting logical and efficient urban growth.”*

Delta Cove’s project boundaries are within the existing City limits. While several of the parcels have been actively farmed, the land being proposed for the Delta Cove PD is designated by the General Plan for development. A previously certified project EIR has evaluated impacts associated with the construction. It should be noted that a community garden is proposed within Delta Cove.

- *“Urban growth, particularly sensitive developments, should avoid locating in areas that are subject to adverse environmental or noise impacts.”*

Delta Cove, previously-certified EIR 11-05, is located west of and a short distance from Interstate 5. Noise associated with interstate traffic may have a minor impact on residents. To reduce the potential noise impact presented by the Interstate, the school facility site was located in a central area of the development. Additionally, setbacks or noise barriers, as well as extensive landscape improvements throughout the development and along the property boundaries should minimize noise impacts and create a buffer between Interstate 5 and the more sensitive uses within the development. The Trinity Parkway levee will also buffer noise from Interstate 5.

- *“Storm water quality measures shall be undertaken to enhance to the maximum extent practicable the quality of the water in sloughs, creeks and rivers in the area.”*

Delta Cove will utilize on-site water features to act as temporary storm water retention areas. These temporary retention areas may serve as a source of water for irrigation purposes; residual



water will discharge to Mosher Slough. A state-of-the-art water treatment/detention system is integrated into the land plan.

- *“Encourage the use of energy efficient transportation system and building designs along with other measures to reduce air pollution and to conserve energy resources in the process of urban development.”*

Delta Cove provides its residents and visitors a variety of non-motorized and public transportation options. Bus stops in convenient locations and landscaped and lighted pedestrian and bike paths combine to reduce vehicle trips and air pollution. This concept also promotes an atmosphere in which residents can live and play within the Delta Cove community.

2.3.3 CITY OF STOCKTON CONCEPT AND DESIGN

- *“Enhance the sense of community in Stockton by encouraging the development of identifiable boundaries for the City which encourages a sense of community identity.”*

Delta Cove has been designed to feature gateways, and neighborhood entry features that identify visitors’ locations within the development. These focal points feature landscape improvements, decorative lighting, signage and site furnishings to create a pleasing and inviting atmosphere.

- *“Public and private development shall be designed to improve the character of existing neighborhoods.”*

Delta Cove is south of Spanos Park West and west of the Twin Creeks Estates subdivision. The layout has been designed to create a seamless transition between adjacent developments and the surrounding community. The “good neighbor” concept is followed in the preliminary site-planning stages of Delta Cove, with single-family residential uses being clustered with parks and neighborhood-scale amenities.

- *“Residential subdivisions shall be designed to provide for internal circulation within neighborhoods and to prevent through traffic from traversing the neighborhoods.”*

The design of the circulation system provides a network of internal streets and interconnected pedestrian paseos. This concept allows ease of maneuverability for the residents of each neighborhood on local streets and paseos and provides boulevards and arterial roadways for through traffic to lessen traffic impacts on the local street network.

- *“Promote aesthetically pleasing and environmentally sound urban development by providing for design flexibility with development controls such as planned unit developments.”*

Distinct residential neighborhoods, water features, parkways and extensive landscape improvements are designed to achieve an aesthetically pleasing and environmentally sound development.

- *“Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, jobs, opportunities for social and cultural expression.”*

Density ranges are dispersed throughout the conceptual land plan, creating unique neighborhoods with a mix of housing opportunities that appeal to all walks of life. The assortment of housing styles caters to singles, families, senior citizens and young couples. Delta Cove takes into account all home buyers, and residences are designed to accommodate them. Parks and open space connect all areas of Delta Cove to one another as well as the easement park, creating neighbor interaction. Delta Cove will include a small Commercial Neighborhood Center. The project is located within 0.5 miles of existing and proposed retail and office uses making it a desirable housing location for the existing and future workforce of the area.

2.3.4 RESIDENTIAL LAND USES

- *“Promote a variety of housing types and densities throughout the City to satisfy the housing needs of various age and socioeconomic groups.”*

The Delta Cove development provides a variety of housing densities and housing types for a broad spectrum of family types and age groups. Only 54% of the homes are proposed to be traditional single family and alley-loaded homes, 24% of the homes are proposed to be higher density single family cluster and attached homes, 18% of the homes are proposed to be apartments and 4% of the homes will provide live/work opportunities.

- *“Promote and maintain a safe, healthful and aesthetically pleasing environment for residential development and conserve and enhance distinctive neighborhood identities.”*

Each neighborhood in Delta Cove has convenient access to the Commercial Neighborhood Center, the school site, and parks and open spaces including a linear park adjacent to the levee. This mix of land uses creates a walkable community with clear identity. The integration of pedestrian and bike paths promotes alternate methods of transportation and a healthy lifestyle environment.

- *“Residential lots with direct access to arterial roadways are highly discouraged.”*

All residential neighborhoods consist of local streets having access to collector streets that connect to arterials. This street hierarchy is designed to reduce cut-through traffic within the neighborhoods and minimize traffic on local streets, thus ensuring a safer environment for the residents.

- *“Residential development shall provide open space in either private yards or common areas to partially meet the residents’ recreational needs.”*

The City of Stockton Design Guidelines requires the inclusion of private yards for detached single-family homes and open, common space for high-density homes. Delta Cove provides private yard space for each residential lot, including the small-lot and cluster homes. The multi-family homes feature common open space for all residents as well as some units with private balconies and patios.

2.3.5 COMMERCIAL/MIXED-USE DEVELOPMENT

- *“Encourage commercial and mixed-use commercial/housing development at locations that provide convenient neighborhood retail and services to housing areas.”*

The Commercial Neighborhood Center is centrally located within the community and provides easy access for both pedestrians and vehicles. Access and location were key design considerations for the Delta Cove plan.

- *“Encourage the compatible integration of commercial and new residential uses.”*

The Design Guidelines ensure that the commercial and residential uses are designed harmoniously. The aesthetics of the new development will include integrated architectural and landscape design. All development will be reviewed by the Delta Cove DRB to ensure compatible integration.

- *“Require new commercial development incorporate landscaping and good design.”*

The design guidelines provide the design direction to emulate the traditional design of farming community. People-gathering spaces and site elements will be provided. Guidelines for massing, roof considerations, facade treatment and building materials of buildings are included in Chapter 6. All development will be reviewed by the Delta Cove DRB to ensure good design.

2.3.6 HOUSING ELEMENT

- *“The City shall designate sufficient vacant land for housing developments to accommodate anticipated population growth.”*

The 2035 General Plan as amended designates the project area for residential development. Delta Cove’s 359.5 acres are identified in the General Plan Map as a designated residential development area for future housing development accommodating future population growth.

- *“Promote energy conservation in Stockton’s housing developments.”*

Sustainable design and environmentally friendly techniques to reduce waste, air pollution and conserve natural resources are to be considered as part of the engineering and landscape packages. Homes will be constructed with energy-saving appliances and recycled materials when appropriate. The streetscapes, medians and common landscape areas will be equipped with non-potable water irrigation systems to reduce impacts on the city’s water supply and utilize xeriscaping materials to reduce water consumption. Pedestrian paths and bike trails encourage non-motorized forms of transportation throughout the development. Transit amenities are provided to promote transportation alternatives to the automobile. All of these techniques encourage the protection of natural resources and are common practice among national builders.

2.3.7 TRANSPORTATION ELEMENT

2.3.7.1 STREETS AND HIGHWAYS

- *“Develop a street and highway system that promotes the safe and efficient movement of people and goods.”*

Delta Cove’s roadway network is designed to connect to existing development at appropriate locations, provide easy access to major highways and the trail system and provide safe local streets for pedestrian and vehicular use.

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

Off-street parking is designed with careful attention to landscape improvements, tree selection, and placement of the lots in relation to residential, commercial, institutional and park areas.

2.3.7.2 PUBLIC TRANSPORTATION

- *“Develop efficient and attractive public transit systems, which provide access to major activity centers.”*

The SJRTD will provide local and regional transportation to areas both in and outside of Delta Cove. Proposed bus stops and passenger shelters will provide adequate and attractive public

transportation opportunities to residents and visitors to the area and aid in reducing vehicle trips.

2.3.8 PUBLIC FACILITIES AND SERVICES ELEMENT

- *“Provide public facilities and City services to urbanized areas. This can be accomplished by new development financing these facilities and services. Existing communities shall not be burdened by increased taxes or fees or lower service levels in order to provide for new communities.”*

As presented in Chapter 7, Delta Cove intends to utilize a variety of financing techniques to construct infrastructure, amenities and housing. All required infrastructure will be built in phases so as not to place any unexpected demand on City services. There will be an off-site fire station, which will reduce response times and provide increased fire/emergency services in the community.

2.3.8.1 WATER FACILITIES

- *“Conserve groundwater and surface water resources in order to ensure sufficient supply of quality water.”*

Non-potable water is required for landscape irrigation of common areas, parks and roadway medians. The project includes a system of stormwater basins to reclaim and filter storm water runoff and dry season nuisance flows. These measures, supplemented by riparian rights water provide solid conservation efforts.

2.3.8.2 PARKS AND RECREATION FACILITIES

- *“The City shall ensure that park and recreation facilities are provided at a level that meets the parks and recreation standards. These facilities should meet the diverse needs of Stockton’s residents, workers and visitors.”*

Park space and amenities provided at Delta Cove exceed the City’s current parks and recreation standards. All park and recreational features/facilities are within walking distance to all residents, typically less than ½ mile from any residential area. The Delta Cove PD includes 138.13 acres of park land and open space. Please see Section 4.2.5 Parks and Open Space for further details.

Included in the open space provided at Delta Cove is 7.56 acres set aside for the preservation and enhancement of all existing wetlands on the site. The existing wetlands will be enhanced by increasing the size of riparian benches adjacent to the wetlands and planting native riparian and wetland vegetation. This will protect and improve the water quality and wildlife habitat that exists on the site as well as offer residents the opportunity to experience the preserved areas through passive recreation via the system of trails that are proposed.

2.3.8.3 FIRE SAFETY / PROTECTION

The proposed fire station will not be located within the Delta Cove project site. Per Fire Department's comments, two proposed fire stations will be built, one to the north in the general area west of I-5 and south of Eight Mile Road located within the Westlake Development. The second fire station will be located southwest of Delta Cove within the proposed Sanctuary Master Plan Development.

When infrastructure development and construction begins, there shall be a minimum of two (2) Fire Department access routes into the Delta Cove project designed and maintained to meet City of Stockton standards. The first Fire Department access point will be established at Otto Drive. The second Fire Department access will be required at Trinity Parkway and the new Bear Creek Bridge.

2.3.8.4 POLICE PROTECTION

- *“New development shall provide protection through effective law enforcement and the incorporation of crime prevention features and security features in structures.”*

The Delta Cove PD proposes to provide lighting throughout the project, including lighting to illuminate specific areas such as parking lots and linear parks. Nighttime security lighting will also be incorporated. Building placement, parking lot placement and overall site design is intended to enhance safety and security and provide a safe environment throughout the development.

Individual neighborhoods will be encouraged to start Neighborhood Watch programs to keep neighbors aware of their surroundings and their neighbors. These programs are very successful in other areas of the Central Valley and, when combined with police presence, are very effective crime-prevention tools.

2.3.9 NATURAL AND CULTURAL RESOURCES ELEMENT

- *“Air quality impacts, the expansion and improvement of public transportation, monitoring strategies for repeat offenders and creating livework communities all contribute to reduced air pollution and better overall air quality.”*

The live/play neighborhood is an attractive feature for home buyers when selecting a new area in which to live. Delta Cove recreational uses are in close proximity to residential neighborhoods to further promote walking and biking to these sites, which should reduce air pollution.

The SJRTD is anticipated to make regular stops at designated locations within Delta Cove, providing a convenient means of alternate transportation for residents. This benefit is planned to reduce

vehicle trips and improve air quality.

2.3.10 SAFETY ELEMENT

- *“Development shall only be permitted in those areas where the potential danger to the health and safety of people can be mitigated to an acceptable level.”*

Construction practices to reduce structural damage caused by earthquakes shall be used whenever possible. Structural engineering requirements and state building codes shall be strictly adhered to during construction of all structures. Soil conditions have been closely examined and evaluated in the project’s EIR, as well as the soils report. Delta Cove is not located within a FEMA designated 100-year flood plain, as the perimeter levees have been improved to protect the site from a 300-year event.

2.3.11 NOISE ELEMENT

- *“New residential development shall not be allowed where the ambient noise levels will exceed the noise level standards.”*

Noise levels are reviewed in the project EIR and mitigation measures are included to aid in the reduction of noise levels, especially in the areas adjacent to arterial roadways. Sound walls, decorative fencing, setbacks and landscape shall be utilized throughout the development to buffer residential uses from noise sources.

2.4 FUTURE PROJECTS – CONSISTENCY WITH PLANNED DEVELOPMENT

All future development within Delta Cove must be consistent with this PD. Per Section 16-144.060 of the City of Stockton’s Development Code, the City’s Planning Commission serves as the reviewing authority for PD’s upon recommendation by the City’s Development Review Committee. Amendments to the Delta Cove PD require a review and approval process to verify that any requested changes are consistent with the approved PD. Minor deviations may be approved by the Community Development Director, while major deviations require review and approval by the Planning Commission.

Chapter 3

EXISTING CONDITIONS, OPPORTUNITIES AND CONSTRAINTS



3.1 PROJECT LOCATION

The Delta Cove PD is within the corporate limits of the City of Stockton. It is more specifically described as lying west of the existing Twin Creeks Estates Subdivision, south of the existing commercial development, Park West Place, and Bear Creek and both east and north of the Shima Tract and the Mosher Slough. Shima Tract is a planned future mixed development and is west and south of Delta Cove. The 2 developments (Delta Cove and Shima Tract) will be connected at 2 future bridges over Mosher Slough, which will be located at future Trinity Parkway and future Otto Drive. Existing Otto Drive, which currently terminates near the east Delta Cove boundary, will be extended through Delta Cove to provide connectivity to the 3 developments (Delta Cove, Future Shima Tract, and existing Twin Creeks).

The City of Stockton retains the option to construct a non-vehicular bridge across Mosher Slough (the South boundary of the development) to connect these real property immediately to the south in Shima Tract. This Note serves as notice to the interested public that after the subdivision is partially or totally built out and the homes are occupied the City may proceed with constructing this bridge that will connect the two developments (See Exhibit 4.29 - Future Bikeway and Pedestrian Connectivity).

3.2 EXISTING SITE CONDITIONS

SITE CONDITIONS

The parcels that make up the Delta Cove PD were reclaimed from the Sacramento/San Joaquin Delta for agricultural use. An earthen levee on the northern border separates Delta Cove from Bear Creek. An earthen levee on the western and southern borders separates Delta Cove from Mosher Slough. An archaeological study



was performed on the project site and finds that there are no cultural resource constraints that would restrict development of the site. Additionally, previous farming operations do not limit the development of Delta Cove.

SITE ACCESS

Vehicular access to the site is from Otto Drive. Otto Drive will be extended through Delta Cove in order to provide connectivity for the future development of Shima Tract. Trinity Parkway will also be extended from Bear Creek to Mosher Slough in order to allow for an eventual extension of Trinity Parkway to Hammer Lane. Because of the future extension of roadways and the two points of access to the site, traffic circulation shall flow continuously and provide for connectivity to the surrounding residential and commercial developments.

EXISTING CONDITIONS

Visual Summary (Exhibit 3.1) depicts the existing conditions within and immediately adjacent to the Delta Cove PD study area. The exhibit illustrates land uses as they relate to Delta Cove site and includes views of Mosher Slough, Bear Creek, overhead power lines, adjacent residential development and the nature preserve areas. The main conditions and features of the display are summarized below:

- **Northern Boundary**
 - Spanos Park West development
 - Bear Creek
 - Levee
 - WAPA and PG&E power lines/easements

- **Eastern Boundary**
 - Twin Creek Estates residential subdivision
 - Interstate 5
 - Levee

- **Southern Boundary**
 - Shima Tract
 - Mosher Slough
 - Levee
 - WAPA and PG&E power lines/easements

- **Western Boundary**
 - Shima Tract
 - Mosher Slough
 - Levee

3.3 EXISTING ENVIRONMENTAL CONDITIONS AND CONSTRAINTS

A Geotechnical Report prepared for the project site has been provided for City review. This report outlines soil conditions, topography of the site and existing wildlife and vegetation. The following is a summary of the findings contained in the report:

3.3.1 LAND FORM/TOPOGRAPHY

The project site is relatively flat with no significant topographic features. The boundary of Delta Cove includes an earthen levee (under the jurisdiction of Reclamation District 2126) on three sides, with Bear Creek to the north and Mosher Slough to the west and south. The 3,600 foot long dry land project levee (under the jurisdiction of the State Reclamation Board) on the east side will be altered to allow for the full build-out of Trinity Parkway. Delta Cove generally conforms to typical land features found within northern San Joaquin Valley and does not pose any major constraints to development. The project is designed to utilize a 50-80 foot setback, measured from the land side toe of the levee, for landscaping and flood control/flood fighting along the entire perimeter of the property. In summer of 2006, the Atlas Tract perimeter levees were re-built to the 300-year flood protection levels in accordance with FEMA standards. A Letter of Map Revision was issued by FEMA on March 30, 2007 which re-designated the majority of project area to Flood Zone X. FEMA defines this designation as an area protected from the 1-percent annual chance of flood by levees. This classification takes into account levee improvements that have been constructed to ensure that the proposed project is removed from the 100-year flood plain.

3.3.2 SOILS AND GEOLOGY

The geology of the project site is similar to that found within the greater San Joaquin Valley, being composed primarily of delta fluvial and alluvial fan deposits. The project site is located wholly within Atlas Tract in the City of Stockton. Soil conditions at Atlas Tract vary widely, but the surface conditions can generally be described as becoming more organic from east to west. Soil conditions within the southwest quadrant of the site consist of organic clay silt and some organic soil deposits (peat) are also present. The most southwesterly portion of the site includes a 20- to 30-acre band of particularly organic materials, consisting of 1 to 5 feet of fibrous peat. The majority of the site consists of a heterogeneous mix of poorly sorted clay, silt, sand, and gravel.

The entire project site is subject to relatively high groundwater, particularly near the irrigation and drainage ditches. Groundwater depths in these areas can be as little as 2 feet, however, comparisons of historic to current test borings indicate that the depth to groundwater in the eastern one-third of the site has been impacted by the de-watering efforts at Spanos Park West, where the depth to groundwater has been lowered by 5 to 8 feet.



Blue Heron





EXHIBIT 3.1: EXISTING CONDITIONS VISUAL SUMMARY



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

3.3.3 VEGETATION AND WILDLIFE

Historically, the project site has been utilized for domesticated row crop cultivation. As a result, the site is devoid of trees or mature vegetation. Agricultural lands do not provide high quality habitat for resident wildlife species, although various bird species can use the site for forage and nesting purposes. A variety of wildlife inhabits the area to the north of the project site, where a nature preserve is maintained (Pixley Slough wetlands). Suitable habitat for birds and other water fowl as well as several types of fish can be found within the adjacent waterways.

3.3.4 AIR QUALITY

Air quality conditions on the site are considered good in the absence of developed conditions. Particulates are periodically created during cultivation of crops, and during intense windy conditions of the unpaved lands. Locally, ambient air quality conditions (from nearby monitoring stations) show that carbon monoxide and nitrogen oxide levels are well below relevant State and federal air quality standards. Ozone and particulate levels occasionally exceeded State and federal standards between year 2003 and 2005. In the San Joaquin County area, most pollutants are in attainment. However, both 1-hour ozone for State, and 8-hour ozone for federal are in non-attainment. Likewise, particulates are in non-attainment for both State and federal status.

3.3.5 NOISE

The primary existing noise sources in the project area are transportation facilities, although they have little effect on the project site due to the distance of roadways to the site. Other noise events consist of occasional farming-related activities, as well as boat activity on the adjacent sloughs. Upon completion of the Trinity Parkway improvements in the future, traffic noise will become more dominant on the project site, although will be naturally attenuated by the intervening dryland levee and on-site mitigation.

3.4 SITE CONSTRAINTS AND OPPORTUNITIES

The unique location and characteristics of the proposed area for Delta Cove include several constraints and opportunities specific to the area. However, none of these constraints are insurmountable, and, in most cases, they afford opportunities for innovation. Ultimately, the benefits of the numerous opportunities afforded by this area outweigh its constraints. With every development there are challenges to be overcome, and the area proposed for Delta Cove is no exception.

One benefit of the proposed project area is that it is already located within the Stockton City Limits. Given the ample size of the project site, Delta Cove can be developed in a cohesive manner that enables a comprehensive community

design program incorporating a variety of housing opportunities. These housing opportunities will provide a range of products, accommodating first-time home buyers to premium housing options. There may also be an opportunity to share the infrastructure costs (e.g. bridges, storm system, water, etc.) with neighboring developers.

3.4.1 EASEMENTS AND TRANSMISSION LINES

Easements for the transmission lines bifurcate the development along a north-south axis. This constraint is addressed by using the easement for storm water management and park space. There are two existing 125' USA Line Easements, or WAPA Easements as previously referred. These lines run north to south on the project site. There is also a 75' PG&E Pole Easement on the project site. The lowest point above grade is measured at 35' from the wires. The Department of Energy has provided a list of restrictions for construction and landscape improvements within the easements. The restrictions are as follows:

- Must provide clear access to all towers
- Materials used to construct bike trails must be able to support heavy machinery and equipment
- The bike trails must be wide enough to accommodate maintenance equipment
- No trees or vegetation that will reach 12' in height at maturity is allowed within the easement
- Light fixtures and poles shall not exceed 15' in height
- Must maintain 30' of clearance around the towers



Project site aerial showing surrounding levees and waterways

The first ten feet of the linear park as measured from the levee toe landward shall comply with Reclamation District 2126 Rules and Regulations which requires the plantings to conform to Title 23 of the California Code of Regulations Section 131. This section provides a listing of trees and ground cover which may be approved by Reclamation District 2126 as part of a landscape plan and those trees and ground cover which are prohibited by state law. Trees and ground cover which are not specified in Title 23 of the California Code of Regulations may be approved if it is determined to be similar to those listed and determined not to be detrimental to the integrity, operation or maintenance of the levees.

3.4.2 LEVEE IMPROVEMENTS AND WATERWAYS

Costs to improve the existing levee were significant and the fulfillment of FEMA requirements was time consuming. Additionally, bridges required to provide circulation will also be a significant expense. Water and sewer constraints apply to all developments, including this one, though the project site's unique location creates site-specific issues, including the mitigation of potential water quality impacts to the adjacent sloughs and other waterways.

These constraints are closely related to the proposed site's opportunities. While the levees and waterways pose significant development challenges, they are also features that make this development unique by embracing one of the defining characteristics of the Stockton landscape.

The most prominent features of Delta Cove are the adjacent sloughs and delta. These sloughs and delta provide excellent passive and active recreational opportunities including fishing, swimming and boating. Beyond the utilitarian value, these elements of the landscape allow for a development that showcases the unique beauty of Stockton's network of water channels and enhances its aesthetic appeal. The existing levees and transmission line easement present the opportunity to create a community-wide parkland and open-space area with an aesthetically pleasing surrounding trailway designed to ultimately connect to existing trails, benefiting all the residents of Stockton. These site issues and challenges are ultimately worth the wealth of opportunities afforded by this project.

3.4.3 CIRCULATION CONDITIONS AND CONSTRAINTS

Access within and to the site is currently undeveloped. Vehicular access to the site would be constructed in conjunction with the development of Delta Cove. Ingress/egress to Delta Cove will be provided by the extension of Otto Drive through Delta Cove to provide connectivity for the future development of the Shima Tract. The future extension of roadways through and adjacent to Delta Cove will provide contiguous traffic circulation and connectivity to the surrounding residential and commercial developments. Access to Interstate 5 will be provided by a future Otto Drive interchange to provide improved access to the site.

Additionally, Delta Cove would contribute to the efficiency and connectivity of traffic circulation in the area through its network of roads and trails.

One element of this site that cannot be ignored is the close proximity to I-5. A future interchange is planned at the Otto Drive location and will provide improved access to Interstate 5. The benefits of such easy access to a major interstate are obvious, and can only enhance the excellent connectivity planned for Delta Cove while minimizing/reducing congestion on other local roads.

A comprehensive Traffic Impact Study has been prepared for the project and has been provided to the City for review (see Appendix). The study concludes that there are no significant traffic-related issues or impacts that would preclude development of Delta Cove.



Fire station



Education

3.4.4 EXISTING FACILITIES, CONDITIONS AND CONSTRAINTS

The project proposes to add a number of needed public facilities to the area, including a new elementary school.

Delta Cove requires typical public services and utilities including water, sewer and storm drainage. Listed below are the services required and their providers:

Potable water for Delta Cove is to be provided by the City of Stockton's Municipal Utilities Department. A water supply assessment, included in Appendix, was finalized on September 3, 2007 and has found there is adequate pressure and capacity to serve the project. A preliminary Water Study within the Master Plan Utility calculations is included in the Appendix section of this document and addresses water supply and constraints associated with the project.

Wastewater Treatment for Delta Cove is to be provided by the City of Municipal Utilities Department. At this time, no "Will Serve" letter has been required of the project. A preliminary sewer study within the Master Plan Utility calculations is included in the Appendix section of this document and addresses treatment, capacity issues and constraints associated with the project.



Fire Protection/Life Safety for Delta Cove is to be provided by the City of Stockton Fire Department. Life Safety includes water rescues, technical rescues and hazardous material response. In order to better service Delta Cove and surrounding area, a fire station is proposed in the adjacent development. Any constraints placed on existing fire facilities and the City of Stockton's Fire Department shall be abated with the addition of this new station.

Police Protection is to be provided to Delta Cove by the City of Stockton Police Department.

Educational facilities may be provided by the Lodi Unified School District. A suitable site has been identified as a part of this project for a potential elementary school.

Other utilities to be provided are:

- Electricity and natural gas – Pacific Gas & Electric Company
- Telephone service – AT&T
- Cable television service – Comcast Cable Company

3.5 PROPERTY OWNERSHIP

Delta Cove is comprised of three parcels (Parcel “A”, APN 071-170-05; Parcel “B”, APN 071-170-04; Parcel “C”, APN 071-170-02) that encompass some 359.5 acres. All of the parcels are owned by Alexander G. Spanos, trustee of the Alex and Faye Spanos Family Trust, and shall be developed by A.G. Spanos Construction (master developer). Exhibit 3.2 – Property Ownership Map shows the three project parcels.

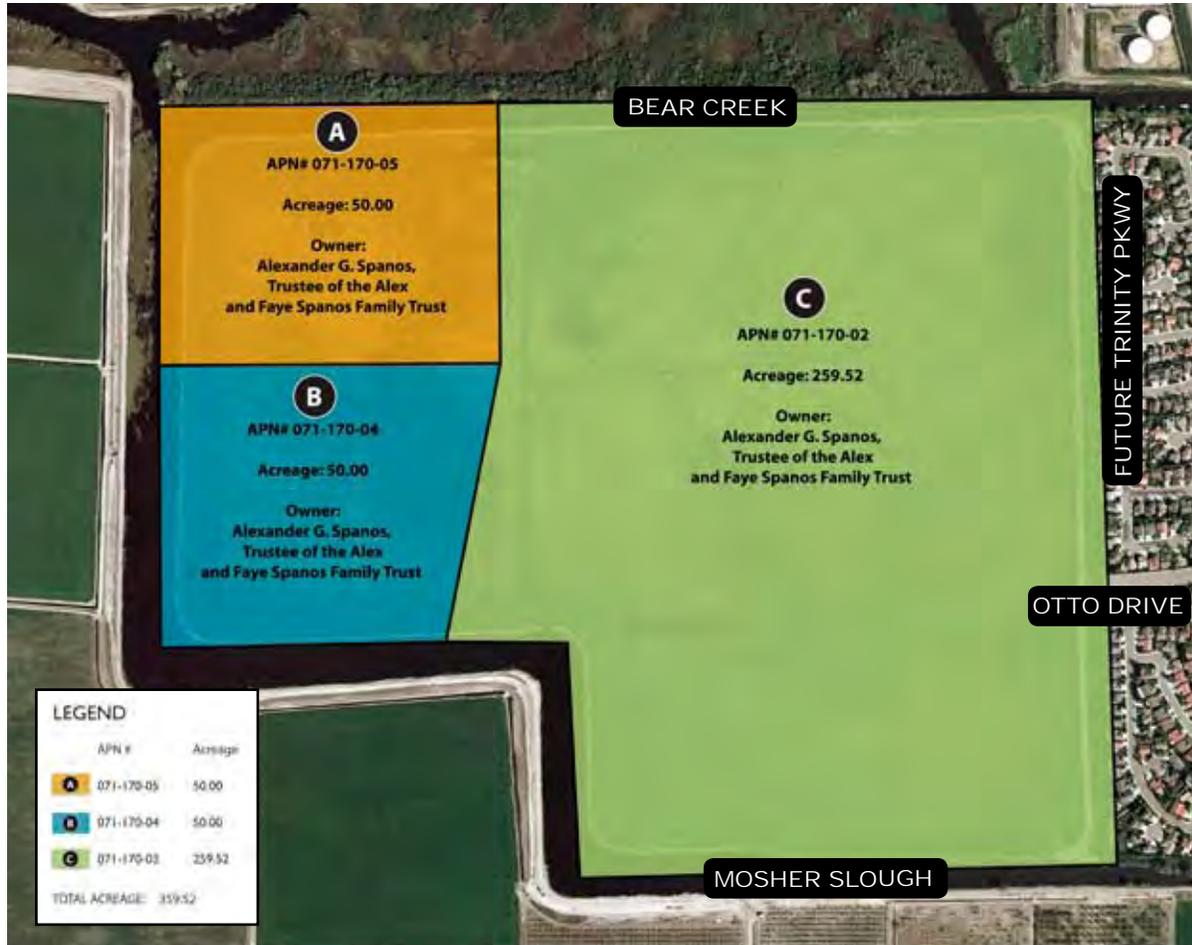


EXHIBIT 3.2: PROPERTY OWNERSHIP MAP

3.6 WILLIAMSON ACT CONTRACTS

The parcels that comprise Delta Cove are not a part of the Williamson Act. Therefore, no additional work is required to file Notices of Non-Renewal or cancellation requests with San Joaquin County.

Chapter 4

PLANNED DEVELOPMENT ELEMENTS



4.1 LAND USE PLAN

4.1.1 LAND USE CONCEPT

Delta Cove is a sustainable development designed to offer multiple housing types and styles for individuals and families and a mixed-use Commercial Neighborhood Center, within a walkable community. Providing diverse housing opportunities and a mix of neighborhood-serving uses entices all walks of life with different lifestyle and housing needs. This is essential in creating a strong community that reflects the citizenry of the City of Stockton. Recreational opportunities for the diversified residential mix will be provided via multiple recreational facilities including parks, pedestrian trails and amenitized open-space areas that have been developed with the needs of future residents in mind, and that preserve and enhance the site's wetlands. Please refer to exhibit 4.1- Conceptual Land Plan for a visual representation.

4.1.2 GOALS, OBJECTIVES & POLICIES

This section sets forth the planning goals, objectives and policies for the Delta Cove PD document, which is intended to be a refinement of the policies, general land uses and programs of the Stockton General Plan.

A goal is a statement that describes in general terms a desired future condition or “end” state. A goal serves as a general direction-setter. An objective is a specific action that is required to achieve the goal. A policy is a statement that guides a specific course of action to achieve a desired goal. A policy must be clear and unambiguous. An implementation measure is a specific measure, program, procedure, or technique that carries out plan policies.



The goals, objectives and policies of the Delta Cove PD are as follows:

PRIMARY GOAL 1: To create a diverse community with an abundance of amenities

OBJECTIVES:

- 1-1. Implement various architectural styles and color palettes
- 1-2. Provide ample open space, parks, and pedestrian and bicycle paths to promote recreation and walkability
- 1-3. Integrate varied lot sizes and housing options throughout the development to avoid a homogeneous development
- 1-4. Create a Commercial Neighborhood Center with a mix of uses

PRIMARY GOAL 2: To create a sustainable development and improve the residents' quality of life

OBJECTIVES:

- 2-1. Plan for a livable community with improved walkability reducing vehicle miles traveled
- 2-2. Use energy efficiently
- 2-3. Improve indoor environmental quality and health
- 2-4. Conserve natural resources
- 2-5. Conserve water
- 2-6. Preserve and enhance wetlands

PRIMARY GOAL 3: To build a unique, safe community with functional circulation

OBJECTIVES:

- 3-1. Provide safe, secure, well-lit pedestrian and bicycle connectivity throughout the development
- 3-2. Design streets and circulation systems that balance the needs of all transportation modes
- 3-3. Promote and enhance the pedestrian aspect of the development by emphasizing community

PRIMARY GOAL 4: To promote a compact, walkable community and reduce the amount vehicle miles traveled by residents

OBJECTIVES:

- 4-1. Provide services in near proximity to residential uses
- 4-2. Create a focal point that increases community interaction



PRIMARY GOAL 5: To promote recreation and socializing amongst residents of the neighborhoods

OBJECTIVES:

- 5-1. Provide convenient neighborhood parks with equipment for children's play and amenities for adult and family recreation and enjoyment
- 5-2. Integrate walking trails along existing levees providing accessibility, connectivity and additional recreation opportunities



PRIMARY GOAL 6: To ensure that all sections of the City are free from excessive noise while establishing maximum sound levels for residents and commercial areas

OBJECTIVES:

- 6-1. Reduce new noise sources
- 6-2. Minimize the need for sound attenuation walls
- 6-3. Reduce the impact of noise throughout the City
- 6-4. Ensure that proposed land uses are compatible with any existing noise-generating sources

NOISE POLICIES: The following noise policies are to be used to implement the Delta Cove PD:

- N-1. All residential development shall be sufficiently located away from or screened from noise generators.
- N-2. Sound attenuation walls, fences and screens shall be designed to comply with the Design Guidelines included in Chapter 6 of this PD and appropriate mitigation measures identified in the certified project EIR and subsequent Addendum.



The certified project EIR and subsequent Addendum 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. The Delta Cove PD shall conform to the mitigation measures for attenuation of noise impacts cited in the EIR.

The Delta Cove project will also implement the following general policies:

GENERAL POLICIES: The following general policies are to be used to achieve the goals and objectives discussed throughout the PD:

G-1. The City shall require that all development proposals within Delta Cove be consistent with the intent and purpose of the Delta Cove PD.

G-2. The City shall require that the backbone infrastructure plan for Delta Cove include implementation programs for all the necessary infrastructure improvements (e.g., roads, streets, water service, sewage, storm drainage, etc.) required to connect Delta Cove with other parts of the City of Stockton.

The Project Land-Use Plan and Infrastructure Plan shall incorporate the general policies listed above, which will be implemented according to the approval process described in Chapter 7.

4.2 LAND USE CATEGORIES

A key objective of the Delta Cove PD is to create a residential community that provides a variety of housing products under a single unifying concept with a mix of neighborhood serving uses. The Land Use Summary (Table 4.1) indicates the land use for each neighborhood within Delta Cove and the density/intensity of that land use.

4.2.1 RESIDENTIAL LAND USE

The development program for Delta Cove consists of neighborhoods of detached and attached residential units including traditional detached single-family homes, small-lot single-family homes, and other more progressive housing types designed to minimize the impacts to the project site while maximizing density opportunities. These more progressive development styles include cluster homes, alley-loaded homes, live work units in the Commercial Neighborhood (CN) zone (refer to section 4.2.3 Commercial Neighborhood Land Use on page 41) and Multi-Family Development within walking distance to the Commercial Neighborhood Center. The housing units within Delta Cove have a range of densities as described in Chapter 5, “Development Standards.”

4.2.2 INSTITUTIONAL LAND USE

As the City of Stockton continues to grow, new school facilities continue to be critical to the positive growth of civic infrastructure. A new elementary school site is proposed within Delta Cove; however, development and construction of the school is dependent on many influencing factors including site clearance by the California Department of Toxic Substances Control (DTSC). Other similar uses may be proposed for the site if deemed more consistent with the needs of the community.

4.2.3 COMMERCIAL NEIGHBORHOOD (CN) LAND USE

The Commercial Neighborhood land use will allow a variety of community-serving retail and office uses, which will provide residents of Delta Cove with the opportunity to meet many of their daily needs within their community, thus reducing vehicle miles traveled (VMTs). The convenient neighborhood uses potentially consist of stand alone commercial and/or offices, live/work and shopkeeper units to create a diverse and dynamic neighborhood center. A Commercial Neighborhood Center will provide community focus, enhance community identity and support social interaction. The Commercial Neighborhood Center is centrally located within easy walking distance to all residents living in Delta Cove. Both a vertical and horizontal mix of uses are permitted.

The Commercial Neighborhood Center is located on three parcels at the center of the community. The 2.58-acre Parcel 1, located just south of the Neighborhood Sports Park, provides for up to 12,000 square feet of retail uses and 3,000 square feet of office space. The remaining 5.73 acres, include parcels 2 and 3 located on both sides of Otto Drive and would allow live/work residential units. These units could have up to 450 square feet (average of 266 square feet) of ground floor office/retail space with residential living space above. The maximum number of live/work units would be 60 units and 40 townhome units on the 5.73 acre Commercial Neighborhood site. In addition at the corners of these parcels, there could be freestanding retail or office space. Parking for the live/work units would be available behind the residential units with guest parking available on Otto Drive. Up to 16,000 square feet of office, retail or live/work space will be permitted.

4.2.4 PARKS AND OPEN SPACE LAND USE

The development program for Delta Cove includes a significant amount of open space and park land. The Stockton Municipal Code currently requires new developments to provide 5 acres of park space per 1,000 residents. With a total of 1,545 dwelling units being proposed for development, it is projected that there will be 4,805 residents ($1,545 \times 3.11 = 4,805$). The General Plan requires 5 acres of park per 1,000 residents, which would require 24.02 acres set aside for park space. The General Plan also requires the development to improve utility easement property as usable open space where feasible. This land plan more than meets this aspect of the Adopted 2035 General Plan. Design and implementation for all improvements proposed for public open space, public right-of-way or publicly accessible parks will be done in coordination with the City Parks Facility Planner/



LEGEND

-  Residential Low Density (0-8.7 du/ac)
-  Residential Medium Density (8.8-17.4 du/ac)
-  Residential High Density (17.5-29.0 du/ac)
-  Commercial Neighborhood
-  Public Facility (Neighborhood Sports Park/School)
-  Open Space / Parks

EXHIBIT 4.1: CONCEPTUAL LAND PLAN

TABLE 4.1 LAND USE SUMMARY

ZONE	GROSS AC.	# UNITS	DENSITY/AC	PERCENTAGES
RESIDENTIAL	***			
RL	132.73	833	6.27	
RM	34.84	331	9.50	
RH	12.75	281	22.00	
CN (Parcels 2 & 3)	*	100	17.50	
Sub-total	180.32	1,545	8.57	50.2%
NON-RESIDENTIAL	***			
CN (Parcel 1) Commercial Office	2.58	12,000 SF 3,000 SF	-	
CN (Parcel 2 & 3) Office /Live work	5.73	16,000 SF		2.3%
Commercial				
Sub-total	8.31	-	-	12.9%
PUBLIC FACILITIES//PARKS	***			
Neighborhood Sports Park**	13.41			
School	11.06	-	-	
Arterial Roads (Otto Drive/Trinity Pkwy)	21.90			
Sub-total	46.37	-	-	8.2%
PARKS	***			
Neighborhood Pocket Parks A - J	15.54	-	-	
****Linear Levee Parks	13.96	-	-	
Sub total	29.50	-	-	26.4%
OPEN SPACE	***			
Center Park Parcels A, C, D, & E	16.72			
Community Garden	0.92	-	-	
Wetland Preserve	7.56	-	-	
Perimeter Levee / OS	30.29	-	-	
Waterway Area	39.53			
Sub total	95.02	-	-	
GRAND TOTAL	359.52	1,545	4.30	100%
<p>* CN- Parcel 2/3 include maximum 60 Live/Work Units and 40 townhome units on 5.73 acres, however acreage is counted under Non-residential land use.</p> <p>** Total acreage of Neighborhood Sports Park includes 6.5 acre Sports Park parcel plus Center Park B 6.91 acres.</p> <p>*** Gross Acreages include interior Local & Collection Road R/W measured to centerline, that are adjacent to each zoned area.</p> <p>**** Reference Exhibit 5.1 Levee Setbacks used to measure Perimeter Levee/OS area.</p>				



Landscape Architect and subject to his approval. Exhibit 4.3 shows the location of all the parks and open space.

A 6.5-acre Neighborhood Sports Park has been combined with the 6.91-acre Center Park B located under the easement to create a large 13.41-acre sports area. Over 29 acres of pocket parks have been distributed throughout the community. In addition to the active and passive recreation park spaces, the Delta Cove development program includes common-area lots that include a looped walking path that connects neighborhood to neighborhood and to the levee trail system, park and school locations. The levee paths, waterways and bike trails total 70.02 acres. The storm water management system for Delta Cove is being designed as a series of re-circulating stormwater basins surrounded by a nature trail. Additionally there is 7.56 acres of Wetland Preserve and a .92-acre Community Garden. The total park land and open space accounts for 138.13 acres of the project. Also, there are 10.08 acres of street landscaping and 13.74 acres of common area open space. Table 4.3 describes amenities that may be appropriately located in Delta Cove's parks and open space. It is the intent that a variety of amenities be distributed throughout Delta Cove's parks and open space to be enjoyed by the residents of all neighborhoods, and therefore that the amenities listed be broadly interpreted. The amenities listed are examples only, as are the illustrative enlargements. See Exhibits 4.5 through 4.16 for conceptual park plans. The final design of each park will be determined as Delta Cove is developed. Proposed amenities that are not listed in Table 4.3 may be determined to be appropriate at that time.

Other uses, if similar in nature to a permitted use and recommended by the Delta Cove DRB, may be conditionally approved by the City of Stockton Community Development Director and the City Parks Facility Planner/Landscape Architect. Alternatively, the Community Development Director may recommend a review by the Planning Commission and process applications for other proposed uses in accordance with SMC regulations regarding Use Permit applications.

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 Community Development Director and the Public Works Director whom will have final authority over the DRB and may amend the park amenities list as deemed necessary.

Table 4.2 illustrates Delta Cove's proposed park and open space acreage.

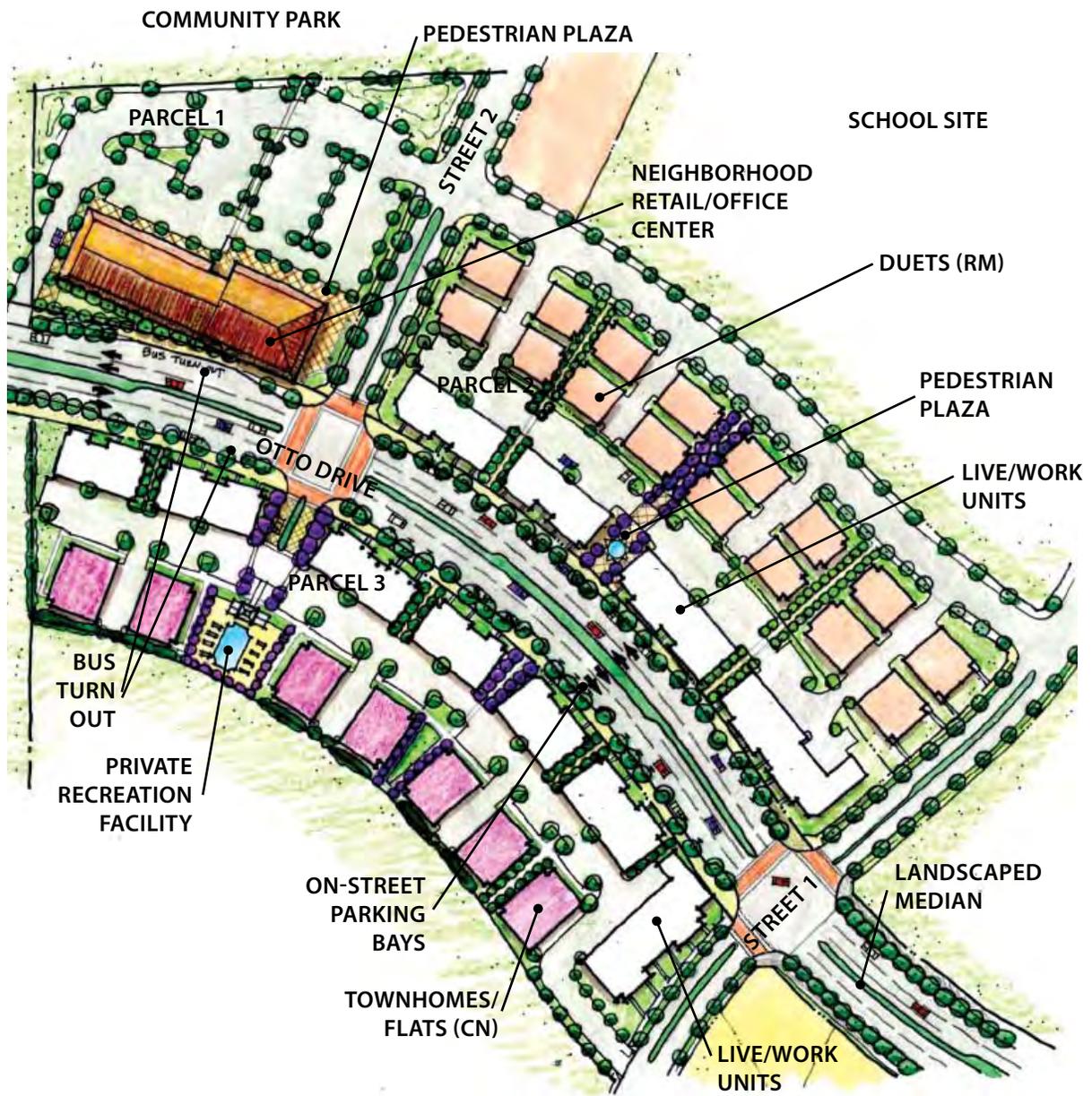
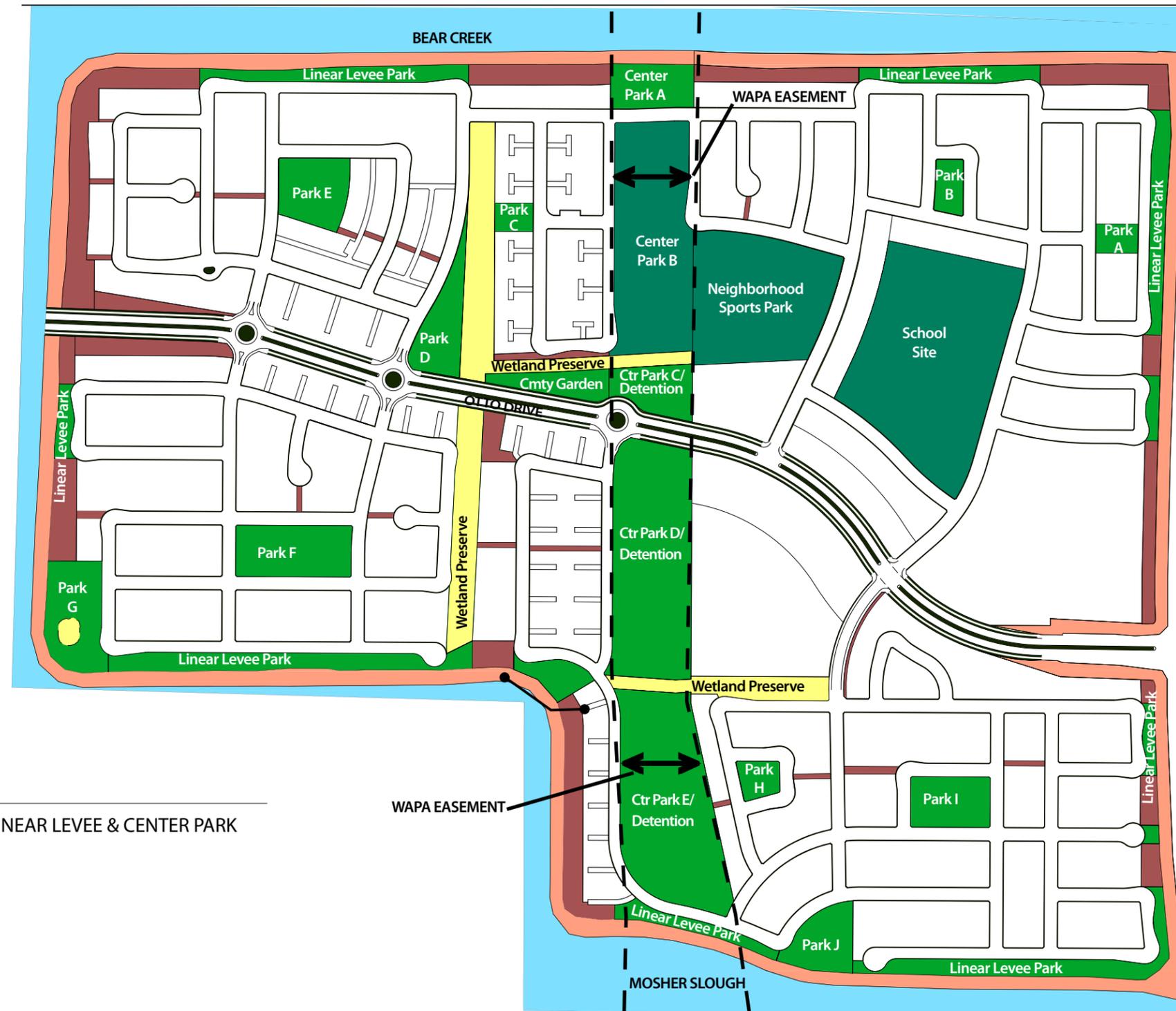


EXHIBIT 4.2: COMMERCIAL NEIGHBORHOOD CENTER

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LEGEND

- NEIGHBORHOOD, POCKET, LINEAR LEVEE & CENTER PARK
- WETLAND PRESERVE
- COMMON AREA OS
- STREET LANDSCAPING
- PUBLIC FACILITY
- PERIMETER LEVEE OS
- WATERWAY AREA

EXHIBIT 4.3: OVERALL PARK AND OPEN SPACE MAP



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TABLE 4.2 PROPOSED PARK AND OPEN SPACE ACREAGE

Park / Open Space Descriptions	Gross Acreage	Net Acreage
NEIGHBORHOOD POCKET PARKS		
Neighborhood Pocket Park A	0.56	0.43
Neighborhood Pocket Park B	0.98	0.53
Neighborhood Pocket Park C	0.44	0.38
Neighborhood Pocket Park D	2.11	1.48
Neighborhood Pocket Park E	1.88	1.57
Neighborhood Pocket Park F	2.91	2.07
Neighborhood Pocket Park G	2.15	1.93
Neighborhood Pocket Park H	0.92	0.50
Neighborhood Pocket Park I	2.07	1.40
Neighborhood Pocket Park J	1.52	1.30
Linear Levee Parks	13.96	10.33
SUBTOTAL NEIGHBORHOOD POCKET PARKS	29.50	21.92
OPEN SPACE		
Center Park A	1.48	1.28
Center Park C	1.27	1.27
Center Park D	6.86	6.43
Center Park E	7.11	6.58
Wetland Preserve	7.56	7.28
Community Garden	0.92	0.92
(See Exhibit 5.1) Perimeter Levee	30.29	30.29
Waterway Area	39.53	39.53
SUBTOTAL OPEN SPACE	95.02	93.58
PUBLIC FACILITIES/PARK		
Neighborhood Sports Park	6.50	5.84
Neighborhood Sports Park (Center Park B)	6.91	6.12
SUBTOTAL PUBLIC FACILITIES/OPEN SPACE	13.41	11.96
OTHER OPEN SPACE		
Common Area Open Space	13.74	13.74
Street Landscaping	10.08	10.08
SUBTOTAL OTHER OPEN SPACE	23.82	23.82
GRAND TOTAL PARK AND OPEN SPACE	161.95	151.48

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EXHIBIT 4.4: OVERALL PARKS AND OPEN SPACE CONCEPT PLAN



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EXHIBIT 4.5: NEIGHBORHOOD SPORTS PARK CONCEPT



EXHIBIT 4.6: PARK A CONCEPT

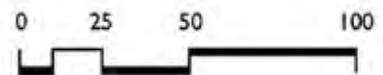


EXHIBIT 4.7: PARK B CONCEPT

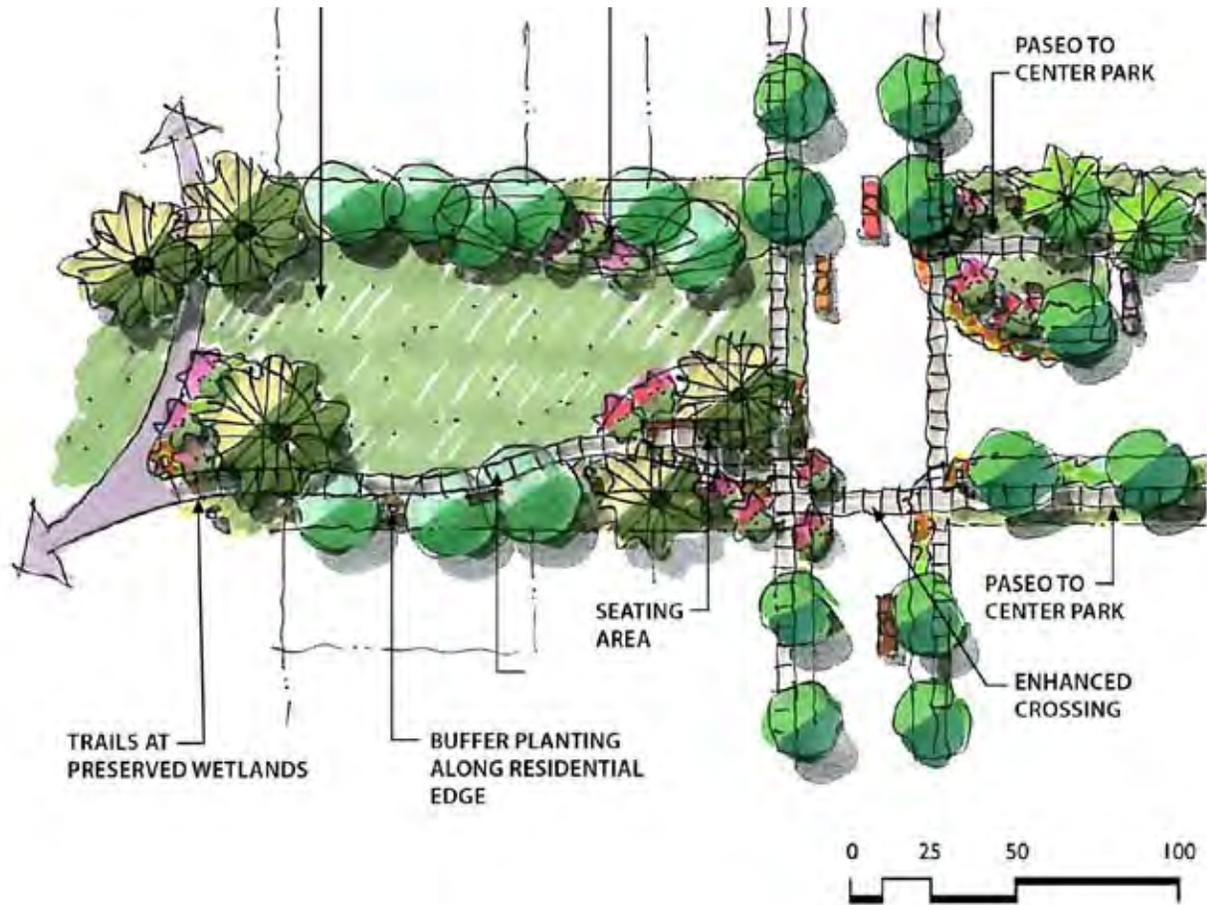


EXHIBIT 4.8: PARK C CONCEPT



EXHIBIT 4.9: PARK D CONCEPT



EXHIBIT 4.10: PARK E CONCEPT



EXHIBIT 4.11: PARK F CONCEPT



EXHIBIT 4.12: PARK G CONCEPT



EXHIBIT 4.13: PARK H CONCEPT



EXHIBIT 4.14: PARK I CONCEPT



EXHIBIT 4.15: PARK J CONCEPT



EXHIBIT 4.16: LINEAR LEVEE PARK CONCEPT PLAN AND SECTION

TABLE 4.3 PARK AMENITIES

Potential Amenities	Neighborhood Sports Park	Neighborhood Pocket Parks	Linear Levee Park	Southwest Pocket Park	Center Park	Community Garden	Open Space, Wetlands & Levee
Trails & Paths	X	X	X	X	X	X	X
Multi-Use Turf	X	X	X	X	X		
Softball Field	X				X		
Soccer Field	X				X		
Basketball (Full or Half Court)	X	X	X		X	X	
Tennis Court	X	X			X		
Picnic/Barbecue	X	X	X	X	X	X	
Group Picnic	X	X			X		
Children's Play Area	X	X	X	X			
Pavilion/Gazebo	X	X	X	X		X	
Bocce / Horseshoes	X	X	X	X	X		
Fenced Dog Park	X		X		X		
Splash Play	X	X					
Water Feature	X	X			X	X	
Sand Volleyball	X	X	X		X		
Restroom	X						
Natural Areas	X			X	X		X
Skate/Skateboard	X				X		

4.2.4.1 WETLAND / RIPARIAN RESTORATION

Existing wetlands on the site will be enhanced and preserved (see the Overall Park and Open Space Map, Exhibit 4.3). Immediately adjacent to the linear wetlands and above the water line, excavation of soil will re-contour the steep banks to create gently sloping benches that will be designed to support native riparian vegetation (see Chapter 6 for cross-sections). No earthwork will take place below the Ordinary High Water Mark (the normal water level), but creation of riparian benches adjacent to the wetlands will take advantage of the high water table to support the newly planted native trees and shrubs. In some areas a trail will be incorporated along the top of bank above the 25-year flood elevation to give pedestrians visual access to the preserved wetlands and restored riparian habitat.

4.2.5 PERMITTED LAND USES

The Delta Cove PD designates permitted land and accessory uses within the development. Other uses, if similar in nature to a permitted use and recommended by the DRB, may be approved by the City of Stockton Community Development Director. Alternatively, the Community Development Director may recommend a review by the Planning Commission and process applications for other proposed uses in accordance with SMC regulations regarding Use Permit Applications.

TABLE 4.4 - PERMITTED LAND AND ACCESSORY USES

LAND USES	RL	RM	RH	CN	OS	PF
AGRICULTURAL AND RESOURCE-RELATED USES						
Agricultural activities and facilities				P	A	
BUSINESS AND PROFESSIONAL USES						
Banks and financial services				P		
Business support services				P		
Offices				P		
RECREATIONAL, EDUCATION AND PUBLIC ASSEMBLY USES						
Activity centers	A	A	A	A	A	
Auditoriums, meeting halls and theaters				A	A	
Clubs, lodges, and private meeting halls				A		
Educational facilities, academic schools – private specialized education and training						
Educational facilities, academic schools – public	P	P	P	P		
Libraries and museums				A		
Live entertainment				C		
Parks and playgrounds	P	P	P	P	P	
Religious facilities				A		
Studios				P		
RESIDENTIAL/MIXED USE DEVELOPMENT						
Duplexes	P	P	P			L
Care homes, 6 or fewer clients	P	P	P			P
Family care homes, 7 or more clients			A	A		L
Multi-family dwellings		P	P	C		L
Senior residential projects	P	P	P	A		L
Single-family dwellings	P	P	P	A		L
Townhomes	A	P	P	A		L
Triplexes		P	P	A		L

LAND USES	RL	RM	RH	CN	OS	PF
RETAIL TRADE						
Alcoholic beverage sales with another use – on-sale				C		
Alcoholic beverage sales with another use – off-sale				C		
Artisan shops				P		
Auto parts sales				A		
Convenience stores				C		
Furniture, furnishings and appliance stores				P		
Maintenance/minor repair				C		
Outdoor retail sales and activities				A		
Pet shops				P		
Restaurants				P		
Retail stores				P		
SERVICES						
Adult day care facilities	A	A	A	A		
LAND USES						
	RL	RM	RH	CN	OS	PF
Small family child care homes (up to 8 children)	P	P	P	P		P
Large family child care homes (9 to 14 children)	A	A	A	A		A
Fueling stations				C		
Health/fitness facilities				P		
Medical services, clinics and laboratories, health-related, medical-related facilities				A		L
Personal services – unrestricted				P		
Repair services				P		
TRANSPORTATION AND COMMUNICATIONS USES						
Broadcasting studios				A		L
Communication facilities, minor				P	P	P
OTHER						
Live-work space	A	A	A	P		
Public and semi-public utility facilities	P	P	P	P		L
Public institutions		P	P	P		L
Multi-use facilities				C		
PROHIBITED USES						
Adult related establishments						
Commercial amusement facilities						
Personal services – restricted						
TEMPORARY USES						
Activities allowed per section 16-164.030						
A. Exempt activities	P	P	P	P	P	
B. Activities allowed with a temporary activity permit	L	L	L	L	L	
P = use permitted L= land development permit required A = administrative use permit required C = commission use permit required Empty box = use not allowed						

4.3 HOUSING PLAN

4.3.1 CONCEPT OBJECTIVES, GOALS & POLICIES

The development concept of the residential neighborhoods in Delta Cove is based on providing a diverse range of residential housing opportunities, recreational facilities and natural areas for future residents. By combining multiple housing options, which range from traditional detached single-family homes, small-lot single-family homes, and other more progressive housing types into one complete community, Delta Cove is able to provide its residents with a sense of place within their own unique environment. The character and quality of life exemplified by the residential components of the project are based on the relationship of land uses, the configuration of neighborhoods, and the layout of the streets and pedestrian walkways. The architectural styles of residential buildings and the landscape elements, including plant materials, signage, site furnishings and public amenities, establish the project's overall character. The Design Guidelines (Chapter 6) are intended to ensure that the development is in accord with the Delta Cove PD and the development of a sustainable and quality community.



The design goals, objectives and policies for the project shall be strictly adhered to and enforced through the DRB, which shall be a permanent reviewing authority to ensure consistency of development throughout Delta Cove. The goals, objectives and policies of the project are:

HOUSING GOAL 1: To provide a unique residential neighborhood character and a high quality of life to all of the residents of Delta Cove

OBJECTIVES:

- H-1.1. Establish a consistent level of quality throughout the development
- H-1.2. Incorporate the best of contemporary and traditional housing products

HOUSING GOAL 2: To establish Delta Cove's overall character and uniqueness

OBJECTIVES:

- H-2.1. Create distinct architectural expression by using textural elements and color
- H-2.2. Create distinct neighborhoods throughout the community that blend seamlessly with surrounding existing and planned development

POLICIES: The goals and objectives above detail the concept behind Delta Cove's housing style. By creating policies that can be easily adhered to, this concept will become reality at buildout of the project.

1. The primary consideration for DRB approval shall be the consistency of a project's proposed architecture and layout with the design goals and objectives.
2. The DRB shall make certain that the highest quality projects receive their stamp of approval and raise the bar for others who wish to build in Delta Cove.
3. Regulation of the Development Standards and Design Guidelines in the document will help ensure the quality of the residential development and neighborhoods in Delta Cove.

4.3.2 DESCRIPTION OF HOUSING SPECIFICS

Delta Cove strives to create a mix of housing types and lot sizes that will appeal to a vast audience. This is accomplished by incorporating the traditional single-family home with cluster product, alley-loaded product, small-lot product, mixed-use and condominium housing types. This range of housing types will appeal to the first time home buyer, the empty nester, the space seeker, and the recreation enthusiast. Lot sizes range from 32' x 68' (2,000 square feet) to 55' x 100' (5,500 square feet).

By mixing density throughout Delta Cove, a seamless transition is made between neighborhoods. The distribution of density throughout the development ensures pride of ownership and a feeling of true integration no matter where you live in Delta Cove.

Affordable housing was discussed during the preliminary design stage of Delta Cove. While this is an important aspect in new development and can be beneficial for the City to assist them in meeting their Housing Element goals, no specific requirement for affordable housing was made as a part of this PD. Submittals for affordable housing by other developers will be subject to review and approval by the DRB and City of Stockton.

4.4 TRANSPORTATION PLAN

TRANSPORTATION GOAL: To provide safe transportation routes from neighborhood to neighborhood

OBJECTIVES:

T-1. Provide connectivity to all aspects of the project supporting multiple modes of transportation

T-2. Incorporate an efficient street hierarchy, which will make circulation throughout Delta Cove easy to navigate.

POLICIES: The following circulation and transportation policies shall be used to implement the Delta Cove PD:

- T-1. All public improvements shall meet or exceed the current requirements established by the City's Department of Public Works Standard Specifications & Plans. Any deviations from City standards are subject to the approval of the DRB and the City Engineer.
- T-2. Streets design shall incorporate traffic calming to discourage high speeds of travel within residential neighborhoods.
- T-3. Residential development shall be planned to allow safe and convenient non-motorized travel to parks, schools, trails and open spaces, and to the Commercial Neighborhood Center from all Delta Cove neighborhoods.
- T-4. All roads and streets in Delta Cove shall be landscaped in accordance with the Development Standards and Design Guidelines included in the Delta Cove PD.
- T-5. Pedestrian paths at collector streets shall be separated from vehicular traffic and streets to the maximum extent possible, with the exception of street intersections.
- T-6. The primary ingress/egress is proposed for Trinity Parkway and Otto Drive.

The following sections describe in further detail the policies which will be enacted as a part of the transportation plan. These goals, objectives and policies will ensure a safe pedestrian, bicycle, transit and automobile friendly community.

4.4.1 VEHICULAR CIRCULATION

This development requires improvements to the existing roadway network. New and upgraded roadway improvements are necessary to meet the existing and future needs of motorized and non-motorized traffic as a result of this project. When considered together with other projects in the vicinity of Delta Cove, this development will contribute to cumulative regional traffic impacts, which are identified in the certified project EIR. The subsequent Addendum concludes that the new land plan will not change traffic findings. These off-site traffic impacts may necessitate the construction of major roadway improvements which would be funded by fair-share impact fees paid by the property owners, applicants and successors of the project. The key elements of the circulation and transportation system for automobiles can be found in the text that follows and are depicted in Exhibit 4.17, Street Hierarchy and Circulation Plan.

Regional access to Delta Cove is via Trinity Parkway to Eight Mile Road, connecting to Interstate 5, Highway 99 and

other north-south arterial roads serving the City of Stockton. Additional access to Interstate 5 will be provided by an extension of Trinity Parkway south through Shima Tract to Hammer Lane, and by a future interchange at Otto Drive. Eight Mile Road intersects with a signalized intersection at Trinity Parkway. Otto Drive will be designed as a minor arterial street extending west across the project site to provide a future vehicular connection to serve Shima Tract. An extension of Trinity Parkway will become a major north-south arterial road serving the northwestern portion of the City of Stockton. All these roadway improvements are consistent with the Stockton General Plan Circulation Element.

The City requires that all proposed streets intersect at right angles and curves approaching an intersection shall tangent no closer than 300' to the intersection. Any deviation from this requirement shall require demonstration that site visibility analysis has been performed to ensure traffic safety. Further, an overall Master Plan shall be prepared for the roadway network that shall include all striping/lane geometrics, and fiber optic cable interconnect of all traffic signals for the ultimate design. The Master Striping Plan shall identify how new or widened streets transition at match points with existing streets, which may affect Right of Way requirements.

4.4.2 VEHICULAR ACCESS

The primary ingress/egress to the project site is via Trinity Parkway at Otto Drive. Trinity Parkway serves as the major north-south arterial located along the eastern edge of the project site. Regional access to the project would be provided from Interstate 5 and Highway 99. Thornton Road, Davis Road and Lower Sacramento Road are the primary north-south arterials that would provide additional, local access onto Eight Mile Road and ultimately to the project site. Future roadway extensions are planned from Otto Drive into the Shima Tract to the west. This extension would alleviate potential vehicle traffic caused by the use of smaller, internal roads from Shima Tract. Otto Drive is proposed as a 108-foot ROW extending the entire length of the project site, while the Trinity Parkway ROW would vary along its entire length.

Internal streets within Delta Cove connect the individual neighborhoods to the main access roads surrounding the site. These smaller, internal streets also provide a neighborhood roadway network providing access to and from each individual neighborhood and to the amenities found throughout the project. The internal streets are proposed as two-lane roads with parking on both sides, and have a minimum ROW of 54 feet. All of the streets within Delta Cove will be dedicated public streets while the common driveways, cluster lanes and alleys will remain privately owned and maintained by the Homeowner's Association (HOA).

4.4.3 STREET SECTIONS

The internal streets provide the circulation network and follow a logical hierarchy of scale suited to their specific designation. This network of streets is designed with efficiency and functionality in mind, but also with the awareness that streets form the foundation for the aesthetic streetscape found within Delta Cove.

Design and operation standards for streets within the roadway network are derived from its functional classification. These standards affect lane width, intersection and signal spacing, travel speed, volume and local access. All intersections shall be designed in accordance with City of Stockton Standards for corner site distance standards. Refer to Traffic Report in Appendix for approximate traffic volume and traffic speed that differentiates the low, medium, and high speed/volume streets. Please see Exhibits 4.18-4.26 for the Right-of-Way Cross Sections and a description of each type of road.

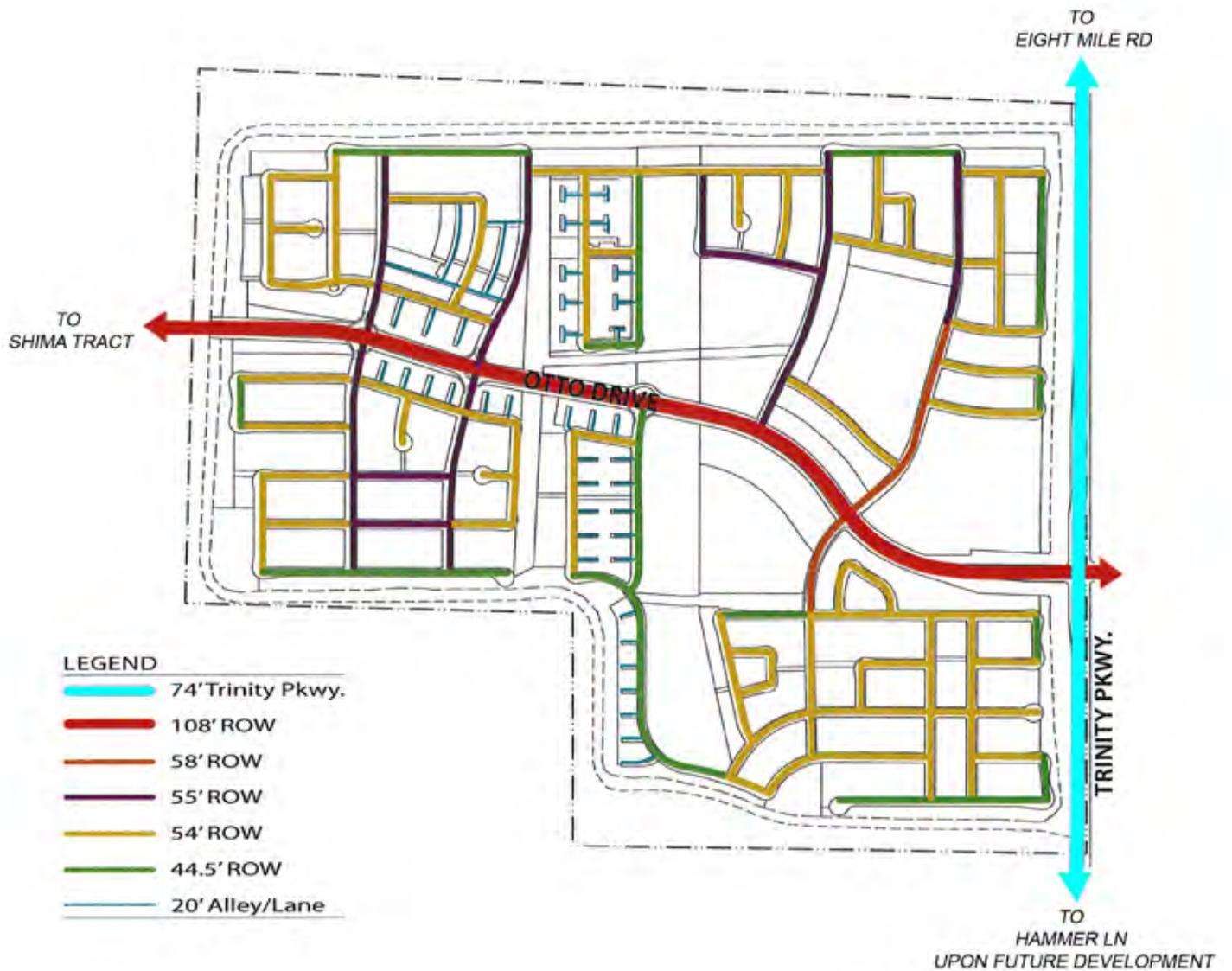


EXHIBIT 4.17: STREET HIERARCHY AND CIRCULATION PLAN



EXHIBIT 4.17 A: RECOMMENDED LANE CONFIGURATION AND TRAFFIC CONTROL BUILDOUT PEAK HOUR TRAFFIC FORECASTS



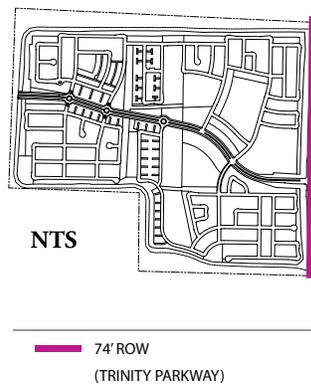
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4.4.3.1 MINOR ARTERIAL

Minor arterial streets are either relatively high-speed/high-volume roads that provide access to regional transportation facilities and serve relatively long trips, or medium-speed/medium-volume roads for intra-community travel, as well as access to the rest of the county-wide arterial highway system. Access to arterials shall be via collector roads and local streets.

The Delta Cove Trinity Parkway shall also serve as a minor arterial to the project. Trinity Parkway's typical right-of-way width is 74'. The westerly Trinity Parkway right-of-way runs from south to north, along the proposed Trinity Parkway's back-of-curb. Trinity Parkway is constrained to the west by the Dry Land Levee. Within the 20-foot levee easement measured from the toe of levee to the back of curb, there shall be a 12-foot bikeway/pedestrian walk and 8 feet minimum of landscaped area. The City prefers an alternative 12' wide sidewalk consisting of alternative materials (i.e., D.G.) for the sidewalk design along Trinity Parkway. This alternative design will be subject to Local and State Agency approvals.

Otto Drive shall have a typical right-of-way width of 108'. Otto Drive will serve as the minor arterial responsible for a majority of the east-west circulation within Delta Cove, with future access to Interstate 5. At the Commercial Neighborhood Center, on street parking will be permitted. See Exhibit 4.21 - On Street Parking for the locations.



NOTE: *The City prefers an alternative 12' wide sidewalk consisting of alternative materials (i.e., D.G.) for the sidewalk design along Trinity Parkway. This alternative design will be subject to Local and State Agency approvals.*

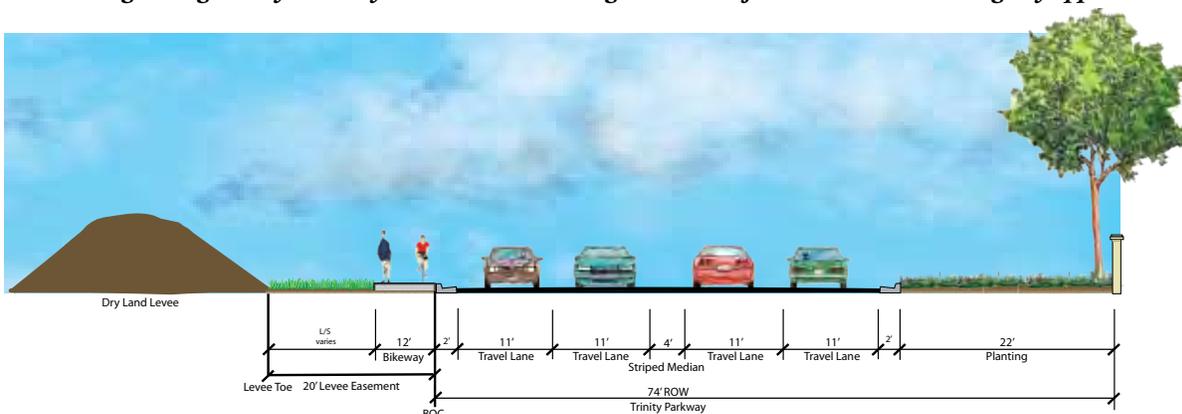


EXHIBIT 4.18: TYPICAL 74' ARTERIAL ROW FOR TRINITY PARKWAY CROSS SECTION

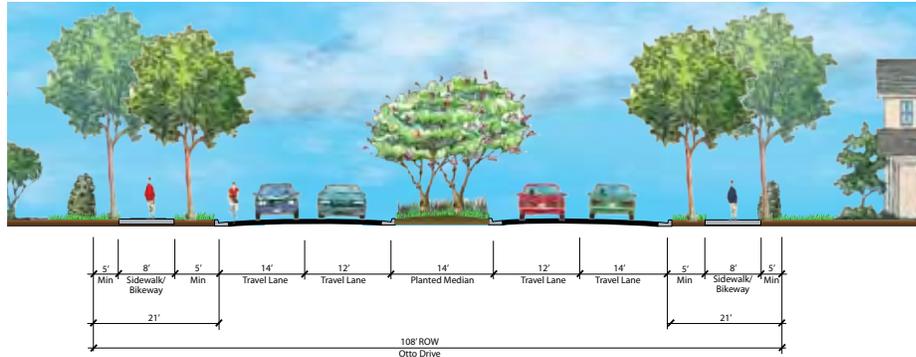
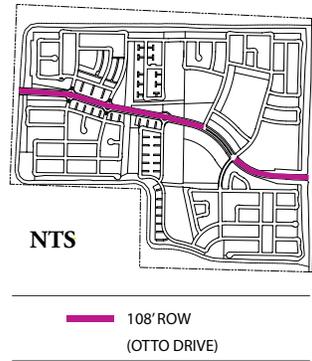


EXHIBIT 4.19: 108' ARTERIAL ROW FOR OTTO DRIVE CROSS SECTION WITH NO ON-STREET PARKING

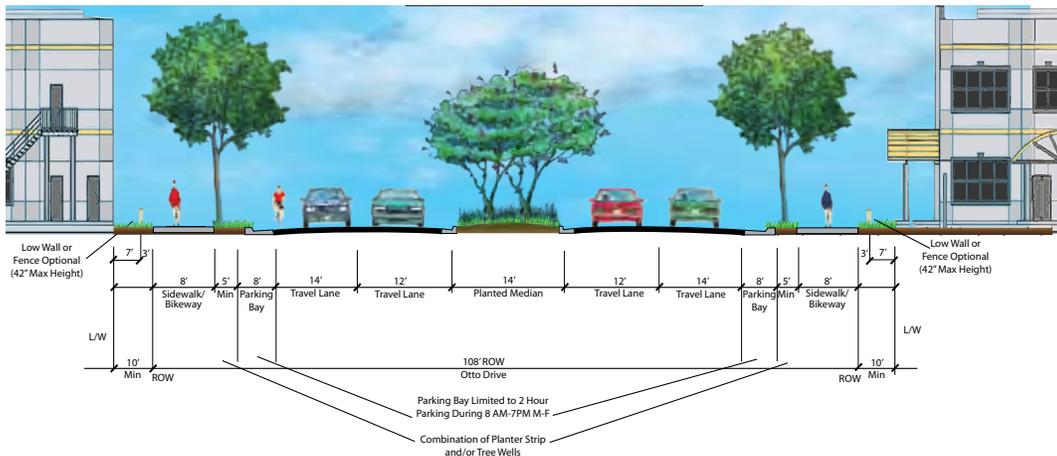
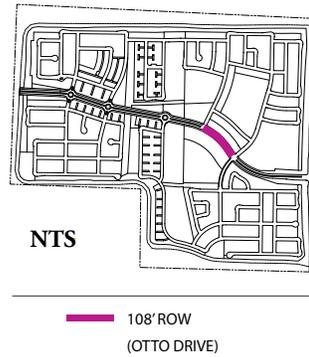
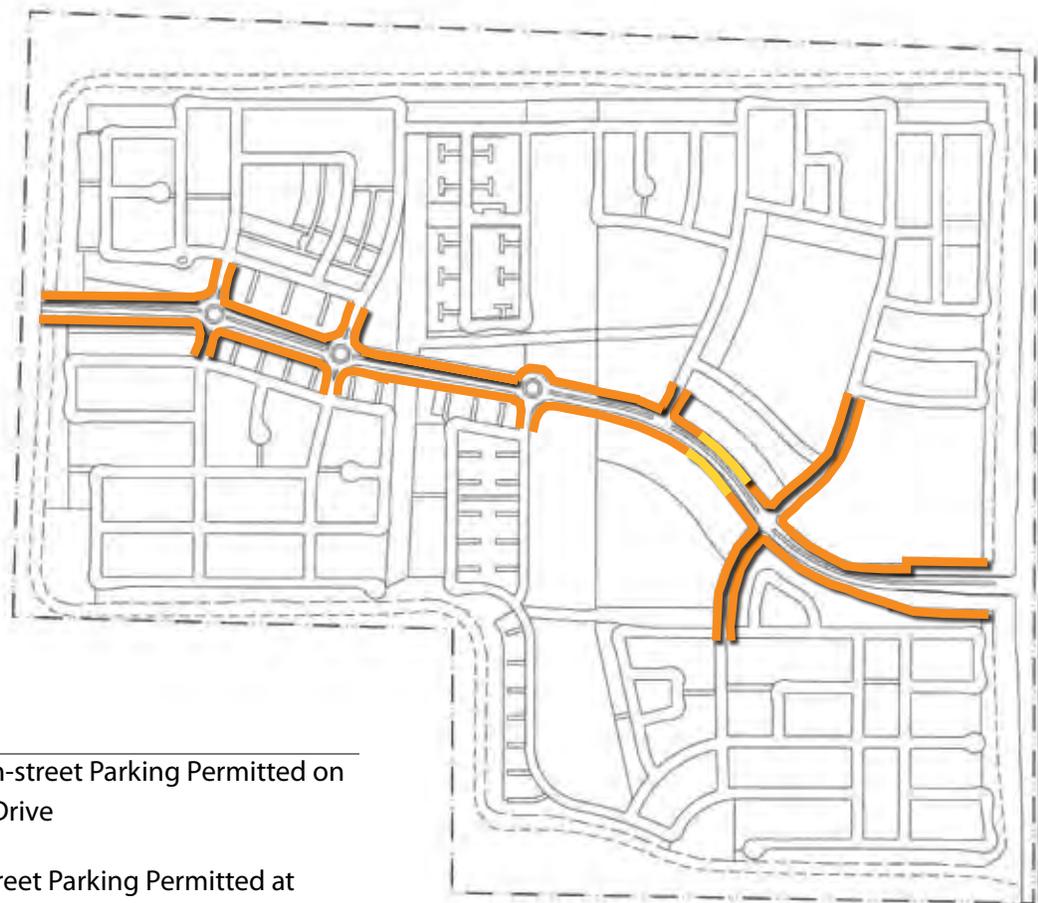


EXHIBIT 4.20: 108' ARTERIAL ROW FOR OTTO DRIVE CROSS SECTION AT THE COMMERCIAL NEIGHBORHOOD CENTER



LEGEND

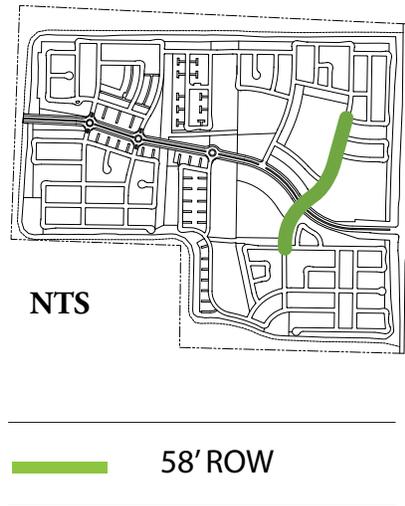
-  No On-street Parking Permitted on Otto Drive
-  On-street Parking Permitted at Commercial Neighborhood Center



EXHIBIT 4.21: ON-STREET PARKING ALONG OTTO DRIVE

4.4.3.2 COLLECTOR

Collector streets are medium-speed/medium-volume streets, typically two lanes, for circulation within and between neighborhoods. These roads serve relatively short trips and are meant to collect trips from local streets and distribute them to the arterial network. The collector streets within the project will have a width of 58 feet from right-of-way to right-of-way.



NOTE: Parking prohibited in certain areas (see Exhibit 4.21)

8' Sidewalk/Bikeway Path and 3' Easement at specific locations (see Exhibit 4.29)

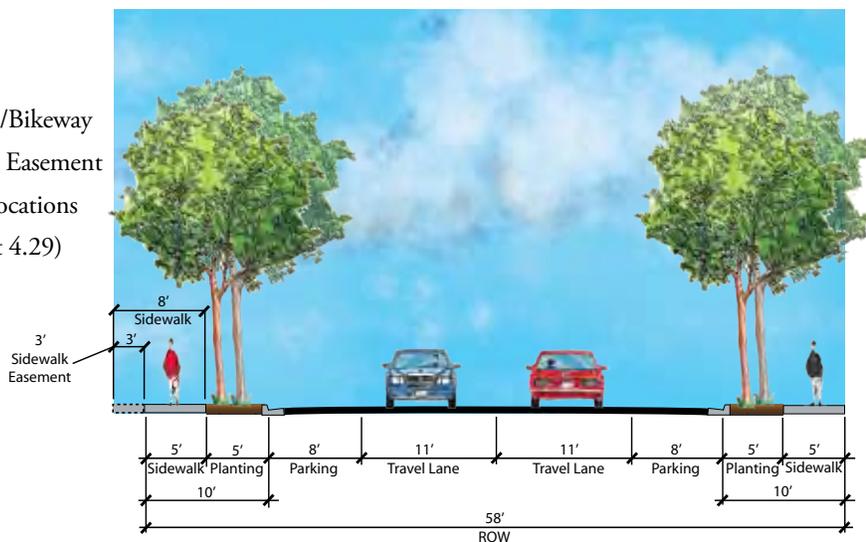
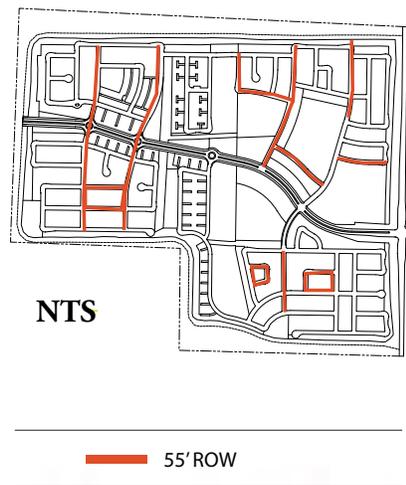


EXHIBIT 4.22: TYPICAL 58' COLLECTOR ROW CROSS SECTION

4.4.3.3 LOCAL

Local streets are low-speed/low-volume roadways that provide direct access to abutting land uses. Driveways to individual units, on-street parking and pedestrian access are usually allowed. The local streets within the project will have a width of 54 – 55 feet from right-of-way to right-of-way. To minimize paving, the majority of the sidewalks are 4 feet wide. However at key connecting pedestrian routes 5-foot sidewalks are proposed. In some cases where local streets are adjacent to parks and open space, the local street width is reduced to 44.5' from right-of-way to right-of-way. When this occurs a 6' wide trail will be adjacent to the local street within the 15-foot parkway area adjacent to the curb along public street frontages of a park site.



8' Sidewalk/Bikeway Path and 3' Easement at 55' ROW adjacent to school site

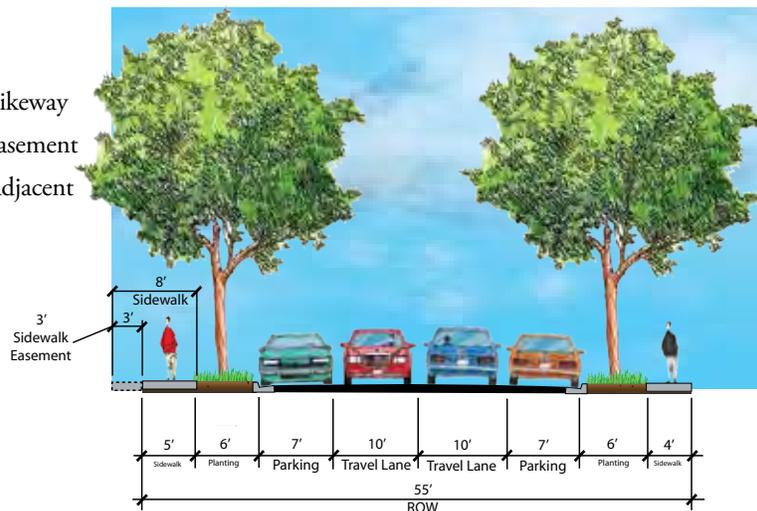
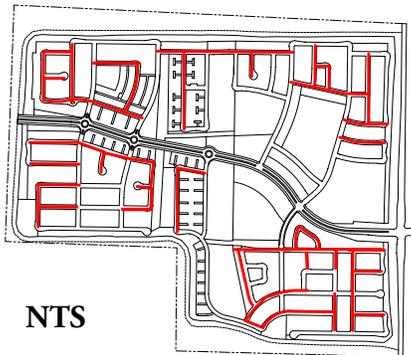
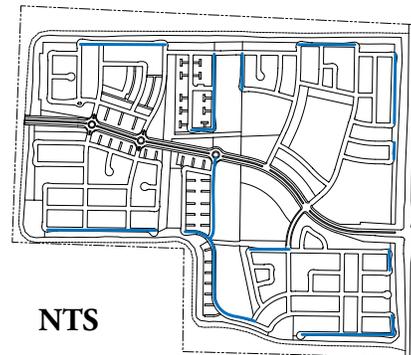


EXHIBIT 4.23: TYPICAL 55' LOCAL ROW WITH 5' SIDEWALK CROSS SECTION



NTS

54' ROW



NTS

44.5' ROW

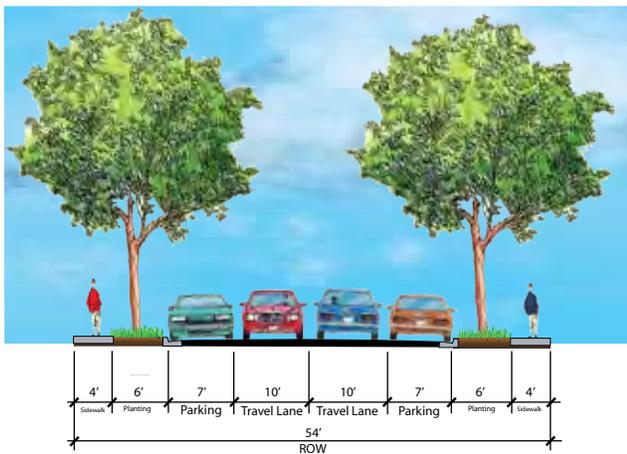


EXHIBIT 4.24: 54' LOCAL DOUBLE-LOADED WITH 4' SIDEWALK ROW CROSS SECTION

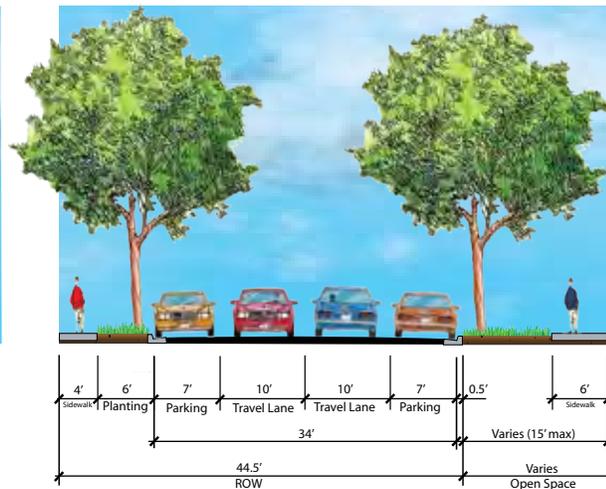
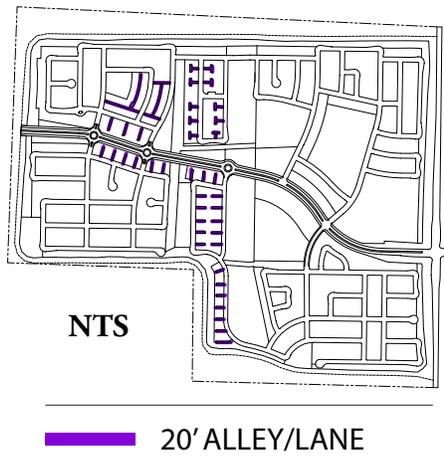


EXHIBIT 4.25: 44.5' LOCAL SINGLE-LOADED ROW WITH 4' SIDEWALK

4.4.3.4 ALLEYS

Alleys are to be utilized by alley-loaded homes and provide access a short distance from the neighborhood street to the dwelling unit. Alley-loaded residential units accommodate higher densities, eliminate visual impacts imposed by garages and other standard driveway clutter and ultimately promote safe and secure front porch, street-friendly neighborhoods. These alleys will be owned and maintained by the HOA. Cluster product and attached homes will also use a 20' access drive.



NOTE: Driveway lengths shall be 5 foot or less, or 20 feet or greater

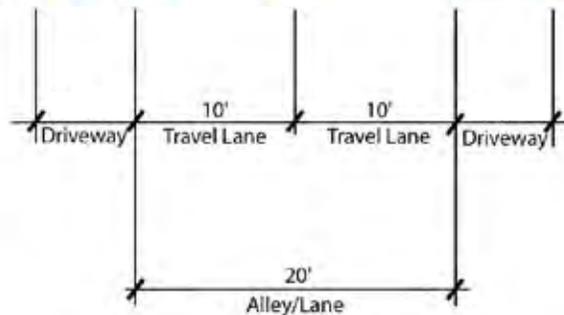


EXHIBIT 4.26: 20' ALLEY/LANE

4.4.3.5 CUL-DE-SACS

Cul-de-sacs are streets that are closed off at one end and by design do not allow cut-through vehicular traffic. However, cul-de-sacs throughout the project have been designed to include paseos that will allow the passage of pedestrians and bicycles between neighborhoods.

4.4.3.6 INTERSECTIONS

Delta Cove will adhere to the City of Stockton standards for intersection design unless there is a significant mitigating factor and a variation is approved by the Community Development Director. In cases where local streets intersect with arterial roadways, a 48-foot-wide pavement flare shall be added.

4.4.4 TRAFFIC-CALMING MEASURES

Traffic-calming measures will address safety concerns, traffic problems and quality-of-life issues related to speeding within the community and on neighborhood streets. Traffic-calming measures typically fall into one of three categories, as follows:

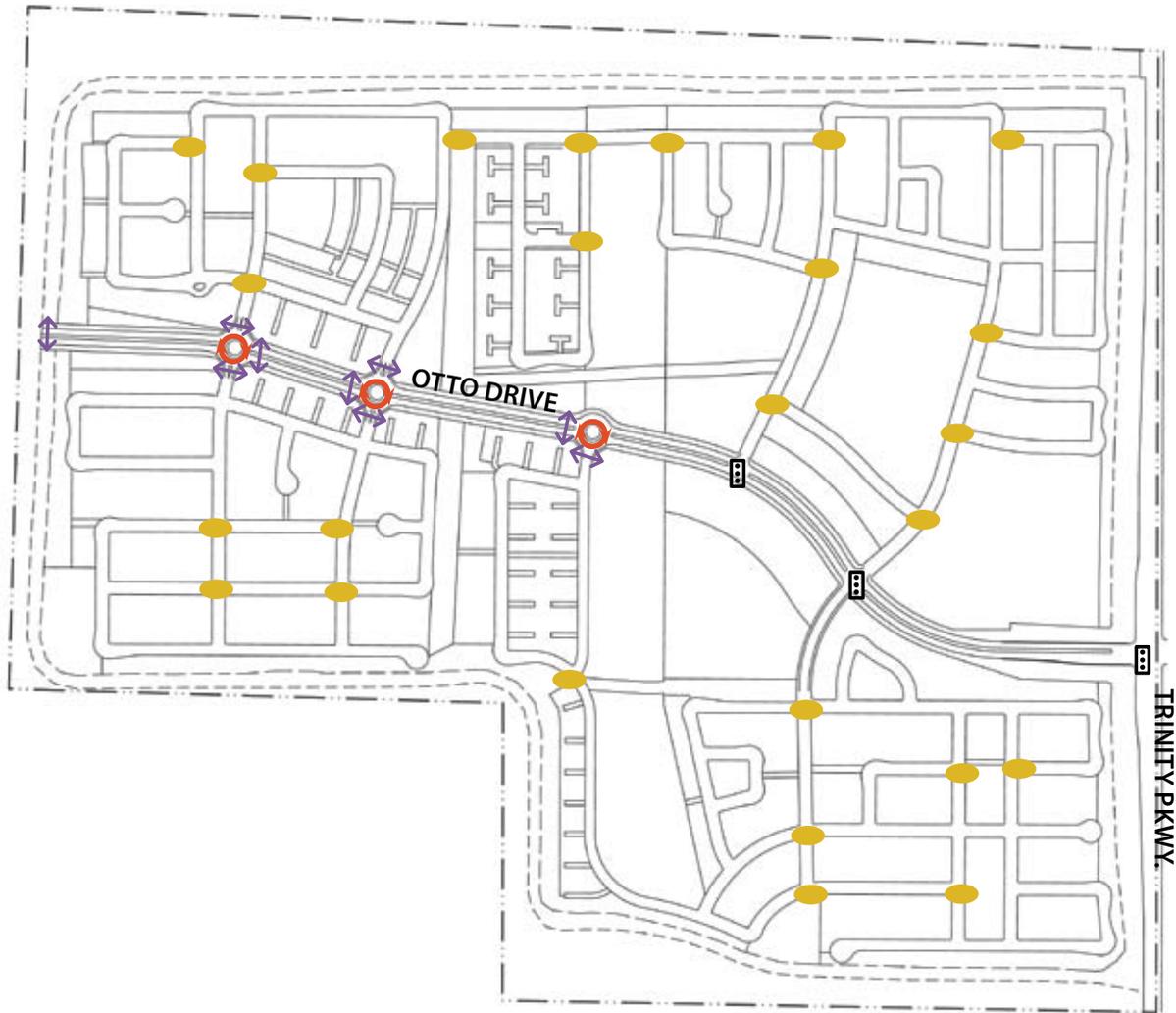
- Non-physical measures including the reduction of obstructions that limit driver visibility, signage and striping improvements
- Narrowing measures that include bulbouts, chokers and center islands
- Horizontal measures which include traffic circles, roundabouts and chicanes

Traffic-calming devices will be used in areas where traffic congestion or speeding may occur. This includes but is not limited to Otto Drive, major collector roadways and local streets. Delta Cove is designed to provide short block lengths with curb-bulbouts within the neighborhoods. Three roundabouts on Otto Drive in conjunction with a coordinated signal system are proposed. Traffic calming measures will be implemented into the project in various locations. Please see Exhibit 4.27 -Preliminary Traffic Calming Measures for a visual depiction of where the measures will be located.

4.4.5 PUBLIC TRANSPORTATION

Delta Cove is designed to accommodate multiple forms of transportation. A vehicular and non-vehicular circulation plan shall encourage bicycle and pedestrian travel, as well as alternatives to the automobile, through a comprehensive transit system. Bus stops and shelters shall be included along the Otto Drive arterial, pending approval of the design and locations by the San Joaquin Regional Transit District (SJRTD) and the City Engineer of Stockton in conformance with City Standards and Specifications. Bus stops could be used for fixed-route public bus service, private commuter bus service or a shuttle system connection from Delta Cove to other parts of the City of Stockton.

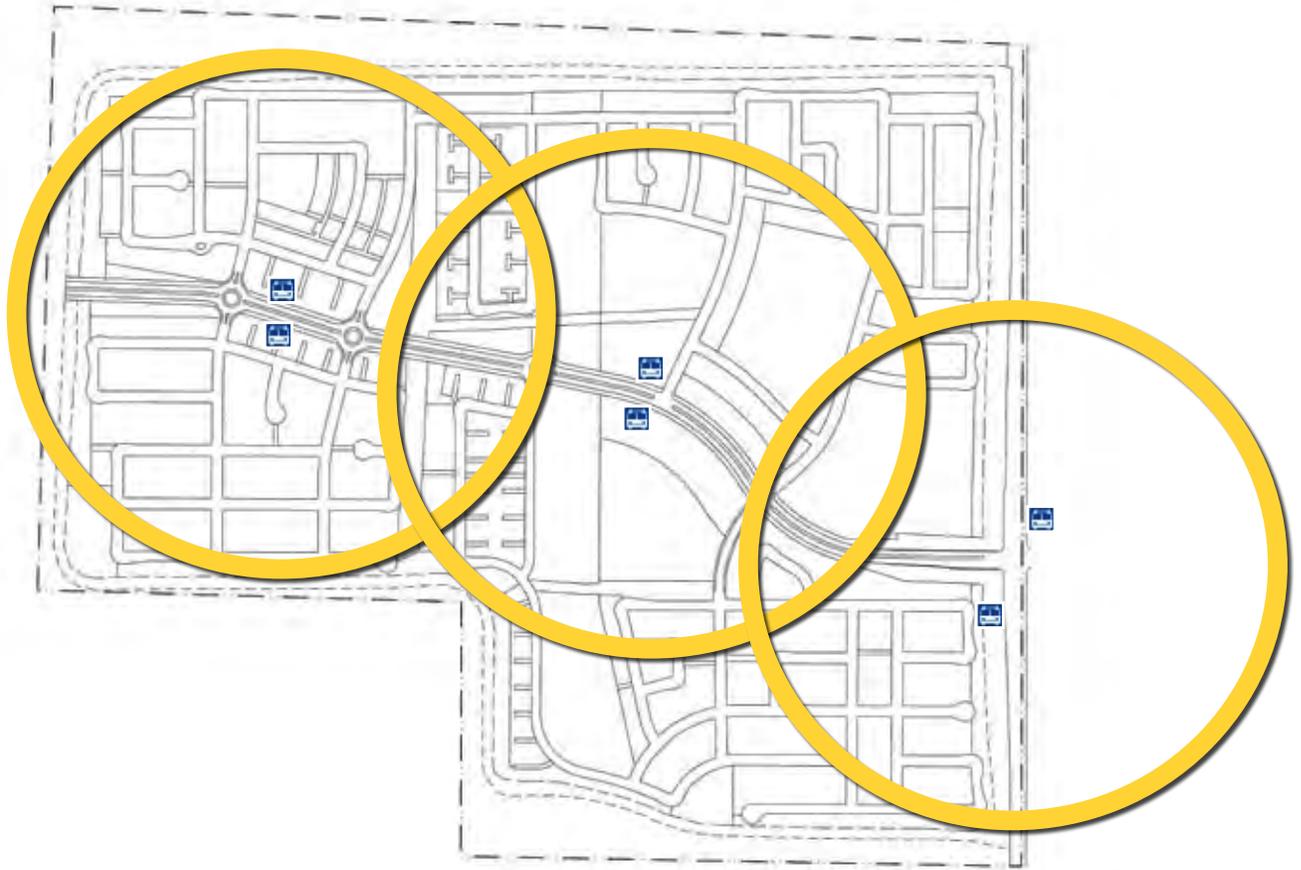
The SJRTD is the principal public transportation provider serving Delta Cove. SJRTD currently provides a fixed-route bus service and a dial-a-ride response function for elderly or handicapped persons. The City of Stockton's 2035 GP Future Transit Network plans for major local/feeder service along future Trinity Parkway and Otto Drive (see Exhibit 4.28A). Public transportation is encouraged within Delta Cove through the development of bus turnouts and shelters along Otto Drive and Trinity Parkway. See Exhibit 4.28 - Transit 5-Minute Walk Zones. Final transit stop locations to be located and constructed per City of Stockton and SJRTD requirements.



LEGEND

-  Signalized Intersection with Marked Crosswalks
-  Roundabout
-  Bulbout and Pedestrian Crossing
-  High Visibility Crosswalk

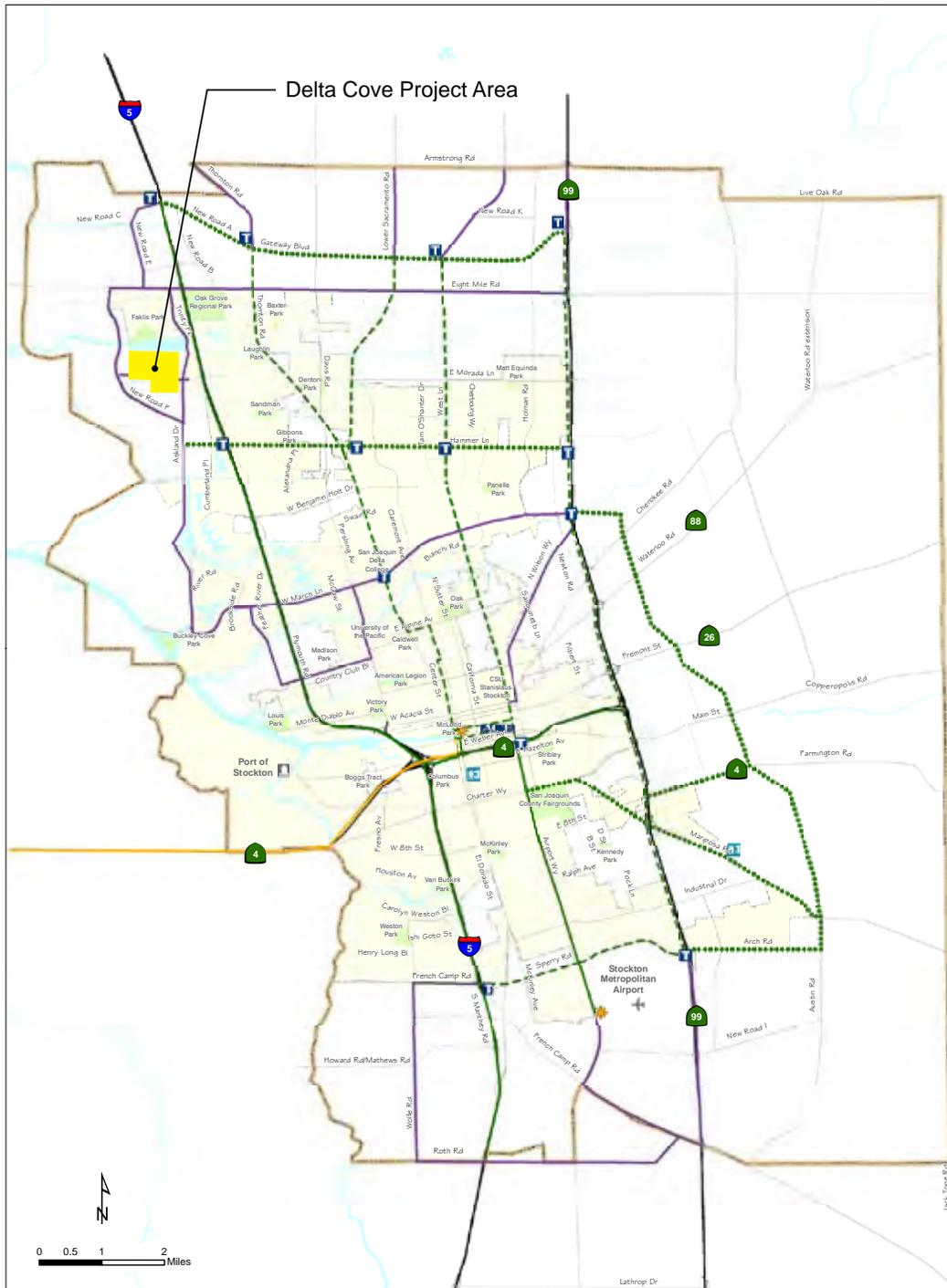
EXHIBIT 4.27: PRELIMINARY TRAFFIC CALMING MEASURES



LEGEND

-
-  Proposed Transit Stop Location
 -  5-Minute Walk Zone
-

EXHIBIT 4.28: TRANSIT 5-MINUTE WALK ZONES



LEGEND		
Proposed Bus Routes	■ Park	ACE Station
●●●● BRT Type 1 (enhanced speed and reliability, shared lanes)	Plan Boundary	Amtrak Station
--- BRT Type 2 (intersection priority, passenger information)	City Limits	Major Transfer Point
— BRT Type 3 (dedicated lanes, greater frequency)	Transit Hub	
— Express Service		
— Major Local/Feeder Service		

EXHIBIT 4.28A: 2035 GP FUTURE TRANSIT NETWORK

4.4.6 PEDESTRIAN AND BICYCLE CIRCULATION SYSTEM

A pedestrian/bicycle trail system provides access between important destinations within the project area, such as the residential neighborhoods, public facilities and parks. The pedestrian/bicycle circulation system is planned to link to areas outside Delta Cove, including the commercial power center site in Spanos Park West, Oak Grove Regional Park to the northeast, and the Paradise Point Marina to the north. To minimize paving, the majority of the sidewalks are 4 feet wide. However on key connecting pedestrian routes, 5-foot sidewalks are proposed.

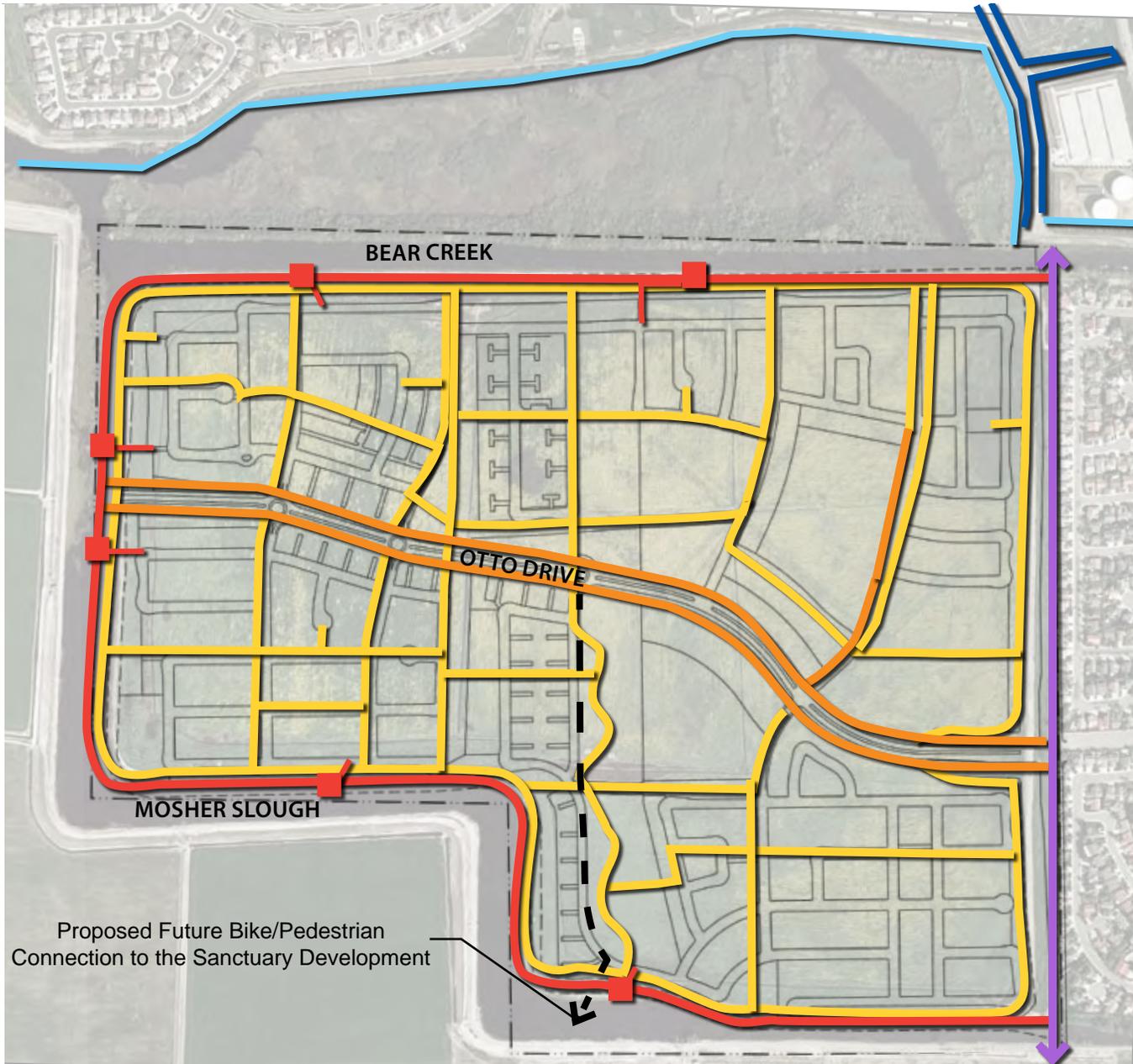
Several key components are proposed for the bicycle and pedestrian circulation system. An 8-foot wide pedestrian walk/bikeway is located within Otto Drive's landscape corridors on both sides of the street. A Class I pedestrian/bikeway is located along the top of the Reclamation District levee along Bear Creek and Mosher Slough and connects with the paths within the proposed development. Four and five-foot-wide concrete sidewalks are proposed to provide pedestrian access throughout the neighborhoods. The sidewalk system is typically separated from the roadway system by a landscape strip. In addition, connecting pedestrian path/trails will be provided within the neighborhoods.



The pedestrian and bicycle circulation system is designed to be compatible with the City of Stockton Existing and Future Bikeways Plan. The exact locations of each element of the pedestrian/bikeway system are subject to the review and approval of the Design Review Board and the City of Stockton City Engineer. The City of Stockton discourages the use of mid-block pedestrian access ramps. Exhibit 4.29 shows the Future Bikeway and Pedestrian Connectivity Plan surrounding the Delta Cove project and going through Otto Drive; the ramp access points for connectivity from the levee trails to the lower pedestrian trails; and the bike path connections at the Bear Creek Bridge and Mosher Slough Bridge. Exhibit 4.29A shows the Regional Bikeway Circulation Network.

The City of Stockton retains the option to construct a non-vehicular bridge across Mosher Slough (the South boundary of this development) to connect this real property immediately to the south in Shima Tract. This Note serves as notice to the interested public that after the subdivision is partially or totally built out and the homes are occupied the City may proceed with constructing this bridge that will connect the two developments (See Exhibit 4.29 Future Bikeway and Pedestrian Connectivity).

Most notably, the levee trail system will provide an aesthetically appealing trail showcasing the scenic beauty of the Stockton waterways. Because the Delta Cove project site is surrounded by levees, the developers will use this natural protection system as an enhancement to the development. By adding natural landscape materials and an all-weather path system to the levees, developers will turn them into usable space for the recreation enthusiast. Additionally, a linear park is provided at the base of the levee to provide an additional trail within the neighborhoods. See Exhibit 4.16 for the Conceptual Trail Section. The two looped roadways will receive heavier landscape improvements to designate a primary walking area. The path along the top of the levee system should be 12' wide and paved (asphalt or concrete). The lower path within the linear park should be at least 6' wide, and constructed of Portland Cement Concrete. From where the 12-foot levee access ramps meet the pedestrian pathway, the pedestrian pathway shall be the same width as the levee access ramp to accommodate both pedestrians and bicycles. This width shall continue until the bike/pedestrian path is connected to a public street. The levee trail is proposed to cross Otto Drive



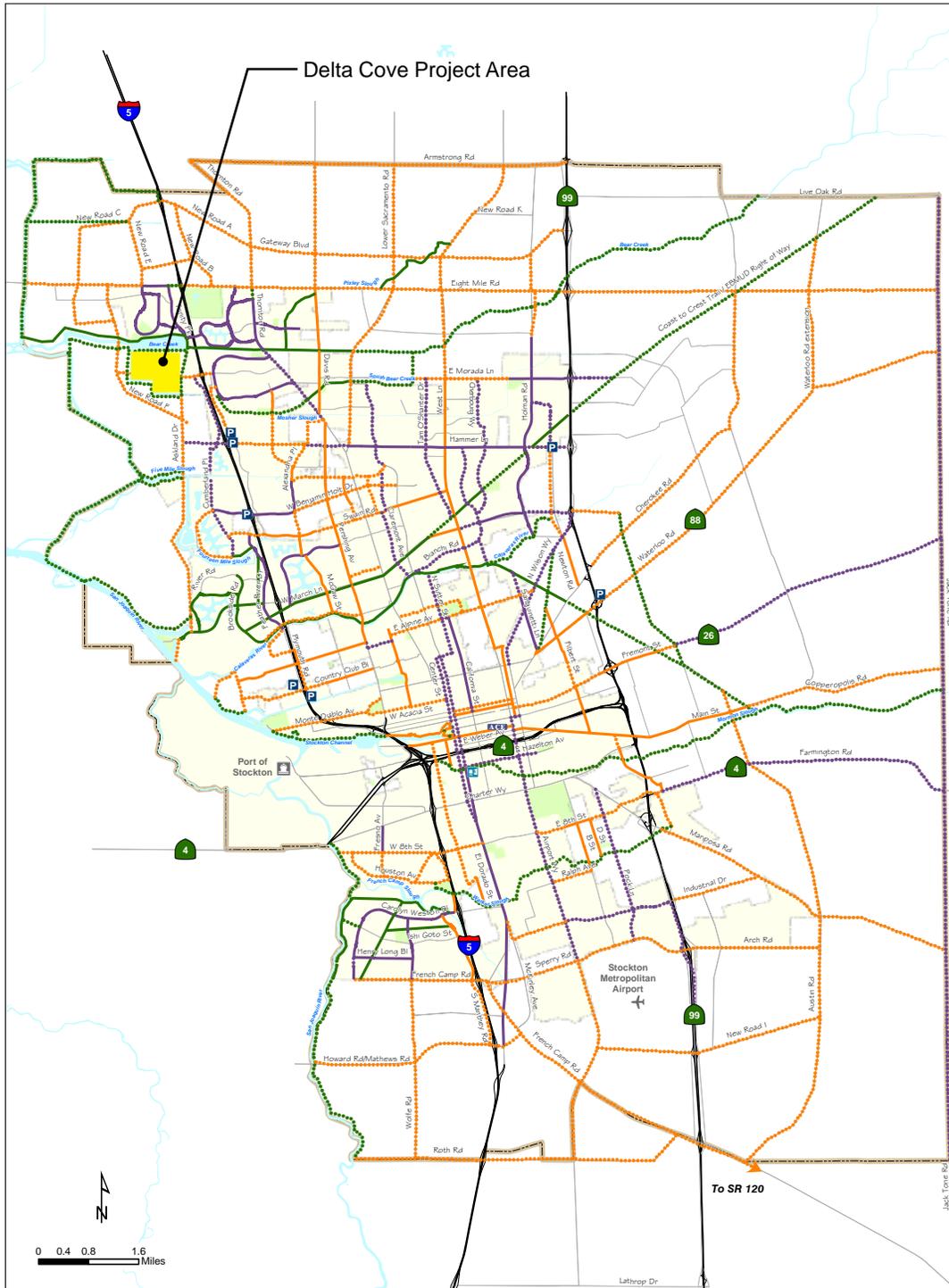
LEGEND

-  Class I Bike Path & Pedestrian Trail
-  Pedestrian/Bikeway
-  Pedestrian Path/Trail (5-6 feet wide)
-  Pedestrian/Bikeway Path (8 feet wide)
-  Levee Ramp Access Points
-  Existing Class I Bike Path & Pedestrian Trail
-  Existing Bikeway

NOTE:

1. Pedestrian paths/trails shall be aligned to the levee ramp access points
2. The City prefers an alternative 12' wide sidewalk consisting of alternative materials (i.e., D.G.) for the sidewalk design along Trinity Parkway. This alternative design will be subject to Local and State Agency approvals.

EXHIBIT 4.29: FUTURE BIKEWAY AND PEDESTRIAN CONNECTIVITY



LEGEND

	Class I Bike Path		Future Class I Bike Path		ACE Station		Park
	Class II Bike Lane		Future Class II Bike Lane		Amtrak Station		Plan Boundary
	Class III Bike Route		Future Class III Bike Route		Park and Ride		City Limits

EXHIBIT 4.29A: REGIONAL BIKEWAY CIRCULATION NETWORK

at grade. Until the Sanctuary project is built and the bridge connection is open to vehicular traffic, there would not be any pedestrian/bicycle and vehicular conflicts. Once the bridge connection is open and Sanctuary built-out, this portion of Otto Drive is expected to carry approximately 21,000 vehicles per day. Based on the guidance in the City of Stockton *Pedestrian Safety and Crosswalk Installation Guidelines*, a pedestrian signal or pedestrian bridge/under crossing would be required once traffic volumes exceed 15,000 vehicles per day. Therefore, a high visibility crosswalk will be initially constructed in conjunction with the necessary infrastructure to install a pedestrian signal when daily traffic volumes approach 15,000 vehicles per day. The pedestrian signal type shall be reviewed prior to design and installation.

4.5 COMMERCIAL/MIXED-USE DEVELOPMENT

The Commercial Neighborhood Center at Delta Cove is intended to provide convenient and high quality neighborhood retail and services to existing and new housing areas.

COMMERCIAL/MIXED-USE GOAL: To provide convenient neighborhood retail and services

OBJECTIVES:

- C-1. Create a pedestrian-friendly Commercial Neighborhood Center that is convenient to the surrounding residents
- C-2. Provide a mix of uses that integrate into the design vocabulary of Delta Cove
- C-3. Design buildings to be compatible with the surrounding residential areas

4.6 PUBLIC LANDSCAPE AND STREETSCAPE

It is the aim of Delta Cove to present a welcoming public landscape and streetscape in order to provide a unique visual experience throughout the various neighborhoods, incorporating the use of climate-appropriate plants and sustainable materials. The circulation system shall enhance comfort and safety for pedestrians by offering ample lighting, planted medians, tree lined streets, crosswalks and wide sidewalks. For a complete listing of these amenities, please refer to Chapter 6 - Landscape Guidelines. All intersections shall be designed in accordance with City of Stockton Standards for corner site distance requirements.

4.7 NOISE

Noise attenuation will be required for onsite roadways where the potential noise levels are forecast to exceed the 65 CNEL exterior noise standard. Within the Delta Cove project area, these noise conditions are expected along Trinity Parkway and Otto Drive. As a result of the relocated dryland levee feature, residences adjacent to Trinity Parkway will be protected from

Trinity Parkway traffic noise by the elevated levee barrier, and additional barriers are not needed. Along Otto Drive west of Trinity Parkway, a 6-foot noise barrier, or setback will be required to attenuate traffic noise for residential uses adjacent to the roadway (Refer to Exhibit 5.2).

4.8 PUBLIC FACILITIES, SERVICES AND UTILITIES

The elements of the physical infrastructure required to serve and support the development of Delta Cove are described in this section of the Delta Cove PD. The necessary infrastructure described herein is based on the land-use program identified previously in this chapter. The physical infrastructure discussed here includes: utilities (water, sewer, drainage), solid waste collection and disposal, and energy and communication services and facilities.

The water, storm drainage, wastewater, and non-potable water systems presented are preliminary and subject to further analysis and review. Master Plans for Water, Storm Drainage and Wastewater were prepared as part of the previously approved entitlements. The Project shall prepare and submit the integrated water management plan and detailed analyses; update Master Plans for water, storm drainage and wastewater, and prepare a Master Plan for a non-potable water system for review and approval by the City. The integrated water management plan shall be approved by the Municipal Utilities Department prior to submittal of any master plans. Improvement plans and grading plans shall not be submitted for review until all water, wastewater, sanitary sewerage, storm drainage, and non-potable water master plans have been reviewed and approved by the Director of Municipal Utilities.

PUBLIC FACILITIES AND SERVICES GOAL: Provide adequate and properly sized public facilities and City services throughout the project area.

OBJECTIVES:

PF-1. Provide the necessary utilities and infrastructure to serve Delta Cove development in the most efficient, cost-effective way

PF-2. Ideally, all infrastructure facilities would be installed and available for connections as the various phases of the project are completed.

POLICIES:

PF-P.1. New development shall be responsible for funding capital improvements and public facilities needed to support the new construction. No burden shall be placed on existing City services or facilities and no new fees or taxes shall be charged to current residents of the City.

PF-P.2. If current service levels are reduced to below satisfactory levels, development proposals shall be required to show mitigation measures which would limit the impact on these service levels.

PF-P.3. The Neighborhood Sports Park site shall be provided with all necessary utility stub-outs of type, size and location subject to review and approval by the City Parks Facility Planner/Landscape Architect.

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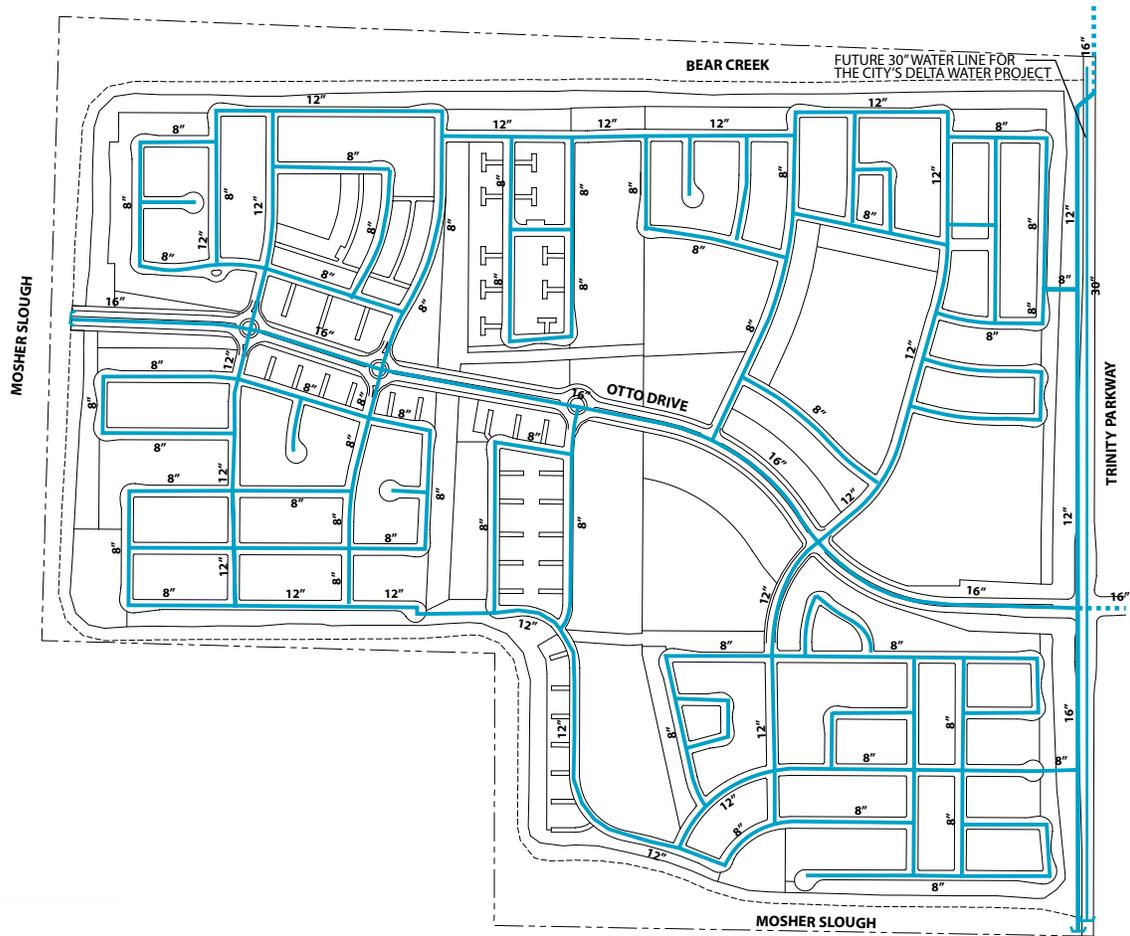
4.8.1 WATER

Domestic water will be provided to Delta Cove by the City of Stockton's Municipal Utilities Department in accordance with the current General Plan.

A 12" water main north of Otto Drive and a 16" water main south of Otto Drive shall be installed within Trinity Parkway. Three connections to this main will be made; one at Otto Drive, a second north of Otto Drive and a third south of Otto Drive, thus creating a looped water system. The 16" connection at Otto Drive shall be extended to the west and provisions shall be made for the future connection across the future Otto Drive Bridge into the Shima Tract. Distribution lines within Delta Cove shall be accomplished through a network of 12" and 8" lines connecting to the transmission lines at Otto Drive and Trinity Parkway. Please refer to Exhibit 4.30. A corridor for a future 30" line shall be provided within Trinity Parkway ROW to facilitate transmission associated with the City's Delta Water Project. The future Trinity Parkway Bridge over Mosher Slough shall include water infrastructure as part of the crossing.

The looped water system will provide the residents adequate water supply and pressure to serve their specific needs. Additionally, it is the intent of Delta Cove to adequately utilize the City of Stockton's water supply and incorporate applicable measures of conservation (e.g., drip irrigation, landscape mulch, low-flow toilets) whenever possible throughout the project. A non-potable water system for maintenance of landscaped areas, parks and open spaces shall also be installed. Atlas Tract has riparian rights which can be used as a source for the non-potable system. Based on the water supply analysis addendum, approximately 1,340,000 gallons of water per day will be required to supply Delta Cove.

Subject to review and approval by the City Parks Facility Planner/Landscape Architect, all privately maintained common landscape and open space areas shall have SMART irrigation technology incorporated into the system design(s) and a water manager shall be identified.



LEGEND

-  Water Line
-  Existing Water Line

EXHIBIT 4.30: CONCEPTUAL WATER MASTER PLAN

4.8.2 SANITARY SEWER

Sanitary sewer service will be provided by the City of Stockton Municipal Utilities Department. There is an existing 54-inch gravity flow sewer line running in a north to south direction along Trinity Parkway that has the capacity and depth to serve the entire project. The Atlas trunk line will connect at Otto Drive and Trinity Parkway. A network of gravity flow sewer main lines serving the development shall be designed within the arterial and major collector streets. The on-site sewer ultimately discharges into the Trinity Parkway sewer line. Wastewater shall ultimately be conveyed via the Westside Interceptor Pipeline to the City's Regional Wastewater Control Facility (RWCF) located on Navy Drive in southwest Stockton. Refer to Exhibit 4.31, Conceptual Sewer Master Plan. A 36" sanitary sewer force main shall be installed within the Trinity Parkway ROW to serve areas north of the project.

The projected demand for the site is approximately 500,000 gallons per day of wastewater to be taken from the site. A preliminary sanitary sewer study has been completed for Delta Cove and can be found in the Appendices. This document provides further details of the proposed wastewater system.



EXHIBIT 4.31: CONCEPTUAL SEWER MASTER PLAN

4.8.3 STORM DRAINAGE AND FLOOD CONTROL

A series of drainage ditches and a pump station were constructed during Summer of 2006 to convey and discharge drainage from the project area into Mosher Slough as part of a levee improvement project. A Drainage Master Plan and Hydrology Study have been prepared providing an assessment of both the on-site development surface drainage requirements and flood protection from off-site tributary watershed. This Drainage Master Plan includes in its assessment both the regional and local surface hydrology and preliminary hydraulic analysis of the drainage facilities.

Key objectives shall include the following:

- Evaluating the internal drainage and flood protection requirements for the proposed residential development
- Quantifying the on-site watershed hydrology values for peak flow rates and runoff volumes
- Evaluating the proposed storm water pump station operation and facility requirements
- Providing a storm water treatment system for the proposed development runoff

The proposed drainage facilities shall ensure that the Delta Cove development is provided with a minimum 100-year flood protection which satisfies local drainage criteria adopted by both the City of Stockton and San Joaquin County. A detailed hydrology analysis evaluated both the on-site local development watershed and the off-site regional watershed as part of the flood protection assessment. This Drainage Master Plan ensures that the Delta Cove development is not dependent on any future municipal public works drainage infrastructure or backbone drainage facility development, or limit additional development within the municipal watershed. A 0.3- to 0.5-acre parcel shall be established to house the necessary pump station, located between the most southerly portion of the WAPA easement and the levee along Mosher Slough. A new storm water outfall shall be required at this location. With the exception of the storm drainage outfall structures and urban storm water pump station, the Storm Water Management System may be privately owned and maintained by the Master HOA or publicly owned and maintained by a SDMAD. There may be a small recirculating pump station for water quality treatment purposes within the stormwater basins that shall be segregated from the urban storm water pump station and shall be privately owned and maintained by the Master HOA. The stormwater basins will also retain and supply the non-potable irrigation system for the project. (Exhibit 4.32 Conceptual Storm Drainage Master Plan, Exhibit 6.8 Stormwater Detention Basins Layout Plan and Exhibit 4.33 Conceptual Non-Potable Water Master Plan).

The stormwater basins will be excavated below the existing ground elevation in order to generate flood storage as well as water quality treatment. The stormwater basins will be graded and contoured with multiple flowpaths to create the natural morphology of a wetland system. The grading will provide terraces at different elevations and multiple flowpaths in order to maximize the flow distribution for treatment and storage volume quantity. A forebay will be constructed at the upstream end of the stormwater basins which will allow for sediment removal and flow distribution into the multiple flowpaths since several weir outlets will be provided at the naturalized forebay. The vegetation will be designed to maximize the water quality treatment capabilities but will be compatible with the naturally occurring species in the area.

A preliminary storm drain study has been completed for Delta Cove and can be found in the Appendices. This document provides projected demand and future extensions of storm drain lines.

In the summer of 2006, the Atlas Tract perimeter levees under the jurisdiction of Reclamation District 2126 were



EXHIBIT 4.32: CONCEPTUAL STORM DRAINAGE MASTER PLAN

re-built to the 300-year flood protection levels. A letter of map revision was issued by FEMA on March 30, 2007 and is included in the Appendix. Levee toe drains shall be provided as needed along the Levee toe as required by agencies. The levee toe drains shall be connected to the project storm drain system. Drainage will be conveyed to the Recirculating Basin and ultimately discharge into Mosher Slough.

The project shall comply with the Stockton Municipal Code Section 7-859, Storm Water Quality Control Criteria Plan and as outlined in the City's Phase 1 Storm Water NPDES permit issued by the California Water Quality Control Board, Central Valley Region. The Owners, Developers, and/or Successors-in-Interest (ODS) shall establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of storm water best management practices, which practices shall include the detention basin and associated improvements. In addition, ODS shall create a new zone within the Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1, prior to the filing of any parcel map or final map, to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices.

4.8.4 NON-POTABLE WATER

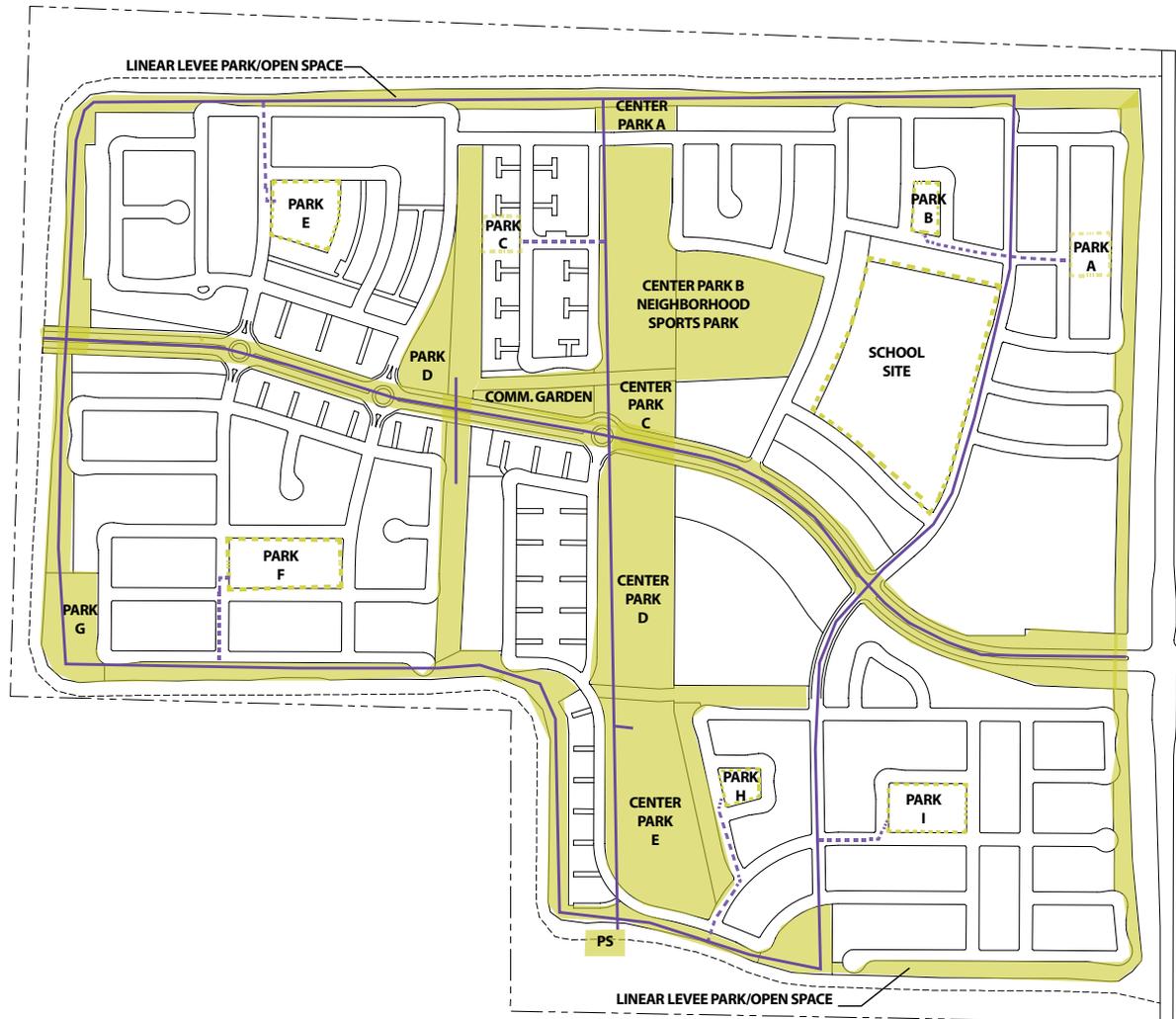
A preliminary water demand study has been prepared for the public landscape irrigation areas and wetland areas proposed for Delta Cove. This report provides detailed information on water quality and make-up water needs. As mentioned in the report, July is peak month for make-up water demand. The rest of the months in the year require much less make-up water as indicated in the report.

The stormwater basins are the primary source for the non-potable water supply. The lower basin near the south of Otto Drive will serve as the reservoir for the non-potable system during the dry season. The non-potable water system has been designed to reclaim urban nuisance and dry weather flows utilizing treatment from the stormwater basins for irrigation purposes. This water removal creates circulation and overall, a healthier environment for the wetland plants. The potential supply sources for non-potable water can include:

- Mosher Slough (utilizing existing riparian water rights).
- Project generated on-site runoff and urban dry-weather flows.

The Non-Potable Water Plan is included within the Integrated Water Management Plan in the Appendix document. For a more detailed account of this system, please refer to the report.

The Project shall establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the non-potable water system prior to the filing of any parcel map or final map.



LEGEND

-  Irrigated Areas
-  Optional Irrigated Areas
-  Non-Potable Water Delivery System
-  Optional Non-Potable Water Delivery System Extension
-  PS Non-Potable Water Pump Station

NOTE:

The non-potable water pump station shall pump from Mosher Slough to the Wetlands Basin and not directly to the non-potable pipe system. A booster pump shall pump from the basin to the non-potable pipe system.

EXHIBIT 4.33: CONCEPTUAL NON-POTABLE WATER MASTER PLAN

4.8.5 SOLID WASTE

Residential solid waste is to be collected by the City's franchisee, 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. At this time, 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 through September 2009. Development within Delta Cove shall be required to comply with all City- and State-mandated programs for the reduction of solid waste. Using the City's generation factors for solid waste, the project is expected to generate approximately 600 tons of solid waste per year, assuming 50% diversion rate.

Based on the total number of housing units anticipated for Delta Cove, it is recommended that multiple pick-ups be established for the area. The collection days could be established by layout of the various neighborhoods. The multi-family areas will be required to install approved trash receptacles and trash enclosures. These enclosures will be architecturally integrated into the development and will blend with the surrounding buildings.

Final determination of frequency of collection days and schedule will be addressed by the master developer and the City of Stockton. Trash enclosures shall be placed within the High Density Residential and Commercial Neighborhood (CN) areas and the placement of such enclosures will be finalized upon submittal of their respective construction plans.

All new development shall participate in the City of Stockton's new construction waste diversion program.

4.8.6 POLICE PROTECTION

The City of Stockton will provide police services to the project area. This area shall be served by the police department's Bear Creek division which is based out of the North Stockton Police Station located at 7209 Tam O'Shanter Drive at Hammertown Drive. This is the first of four police substations planned to open throughout the City within the next six to eight years. These substations are necessary to provide adequate public safety to the growing population of Stockton. The Delta Cove PD at full build-out could increase the demand for police officers, support staff, and a police substation in the vicinity. The developers of the project area shall work with the police chief to address these issues in greater detail as the project progresses.



In order to minimize the risk of crime, the police department recommends the following security measures in the project area:

Construction Phase:

- A licensed, uniformed security guard should be present during the evening hours on weekdays (Monday through Friday) and 24 hours per day on weekends and holidays, when the developer is not on-site.

- The entire project area should be fenced and inaccessible to the public after hours and on weekends and holidays until such time that residents begin occupying the new homes.
- The entire project area should have adequate lighting throughout the night, seven days a week, so as to clearly illuminate the majority of the lots and all streets within the project area.
- Appliances such as stoves, microwaves, refrigerators, etc. should not be installed until the day a new owner completes the final walk through of the home. If installed earlier, the home shall be securely locked after hours and on weekends when no one is present on-site.
- Cabinetry and other valuable building materials should be kept off-site until installation to prevent burglaries.
- The Owner, Developer and/or successors-in-interest (ODS) shall prepare a detailed security plan for each tentative map and/or development area and submit same for the approval of the Police Department. The security plan shall provide for an on-site full time (24/7) security patrol service funded by the Homeowners Association and shall also include video surveillance equipment with 14-day continuous recording capability and 30 day archival capacity at strategic locations in the community which shall all be subject to the approval of the Police Department.
- Prior to recordation of any Final Map (or concurrent when forming an homeowners association), the Owner, Developer, successor-in-interest (ODS) shall establish a financing entity acceptable to the Police Department to provide funding for the maintenance of a private security force and related camera / surveillance system and if necessary replacement at the end of the useful life of physical improvements (i.e. cameras, monitors, cabling) and all "Improvements" serving or for the special benefit of this subdivision.

Post-Construction Phase:

- The developer/owner/successor-in-interest is required to implement a mandatory Crime Free Multi-Housing program.
- Enclose the complex with wrought-iron fencing as appropriate.
- After construction is completed, parking areas and walkways should be well lighted and equipped with security cameras and recording equipment.
- Low-growth vegetation should be employed around the buildings and parking areas to facilitate maximum visibility.
- Install automatic gates to control ingress and egress.
- All vehicle entrance/exit gates must be Knox-Box compatible.

- Provide private licensed and uniformed security guards to monitor the property.
- The developer/owner/successor-in-interest is required to establish and maintain a homeowner's association and landscaping, and arrange for security patrols.

Based on the security measures above and the addition of 1,400+ homes to the north Stockton area, it is inevitable that a new police substation be constructed. The master developer shall work with the City to ensure the Bear Creek division is adequately staffed to handle the additional residents.

4.8.7 FIRE SAFETY/PROTECTION

The proposed fire station will not be located within the Delta Cove project site. Per Fire Department's comments, two proposed fire stations will be built, one to the north in the general area west of I-5 and south of Eight Mile Road located within the Westlake Development. The second fire station will be located southwest of Delta Cove within the proposed Sanctuary Master Plan Development.

When infrastructure development and construction begins, there shall be a minimum of two (2) Fire Department access routes into the Delta Cove project designed and maintained to meet City of Stockton standards. The first Fire Department access point will be established at Otto Drive. The second Fire Department access will be required at Trinity Parkway and the new Bear Creek Bridge.

4.8.8 SCHOOLS

Delta Cove is located within the Lodi Unified School District (LUSD). Because of the number of new homes being proposed for Delta Cove, the demand for new school facilities is being satisfied thru payment of school impact fees. In addition, to enhance the sense of community, the PD shows the location of a 10-acre site for purchase by the LUSD.



The proposed site is sized to accommodate a school facility for grades K-6 and is adequate to satisfy the increase in enrollment in the north Stockton area and Delta Cove project. The design and layout of the school site is very preliminary at this time. It would, however, be constructed according to the State Standards for public school facilities with input from the Lodi Unified School District and the City of Stockton. The design of the school will require DRB approval.

Necessary public improvements including curb, gutter and sidewalk will be constructed to handle the traffic both from students and vehicles. The school site would also feature recreation fields, which may be open for public use when not being occupied by the school.

Should the Owner, Developer and/or successors-in-interest (ODS) and LUSD be able to close a transaction for

the conveyance of the proposed site to LUSD, the site may be rezoned to PF, Public Facilities for compliance with the City's 2035 General Plan prior to submittal of the improvement plan on Phase 1. Additional environmental assessment and rezoning may be required to change the school site from RL to PF.

4.8.9 LIBRARIES

While the development of Delta Cove will not require the construction of a branch library on-site, it is likely that residents of Delta Cove would use local branch libraries. The City of Stockton has a branch located at 502 West Benjamin Holt Drive (Margaret K. Troke) which is open six days a week. At the present time, there are no plans by the City of Stockton to expand this branch library or to construct a new library in the vicinity of Delta Cove. The project developers and future homeowners will support library services through the payment of impact fees and property taxes.

4.8.10 CHILD CARE

The Delta Cove development does not have a specific area dedicated to child care or child care facilities. This may be a function that is incorporated into the school site, provided by individual homeowners as a home based business opportunity, and/or developed within the Commercial Neighborhood (CN) zone.

4.9 OTHER UTILITIES AND SERVICES

The following is a list of utilities and services that would be made available to the residents of Delta Cove.

4.9.1 ELECTRICITY

The project area is within the Pacific Gas & Electric Company (PG&E) service area, and PG&E currently serves the existing agricultural operations on the project site. New electrical lines shall be installed to serve all the project areas and public facilities. PG&E has an existing substation at Eight Mile Road and Trinity Parkway to serve this development.



Existing high-voltage lines operated by the Western Area Power Administration (WAPA), an Agency of the U.S. Department of Energy, and PG&E are to remain and have been incorporated in the overall design of the project site by placing an easement over the area and reserving it for Center Park.

4.9.2 NATURAL GAS

The project area is also within PG&E's current natural gas service area. PG&E currently provides service to the Twin Creeks Estates subdivision and the existing facilities are sized to accommodate service to Delta Cove. Lines shall be extended west from the existing end of Otto Drive and shall be maintained in public utility easement areas.

4.9.3 TELEPHONE SERVICE/FIBER OPTICS

Telephone service to the project area will be provided by AT&T. The communication facilities that shall be located in the streets shall include a mix of fiber optics and copper cable as well as any supporting facilities. Although the trench layout has not been specified, it generally consists of multi-duct facilities within the backbone areas, and duct plus direct buried facilities within the collector and service streets. These new lines shall be maintained throughout the project area in public utility easements.

4.9.4 CABLE TELEVISION

Currently, cable television services to the City of Stockton are provided by AT&T Broadband. Cable services are subject to Part IV of the Stockton Municipal Code entitled “Cable Television Franchises Procedures, Specifications and Terms.” All residents of Delta Cove shall be provided with cable service shall they choose to utilize it. The lines, like the other utility lines, should be maintained in a public utility easement that runs throughout the project area.

4.10 RESOURCE MANAGEMENT AND CONSERVATION PLAN

Delta Cove will convert an area which is currently used for agricultural purposes. While the area will be developed with residential, institutional, mixed-use and park and open space uses, Delta Cove will enhance, conserve and protect the site and surrounding area by not developing within the surrounding waterways, preserving and enhancing existing wetlands, and by providing a linear levee park at the base of all perimeter levees, which will provide a natural transition from the surrounding open space and future development. Delta Cove will also participate in off-site habitat mitigation to offset any loss of habitat on the project site. The project area is subject to the provisions of the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). This plan provides habitat-based mitigation for covered species which includes payment of appropriate fees to San Joaquin Council of Government (SJCOG) for conversion of undeveloped lands, pre-construction surveys and limitation on construction activities within the project area, among other mitigation measures. A complete listing of habitat conservation mitigation measures can be found and is discussed in detail in the previously certified project EIR (EIR11-05). None of the wetlands within Delta Cove will be impacted by development.

The Delta Cove project site will not be subject to the City or San Joaquin County Agriculture Mitigation Program. The proposed site is not within an area defined as Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the most recent maps (2002) prepared by the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is defined as Farmland of Local Importance. The project site is also not within an area designated for land conservation under the Land Conservation Act (Williamson Act). The proposed project would not conflict with a Williamson Act contract nor is it within an area zoned for agricultural use.

Chapter 5

PROJECT DEVELOPMENT STANDARDS



5.1 SITE DEVELOPMENT STANDARDS

The Development Standards for Delta Cove are designed to facilitate the construction of neighborhoods which are attractive, desirable, provide a mutually compatible mix of land uses and assist in the creation of a sustainable and seamless development that integrates with other nearby developments.

The permitted land uses and development standards for the Delta Cove PD are cited within this document as policies and regulations. Mechanisms are included to ensure flexibility in the implementation and provide compatibility between the permitted uses, goals and policies of the Delta Cove PD and the policies, general land uses, and programs of the City's General Plan. The City of Stockton Standard Specifications apply to Delta Cove with the exceptions noted. In addition, Chapters 13 and 14 of the SMC and the Uniform Administrative Provisions for Construction Codes are also applicable except where they conflict with the Delta Cove PD.

The Delta Cove PD attempts to implement the intent and purpose of the City's General Land Use Designation and Zoning District whenever possible and all development within Delta Cove shall conform to the regulatory provisions of this PD. It is understood that the Delta Cove PD, when adopted by resolution pursuant to Section 16.68 of the Planned Development (Permit) Standards, will supersede any provision in the City's Planning and Development Code whenever conflicts occur. However where provisions are not clearly stated within this document, the development and on-going operation of the Delta Cove Community must be in compliance with the Stockton Development Code.

The project owner shall create a Design Review Board (DRB) for the Delta Cove Community that will be charged with reviewing all proposed development projects for consistency with the Delta Cove PD and for general design quality. The Delta Cove DRB shall consist of three members as follows:

- The owner or designated representative
- A representative from the project planning/architecture/engineering firm
- A representative from the project landscape architectural firm



The Delta Cove DRB shall review and approve plans for the proposed projects prior to any formal application submittal to the City of Stockton for Community Development Director approval or building permits.

The described and regulated land uses within the Delta Cove PD include but are not limited to:

- Low-density residential (0 to 8.7 dwelling units/acre)
- Medium-density residential (8.8 to 17.4 dwelling units/acre)
- High-density residential (17.5 to 29.0 dwelling units/acre)
- Commercial Neighborhood (CN)
- Public school facilities; municipal facilities; neighborhood parks, pedestrian trails
- Open space

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

The land-use regulations in this section provide criteria for the development style and intensity/density of the parcels. As the Delta Cove PD is a flexible plan, the parcels as proposed may be adjusted to meet changing market conditions.

Whenever the Delta Cove PD refers to the City's Development Codes, that reference shall be understood to mean the City of Stockton's Development Code. This PD, by virtue of the General Plan Amendment approved at the same time, is consistent with the City's General Plan.

When any issue, condition or situation arises or occurs that is not addressed or provided for by these Development Standards, those provisions in the City's Development Code that are the most similar, as determined by the Community Development Director or designee and subject to the Subdivision Map Act and City Engineer, shall apply.

The following elements are intended to achieve the goals and objectives of the PD:

- Residential units in this area include attached and/or detached single-family residences and multi-family housing, as well as public and private recreational facilities.
- Commercial Neighborhood (CN) includes retail and office uses that are appropriate in near proximity to residential uses and the elementary school.

- Open space uses in these areas include recreation, biking and hiking trails and natural resource areas.
- Park uses include picnic facilities, playing fields and playground apparatus and other recreational areas.
- Any proposed improvements on the levee contiguous to Bear Creek & Mosher Slough, including but not limited to landscaping, walkways, fences, and decks, shall conform to the Atlas Reclamation District 2126 Levee Rules and Regulations a copy of which is included in the Appendix of this PD. Any variance to the proposed improvements is required to be reviewed by the Reclamation Board. See Exhibit 5.1 Levee Setbacks for levee setback distances.

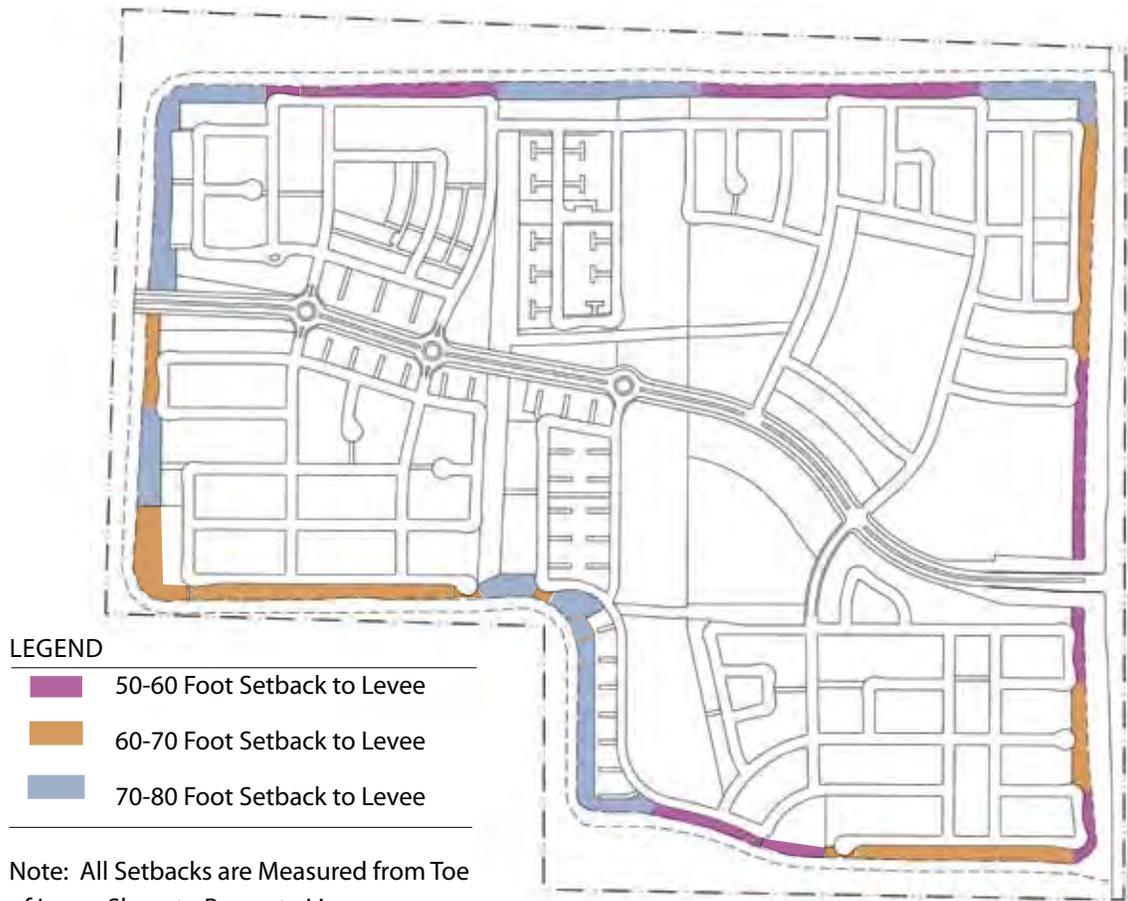


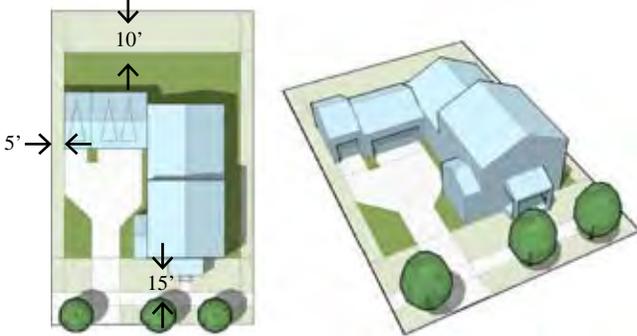
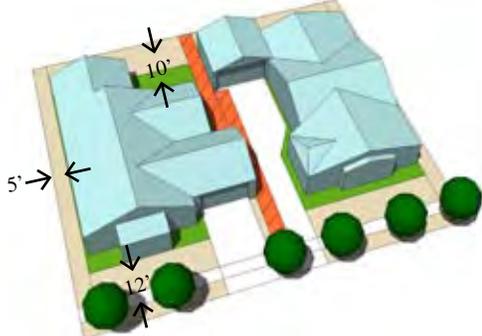
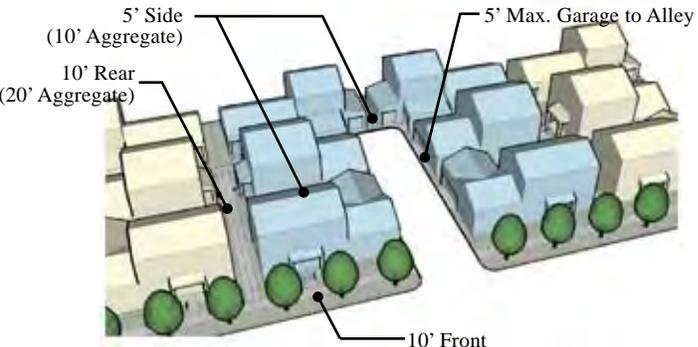
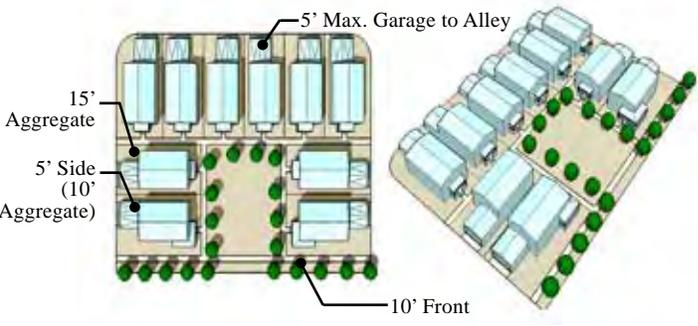
EXHIBIT 5.1: LEVEE SETBACKS

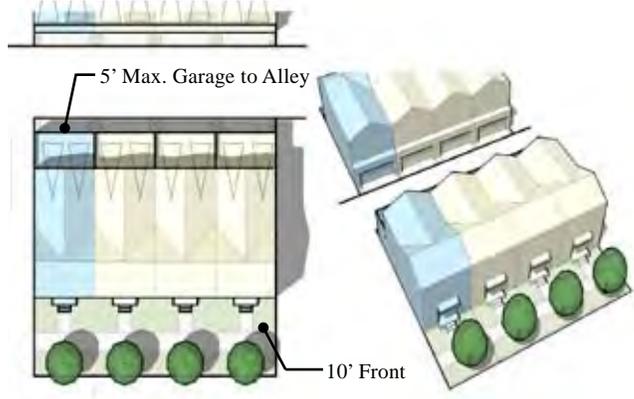
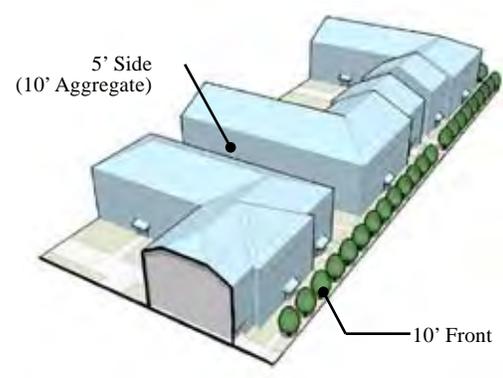
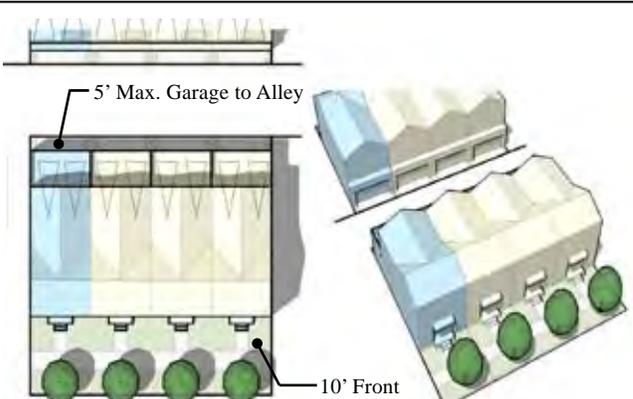
5.1.1 INTENSITY OF DEVELOPMENT & MINIMUM PARCEL SIZE

The Delta Cove community features several types of residential units, which all feature a different density range. Overall, the project has a density range of 5.0 to 29.0 dwelling units per acre (DUA). See Table 5.1, which describes the residential building types.

The minimum lot size requirements are listed in Table 5.2 - Minimum Lot Standards.

TABLE 5.1 PERMITTED RESIDENTIAL BUILDING TYPES

BUILDING TYPES	LAND USE TYPE				DIAGRAM WITH MINIMUM SETBACKS
	RL	RM	RH	CN	
<p>Single-Family: Single-family homes on lots of at least 4,000 square feet.</p>	P	P	-	-	
<p>Small-Lot Traditional: Single-family homes on lots of at least 2,600 square feet.</p>	P	P	-	-	
<p>Motor Court Cluster: A configuration of single-family detached homes oriented toward a motor court, with pedestrian and garage access to the building taken from the motor court.</p>	P	P	P	-	
<p>Bungalow Court Cluster: A configuration of individual detached homes oriented around a courtyard with pedestrian access to the building from the court or the street.</p>	P	P	P	-	

BUILDING TYPES	LAND USE TYPE				
	RL	RM	RH	CN	
<p>Alley Homes: A configuration of individual detached homes oriented to a court or a street frontage with pedestrian access and vehicular access on different sides of the building.</p>	P	P	P	-	
<p>Stacked Flats: A larger scale residential building comprised of apartments, flats and/or townhome units (for sale or rent).</p>	-	P	P	P	
<p>Live / Work: Units which accommodate residential as the primary occupancy and work space for home occupations or qualifying businesses.</p>	-	-	-	P	
Senior Residential	P	P	P	P	

P = Permitted



TABLE 5.2 MINIMUM LOT STANDARDS

Minimum Requirements	SFD*	Small Lot Traditional	Motor Court Cluster	Bungalow Court Cluster	Alley Loaded Homes	Multiple-Family	CN
LOT SIZE							
SQUARE FEET	4,000-6,000	2,600-3,999	2,000-2,800	2,000-2,800	2,500-4,000	NA	NA
Lot Width	50'	40'	35'	35'	35'	-	-
Lot Depth (varies)	-	-	-	-	-	-	-
FRONT SETBACK							
Living/Porch/Balcony	15', 12' for porch	12', 8' porch	10', 8' porch	10', 8' porch	10', 8' porch	15', 12' porch	10'
Garage	20'	20'	18'	18'	-	-	-
INTERIOR SIDE SETBACK*							
Living/Garage	5'	5'	5'	5'	5'	10'	5'
STREET SIDE SETBACK OR SETBACK BETWEEN BUILDINGS							
Living	10'	10'	10'	10'	10'	10'	10'
Porch/Balcony	10'	8'	8'	8'	8'	10'	-
Street-side facing garage	20'	20'	10'	10'	-	-	-
REAR/ALLEY SETBACK							
Living	10'	10'	10'	10'	5'	10' to PL, 5' to Alley	10'
Garage	-	5'	5'	5'	5'	5'	-
MAXIMUM BUILDING HEIGHT							
Maximum Building Height	35'	35'	35'	35'	35'	50'	45'
MAXIMUM LOT COVERAGE							
Lot Coverage	60%	60%	65%	65%	65%	75%	60%
Parking spaces							
Covered	2 enclosed/unit	2 enclosed/unit	2 enclosed/unit	2 enclosed/unit	2 enclosed/unit	1/unit	N/A
Uncovered	0	0	0	0	0	.5/unit	Per Code
Guest	0	0	.25/unit	.25/unit	.25/unit	.25/unit	N/A
ENCROACHMENTS							
Roof overhangs, popouts, decorative trim, bay windows, and entertainment niches	2' encroachment, no closer than 3' to P/L						
BUILDING SEPARATION							
Front to Front	-	-	-	15'	-	20'	
Side to Side	-	-	-	10'	-	15'	
Garage to Garage	-	-	-	30'	30'	30'	
* Reciprocal use easements are permitted on all detached single-family dwellings.							

5.1.2 GENERAL LOT STANDARDS

TABLE 5.2 NOTES:

1. All building or structure setbacks are measured horizontally from the property line, except as noted, and required setback applies to habitable space and porches, but excludes all architectural projections listed below.
2. Height is measured from the highest point where grade abuts the structure to the highest point of the roof.
3. Accessory Structures – Fences shall be constructed of approved materials (i.e., solid redwood or wrought iron) and are permitted up to 6 feet in height with no required setbacks, except the fences located within the front-yard setback shall not exceed 36 inches in height. Fences from 6 feet to 8 feet in height are subject to review and approval of the DRB. All fences in excess of 8 feet in height are prohibited. Accessory structures up to 6 feet in height may be located within 3 feet of any side or rear property line. Accessory structures in excess of 6 feet shall be located no less than 5 feet from any side or rear property line. No accessory structures are permitted within the required front-yard setback.
4. Front setbacks for all product types shall incorporate a staggered pattern where feasible. The minimums provided are the setback allowed for that home product.

5.1.3 SUSTAINABILITY

Sustainability is a key component for the design of the Delta Cove Community and a number of requirements will ensure that Delta Cove is constructed to sustainable standards:

1. All non-residential buildings that exceed 5,000 square feet will be designed with the intent of achieving certification to then-current LEED silver standards or to another program of comparable effectiveness.
2. All residential buildings will be constructed to then current Build It Green standards or to another program of comparable effectiveness.

Additional sustainable elements are listed in detail in Section 6.7.5 Mitigation Measures & Standards.

5.1.4 LANDSCAPE STANDARDS

The landscape standards included in this section are intended to be regulatory; flexible landscape design guidelines are found in Chapter 6. All areas not covered by structures, parking, circulation or paved work/storage areas shall be landscaped. Landscape plans and maintenance practices shall incorporate sustainable principles such as landscaping locally (with climate-appropriate native and non-native plants), nurturing the soil (use of organic soil amendments and mulch), creating wildlife habitat (with native plants), planting to minimize the organic waste stream (appropriately sized and spaced plants), conserving water (through drought tolerant plants and efficient irrigation), conserving energy (creating summer shade and allowing winter sun, using local and recycled materials) and protecting water and air (by avoidance of synthetic chemicals). All landscape improvement



plans shall be subject to review and approval by the DRB, and the City of Stockton Community Development Department with the exception of City constructed public parks.

- Landscape plans for all areas intended to be landscaped within a proposed development project, other than those for single-family residences, shall be prepared by a licensed Landscape Architect.
- Water-efficient landscapes shall be provided for all publicly landscaped areas, including parks, roadway medians and roadside landscaping. Subject to review and approval by the City Parks Facility Planner/ Landscape Architect, all privately maintained common landscape and open space areas shall have SMART irrigation technology incorporated into the system design(s) and a water manager shall be identified.
- The Landscape Plans shall utilize water-conserving and drought-tolerant plant materials and incorporate Best Management Practices for maintenance and irrigation.
- Full-dimensional landscape plans shall be prepared for all proposed development projects as specified by Chapter 6 of the Delta Cove PD.
- Landscape buffers and masonry walls or fences shall be used to separate residential areas from the areas proposed for public facilities and from the Commercial Neighborhood Center. (Refer to design guidelines in Chapter 6)
- The landscape plans for all proposed development projects must conform to the design guidelines contained in Chapter 6 of this PD.
- Street-tree landscape plans shall reflect the tiered hierarchy of the roads and streets and shall reinforce the identity and character of the roadway network as defined by this PD. Refer to Exhibit 6.4, Street Tree Master Plan, for primary, secondary and accent street trees for the project's major streets.
- The circulation system shall enhance comfort and safety for pedestrians by offering ample lighting, planted medians, tree lined streets, crosswalks and wide sidewalks.
- All parking areas having five or more spaces must be screened by landscaping, berms, or low walls or fences and include a landscape area of 5 feet or more along the road- or street-side property lines not occupied by driveways. Parking area landscape screens shall be a minimum of 36 inches in height and a maximum of 48 inches at maturity. Fencing or walls shall be not more than 48 inches high and constructed of suitable materials as approved by the DRB.
- All parking areas having eight or more spaces must provide one tree for every five spaces. Trees installed in such parking areas shall be a minimum of 15 gallons in size at the time of planting, and shall be

placed in tree wells suitable to the species of trees being installed. Trees shall be selected to shade 50% of paved areas within 15 years. All trees planted in parking areas shall conform to the Tree Palette included in Chapter 6 of this PD. All trees planted in parking areas shall be provided with a means for irrigation and maintenance as described in this PD.

- The street-tree landscape plan must identify the species and location of all trees to be planted during the installation of the backbone infrastructure. Subsequent development proposals shall also be required to include a street-tree landscape plan. These plans are subject to the review and approval of the DRB and by the City Parks Facility Planner/Landscape Architect.
- Landscape Plans for any development in Delta Cove shall consider service lines, traffic safety sight-line requirements and structures on adjacent properties to avoid conflicts as the landscape elements mature. Street trees and trees planted in landscape areas near public walkways or street curbs shall be selected and installed to reasonably prevent damage to sidewalks, curbs, gutters and other public improvements. Where street trees are planted within 5 feet of paving, root barriers, structural soil, or other measures shall be used to prevent roots from damaging the paving. Tree species with invasive root systems will not be allowed near water or sewer lines. All landscape plans are be subject to the review and approval of the DRB.
- Automatic irrigation systems shall be installed in all public areas, right-of-ways, commercial/office areas, mixed-use areas and residential areas. Water-efficient irrigation systems and devices shall be required in all landscaped areas. Irrigation plans shall be compatible with reclaimed water systems or other water conservation techniques, as appropriate.
- Landscape maintenance practices must include the following: irrigation at regular intervals necessary to promote plant health, pruning, clearing of debris and weeds, removal and replacement of dead or drying 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, cultivation and pruning of trees shall be part of the regular maintenance program. Green waste shall be recycled. Stakes, guy wires and tree ties shall be checked regularly for proper function and removed once the plant material is established according to the Landscape Plans. Ties are to be positioned correctly as to avoid damage to tree trunks or branches.
- Development projects within Delta Cove must include design characteristics that incorporate the concept of “defensible space,” such as adequate lighting, low-level landscaping to reduce cover for intruders, as well as entrances and windows facing on main access ways. Landscape design shall ensure visibility, foster use and ownership of public spaces, and discourage unwanted activities.
- All development plans for projects proposed within Delta Cove shall be reviewed and approved by the DRB and the Site Plan Review Committee and Architectural Review Committee for the City of Stockton. The

master developer, or his successors in interest, must implement all crime deterrence measures as required by the City. Compliance with these requirements will be noted on project building and landscape plans and shall be monitored through a site inspection by City staff prior to the issuance of certificates of occupancy.

- The Developer or ODS shall install all necessary utility stub-outs to the City parks to the satisfaction of the City Parks Facility Planer/Landscape Architect.

5.1.5 PARKING, ACCESS, AND LOADING STANDARDS

The design standards for parking, access, and loading areas are described below:

- The off-street parking requirements of the SMC and City of Stockton Development Code, which are not inconsistent or in conflict with this PD, establish the parking regulations.
- Provide transit-enhancing infrastructure that includes bus shelters, benches, street lighting, route signs and displays and bus stops as appropriate. The design and location of such facilities shall be approved by the City of Stockton City Engineer, Community Development Director and the San Joaquin Regional Transit District.

5.1.6 OUTDOOR STORAGE STANDARDS

Outdoor storage is an important feature to include in a development of this size due to its potential of becoming a nuisance. Moveable outdoor storage sheds are permitted in the single-family residential area within the rear setback area as long as the minimum setback is not encroached upon. This can include but is not limited to metal, prefabricated sheds, wooden sheds, sheds placed on a permanent foundation or privately constructed sheds.

Outdoor storage will be prohibited in the multi-family and Commercial Neighborhood (CN) areas. If the multi-family area of the development is sold to a builder who wants to provide outdoor storage, this amenity will require approval by the DRB. This outdoor storage must be designed so as to not hinder circulation through the development and must be architecturally integrated into the building design using complimentary colors and materials.

5.1.7 SIGNAGE AND LIGHTING STANDARDS

All signage and outdoor lighting for the illumination of landscape areas, buildings, parking areas and pathways shall comply with either (1) the standards of the City's Development Code or (2) the design guidelines included in Chapter 6 of this PD. All such signage and lighting shall be subject to review and approval of the DRB and the Community Development Director. The fixtures and poles used throughout the Delta Cove development will be composed of materials and colors that compliment the surroundings. Close attention to detail shall be paid to ensure the use of quality materials and a high level of craftsmanship.

- Exterior lighting shall be shielded or recessed to minimize direct glare or reflections and to be dark sky

compliant. Lighting that represents movement, flashes, blinks or is unusually high in intensity or brightness is prohibited. Temporary holiday lighting within public and private right-of-ways is not excluded from this regulation.

- All lighting fixtures shall be of an appropriate scale and intensity for the intended use as determined and approved by the DRB.
- All street lighting and park pathway lighting must conform to the minimum standards and design criteria as established by the City. However, all street lighting systems, layout, fixtures and lighting patterns shall be subject to the review and approval of the DRB and the Community Development Director and any deviations from the City minimum standards shall be subject to the approval of the City Engineer.
- Nighttime light sources, such as security lighting or tennis court lighting, shall be buffered from residential uses by landscape materials or other approved means to reduce the intensity of light spilling onto adjacent properties and uses, and shall be dark sky compliant. Recreational lighting shall be installed with a timer or similar device to minimize illumination and energy consumption when facilities are not in use.

Signage at Delta Cove falls into three general categories: Community-Wide Signage, Residential Area Signage and Commercial Neighborhood (CN) Area Signage. The following is a list of permitted signage for the Delta Cove development.

5.1.7.1 COMMUNITY-WIDE SIGNAGE

Community-wide signage includes: signs identifying street names, marketing and directional signs (including model homes identification signs and future planned facilities), signs identifying public facilities and parks and construction signage used to identify the parties involved in the design and construction of a specific site.

5.1.7.2 RESIDENTIAL AREA SIGNAGE

Residential area signs include both entry monument signage for the various neighborhoods and identification signs for the public and private recreation facilities, public parks and various “pocket” parks. These signs establish an identity at the entry point of neighborhoods and recreation facilities. Signage at the park facilities shall clearly identify the various parks, and demonstrate a design theme that is consistent with the selected theme for each park. Signs shall include a Comprehensive Sign Program as provided in SMC Section 16.76.100.

Permitted Signs:

- Street and vehicular signs
- Delta Cove entry monument signs - these signs will be located along Otto Drive as part of a decorative

wall at the east and west ends of Otto Drive and at the roundabouts.

- Facilities identification signs
- Marketing and directional signage
- Construction signage

The maximum height of an entry sign is 9 feet if placed on a column and 5 feet if placed on a wall. The maximum area for each entry sign is 12 feet. See Exhibits 6.2 and 6.3 for entry concepts. Sign standards such as height, size and number of signs will be per SMC Sectional 16.76.100.

5.1.7.3 COMMERCIAL NEIGHBORHOOD (CN) SIGNAGE

Commercial Neighborhood (CN) area signs shall include a Comprehensive Sign Program as provided in SMC Section 16-76.100 for Integrated Centers in the CN zoning district.

Permitted Signs:

- Awning signs
- Directional signs
- Directory signs
- Monument signs
- Projecting signs
- Temporary suspended signs
- Wall signs
- Window signs

5.1.7.4 STREET AND VEHICULAR REGULATION SIGNS

Street and vehicular regulation signs identify street names, orient travel, contribute to the overall project image and are part of the streetscape design vocabulary. These signs shall follow a hierarchical order for size, with more prominent signs located at the major intersections along the arterial streets. The Delta Cove development shall

use the City of Stockton sign requirements and standards for street identification signs and posts. Indications of traffic signage shall conform to California MUTCD standards.

5.1.7.5 MARKETING AND DIRECTIONAL SIGNS

Marketing and directional signs shall provide model home locations and sales information, directions to specific neighborhoods or amenities, and may promote or locate planned future amenities. These signs shall match the entry monument signs in design and color and may include Delta Cove's project name and logo. Marketing signs may be converted to permanent signage designating various community amenities when desired. These signs shall conform to the following standards:

- No single marketing or directional sign shall exceed 12 feet in height or include more than 48 square feet of combined signage area.
- The maximum size of individual sign panels shall not exceed 8 square feet in area.
- A building permit shall be secured for all signs prior to commencing construction.
- Each sign permit shall include a disclosure of the party responsible for sign maintenance and removal, as well as contact information.

5.1.7.6 CONSTRUCTION SIGNAGE

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

- These signs shall be freestanding signs, placed within the project boundary.
- Signs must not exceed 16 square feet in area.
- Signs shall not exceed 6 feet in height.
- Signs shall face the public or private street at the project frontage.
- A building permit is required for all signs prior to commencing construction.
- Each sign permit shall include a disclosure of the party responsible for sign maintenance and removal, as well as contact information.

5.1.7.7 LIVE/WORK SIGNAGE

Each live/work unit is permitted to have up to two (2) signs for identification purposes only. One sign, up to six (6) square feet in area, may hang from or be attached to the unit along the street frontage. This sign may be on the side or front of the building.

A second sign, a wall sign up to four (4) square feet in area, may be attached to the wall near the entrance or on the customer entrance door.

Below are general sign guidelines for live/work units.

- Rectangular or square signs are permitted.
- Signs shall have a maximum of three (3) colors.
- Fluorescent colors are prohibited.
- The style of the sign shall match the architecture style of the unit or the signage character of the Commercial Neighborhood Center.
- Signs shall have a maximum of three (3) lines of copy



5.1.8 DECORATIVE WALLS, SOUND WALLS AND FENCES

In areas where the Delta Cove PD may contain private, gated neighborhoods, security gates shall be provided.

Both open fencing and solid walls shall provide different levels of screening throughout the Delta Cove PD. Materials may include wood, masonry, concrete and wrought iron depending on the theme of the area and desired level of privacy. Minor variations in theme and wall façade are acceptable and encouraged. Decorative pilasters shall be utilized as wall breaks at neighborhood locations.

All proposed walls shall be designed according to wall and fencing design guidelines in Chapter 6 and shall be reviewed and approved by the DRB.

5.1.8.1 DECORATIVE WALLS

All walls, including sound walls, adjacent to public rights-of-way shall be decorative masonry walls and comply with SMC section 16.48.090D.



Pedestrian Entrance to Neighborhoods



Decorative Masonry or Sound Wall

5.1.8.2 SOUND WALLS

A sound wall or setback shall be required to protect residential outdoor active use areas such as backyards and patios from excessive traffic noise impacts for the following areas:

- Within 69 feet of the centerline of Otto Drive from Trinity Parkway to Street 1 (15 feet from the ROW);
- Within 63 feet of the centerline of Otto Drive from Street 1 to Street 2 (9 feet from the ROW);
- Within 61 feet of the centerline of Otto Drive from Street 2 to Street 3 (7 feet from the ROW); and
- Within 60 feet of the centerline of Otto Drive from Street 3 to Street 4 (6 feet from the ROW).



Planting as Foreground to Soundwall

In lieu of a setback, a 6-foot high sound wall may be provided.

Please refer to Exhibit 5.2 - Sound Wall Location Map for the placement of sound walls throughout the Delta Cove project site.

5.1.8.3 STANDARD WOOD FENCING

This type of fencing shall be used between residences to provide privacy. The maximum height of these fences shall be a 6 feet and they shall span no more than 10 feet without a pilaster. The wood selected shall be pre-treated for durability to resist splintering and fading. If painted or stained, the fence shall enhance and complement the overall theme of the neighborhood in which it is built.



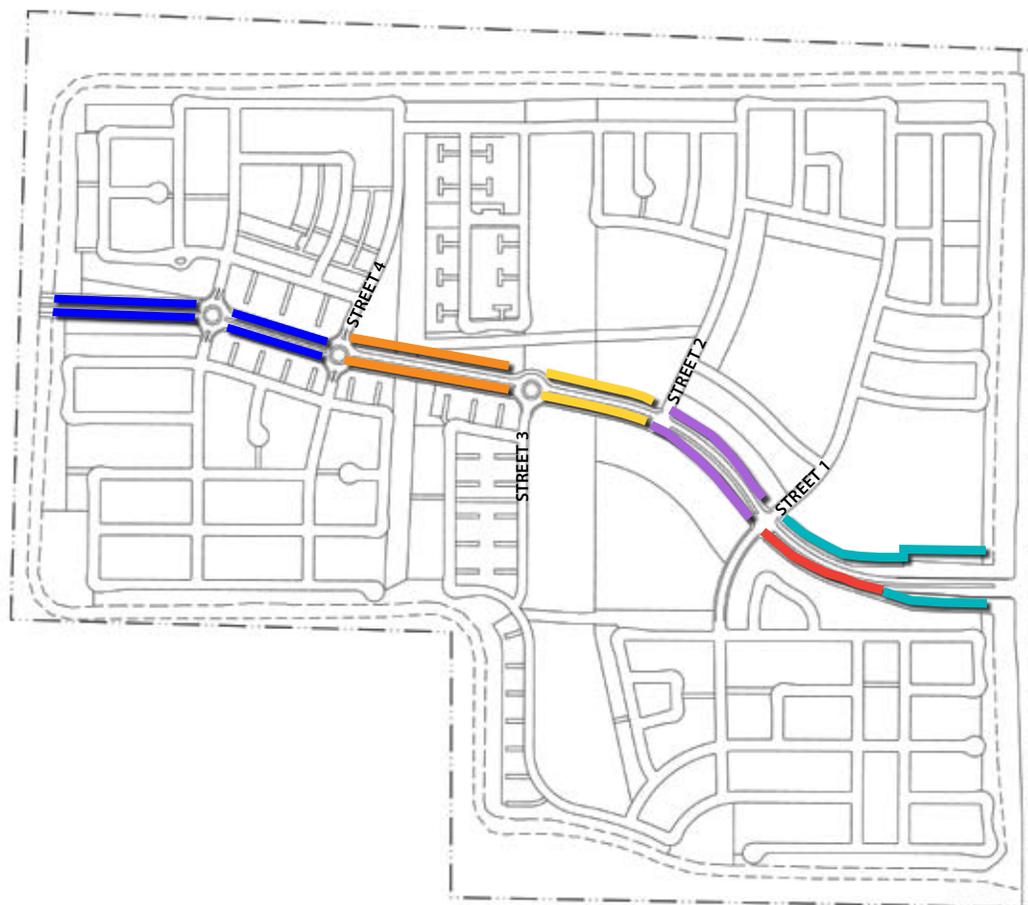
Standard Wood Fencing

5.1.8.4 ENHANCED WOOD FENCING

Similar in nature to the standard wood fence, the enhanced wood fence features decorative treatments and additional layered planting for areas within public view. Typically, this fence type shall be located along community collector streets and where residential lots back up to or side onto a collector street, public open space or a paseo. The height range of this fence shall not exceed 6 feet and sections shall be no longer than 10 feet without pilasters or decorative columns incorporated for visual appeal. If painted or stained, the fence shall enhance and complement the overall theme of the neighborhood in which it is placed. Naturally occurring fence breaks shall be incorporated to encourage pedestrian connectivity throughout the residential neighborhoods of the Delta Cove PD.



Enhanced Wood Fencing



LEGEND

-  6 Foot High (Min.) Sound Wall Required for Residential Outdoor Active Use Areas within 69 Feet from the Center line of Otto Drive
-  6 Foot High (Min.) Sound Wall Required if the Setback is within 69 feet from the Centerline of Otto Drive (Less than 15 feet from right-of-way)
-  6 Foot High (Min.) Sound Wall Required if the Setback is within 63 feet from the Centerline of Otto Drive (Less than 9 feet from right-of-way)
-  6 Foot High (Min.) Sound Wall Required if the Setback is within 61 feet from the Centerline of Otto Drive (Less than 6 feet from right-of-way)
-  6 Foot High (Min.) Sound Wall Required if the Setback is within 60 feet from the Centerline of Otto Drive (Less than 3 feet from right-of-way)
-  No Sound Wall Required

Note: All walls adjacent to Otto Drive shall comply with section 16.48.090D of the SMC

EXHIBIT 5.2: SOUND WALLS ALONG OTTO DRIVE

5.1.8.5 OPEN FENCING

The use of open fencing is required where rear or side yards abut the linear levee park, the Center Park, or wetland open space. These visual amenities enhance the properties that surround them. Open fencing may be ornamental iron or metal picket, and shall be a maximum of 6 feet in height.



Open Fencing

5.2 PERFORMANCE STANDARDS

Performance Standards for Delta Cove have been addressed in detail in the program EIR. Areas addressed include noise generation, light and glare, energy conservation and nuisances and the accompanying mitigation measures to limit the impacts of these things. A brief overview is provided below.

Causes of noise will be limited to that generated by traffic, recreational activities and nearby commercial and retail uses. Mitigation measures have been implemented throughout the design of Delta Cove to significantly reduce any impacts on residents. These measures include but are not limited to construction of sound walls, landscape buffers, parks and trails and medians.

Light and glare will be significantly reduced by implementation of the standards and guidelines for lighting presented in this PD. Mitigation measures include but are not limited to fitting outdoor lights with hoods and reflectors to prevent glare and minimize dark sky impacts and positioning them in recreational or parking areas to limit the amount of intensity directed at residences.

- Outdoor lighting will utilize low-voltage, compact bulbs for maximum output with the highest energy rating.

Nuisances such as disabled vehicles, illegal accessory structures or weed abatement issues will be dealt with through the HOA when appropriate. This group can enforce codes and policies of this PD. Relevant City code enforcement will also apply if the matter becomes hazardous to the health and well being of the residents of Delta Cove.

The following performance standards shall be incorporated into all high density multi-family residential developments:

- The owner, developer and/or successors-in-interest (ODS) shall submit a Management Plan for an apartment complex to the Community Development Director for approval prior to the issuance of any building permits. The Plan shall, at a minimum, include the owner's name and contact information, tenant interviewing and screening procedures, deposit and refund policies, interior and exterior maintenance policies, occupancy and use restrictions, dispute resolution policies and procedures, eviction procedures and sample documents and forms (including a rental agreement). In addition, The ODS shall implement a Crime Free Multi-Housing Program as administered by the Police Department to reduce crime, drugs and gangs on apartment property.

- A licensed, uniformed private security guard shall be required to be present on the site during evenings between 5 p.m. and 8:00 a.m., 24 hours on weekends and holidays once the apartment complex begins operation and occupancy. The security guard shall be readily available via telephone communication with the Police Department.
- Any graffiti on the property shall be removed within forty-eight (48) hours.
- Trash enclosures shall be installed out of public view and be constructed with solid, six-foot high walls on three sides and gated on the fourth side with an opaque material. Trash enclosures for buildings other than single family residences shall be equipped with a hose bib for cleaning the enclosure, a curb to contain liquid seepage, and a connection to the sanitary sewer system. The design of the trash enclosures shall be approved by the Community Development Director and shall be installed prior to the initiation of the approved use.
- All signs shall be subject to approval by the Community Development Director or Planning Commission.
- There shall be no chain-link fencing, barbed/concertina wire or similar material visible from a public right-of-way.
- A Landscaping Maintenance Agreement for an apartment complex shall be submitted for review and approval by the Community Development Director and the City Attorney prior to the issuance of any building permit. The approved Landscaping Maintenance Agreement shall be recorded by the property owner(s)/developer(s) in the office of the County Recorder and a copy shall be filed with the Community Development Department within 30 days of the issuance of the first apartment building permit. All recording expenses shall be paid by the property owner/developer.
- For pool and spa heating and maintenance, solar heating and automatic covers shall be used.
- All landscaped areas on the site shall comply with the applicable requirements of the Stockton Municipal Code. Landscaping and irrigation plans for the entire project area and public streets shall be submitted to the Community Development Department, Planning and Engineering Services Division, for review and approval by the Community Development Director prior to the issuance of any residential building permits. Low-growth vegetation shall be employed around the buildings and parking areas to facilitate maximum visibility. Landscaped areas, including a timed/automatic irrigation system, shall be installed at the time that the masonry walls along a public street, and adjacent residential neighborhoods are constructed and be maintained by the property owners.
- Structures and other improvements shall be constructed, installed and maintained in accordance with the approved site plan, floor plans, elevations, color rendering and conditions of approval and be maintained in a manner so as not to be blighted or deteriorated.
- No loitering shall be allowed on the premises. The operator shall discourage loitering on immediately abutting public rights-of-way and shall post “No Loitering” signs on the outside of the property.

- Security lighting within an apartment complex shall be dark sky compliant and installed in all parking and common areas as well as at the main entrances. Any lighting on the site shall be shielded so as not to shine onto nearby residential properties.
- Prior to the occupancy of any dwelling unit, a video surveillance system, with 14-day continuous recording capability, shall be in place and archived for at least 30 days. The video surveillance system shall cover the exterior of the buildings, parking areas, landscaped areas, and the entrance to the project site. The locations of surveillance system shall be subject to the approval of the Police Department.

The following performance standards shall be incorporated into all Commercial Neighborhood (CN) uses (except for residential uses):

- The ODS shall prepare a detailed security plan for the Commercial Neighborhood (CN) areas for review by the Police Department prior to the issuance of any Certificate of Occupancy for the building. The security plan shall provide for on-site security patrol services, including the number of security guards funded by the ODS and/or the shopping center occupants at a minimum during store operating hours and shall also include video surveillance equipment with 14-day continuous recording capability and 20-day archival capacity at strategic location(s) in the shopping center which shall all be subject to the reasonable approval of the Police Department.
- The ODS shall be responsible to maintain a well lighted parking lot and security cameras with recording equipment, ensure that low growth vegetation is present to maximize visibility, and have signage prohibiting loitering posted after construction.
- An all-weather surface shall be provided to prevent the tracking of dirt or debris onto public streets.
- The ODS shall participate in the Police Department's On-line Shoplifting Program, which reduces the need for police response to specific shoplifting cases. This applies to cooperative shoplift subjects meeting specific criteria, and where a report can be filed on-line and the case referred to the District Attorney's Office.
- Any graffiti on the property shall be removed within forty-eight (48) hours.
- All signs shall be subject to the approval by the Community Development Director or Planning Commission.
- All trash enclosures shall be constructed with six-foot high solid walls on three sides and gated on the fourth side with an opaque material and be compatible with the design of the architecture. The design of the trash enclosures shall be approved by the Community Development Director and shall be installed prior to the initiation of the approved use.

- All landscaped areas on the site shall comply with applicable requirements of the Stockton Municipal Code. Landscaped areas, including a timed/automatic irrigation system, shall be installed prior to the initiation of the approved use and be maintained by the property owner(s) and/or business operator(s).
- Structures and other improvements shall be constructed, installed and maintained in accordance with the approved site plan, elevations, color rendering and conditions of approval and be maintained in a manner so as not to be blighted or deteriorated.
- During construction, the ODS shall provide a licensed/uniformed security guard, fencing, and adequate lighting, during construction.

5.3 EXCEPTIONS

Exceptions to the Design Standards and Guidelines presented in this PD are subject to review and approval by the DRB and the Community Development Department of the City of Stockton.

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Chapter 6

DESIGN GUIDELINES



6.1 OVERALL DESIGN CONCEPT

These design guidelines establish a foundation for the development that provides a sustainable, distinctive and diverse character that integrates architectural and structural elements of each building with the landscape in addition to maintaining an overall community integrity. 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 in order to achieve a high level of design excellence, while preserving the development's identity.

The primary design concept for the project is to create a high-quality sustainable community that integrates a range of residential styles throughout the development while maintaining a cohesive theme. The development plans that follow the Delta Cove PD respect the functional relationships between the varied housing products proposed for Delta Cove neighborhoods in order to establish a high-quality living environment. The following guidelines that apply to the Delta Cove development are designed to reinforce this aim:

- All buildings, structures and site improvements shall be carefully integrated with the landscape.
- Development plans that are intended to implement the Delta Cove PD must treat common features throughout the overall project, such as the road and street landscape or signage programs, in a manner consistent with the development standards and design guidelines included in this PD.
- Private development within the Delta Cove community is intended to emphasize internal pedestrian and bicycle connectivity.
- Inclusion of a Commercial Neighborhood Center area will reduce vehicular trips in and out of the development.

- Project-specific development plans shall emphasize the treatment of roads and streets, particularly the spine roads and entry gateways, as important public spaces.
- The development will use energy efficiently, conserve natural resources and water and preserve and enhance the wetlands.

The following sections include Design Guidelines for the following elements:

- Residential Guidelines
- Commercial Neighborhood Center Guidelines
- Walls and Fences
- Lighting
- Outdoor Surfaces and Paving Materials
- Landscape
- Green Design

6.2 RESIDENTIAL GUIDELINES

6.2.1 SITE PLANNING



Site planning guidelines for the Delta Cove development take a cue from the established neighborhoods in the City of Stockton. It is important for the Delta Cove development to take elements from those classic neighborhoods and create a community that promotes pedestrian and bicycle circulation and the safety and security of the residents.

By combining varied housing types, complementary architectural styles, climate appropriate landscape improvements, curvilinear streets, smaller block sizes, pedestrian connectivity, residential-serving commercial uses and parks the Delta Cove development will create a neighborhood-scaled community in north Stockton that showcases smart, sustainable design. The Site Planning Guidelines address the site design of the circulation framework, and residential neighborhoods.

6.2.2 CIRCULATION

The circulation network, both vehicular and pedestrian, establishes the skeletal framework for the Delta Cove community. All of the land uses shall be interconnected by the circulation network that would also determine the form of the individual parcels. The following guidelines are intended to establish the character of the circulation network:

- Project-specific development shall identify a clear hierarchy of roads and streets based on the projected volume of traffic and the functional relationship of the proposed land uses.
- Road and street widths, centerline curves, medians and landscaped treatments may deviate from City standards in order to enhance the pedestrian environment. Any deviations from City standards are subject to the approval of the DRB and the City Engineer.
- Neighborhood parks generally shall front on public streets and roads. Where alley loaded homes front onto a park, providing “eyes on the park,” a public access walkway shall be provided between the homes and the park. Where pocket parks provide open space for small lot neighborhoods, lots may side or back onto the park, provided that modified view fencing (See Section 6.4), is used.
- The primary intersections and neighborhood entries shall incorporate decorative paving materials, monument signs or other design patterns intended to celebrate key intersections and highlight pedestrian crossing areas (See Exhibits 6.2 and 6.3 for examples of entry monumentation and intersection treatment).
- 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 DRB and the City Engineer.
- Pedestrian trails, including open space trails, and mid-block paseos as appropriate, must be incorporated into residential neighborhoods to provide connections to major roads, public transportation facilities and other pedestrian and bicycle connections.
- The pedestrian circulation system shall provide links from residential development to the levee trail, public recreational facilities, the Commercial Neighborhood Center, schools and parks within the Delta Cove community and trails along Trinity Parkway leading to the Park West Place retail/office development.
- Pedestrian walkways within the public right-of-ways of local streets are proposed to be 4 to 5 feet in width, with a vertical curb, and a 5-foot minimum planted parkway. Walkways will be constructed according to City of Stockton standards.



- Mid-block paseos are proposed to be a minimum 20 feet in width, including a 6-foot wide pedestrian path, and landscaped areas on either side. Landscaping shall not obstruct views through the paseo. Shrubs and groundcover planting shall be under 30 inches in height at maturity, and trees shall be limbed up to a height of 6 feet, to provide unobstructed views.
- Combination pedestrian and bikeway paths will be a minimum 8 feet in width. Such paths shall be at designated locations compatible with the City of Stockton Existing and Future Bikeway Plan. The location of these paths shall be reviewed and approved by the DRB and the City Engineer.
- On collector streets, 5-foot wide sidewalks and paths shall be separated from streets by a minimum 5-foot wide landscaped parkway strip. The design of the walk and parkway areas shall be reviewed and approved by the DRB and the City Engineer.
- On Otto Drive, 8-foot wide sidewalks will be located within 21-foot wide landscaped parkways. A minimum of 5 feet of landscaping shall separate the sidewalk from the street, and from the adjacent residential properties that do not front on the street.
- The City prefers an alternative 12' wide sidewalk consisting of alternative materials (i.e., D.G.) for the sidewalk design along Trinity Parkway. This alternative design will be subject to Local and State Agency approvals.

6.2.3 RESIDENTIAL NEIGHBORHOODS

The architectural character of each residential neighborhood affects the overall quality of the Delta Cove community so much so that each neighborhood will be designed to complement one another and maintain a sense of community. To achieve this end, general guidelines for residential developments are as follows:

- Neighborhood development plans shall be designed to maximize pedestrian access from the residential units to the trail system, wetland areas, parks, schools, and the Commercial Neighborhood Center and recreational facilities.
- All residential parcels shall be landscaped in all areas visible from any public space within 120 days of occupancy.
- Each residential neighborhood shall demonstrate a clear sense of entry. Each residential unit within any given neighborhood shall be oriented on its parcel to enhance a typical street scene.

6.2.4 RESIDENTIAL ARCHITECTURE

The residential architectural guidelines help provide a visual idea of the final development products at Delta Cove. Combining different styles of architecture with textural elements and color will help create the distinct and charming neighborhoods and centers Delta Cove seeks to build. The guidelines, details below, and additional color elevations and examples have been provided throughout the section to give a visual representation of the architectural design that may be found in the Delta Cove community.

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

- Creation of residential neighborhoods that are visually appealing and sustainable.
- Present an image of high-quality development, especially when adjacent to arterials, collector streets and schools, parks and open space.
- Provide a mixture of architectural styles that promote diverse neighborhoods.

6.2.4.1 PURPOSE

The purpose of these guidelines is to provide specific design criteria and guidance for the development of the residential neighborhoods within the project area. In keeping with the community and architectural content desired, these guidelines propose adherence to a select number of architectural styles. Elements common to the overall development provide a framework that reinforces the quality and overall value of the residential community. All architectural elevations are subject to review and approval of the Delta Cove DRB and the City of Stockton's Architectural Review Committee.

The principal means of achieving a visually interesting residential street scene is by providing visually interesting buildings at the street's edge. The following guidelines provide for more visually interesting and, therefore, more appealing buildings and street scenes.

6.2.4.2 THE SIMPLE HOUSE CONCEPT

Simple massing and roof forms are what lead to the most authentic expression of a style. This "Simple House" concept suggests that cost effective design solutions stem from using a simple palette of well-proportioned building blocks and roof forms that are composed in and organized and disciplined manner. The simple house concept shifts the emphasis towards more sustainable building techniques that eliminate construction material waste.

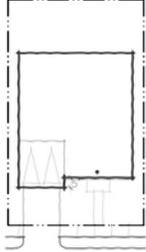
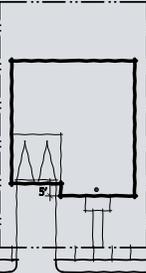
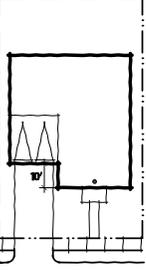
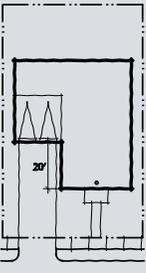
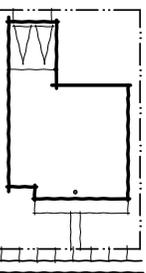
Simple massing shall not equate to mundane or over-simplified streetscenes. Style specific massing of individual homes should be complemented by varying roof forms including hips, gables and accented shed roof forms alone or in combination.

6.2.4.3 GARAGE PLACEMENT AND TREATMENT

Garage placement and treatment are important in creating attractive street scenes and pedestrian spaces by de-emphasizing garages, and implementing architecture forward homes. The impact of repetitive, street-front garages can be reduced by using the following techniques:

- Vary garage placement mix within neighborhood plotting plan wherever possible.
- Provide at least two garage placements as shown in Table 6-1 in each neighborhood.

TABLE 6.1: GARAGE PLACEMENTS

Garage Placement Types	Requirements	Example
Projecting	<ul style="list-style-type: none"> • Projecting at least 5 in front of living area • Permitted only on lots 3,000 square feet or smaller and only for 33% of the homes in the neighborhood • Integrate the garage into the architectural design of the home 	
Shallow-Recessed	<ul style="list-style-type: none"> • Recessed at least 5 from front living area • Integrate the garage into the architectural design of the home 	
Mid-Recessed	<ul style="list-style-type: none"> • Recessed at least 10 from front living area • Integrate the garage into the architectural design of the home 	
Deep Recessed	<ul style="list-style-type: none"> • Recessed 20 from front living area • Integrate the garage into the architectural design of the home 	
Alley-Loaded	<ul style="list-style-type: none"> • Integrate the garage into the architectural design of the home 	

Garage Types	Requirements	Example
Swing-In	<ul style="list-style-type: none"> • Street-facing walls shall have the same architectural treatment as the front elevation • Include at least one street-facing window • Integrate the garage into the architectural design of the home • Back-up space of 28' required • Garage door(s) shall be recessed a minimum of 12" 	
Split	<ul style="list-style-type: none"> • Integrate the garages in the architectural design of the home • Back-up space of 28' required 	
Tandem	<ul style="list-style-type: none"> • Integrate the garage in the architectural design of the home 	
Detached Rear Yard	<ul style="list-style-type: none"> • The garage shall have the same architectural design and roof style as the home 	
Side-Entry	<ul style="list-style-type: none"> The garage door may face in either direction • Allows garage orientation flexibility for corner lots • Integrate the garage into the architectural design of the home • Only one driveway is permitted on a lot 	

- Vary garage door pattern, windows and/or color as appropriate to individual architectural styles. Where possible, use two (2) single doors instead of a large one. Additional treatments are encouraged to buffer direct view of the garage door.
- Vary garage placement from plan to plan; and
- Provide optional treatments that occur forward of the garage to buffer the view impact of garages and garage doors.

6.2.4.4 FRONT ELEVATIONS

Front elevations shall be detailed to avoid uninteresting buildings and to achieve a lively street scene. Each front elevation shall require a “feature window” treatment (see feature window requirements below). In addition, each front elevation shall incorporate one or more of the following techniques:

- Provide enhanced style appropriate details on the front elevation similar to enhanced embellishments listed under the style descriptions.
- Offset the second story from the first level for a portion of the second story.
- Vary the wall plane by providing projections of elements such as bay windows, porches and similar architectural features.
- Create recessed alcoves and/or bump out portions of the building.
- Incorporate second-story balconies.
- Create interesting entries that incorporate features such as porches, courtyards large recessed entry alcoves and projecting and covered entries with columns.
- Use a minimum of two building materials or colors on the front elevation. Appropriate combinations of materials may include stucco and wood, stucco and masonry, masonry and wood or other materials approved by the Delta Cove DRB and the Community Development Director.
- Avoid visual monotony and create interesting roof lines by incorporating at least one of the following techniques into the design of the roof:
 - Providing wide roof eaves or extended roof overhangs
 - Mixing of gable and hip roof forms along the street
 - Mixing of single and two story homes along the street
 - Offsetting roof planes, eave heights and ridge lines
 - Incorporating roof dormers

- Emphasize the living space of the dwelling and de-emphasize the garage; where possible, garages shall be side- or alley-loaded.
- Provide well-detailed garage doors, consistent with the architecture of the dwelling, to reduce the overall visual mass of the garage.

6.2.4.5 VISIBLE EDGE CONDITIONS

The character of visible building edges is a vital element to the integrity of the Delta Cove community. Whether from a distance or at close range view, elevation silhouettes and massing will require design sensitivity.

LONG RANGE VISIBLE EDGES

Along the perimeter of the Delta Cove community, the massing and elevation shall consider plotting that balances hip and gable roof forms, and one and two-story plan forms. The ultimate design objective is to avoid visual monotony in the roof lines and massing of the homes. Except at the limited locations along Otto Drive, the number of visible rear facing homes will not exceed 12 homes in a row. Additional vertical landscape will be provided in these locations to screen views. The remaining homes along the edges will include side-on or front-on conditions. Examples of long-range treatments include:

- Mix of gable and hip roofs along the visible edge
- Mix of single and two stories homes along the visible edge
- Mix of roofing materials

Where rear yards are visible from publicly accessible areas, landscaping shall be used to provide privacy screening and to soften the appearance of rear yard fences.

SHORT RANGE VISIBLE EDGES

Short range visible elevations shall be articulated by wrapping the materials and details from the front elevation around the side elevation, providing at least one feature window treatment (see Section 6.2.4.6 for the requirements for feature windows), and/or placing courtyards or outdoor living spaces where open space is available adjacent to this edge.

The architectural style, design details and materials on each visible side or rear elevation 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. use of only one material). Consideration shall be given to avoid monotonous appearance, especially on homes with side or rear elevations that front on a public right-of-way.

Examples of details and materials on side and rear elevations along visible edges may include:

- Window details such as header trim, window surrounds, window shutters and window grids
- Roof overhangs
- Extended eaves and exposed rafters
- Offset second-story levels
- Varied wall plane (bay windows, porches, patio overhangs, and balconies)
- Recessed alcoves and/or portions of the building
- One-story elements
- Single story homes plotted at corners

6.2.4.6 FEATURE WINDOWS

All front and short-range visible edge elevations shall require one feature window treatment that articulates the elevation. Feature window options include:

- A window of unique size or shape
- Picture window
- A bay window projecting a minimum of 24 inches, or a 12-inch pop-out surround
- A window with a substantial surround matching or contrasting the primary color of the home
- A window recess a minimum of 4 inches
- Decorative iron window grilles
- Decorative window shelves or sill treatments
- Grouped or ganged windows with complete trim surrounds or unifying head and/or sill trim
- A Juliet balcony with style-inspired materials

- Window shutters
- Window grids
- Trellis protruding a minimum of 12 inches from the wall plan of the window

6.2.4.7 ARCHITECTURAL STYLES

The style matrix developed on the following pages is intended to guide City staff and provide builders and their design consultants the tools to create architectural designs appropriate and authentic to neighborhoods within the Delta Cove PD and the City of Stockton. While the photographic and illustrative examples of each architectural style are primarily single-family homes, the concepts, styles and architectural detailing are also appropriate for medium-density detached as well as attached townhomes, condominiums and apartments. Styles are intended to be interchangeable on homes of simple, straightforward massing. Upgraded exterior detailing is expected to enliven the straight-forward architectural massing. Details such as trim, entry and garage doors are what make the home inviting and memorable. Elevating the level and quality of detail required on simply-massed homes expresses the style more distinctively. However, the details and architectural features should be chosen thoughtfully to articulate, not clutter the elevation. The guidelines discussed herein shall be applied to all residential development within the Delta Cove PD.

CRAFTSMAN



SPANISH



MONTEREY



AMERICAN COLONIAL



FARMHOUSE

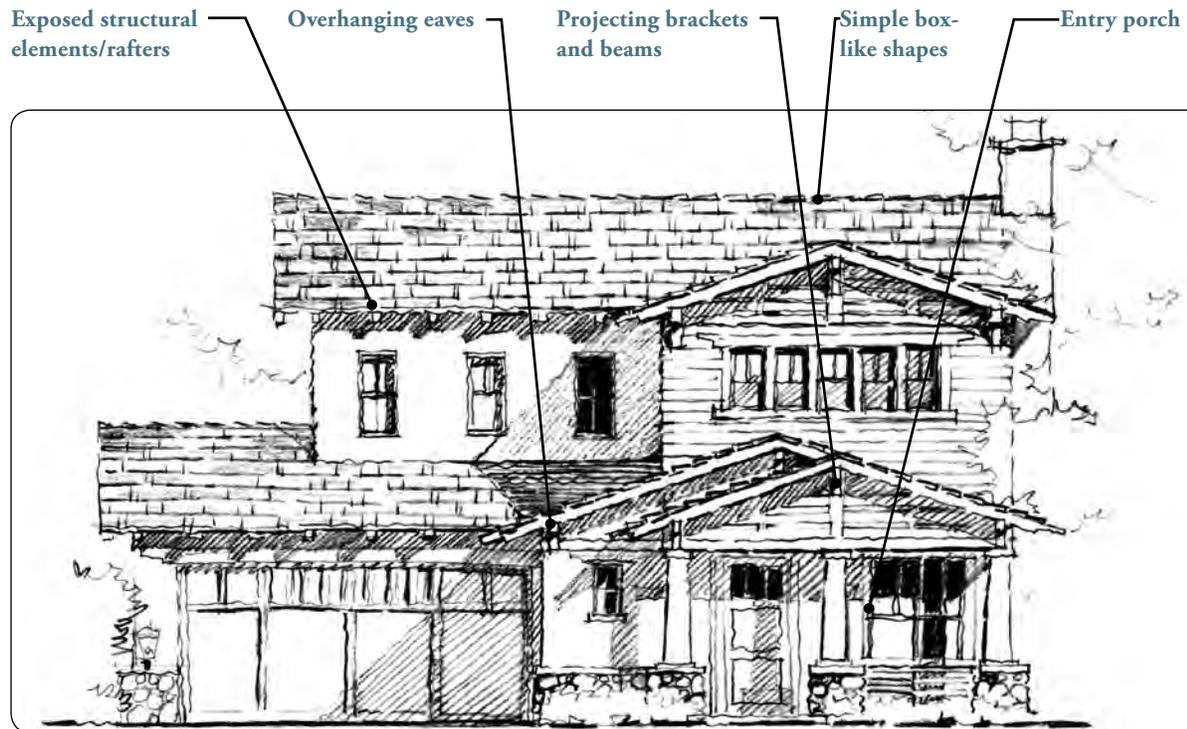


ITALIANATE



COTTAGE





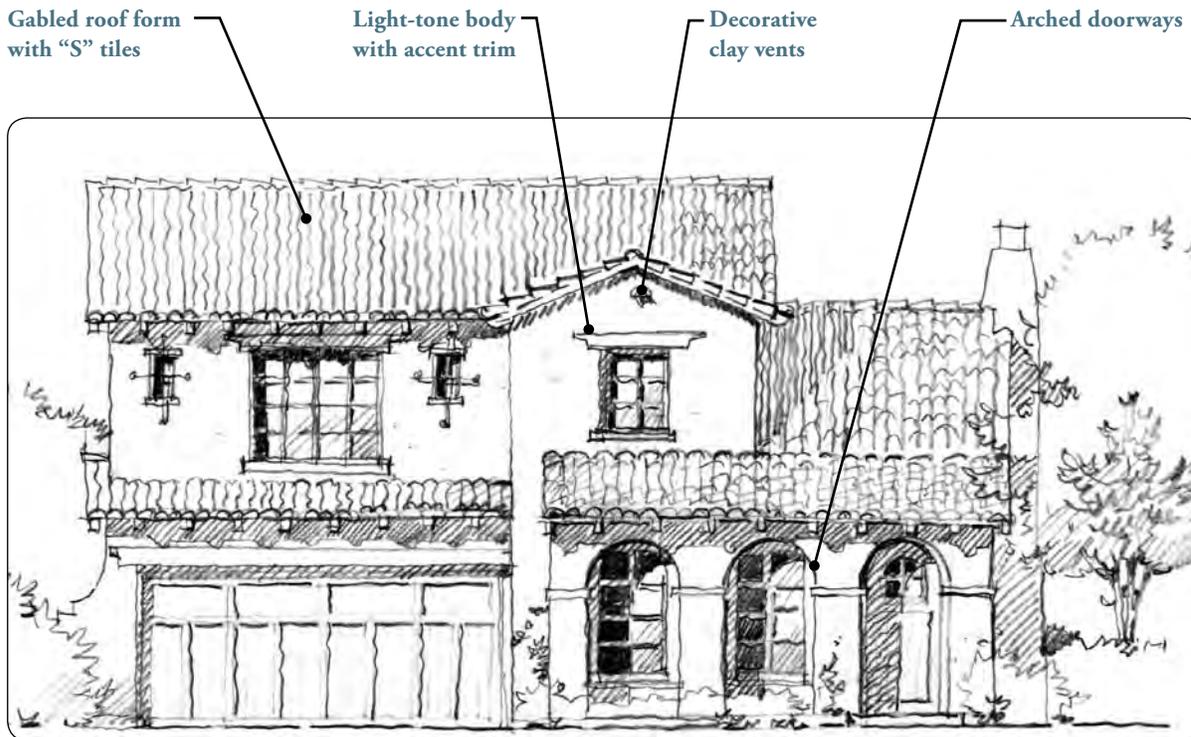
CRAFTSMAN

The Craftsman style was inspired by the English Arts and Crafts movement of the late 19th Century and is considered native to California. The style stressed the importance of materials and details.

The traditional styling includes a low-pitched, gabled roof with wide overhangs that has dominated the Craftsman character. In addition, exposed roof rafters and decorative beams or braces are commonly added under the gables. Large, low-slung porches and supporting columns that extend across the entire front of the home add distinction.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	Asymmetrical one-and two-story boxy forms; low lines with simple, wide projecting roofs	Same
Roof Elements	Low-pitched gable roofs, occasionally hipped roofs; wide projecting eaves with exposed rafter and beams; shingles or flat tiles	Varied porch roof styles; overhangs range from 18" to 26"; concrete shake material
Exterior Wall Elements	A blend of stucco and siding with accents of rock, stone or brick	Authentic clapboard siding; wood shingles
Window Elements	Rectangular windows; large front windows with grid patterns	Bands of continuous window often under on sill
Additional Embellishments	Exposed structural elements; prominent front porches; decorative beams; exposed eaves	Square columns with stone or brick trim; Arts and Crafts style light fixtures
Palette	Earth tone color palette with contrasting, complementary trim colors	Same
Outdoor Living Spaces	Grand front porches a minimum of 4 feet deep	Same



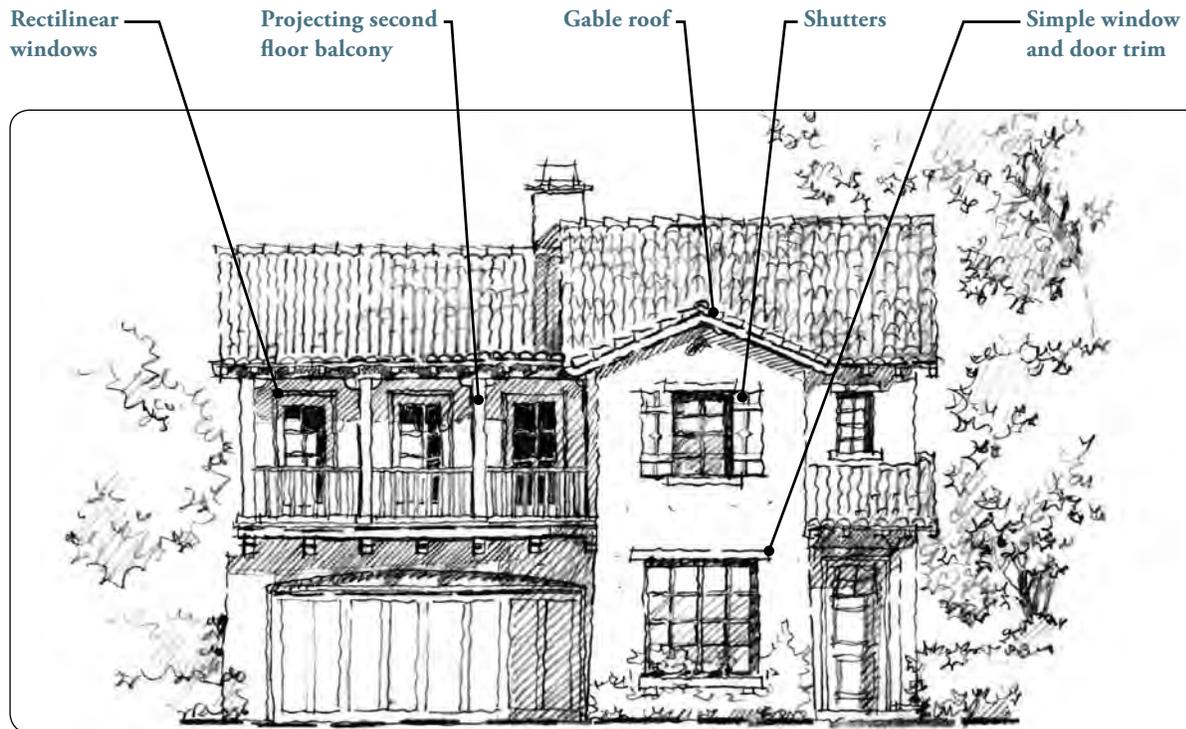
SPANISH

The Spanish architectural style evolved in California and the southwest as an adaptation of the Mission Revival style infused with elements and details from Latin America.

The use of exterior spaces such as courtyards, porticos and loggias is a fundamental element of the style. The roofs of these homes typically include with red tile. The exteriors are usually smooth stucco finishes on a predominantly square or rectangular home. Arched windows and wrought iron details also call out true Spanish style.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	Asymmetrical one-and two-story homes with square and rectangular plan design	Square and rectangular plan designs with internal courtyards
Roof Elements	Side gabled with some hipped or flat roofs; low pitch with wide overhangs; clay or concrete tiles	Mission-shaped dormers for parapet
Exterior Wall Elements	Stucco exterior finishes	Stucco, smooth or custom-troweled finishes
Window Elements	Decorative arched window; grid patterns; main feature window	Recessed windows; window groupings with decorative trim and column separations; accent bay window
Additional Embellishments	Arched doorways and entry-ways; use of decorative wrought iron; clay and ceramic tiles; decorative shutters; stucco embellishments on exterior finishes	Wrought iron decorative hardware
Palette	Primarily light color palette with deeper contrasting trim colors	Same
Outdoor Living Spaces	Internal courtyards	Same



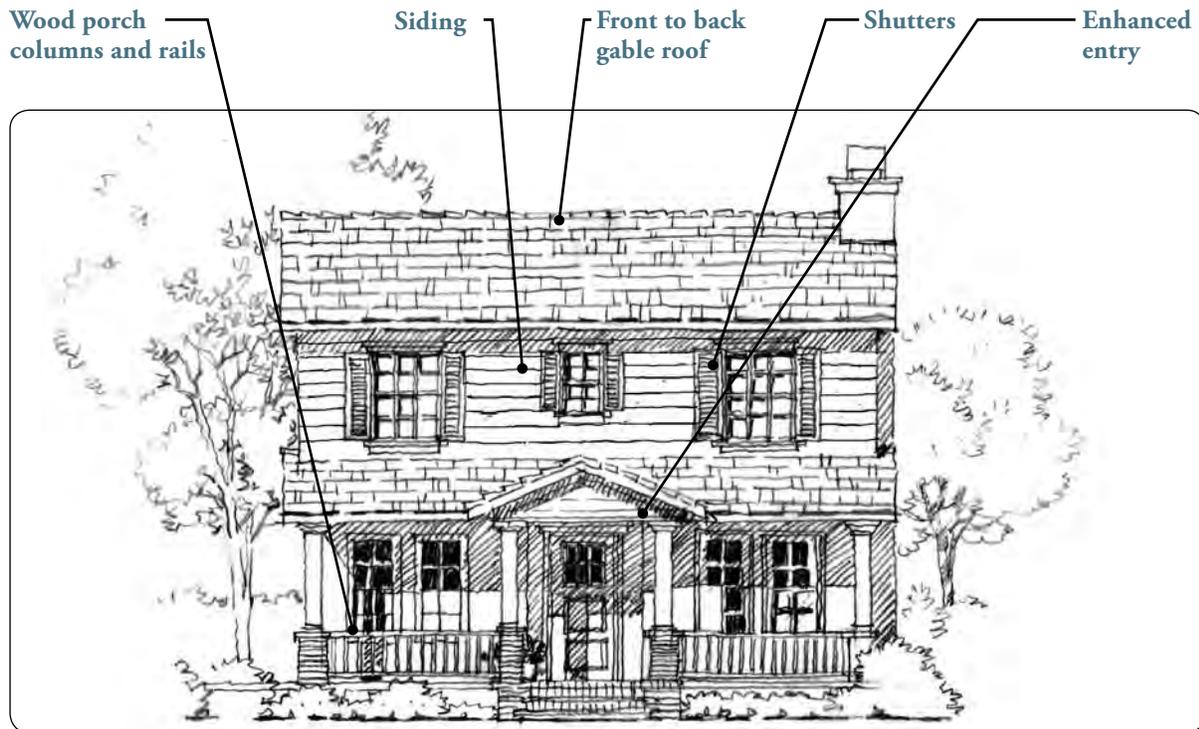
MONTEREY

The Monterey style is a combination of the original Spanish Colonial adobe construction methods with the basic two-story New England colonial house. Prior to this innovation in Monterey, all Spanish colonial houses were of single story construction.

First built by Thomas Larkin in 1835, this style introduced two story residential construction and shingle roofs to California. This Monterey style and its single story counterpart eventually had a major influence on the development of modern architecture in the 1930's.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	Simple box plan form	Simple plan with one story break or gable end forward
Roof Elements	Main roof front to back and shed roof break over balcony; barrel or “s” or flat tiles	Main roof front to back with one intersecting front facing gable roof
Exterior Wall Elements	Stucco exterior finishes	Stucco with siding accents at 2nd floor balcony and gable ends; brick accents or lower story wall,
Window Elements	Simple 4-inch window and door trim	Vertical window shape with multiple panes often in groupings; enhanced window and door trim
Additional Embellishments	Wood balcony and railing, round tile attic vents, shutters on primary windows	Brick veneer wainscot at first floor; wood corbels, recessed accent windows, decorative wrought iron accents
Palette	Primarily light color palette with deeper contrasting trim colors	Same
Outdoor Living Spaces	Courtyards, loggias or balconies	Same



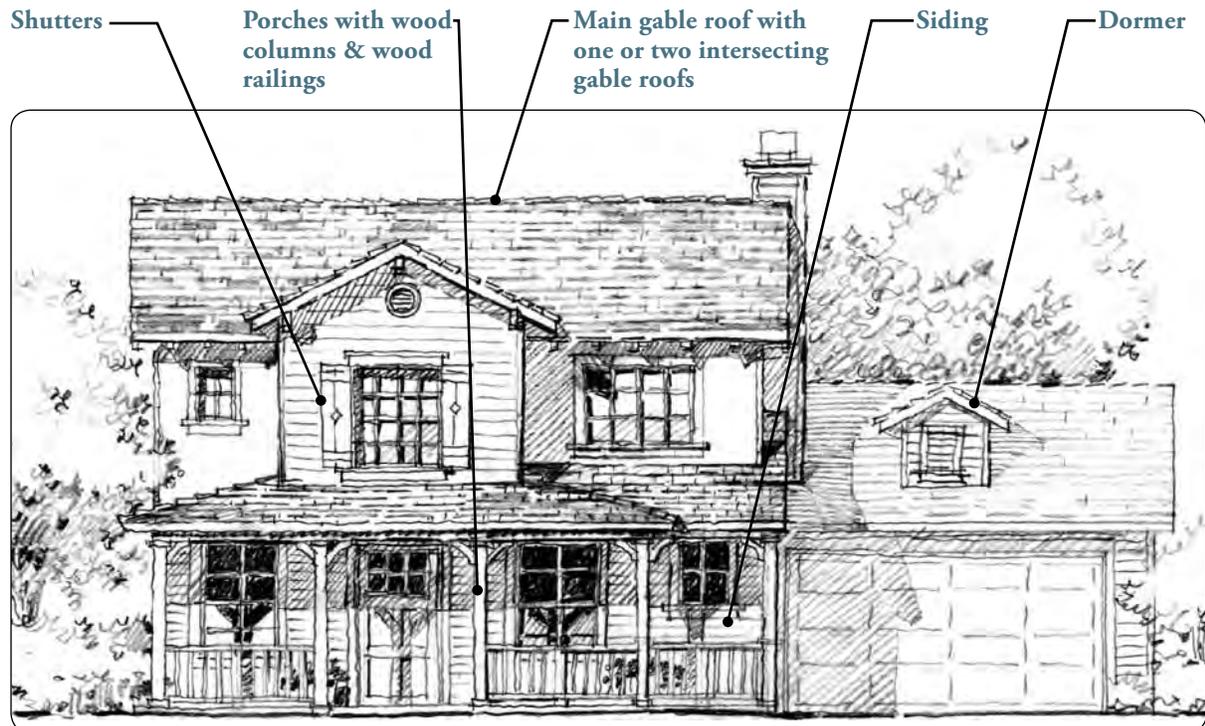
AMERICAN COLONIAL

This classic American style descended directly from the first homes built in the New England colonies in the 17th century. Their beginnings were as small and unpretentious as the one story saltbox, favoring the cultures and traditions of the settlements.

As living functions became more defined and prosperity increased, so did the need for additional space. Second stories with overhangs, dormers and gabled roof forms became favored solutions, later evolving into classic elements of this traditional American style. Wood shutters and an enhanced entry element and/or trim are the finishing details for an otherwise simple and functional form.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	Simple two story plan form	Added dormers
Roof Elements	Simple front to back gable roof; Architectural quality asphalt shingles or shingle texture flat concrete tiles	Shed or pitched roof dormers
Exterior Wall Elements	Stucco or horizontal siding	Fully wrapped horizontal siding
Window Elements	Vertical multi-divisioned windows at front elevations	Bay windows, dormer window in roof
Additional Embellishments	Simplified cornice trim at gable ends, shutters, enhanced window trims, louvered attic vents	Neoclassic columns or posts at entry Knee braces at dormer Wood porch columns and rails
Palette	Primarily light color palette with light or dark contrasting trim colors	Same
Outdoor Living Spaces	Enhanced entry element such as portico or covered porch	Same



FARMHOUSE

The Farmhouse represents a practical and picturesque country house. Its beginnings are traced to both Colonial and Cape Cod styles begun in New England. As the American Frontier moved westward, the Farmhouse style evolved according to availability of materials and technological advancements.

Predominant features of the style are large wrapping front porches with a variety of wood columns and railings. The asymmetrical, casual cottage look, with a more decorated appearance, is typical of the Farmhouse. Roof ornamentation is a characteristic detail consisting of cupolas or weather vanes.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	One or two story plan form with simple gabled roofs, may include either shed or side hip roofs at the first floor porch	Additional side facing gables
Roof Elements	Simple front to back gable roof; Laminated shingles or shingle texture flat concrete tiles	Boxed wood eaves
Exterior Wall Elements	Stucco or siding	Fully wrapped horizontal siding
Window Elements	Vertical windows with shutters	Bay windows, dormer windows
Additional Embellishments	Wood posts with brackets, beams and rafter tails, decorative gable end details	Protruding wood headers, brick or slump stone sill trim, wrought iron details, decorative, exposed rafter tails
Palette	Primarily light color palette with light or dark contrasting trim colors	Same
Outdoor Living Spaces	Deep porches with edge railing	Same

Sturdy structural columns
and entry ways

Stucco exterior

Hip roof

Decorative trim



ITALIANATE

Throughout the course of classical architecture styles, the Italianate style was a distinct 19th Century phase. The Italianate style was first developed in Britain in the early 1800's. It was further developed and popularized later in the 1830's for incorporating heavy cornice treatments, columns, marble and stone embellishments.

The Italianate architectural style achieved huge popularity in the United States in the late 1840's and 1850's and remains a choice for homebuilders who long for the look of a villa.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	Asymmetrical one-and two-story stacked homes	Same
Roof Elements	Low-pitched hipped roofs with flat, barrel or “s” shaped tiles;	Dormers with additional windows
Exterior Wall Elements	Stucco	Textured stucco with marble and/or stone embellishments
Window Elements	Rectangular windows with decorative trim for separation	Slightly arched windows; multi-pane windows
Additional Embellishments	Greek-inspired moldings; projecting eaves, cornices and columns beams; exposed eaves	Cupolas, glazed doors
Palette	Primarily a mid-value color palette with off-whites, creams and tans with contrasting and complementary trims	Sunny hues of yellow, orange
Outdoor Living Spaces	Porticos, courtyards and fountains	Same



COTTAGE

The Cottage is a picturesque style that evolved out of the medieval Tudor and Norman domestic architecture. The evolving character that resulted in the English “cottage look” became extremely popular in the 1920’s. Although the cottage is viewed as small and inexpensive, the style was quickly recognized as one of the most popular in America, and these homes reflected the rural setting in which they evolved. Many of America’s established older neighborhoods contain homes with the charm and character of this unpretentious style.

The Cottage’s roof pitches are steeper than traditional homes, and are comprised of gables, hips and shed roof forms. Some of the most recognizable features for this style are the stucco or wood accents in gable end forms and the sculptured swooping walls at the front elevation.



Elements	Minimum Embellishments	Enhanced Embellishments
Massing	Rectangular plan form with some recessed 2nd floor area	Same
Roof Elements	Main roof hip or gable with intersecting gable roof; steep high pitched roofs with laminated or flat concrete tiles	Curved slope at roofline
Exterior Wall Elements	Stucco or masonry; wood siding, shingles or clapboard embellishments; heavy stone and brick accents	Authentic clapboard or wood siding as the primary exterior treatment; heavy brick and stone use on trims
Window Elements	Multi-pane windows; with pop-outs	Decorative bay window on front elevation, curved or round top accent windows
Additional Embellishments	Covered entry; shutters; arched doors; alcoves	Enhanced shutters; wrought iron or wood balconies
Palette	Lighter color palette with contrasting trims; cooler tone roofs	Same
Outdoor Living Spaces	Courtyards of stone; gardens with water element	Same



6.3 COMMERCIAL NEIGHBORHOOD CENTER

Continuing the agricultural history of the Delta Cove development; design of the Commercial Neighborhood Center areas should emulate the traditional design of farming communities. The building design should be an interpretation of the traditional main street design vocabularies to reinforce the perception of long-established farming town buildings. The buildings should provide:

- A sense of historical character using appropriate architectural vocabulary, materials
- Building scale and massing should be congruent with required use
- Building design should integrate into the design vocabulary of the neighborhood
- Window spacing and locations, massing, use of materials, colors and details should be appropriate to specific architectural style

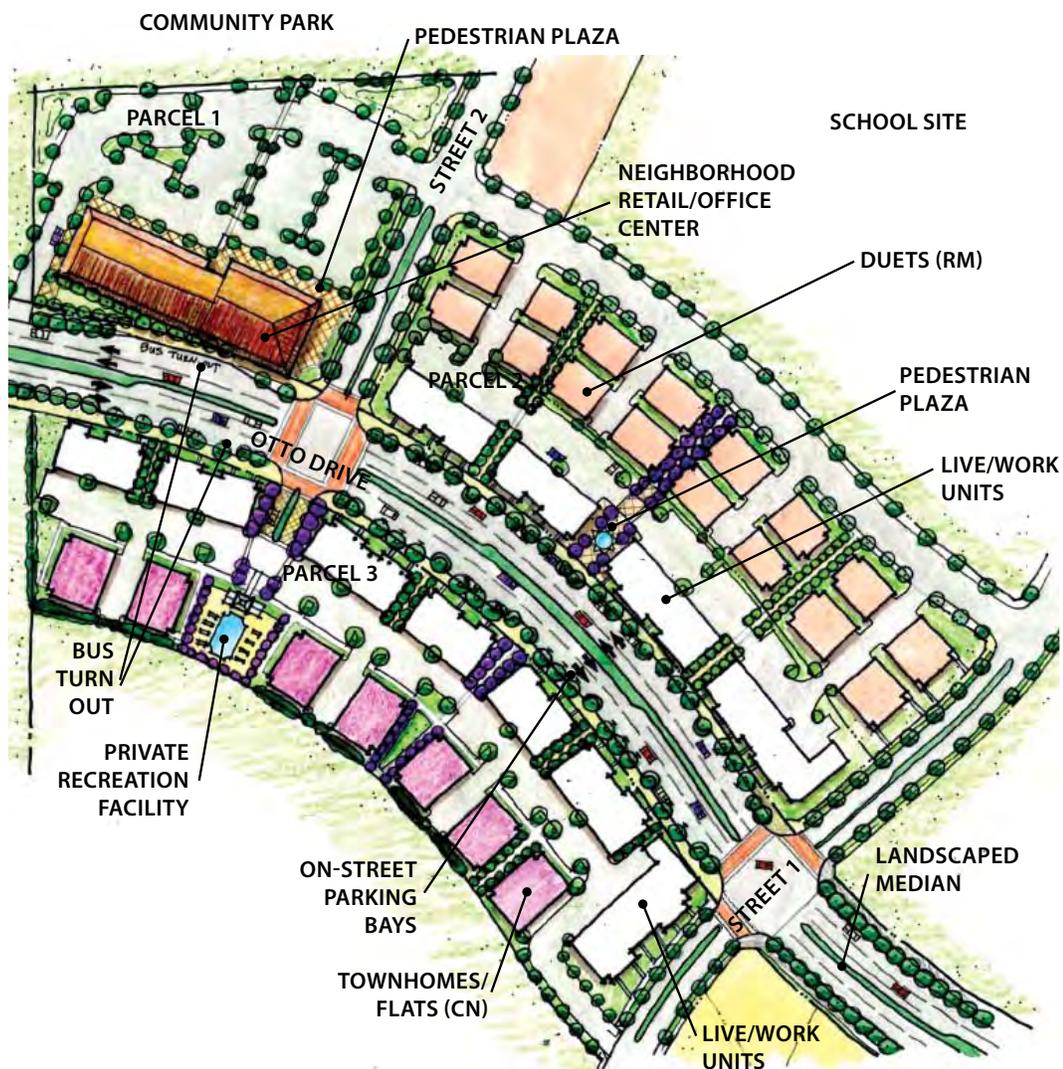


Buildings that are designed to provide live/work facilities should reflect their residential character. Except for limited signage and on-street parking on Otto Drive, the live/work buildings shall be designed to the residential design guidelines.

6.3.1 SITE PLANNING

The Commercial Neighborhood Center shall be visually attractive and cohesive with the surrounding residential and natural environment. The non-residential buildings should be:

- Oriented for the best visibility from the surrounding roadways.
- Located along the street or along an internal private travelway within the parcel to provide access and visibility.



- Arranged to provide convenient access to building entrances and to facilitate efficient on-site circulation for vehicles and pedestrians.
- Provide unobstructed sight lines at corners and driveways.

6.3.2 CIRCULATION/ACCESS

To ensure compatibility with the surrounding residential and open space areas, the neighborhood commercial development shall have an enhanced entry sequence and a people-gathering place. The parking lot should be generally placed away from the streets.

- An enhanced entry sequence shall be identified with landscape and a community theme signage.
- The drive connection to the parking area shall have minimal direct parking conflicts and should be bounded by an enhanced landscape area.
- Additional elements such as bollards, decorative paving and/or raised crosswalks may be considered to provide additional pedestrian protection.

Pedestrian links to on-site amenities can provide easy access to adjoining uses and open spaces. Designs should include:

- Well designed walkways that support both pedestrian and bicycle circulation where appropriate;
- Shade trees, structures and site furnishings at intervals to provide for pedestrian comfort;
- Adjacent landscaping that is substantial and garden-like while still allowing for visual penetration for safety;
- Sidewalks immediately adjacent to buildings adequate in width to accommodate circulation, outdoor dining, displays and entertainment;
- A safe and pleasant environment through the use of potted plants, tree wells, raised planters, site furnishings and lighting.
- Bicycle parking facilities located at key points within the site.
- Parking spaces may be reserved for ride sharing, hybrid or electric vehicles.

6.3.3 PARKING LOT LANDSCAPE

Parking lots should be designed to be inviting to the pedestrian. Landscaping can assist in defining vehicular circulation on a site. The following criteria should be applied to all parking lot landscape designs:

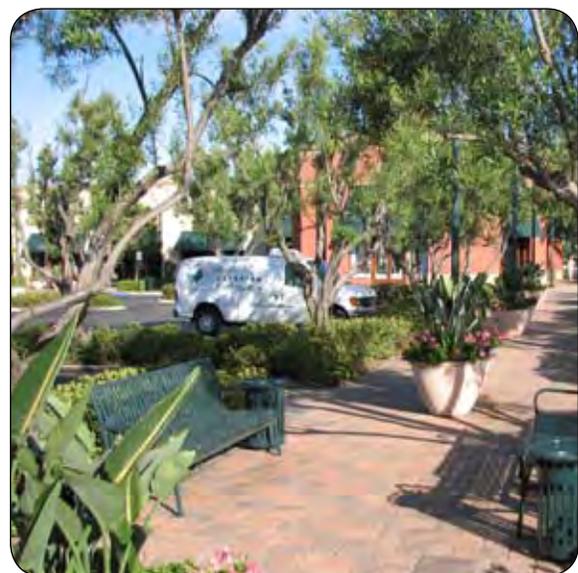
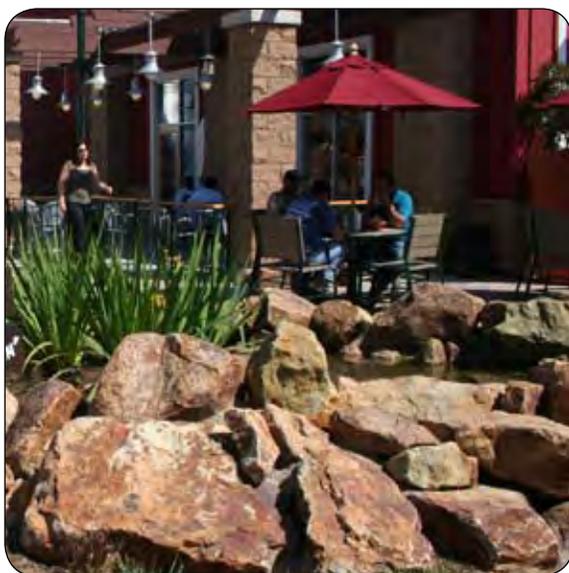
- Trees, shrubs and ground covers are provided along drives and at the end of internal parking bays.
- Parking lots are designed to facilitate an orchard type tree setting.
- Tree densities adequately disrupt the expanse of paved areas and provide shade for cars.
- Specimen trees and accent landscaping are placed at the end of drives to provide focal points throughout the site.
- Landscape and tree placements take into account visibility of entries and signage.
- Run-off retention and bio-filtration are an integral part of all parking lot layout and landscape design.
- Pathways are incorporated into parking areas and along drives to allow for safe pedestrian circulation.



6.3.4 SITE ELEMENTS

Site accessories such as benches, chairs, tables, pots, trash receptacles, lights, tree grates, mailboxes, bicycle facilities and water features, should be selected for their ability to provide an aesthetic value, comfort, and reinforce the architectural style of the site. The following considerations should take place when selecting furnishings:

- Recycled, rapidly renewable, and/or locally produced materials,
- Durability and long-term maintenance,
- Colors, materials and detailing that convey quality and a cohesive palette,
- Lighting that reflects a hierarchy of fixtures and addresses the scale of the space and lighting needs,
- Pole fixtures that don't exceed 15' in height with light sources shielded and directed downwards,
- Exterior lighting fixtures consistent with the architectural theme of the building and from the same family of fixtures with respect to design and color of light, and
- Trash enclosures located in areas where they will not interfere with visibility from vehicles.



6.3.5 PEOPLE-GATHERING SPACES

To promote outdoor living and social gathering, a people gathering space shall be provided. This people-gathering space could be a courtyard or plaza. Design of the people gathering space should include:

- Enhanced paving materials that reflect the architectural style of the site,
- Landscaping that provides a garden setting and adds to the comfort and visual aesthetics of the space,
- Site amenities including benches, chairs and tables,
- Overhead shade structures to define spaces and provide shelter,
- Spaces exclusively for outdoor dining and group entertainment,
- Lighting for both safety and function,
- Utility needs for power, sound and internet access, and
- Visual features such as fountains, public art, and potted plants.





6.3.6 NON-RESIDENTIAL ARCHITECTURAL GUIDELINES

Image, character, quality and the aesthetic interest of a place is strengthened by the architectural design of the building as an individual entity and as an element in the community composition.

6.3.6.1 BUILDING FORM

Building forms should be aesthetically designed and well-proportioned resulting in a balanced composition of elements:

- Modulation and variation of building masses between adjacent buildings are encouraged.
- Buildings featuring heightened aesthetic architectural design require less massing and height variation.
- Layering of wall planes and volumes should provide a rhythm of dynamic building forms and shadows.
- Massing at corners or at project entries should:
 - Provide a built-out and simple unified design statement to the building; or
 - Increase massing as a prominent design element(s) or tower(s) to engage corridor views; or
 - Step down massing elements to interface with the streetscape.
- Prominent massing features, if desired, should be designed highlight project entries.

6.3.6.2 ROOF CONSIDERATIONS

Roofs should be designed for functionality and enhance/complement the overall architectural design of the non-residential building including:

- Vertical roof plane breaks, changes in building/ridge height or other accent roof forms are encouraged.
- Form and materials should be integrated with the overall design vocabulary of the development.
- Fascia elements should be consistent with the primary design.
- Parapet, when used, should be contiguous and incorporate side/rear elevation returns to eliminate false front/unfinished appearance.

6.3.6.3 FACADE TREATMENTS

Non-residential buildings should have articulation along Otto Drive and adjacent open spaces to create a pedestrian scale and visual interest along the streetscape including:

- Inclusion of architectural details that articulate, break up the building massing, and vary in texture, color, and banding on buildings comprised of one building material.
- Incorporation of comparable architectural treatment on all building elevations exposed to streets or pedestrian walkways;
- The use of recesses, projections, columns and other design elements to articulate the entrances are encouraged; and
- Use of projections, overhangs and recesses to provide shadow, articulation and scale to building elevations.

6.3.6.4 BUILDING MATERIALS

- Exterior finish materials should be appropriate for the architectural style or theme of the building and should contribute towards a high quality image.
- Exterior finish materials should occur at inside corners.



6.4 WALLS AND FENCES

Walls constructed in the Delta Cove community shall be used to enhance the individual neighborhoods and both reinforce and complement the road and street system. Use of soundwalls, if necessary, will be limited to those locations where an acoustic study shows that they are required.

- The placement, height, color and construction of walls in the developments shall be consistent in design.
- Walls shall be constructed of durable, long-lasting materials that require minimal maintenance. All proposed walls and fencing shall be subject to review and approval by the City's Architectural Review Committee.
- Walls shall be finished with stucco, cement plaster, stone, brick or approved cultured stone.
- Fencing may incorporate ornamental iron in combination with other materials.
- Dimensional lumber is appropriate and shall be maintained to protect against uneven weathering, black mold or severe checking and splitting. Staining of both sides of fence, visible or not, is encouraged.
- 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.
- Exposed plain concrete block, metal siding or sheet siding such as plywood or Masonite shall not be allowed without express approval by the DRB.
- Fencing within the front setback shall not exceed 36 inches in height. Fencing may not be higher than 6 feet at any locations except for required sound walls and private fences specifically reviewed and approved by the DRB.
- All fencing shall be submitted for review and approval of the DRB. Dog-eared fencing is not allowed for front, side or rear yards.
- For all homes located on a corner lot, the side-yard fencing facing the corner shall be enhanced fencing approved by the DRB prior to installation. Side yards shall have a minimum of two street trees and lawn shall not be planted adjacent to the fence. Irrigation shall be designed to eliminate overspray and subsequent staining of side-yard fencing.
- If any fencing encroaches on adjoining property, the owner shall obtain the approval of the adjacent property owner prior to installation. All fencing per the CC&Rs has to be installed within four months of completion of the house.

- Residential lots siding onto or backing up to the Neighborhood Sports Park or school shall be separated from the public space by an 8-foot high masonry wall located on private property. Subject to the discretion and approval of the Community Development Director, the wall may be substituted with an ornamental metal fence (open fence). All properties that back up to the Linear Levee Park, Center Park, or wetland open space shall be developed with open fencing which provides a full view of the park. Site elements that create gathering places (e.g. benches, lawn, etc.) shall not be located behind homes.

6.5 LIGHTING

Various types of decorative lighting shall be used throughout the project area. This shall include street lights, park and field lights, bike/walk trail lights and individual mounted lights on each home. All applications for lighting shall be subject to review by the DRB and the Architectural Review Committee at the City of Stockton. Lighting in publicly owned parks are not subject to review by the DRB or Architectural Review Committee of the City of Stockton.

Lighting will play an important role in site identification and neighborhood identity. Development in Delta Cove shall incorporate many complimentary styles of outdoor lights to enhance the surroundings and provide safe, well-illuminated spaces for public gathering. Energy-efficient light fixtures shall be used wherever feasible.

6.5.1 RESIDENTIAL LIGHTING

Each individual residential home will feature sconce style light fixtures at the entry and garage doors. These fixtures will be an approved PG&E fixture with energy saving bulbs. Also, for identification purposes, each home will have mounted in a visible spot, an illuminated street number sign. These shall be placed away from blind spots and not be covered by overgrown vegetation or landscape. These lighted house numbers will assist public safety personnel in locating a home in the event of an emergency. The use of LED lighting for house numbers is encouraged.

6.5.2 STREET/PEDESTRIAN TRAIL LIGHTING

Because the Delta Cove community has been designed to enhance the well-being of community members, extensive walking trails and bike paths are a part of each neighborhood. In order to make these trails usable at all times of day, lighting will be used to provide safe and well-lit paths that can be accessed throughout the project. A combination of pole lights and smaller scale bollard lights will be used to achieve a typical lighting level for park pathways of at least ½ foot-candle over the paths, measured according to national standards. These lights will meet UL standards and be inspected and approved by a City Electrical Inspector prior to PG&E installing the service meter. These lights will be complementary to the street lights and parking lot lights used in the development. Any lighting standard not within the guidelines of this PD must be approved by the DRB prior to installation. The use of LED or other energy efficient lighting shall be used wherever feasible. All outdoor lighting shall be dark-sky compliant, and shall have cut-offs that shield adjacent properties from spillover light. These lights shall meet UL standards and be inspected and approved by a City Electrical Inspector prior to PG&E's installation of the service meter.

6.6 OUTDOOR SURFACES AND PAVING MATERIALS

- The use of pervious paving materials for pathways, patios and outdoor use spaces is encouraged. Wide expanses of paving areas shall be broken into patterns (i.e. color, aggregate type, impressed pattern, expansion joints and scoring). Large areas of untextured or uncolored concrete are discouraged. Planting areas are required between patios and walls/fences.
- Erosion control shall be provided on slopes steeper than 3:1.
- Amendment (e.g. nitrolized compost, gypsum, soil sulfur or fertilizer, iron sulfate, etc.) shall be roto-tilled to a depth of 6 inches, since amendments are more effective when thoroughly incorporated into the soil. Use of organic fertilizers and amendments is encouraged, as it promotes healthy soil, reduces toxins and reduces chemical runoff into the water system.
- Mulch (i.e. bark chips) is required for all planting areas except lawn areas. Mulch shall be applied to the top of the soil in order to cool soil surface, reduce evaporation and suppress weed growth. A minimum of 2 inches of mulch shall be placed on the soil surface in non-turf areas after planting. Use of recycled materials for mulch is encouraged. Non-porous materials are not allowed under mulch. The use of rock as mulch is discouraged.
- Paving in side yards shall not drain into a neighbor's yard. Use of a bioswale, or a 12-inch zone of gravel 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.

6.7 LANDSCAPE

The primary purpose of these landscape guidelines is to reinforce the framework of the land-use plan, create a continuity of character that contributes to the overall design quality for the Delta Cove community, and ensure compatibility with the local environment. Each residential product type and overall neighborhood is encouraged to utilize the plant materials outlined in the plant palette provided in this chapter for all public areas, such as the street right-of-ways, the primary and secondary intersections, landscape corridors and parkways and any parking areas. The plant materials listed in this section have been purposefully selected to establish the visual character sought for the Delta Cove community, and to be appropriate to the climate of Stockton. If variations are proposed, such deviations from these guidelines shall be reviewed and approved by the DRB in coordination with the Community Development Director or designated representative. Exhibit 6.1 Conceptual Landscape Plan illustrates the street trees and park landscape. Please refer to the following exhibits and Table 6.3 for landscape features and tree palette.



6.7.1 URBAN DESIGN/LANDSCAPE PLAN

These guidelines create the structure for Delta Cove by establishing a hierarchy of uses and areas defined by specific design elements. They support the components of the Circulation Plan, serve to unite all the parcels and land uses by illustrating a conceptual design theme that establishes Delta Cove as a mixed-use, sustainable community of the finest quality. The Landscape Concept for Delta Cove is a combination of design, high quality and climate appropriate materials and consistency that integrate the overall development while embracing the natural appeal of the delta waterways.

Unique and unifying design elements shall be the trademark of Delta Cove. These overall design elements shall be features that stem from the Landscape Guidelines contained in the Delta Cove PD. All landscape design elements are subject to review by a Design Review Board (DRB) established as a review authority to ensure that all components of Delta Cove are internally consistent. The landscape elements have been carefully selected to provide a coherent and sustainable design fabric for Delta Cove. The Conceptual Landscape Plan (Exhibit 6.1) illustrates the overall landscape framework intended to unite all the parcels and eventual land uses envisioned for the project.



* Special Consideration shall be given to the landscape design at the Otto Drive and Street One intersection in order to comply with the City of Stockton corner site distance standards.

EXHIBIT 6.1: CONCEPTUAL LANDSCAPE PLAN

6.7.2 GATEWAYS AND ENTRANCES

Gateways and access points into the project should be characterized by high-quality design that establishes the overall image of the community. Exhibit 6.3 illustrates a prototypical entry element marking the gateway into the Delta Cove community. Exhibit 6.2 illustrates a typical neighborhood entry treatment at a roundabout. Final design shall be reviewed and approved by the DRB.

- The material used at the primary entry points to the Delta Cove community are to be of exceptionally high quality and shall coordinate with the other streetscape elements in terms of scale, color and texture as appropriate to creating a strong entry statement.
- Walls and any raised planters used at entry points shall be consistent with the character of sound walls that occur on Otto Drive.
- Entry area features that create a skyline profile or have a sculptural character shall be installed on opposite corners of entry intersections, facing entering pedestrians, bicyclists, and motorists.
- An established LLD or HOA shall be responsible for maintaining primary entry points.

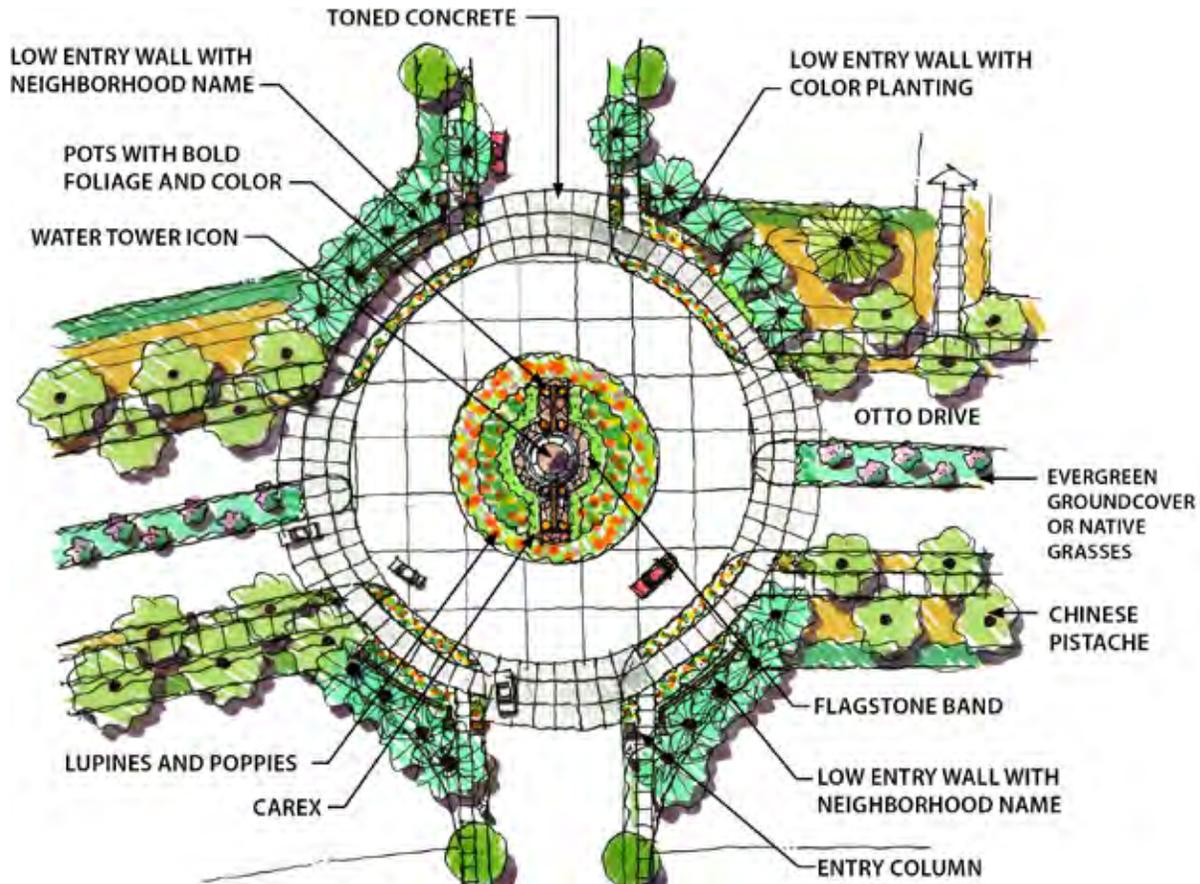


EXHIBIT 6.2: NEIGHBORHOOD ENTRY CONCEPT AT ROUNDABOUT

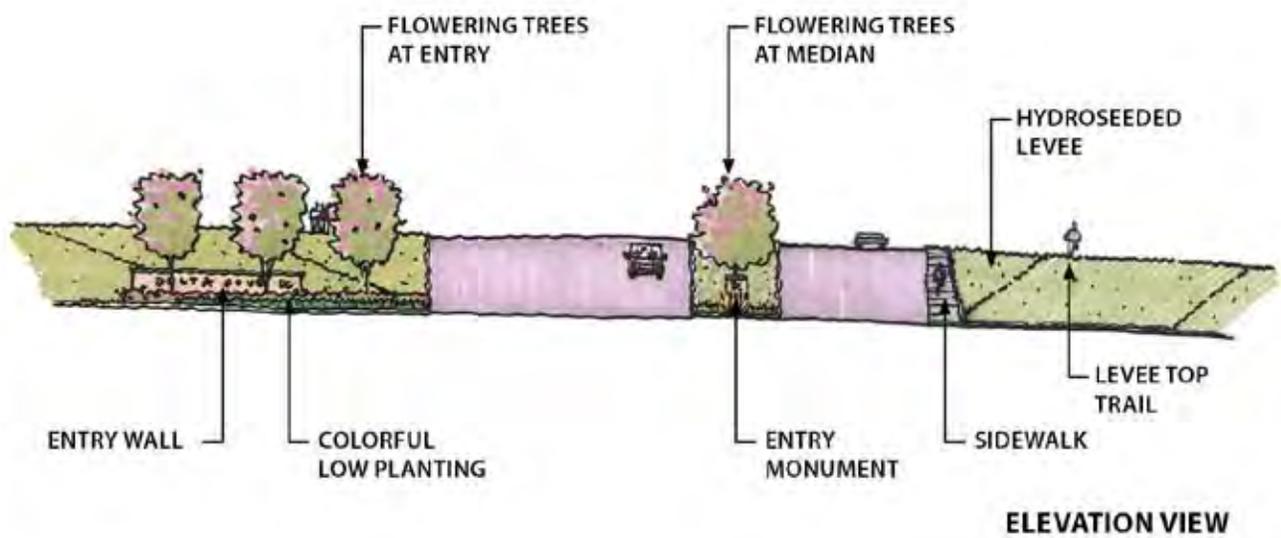
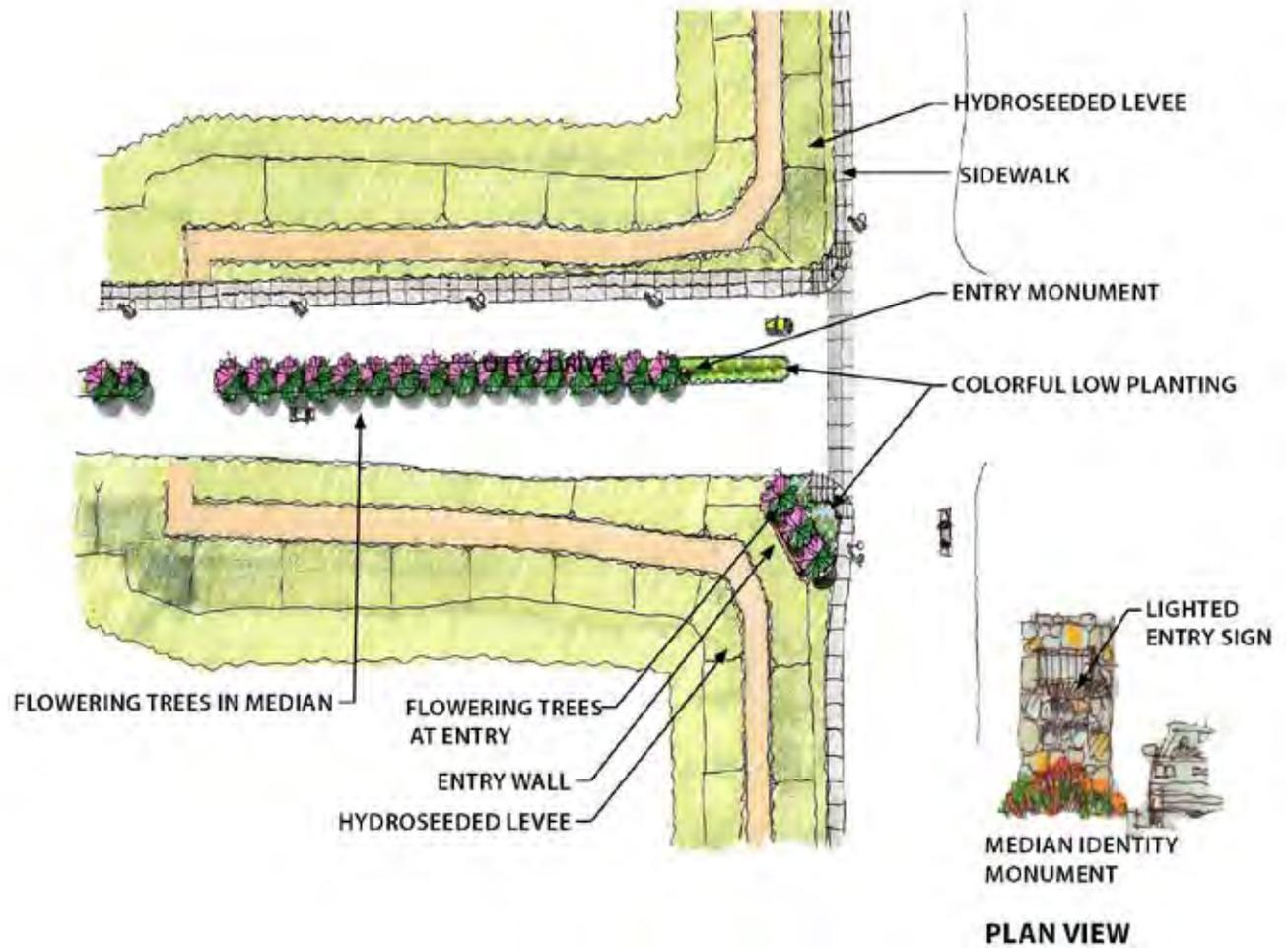


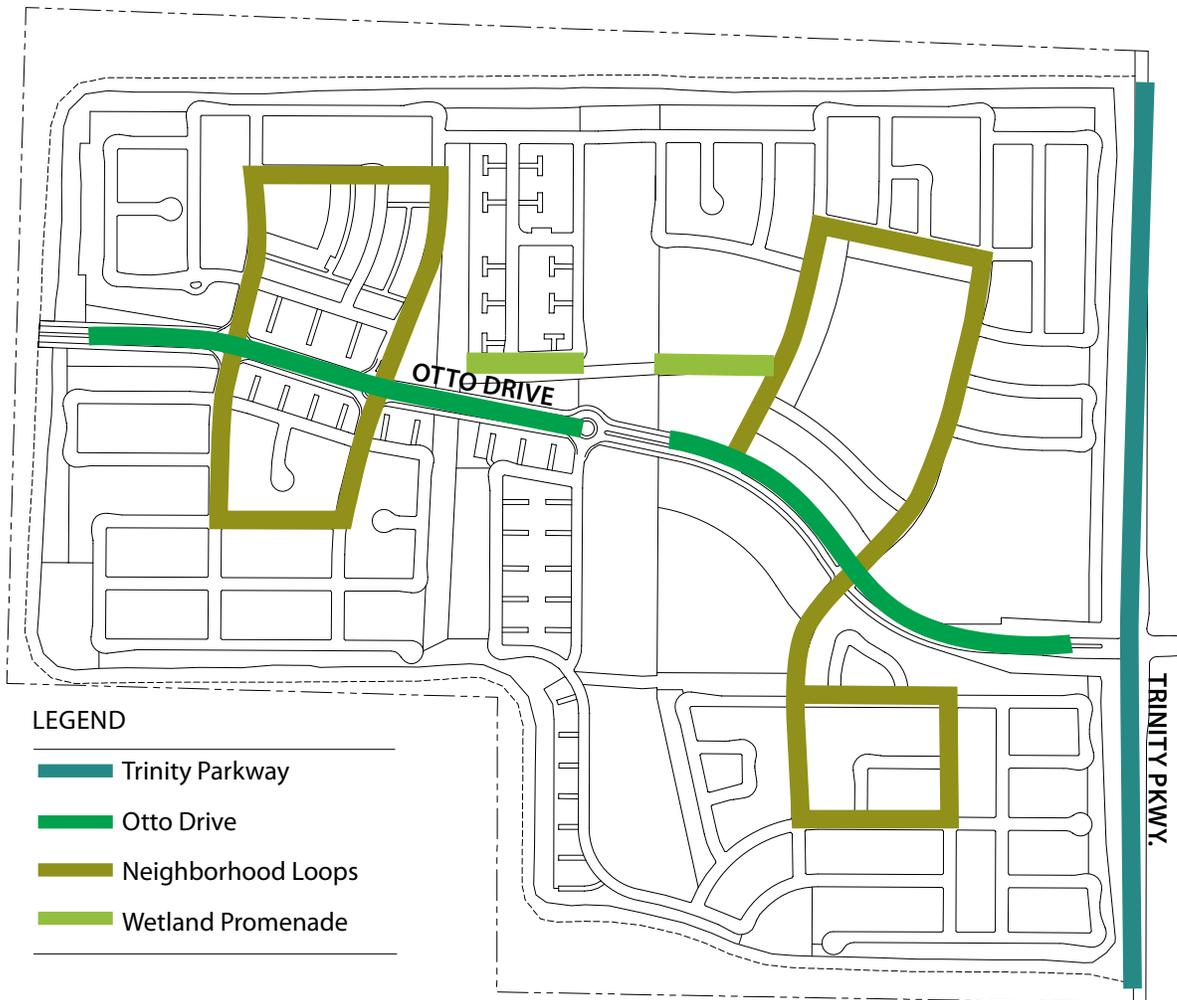
EXHIBIT 6.3: ENTRY CONCEPT WITH PROTOTYPICAL MONUMENTS, OTTO DRIVE AT TRINITY PARKWAY



6.7.3 STREETS, TRAILS AND PASEOS

The landscaped areas that define the roads and streets, trails and paseos shall reflect a hierarchical circulation pattern for both vehicle operators and pedestrians. The designs for all landscaped corridors shall be consistent with the Delta Cove PD with regard to plant materials, hard surfaces, lighting and other furnishings. Exhibit 4.17, provides a visual depiction of the street hierarchy and circulation plan.

Exhibit 6.1, Conceptual Landscape Plan, illustrates the conceptual structural elements of the landscape plan that forms the framework for Delta Cove. Implementation of the street-tree plan shall be reviewed and approved by the DRB. Special landscape designs and planting programs should be used at neighborhood entries to create identity.



LEGEND

-  Trinity Parkway
-  Otto Drive
-  Neighborhood Loops
-  Wetland Promenade

Location	Type	Botanical Name	Common Name
Trinity Parkway	Primary Tree	Fraxinus Americana 'Autumn Purple'	Autumn Purple American Ash
	Secondary Tree	Magnolia Grandiflora	Southern Magnolia
	Accent Tree	Lagerstroemia 'Tuscarora'	Crape Myrtle
Otto Drive	Primary Tree	Pistacia chinensis	Chinese Pistache
	Secondary Tree	Calocedrus decurrens	Incense Cedar
	Accent Tree	Chitalpa tashkentensis	Pink Dawn
Neighborhood Loops	Primary Tree	Koelreuteria paniculata	Goldenrain Tree
	Secondary Tree	Quercus wislizenii	Interior Live Oak
	Accent Tree	Arbutus 'Marina'	Hybrid Strawberry Tree
Wetland Promenade		Alnus rhombifolia	White Alder

EXHIBIT 6.4: STREET TREE MASTER PLAN



6.7.3.1 ARTERIAL STREETS

TRINITY PARKWAY

Trinity Parkway is the point of first impression of the Delta Cove community. Street trees along Trinity Parkway will be planted to shade bicycle and pedestrian trails. The city prefers 12' wide sidewalks consisting of alternative materials (i.e D.G) for the sidewalk design along Trinity Parkway. This design would be subject to local and State agency approvals. Evergreen trees will be used for screening where rear fences or apartment parking areas are visible from Trinity Parkway. Levee slopes will be planted with low groundcover. Entry points to the Delta Cove community will be highlighted at the northern and southern project boundaries, as well as at the main entrance into the community from Otto Drive.

On-street parking shall not be allowed along Trinity Parkway.

OTTO DRIVE

Subject to landscape plans to be developed, Otto Drive shall serve as an arterial street. The final street configuration(s) shall be developed in collaboration with the City Community Development Director to ensure the design promotes multi-modal means of transportation, public safety and provides the desired capacity.

The street section shall include a minimum of a 14-foot-wide landscaped median/left turn lane. The location(s) of left- and right-hand turn pockets should be limited to intersections without roundabouts.

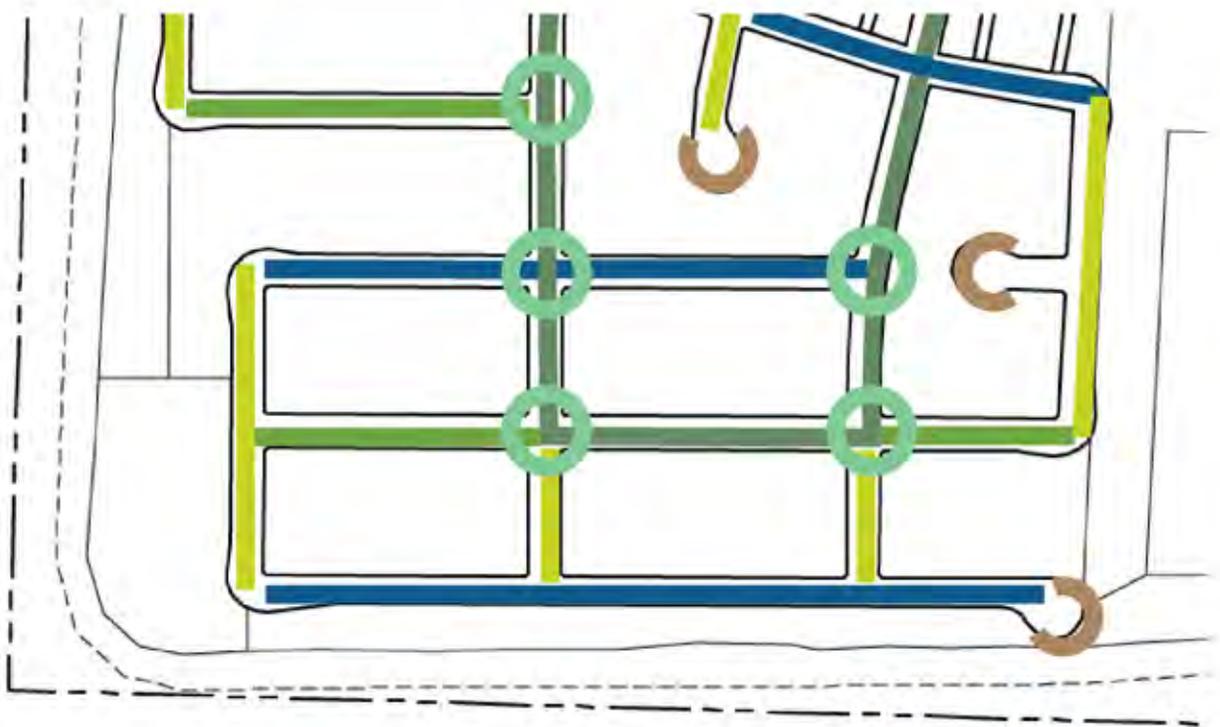
- A minimum 21-foot-wide landscaped corridor shall be provided on each side of the paved section. The section width may vary from one side of the street to the other, but in no case shall the landscaped area be less than 13 feet in width. An 8-foot-wide sidewalk shall be included in the landscaped corridor on the north and south side of the roadway. At the Commercial Neighborhood Center, the sidewalk may be widened to accommodate café seating or display.
- On-street parking shall not be allowed along Otto Drive, except that in the Commercial Neighborhood Center area, limited parking pull-outs may be provided.
- Planting between the back of curb and the edge of the sidewalk shall consist of ground covers or low shrubs, and a single row of trees. Turf is generally discouraged and shall not be allowed in planting areas less than 8 feet in width. The use of rain gardens or bioswales is encouraged.
- Street trees shall include a primary, secondary and accent tree species with regular spacing.
- The remainder of the landscaped corridor shall be planted with clusters of accent trees located at intervals along the roadway. The under story and ground plane shall be planted with water-conserving drought-tolerant shrubs and ground cover.

- Root deflectors shall be installed where the trunks of trees are less than 5 feet from any curb, walk or wall.
- In lieu of setbacks, sound walls shall be constructed only where required by the acoustic study, between the landscaped corridor and the residential developments.
- Landscape materials shall be planted at the base of all walls and solid fences.
- Where the residential/neighborhood's primary ingress and egress access points intersect with arterial streets monument signage shall be located to identify and enhance the image of the development creating a sense of place for the neighborhood. Signage construction shall utilize materials compatible with each neighborhood and shall be reviewed and approved by the Community Development Director.
- Median strip trees must be placed 25 feet on center with a single row of flowering accent trees at the end of the medians. These trees shall clear the street lights with a minimum of 25 feet from center to center. 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 HOA shall maintain the median strip landscaping.
- Shrubs installed within the median strip shall be installed in mass plantings. Where the median landscape area narrows, shrub plantings shall be installed to the narrowest point feasible for visual quality and maintenance. Ground cover shall comprise the narrow remainder of the median landscape area. Plant heights at maturity shall not obstruct sight lines.
- Ground covers planted in the median strip shall be of a limited variety of species, planted in groupings appropriate to viewing at vehicle speeds as well as attractive to the pedestrian.

6.7.3.2 RESIDENTIAL STREETS (PUBLIC)

The right-of-way for collector streets shall be 58 feet wide. The right-of-way for local residential streets shall be 54 to 55 feet wide if double-loaded, and 44.5 feet if single-loaded. All streets are intended to be publicly maintained. These streets will be designed to include the following elements:

- The landscaped planter strip on both sides of the street separating the sidewalk from the paved section and curb shall be 5 feet wide measured from back of the curb. A landscaped parkway planted with street trees and groundcover shall be installed between the back of curb and the sidewalk. Where parking is allowed on residential streets, planting shall accommodate ingress and egress from parked vehicles. Refer to Exhibit 4.23 and 4.24 for location of sidewalks that are 5 feet wide.
- A 10-foot-wide public utility easement (P.U.E.) may be located parallel to the right-of-way within the front-yard setback of the fronting parcels (typical). Any deviation from this typical is subject to the approval of the City Engineer and public utility providers who will use the easement.
- Street trees shall be spaced at regular intervals. Trees shall be planted in a pattern that unifies the neighborhood while allowing for a diversity of species. See Exhibit 6.5: Street Tree Pattern Diagram. Trees shall be limbed up to a minimum height of 6 feet over the sidewalk and street.
- Street trees shall be maintained by an owners association subject to review and approval by the City Parks Facility Planner/Landscape Architect and in compliance with Stockton Municipal Code.
- The under story and ground plane of the landscaped corridor shall be planted with water-conserving drought-tolerant low shrubs and ground cover. Turf is generally discouraged and will only be allowed in areas which are a minimum of 8 feet wide.
- Root deflectors shall be installed in situations where the trunks of trees are less than 5 feet from any curb, walk or wall.
- Street trees will be maintained by an owners' association subject to review and approval by the City Parks Facility Planner/Landscape Architect and in compliance with Stockton Municipal Code.



LEGEND

-  Neighborhood Loop Tree
-  Street Tree A
-  Street Tree B
-  Street Tree C
-  Accent Tree D
-  Accent Tree E

EXHIBIT 6.5: STREET TREE PATTERN DIAGRAM

6.7.3.3 ALLEYS

Planting pockets shall be provided between driveway aprons. Groundcover, low shrubs and vines should break up the paved areas. Small trees should be planted as space allows.

6.7.3.4 MIDBLOCK PATHS AND PASEOS

Midblock paths and paseos should be planted with groundcover, low shrubs and small trees. Visibility must be maintained throughout the paseo. Vines may be planted to soften the side-yard fencing. Refer to Exhibit 6.6.

The entries to midblock paths and paseos should be marked with special paving and planting, bollards and/or other site elements. Midblock connections/locations shall be subject to the approval of the City Engineer.

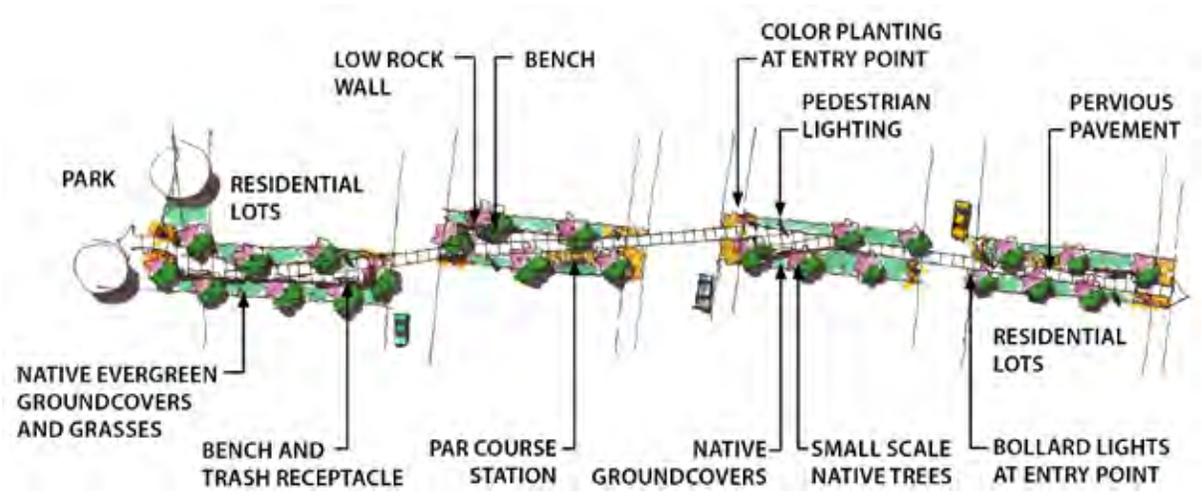


EXHIBIT 6.6: PASEO PLANTING CONCEPT

6.7.4 PARKS AND OPEN SPACE

The parks and open space system of the Delta Cove community shall provide for a variety of active and passive spaces, ranging from natural wetland areas to formal gardens. The character of the Delta and wetlands should be integrated throughout the community by the use of riparian and wetland plant communities in the open space system. The park system should also incorporate elements that reference Stockton's agrarian heritage, including windrows of trees and community gardens.

Linear parks within the development are a part of the project's open space. The linear parks are adjacent to the levee's that run along the perimeter of the project. Linear parks in the levee setbacks along Bear Creek and Mosher Slough should provide additional gathering spaces along the lighted, 6' wide walking/jogging perimeter trail. Active linear parks should be visually open to the adjacent streets, and should maintain clear view corridors through the open spaces that run behind rear yards. The landscaping in the linear parks should be designed to complement the adjacent streetscapes, and to transition smoothly to the landscaping of the other parks developed along the base of the levee.

Landscaping in the parks shall create ample shade around activity areas, and define a variety of spaces for active and passive uses. Landscaping should support safe and active parks by allowing visibility into the parks from adjacent streets and public ways. Any residence siding or backing onto a park should be adequately buffered from active park uses by landscaping and fencing.

6.7.4.1 NEIGHBORHOOD AND POCKET PARKS

Parks should act as focal points and social gathering spaces for neighborhoods in Delta Cove. Each park should exhibit a distinct character, and should be designed with sub-areas for active and passive uses. Shade trees and shade structures shall be provided for the comfort of park users. Where homes front onto a park, passive use areas and a public pedestrian walk shall buffer the residences from the more active uses.

6.7.4.2 WETLANDS, DETENTION AND CENTER PARK

Wetland and detention areas are integrated into the park system. The character of the wetland preserve to the north of Bear Creek should be carried through these open space areas by means of landscape. Along the wetlands corridor, riparian trees and planting near the wetland channel should provide a clearly visible connection with the preserve to the north. Habitat nodes may be created by using plant communities that support specific avian species. Trails shall be incorporated along the wetland corridors and easement park/detention areas to provide connectivity throughout the Delta Cove community, giving pedestrians and cyclists an alternative to the streets, and supporting opportunities for observation and education about natural processes.

Planting in the power line easement is limited to maximum of 12 feet in height. Pollinator and wetland habitat nodes are appropriate in this area, as are community gardens, and sports fields.

6.7.5 STORMWATER DETENTION BASINS

Stormwater detention basins shall be designed to include seasonally wet basins that will support plants that are native to seasonal wetlands in the region. Refer to Exhibit 6.8. Some basins may be maintained with perennial water and emergent wetland vegetation. If perennially wet basins are used, they shall be used as a source of irrigation water for the development.

Seasonal wetland vegetation is adapted to go dormant in the summer when wetlands are dry. Vegetation will stay green well into the spring without any irrigation. Mosquitoes are minimized because the basins are dry during the warm season when mosquitoes are most prevalent. Refer to Exhibit 6.7. Guidelines for the design of the seasonal wetland basins shall be as follows:

- Basins shall not be drained completely in the winter. Basins shall be designed to include a shallow pool that stays wet through the winter. Water depths in the winter shall be between 3 and 8 inches, the ideal range to support seasonal wetland vegetation. Basins shall be allowed to go dry naturally through evaporation.
- Side slopes of stormwater detention basins shall be no greater than 3:1.
- Islands within the seasonal basins shall be designed to be above the winter water line and below the maximum 100-year water line. Islands shall be planted with native riparian shrubs.
- Native seasonal wetland plants and native riparian plants shall be selected by a qualified designer or biologist who is familiar with seasonal wetland restoration.
- Spray irrigation may be applied to seasonal wetland vegetation to keep it green throughout the summer, but it is not required. Alternatively, the seasonal wetland vegetation may be allowed to go dormant and turn golden brown naturally.
- The trail shall be designed within the stormwater basins and adjacent to the basins wherever possible; however, it shall be elevated above the water level for a 25-year storm event either on earth or on boardwalks.

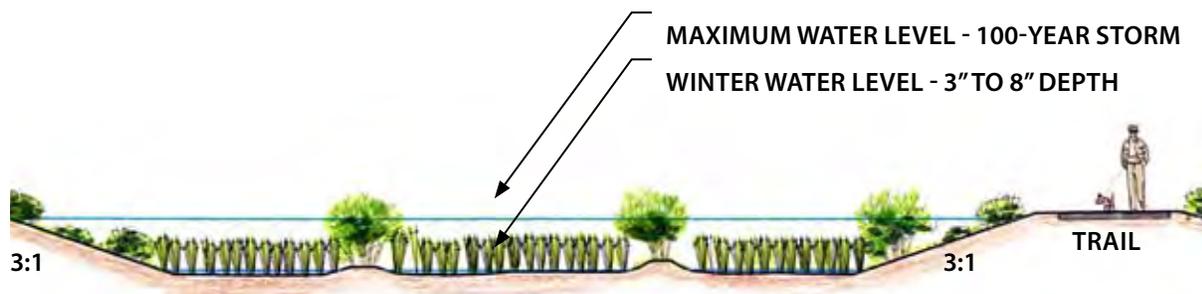


EXHIBIT 6.7: TYPICAL STORMWATER BASINS SECTION



LEGEND

-  100-year flood elevation
-  Seasonal Wetland Vegetation within Stormwater Basin

EXHIBIT 6.8: STORMWATER DETENTION BASINS LAYOUT PLAN

6.7.6 WETLAND PRESERVATION & ENHANCEMENT



Raptor



Pollinator



Riparian Bird



Wetland Bird

The linear wetlands, stormwater basins, parks and open space offer diverse opportunities to improve habitat and for wildlife to utilize Delta Cove open space. Where trails, preserved wetlands, and riparian habitat enhancement intersect, opportunities for habitat nodes are created. Elements of the linear wetland enhancement can be targeted at specific wildlife species within these nodes. Interpretive elements such as signs or artwork may also be added to illuminate these special places to visitors.

The habitat nodes shall be interspersed within the open space and parks along trails. Each node has a distinct character that can be described by the animals that may inhabit the space. Each node is in turn designed to have elements that will attract the designated animals. The opportunities for habitat nodes are identified in Exhibit 6.9.

Each habitat node shall incorporate riparian enhancement adjacent to the existing linear wetlands. The following elements shall be incorporated into the riparian enhancement and wildlife habitat nodes:

- Areas of riparian enhancement that are outside of the habitat nodes shall be enhanced according to the design guidelines for the Riparian Habitat Node.
- Riparian benches shall be excavated adjacent to existing wetlands. Bench elevations shall be above the elevation of the Ordinary High Water Mark (OHWM) without impacting the existing wetlands.
- Existing steep side slopes along the existing channels shall be re-contoured above the OHWM to be no greater than 3:1.
- The width of riparian benches shall be maximized wherever possible leaving room for trails along the top of the bank and gentle side slopes. Riparian benches shall be no narrower than 8 feet and may be as wide as 35 feet.
- Native riparian plants shall be selected by a landscape architect or biologist who is familiar with riparian restoration.



LEGEND

- 1** Raptor Habitat Nodes
- 2** Pollinator Habitat Nodes
- 3** Riparian Wildlife Nodes
- 4** Wetland Wildlife Nodes

EXHIBIT 6.9: HABITAT NODES PLAN

6.7.6.1 RAPTOR HABITAT NODES



American Kestrel



Merlin



White alder



California wild rose

Raptors are common inhabitants of Stockton and the Central Valley area. Refer to Exhibit 6.10. Raptor Wildlife nodes should also include habitat for the animals that raptors feed on. Common wildlife species found in the raptor nodes may include:

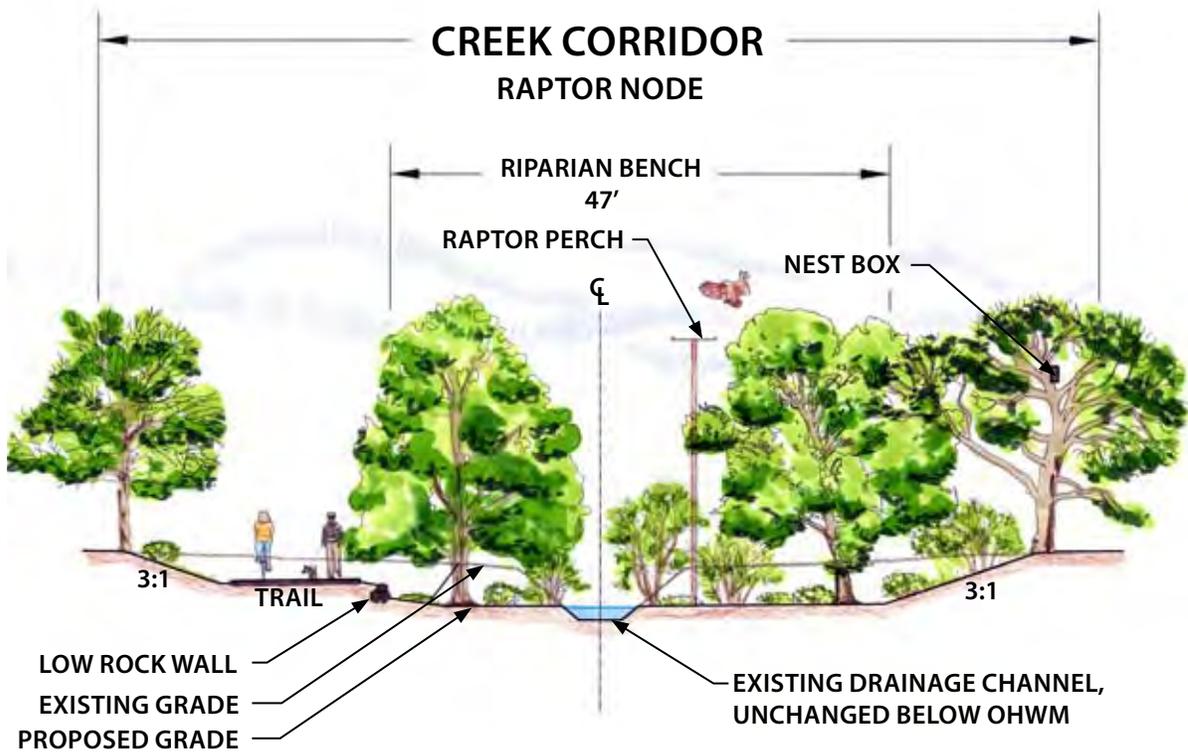
- American Kestrel
- Northern harrier
- Merlin
- Mice
- Rabbit
- Red Tailed Hawk
- Turkey Vulture

The following elements shall guide the design of Raptor Habitat Nodes:

- Species selection should include large native riparian trees to provide nesting sites for raptors as the trees mature.
- Perches and nesting boxes shall be added until riparian canopy is mature enough to support raptors without these man-made elements.
- Rock piles, low rock walls, large woody debris and wood piles shall be included to attract rodents and reptiles that raptors eat.

90% of the plant species within the Raptor Wildlife Node shall be selected from this list.

- Blue elderberry (*Sambucus mexicana*)
- Box elder (*Acer negundo*)
- California sycamore (*Platanus racemosa*)
- California wild rose (*Rosa californica*)
- California blackberry (*Rubus ursinus*)
- California sagebrush (*Artemisia californica*)
- California wild grape (*Vitis californica*)
- Coyote brush (*Baccharis pilularis*)
- Fremont cottonwood (*Populus fremontii*)
- Golden currant (*Ribes aureum*)
- Coast live oak (*Quercus agrifolia*), Interior live oak (*Quercus wislizeni*), Valley oak (*Quercus lobata*)
- Rushes and sedges (*Juncus spp.* & *Carex spp.*)
- Oregon ash (*Fraxinus latifolia*)
- White alder (*Alnus rhombifolia*)
- Willows (*Salix spp.*)



LOCATION MAP: RAPTOR NODES



LEGEND

- ① Raptor Habitat Nodes

EXHIBIT 6.10: RIPARIAN ENHANCEMENT RAPTOR NODE

6.7.6.2 POLLINATOR HABITAT



Allen's hummingbird



Monarch butterfly



Monarch caterpillar



California poppy



Indian paintbrush

Pollinators are essential to the success of agriculture as well as native plants. Refer to Exhibit 6.11. Many plant cannot reproduce without the help of pollinators to fertilize the flowers. The Pollinator Habitat node is designed to attract and support hummingbirds, butterflies, and bees such as:

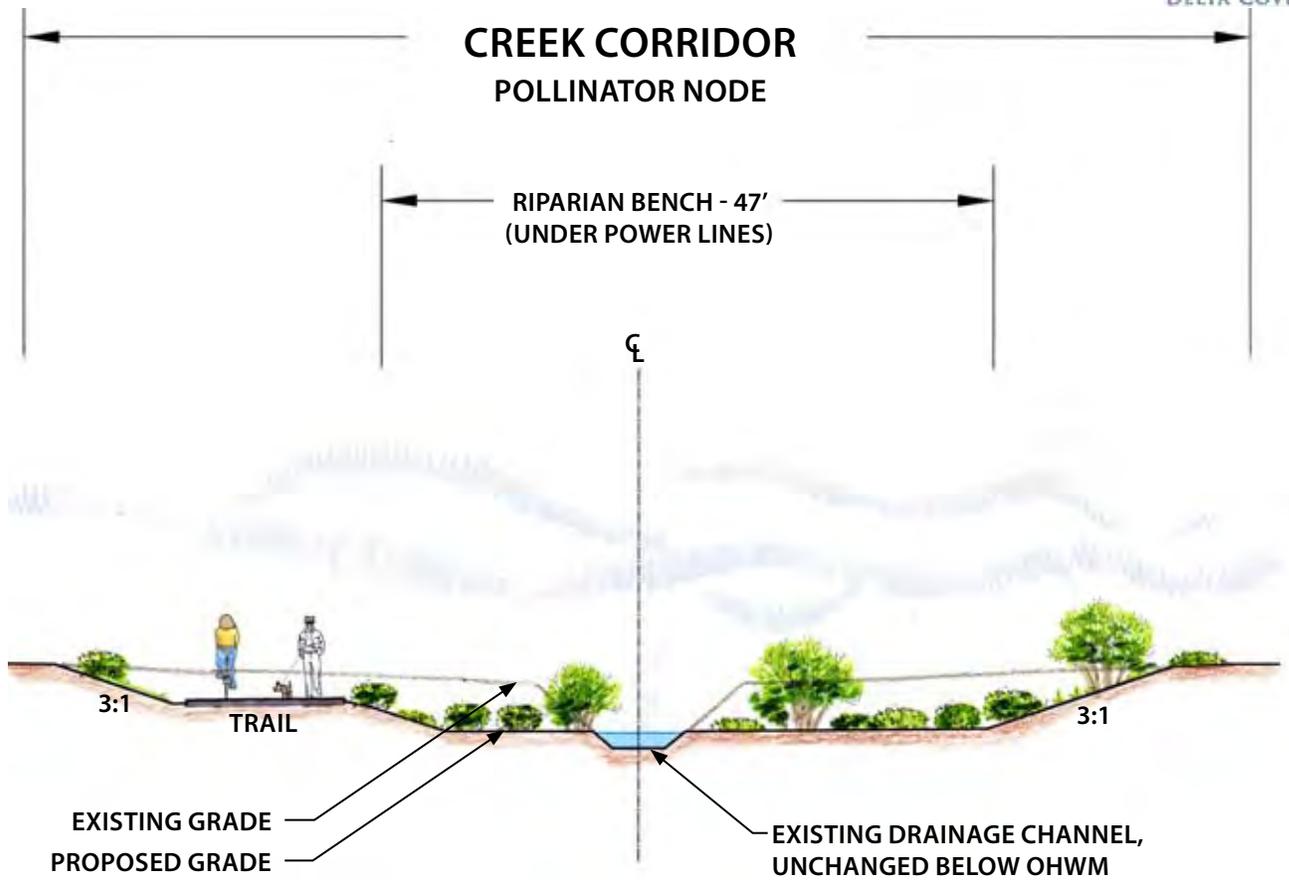
- Allen's hummingbird
- Black chinned hummingbird
- Monarch butterfly
- Painted lady butterfly
- Bombus bee (bumble bee)
- Digger bee
- Mason bee
- Anthidium bee

Each Pollinator Habitat Node shall include these elements:

- Native flowering shrubs and ground covers.
- Nectar producing plants.
- Plants that support entire life-cycle of butterflies.
- Located adjacent to the Community Gardens to provide habitat for pollinators and beneficial insects.
- Plants shall be appropriate for planting under power lines where necessary.

90% of the plant species within the Pollinator Habitat Node shall be chosen from this list.

- Butterfly mint bush (*Monardella breweri*)
- Buckwheat (*Eriogonum spp.*)
- California wild rose (*Rosa californica*)
- California blackberry (*Rubus ursinus*)
- California wild grape (*Vitis californica*)
- California poppy (*Eschscholzia californica*)
- Ceanothus (*Ceanothus spp.*)
- Dutchman's pipe (*Aristolochia californica*)
- Golden currant (*Ribes aureum*)
- Goldenrod (*Solidago californica*)
- Indian Paintbrush (*Castilleja exserta ssp. exserta*)
- Marsh baccharis (*Baccharis douglasii*)
- Monarch milkweeds (*Asclepias spp.*)
- Narrow leaf milkweed (*Asclepias fascicularis*)
- Sedges (*Carex spp.*)
- Willows (*Salix spp.*)



LOCATION MAP: POLLINATOR NODES



LEGEND

- 2 Pollinator Habitat Nodes

EXHIBIT 6.11: RIPARIAN ENHANCEMENT POLLINATOR NODE

6.7.6.3 RIPARIAN HABITAT



California Thrasher



California Quail



California blue oak



Golden currant

Riparian wildlife includes a diversity of birds, amphibians, reptiles and mammals. Refer to Exhibit 6.12 Common wildlife species found in the riparian wildlife node include:

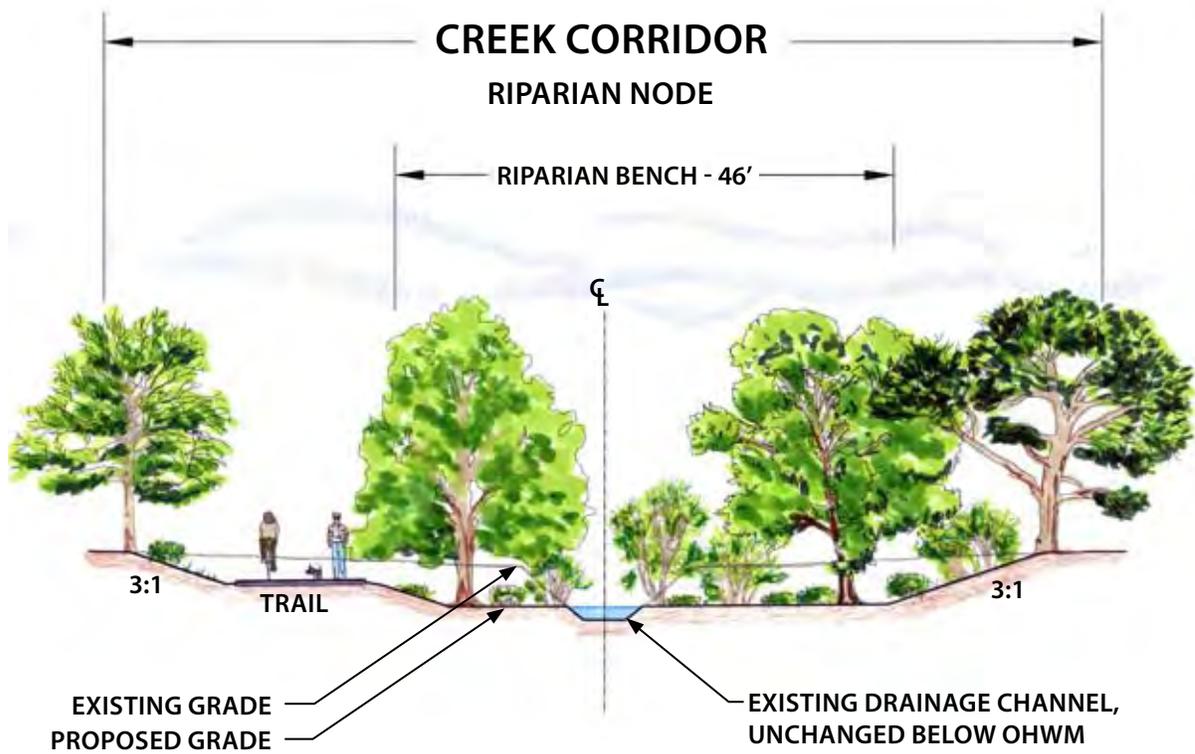
- California Quail
- Kingsnake
- Mourning Dove
- Northern Flicker
- Horned Lark
- Barn Swallow
- California Thrasher
- Whiptail lizard
- Yellow Billed Magpi

Riparian Habitat Nodes shall include the following characteristics:

- Diversity of riparian trees in size and species for nesting.
- Food sources for wildlife such as native shrubs and trees.
- Large tree species that will provide shade when mature.
- Access to water for riparian wildlife.
- Nesting boxes for swallows.
- Wood piles and low rock walls to provide shelter while vegetation is immature.

90% of the plant species within the Riparian Habitat Node shall be selected from this list:

- Blue elderberry (*Sambucus mexicana*)
- Box elder (*Acer negundo*)
- California sycamore (*Platanus racemosa*)
- California wild rose (*Rosa californica*)
- California blackberry (*Rubus ursinus*)
- California wild grape (*Vitis californica*)
- California sagebrush (*Artemisia californica*)
- Coast live oak (*Quercus agrifolia*), Interior live oak (*Quercus wislizeni*), Valley oak (*Quercus lobata*)
- Coyote brush (*Baccharis pilularis*)
- Fremont cottonwood (*Populus fremontii*)
- Golden currant (*Ribes aureum*)
- Oregon ash (*Fraxinus latifolia*)
- Rushes and sedges (*Juncus spp.* & *Carex spp.*)
- White alder (*Alnus rhombifolia*)
- Willows (*Salix spp.*)
- Wildflowers (*Various*)



LOCATION MAP: RIPARIAN WILDLIFE NODES



LEGEND

- ③ Riparian Wildlife Nodes

EXHIBIT 6.12: RIPARIAN ENHANCEMENT RIPARIAN WILDLIFE NODE

6.7.6.4 WETLAND HABITAT NODES



Killdeer



Dunlin



Red-winged blackbird



Mulefat



Spreading rush

Many wildlife species use seasonal wetlands. Refer to Exhibit 6.13. The plants that grow there are adapted to the seasonal hydrology of the wetlands as are the wildlife.

These unique wildlife species include:

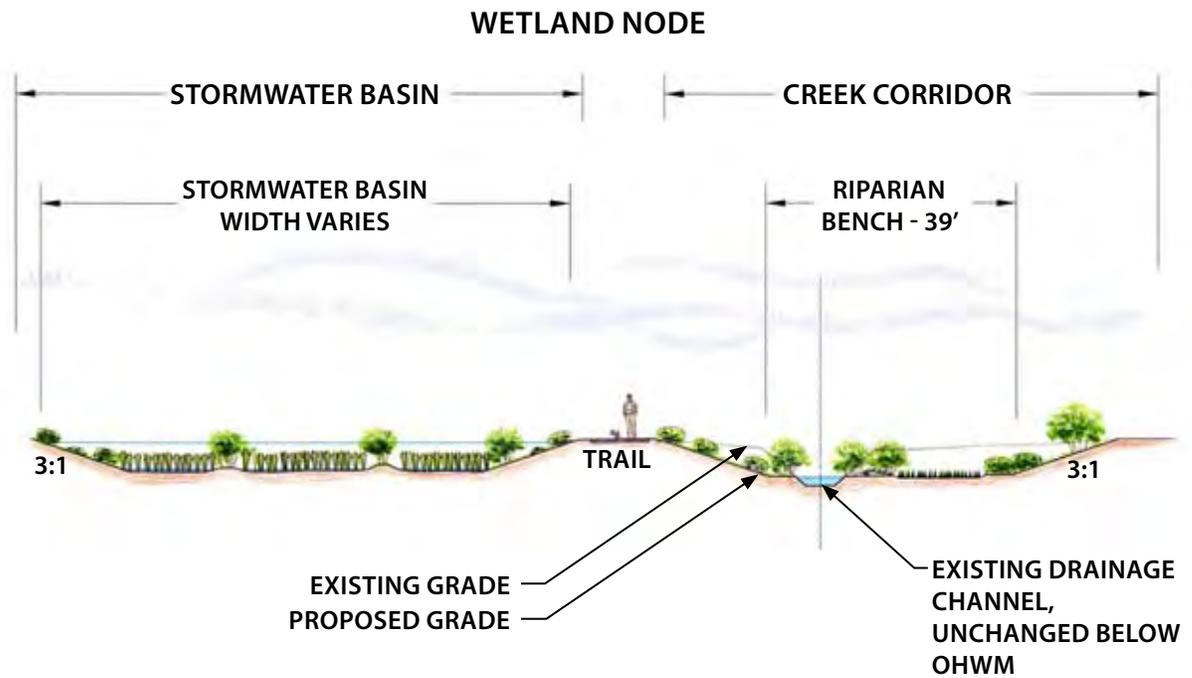
- Black-necked Stilt
- Dunlin
- Greater Yellowlegs
- Great Blue Heron
- Marsh wren
- Killdeer
- Red-winged blackbird
- Tundra Swan

Wetland Habitat Nodes shall incorporate the following design features:

- Shallow seasonal wetland basins within the riparian bench where possible.
- Seasonal wetland basins may be 3 to 8 inches deep.
- Areas outside of seasonal wetland basins shall be planted with native riparian shrubs.

90% of the plant species within the Wetland Habitat Node shall be selected from this list.

- California wild rose (*Rosa californica*)
- California blackberry (*Rubus ursinus*)
- Coyote brush (*Baccharis pilularis*)
- Common spikerush (*Eleocharis macrostachya*)
- Grasses (*Hordeum brachyantherum*, *Danthonia californica*, etc.)
- Golden currant (*Ribes aureum*)
- Mulefat (*Baccharis salicifolia*)
- Rushes (*Juncus spp.*)
- Sedges (*Carex spp.*)
- Tules (*Schoenoplectus californicus*)
- Willows (*Salix spp.*)



LOCATION MAP: WETLAND WILDLIFE NODES



EXHIBIT 6.13: RIPARIAN ENHANCEMENT WETLAND WILDLIFE NODE

6.7.7 PERIMETER AND PARKING LOT LANDSCAPE & SCREENING

The landscape character of the street corridors should be incorporated in the design of parking areas to visually integrate public areas with private areas and enhance the overall quality of the circulation network.

- Landscaped areas, including the parking areas, shall be designed to create a visual statement utilizing both hard and soft features, such as unique plant materials, plant arrangements, earth forms and paving.
- Trees used in parking area design shall be limited to the species listed in the Tree Palette in this chapter.
- Shrubs, groundcover and trees with large canopies that are consistent with the Delta Cove PD shall be planted around all surface parking areas.
- Trees must be used as the primary elements within parking areas and shall serve the following functions: delineate the various spaces within the parking areas, provide screens between various uses and provide shade during the summer months. Trees shall be spaced to provide shading over a minimum of 50% of the paved area within 15 years. All trees shall be installed in a manner that would ensure safe sight lines for both pedestrians and motorists.
- A landscape area, a minimum of 5 feet wide, shall be placed at the end of the parking bays, extending to the end of the parking spaces. A maximum of 10 stalls between tree wells shall be provided at all single-row parking. A maximum of five stalls between tree wells shall be provided at double-row parking areas.
- Bioswales shall be incorporated into the design of parking areas, at the perimeter and in planting islands as feasible. Bioswales are encouraged between parking rows in double-row parking areas.
- All parking lot landscape must be planted with live vegetation that should ultimately cover 100% of the landscape area. Plants should be spaced appropriately to their mature size, to avoid the need for excessive pruning, reducing green waste.
- Accent trees shall be used to delineate parking aisles, guide traffic, frame the entrance to parking areas and create interest for the spaces designed for pedestrians. These trees shall be distinct in form and flower and shall contrast to some extent with the species selected to provide shade in the parking area.
- The landscape under story is of equal importance to the tree canopy and shall be used to emphasize the architectural design and details of the buildings and structures as well as to lend interest to the pedestrian and driving experience.
- Shrub landscape elements shall serve several functions such as placing emphasis on circulation routes, screening parking areas and above-ground utilities and creating accents whether on the ground plane or in containers.
- Parked cars should be screened from public view by berming, low fencing, and/or landscaping.

Screening elements should be a maximum of 48 inches high, to block views of parked cars while allowing visibility into the parking area.

- Shrubs selected for the planting areas adjacent to roads, streets and parking areas shall be chosen for their resistance to exhaust, radiator fluids and reflected heat from hardscape surfaces. In parking areas, shrubs shall be massed in groups, be water conserving and require low maintenance.

6.7.8 LANDSCAPE PLANTING

Planting should function as an organizing element for the Delta Cove community. It should enhance the visual character of Delta Cove, and contribute to the image of the community. The landscape should reinforce the community's identity as part of the Delta ecosystem and Stockton's agrarian heritage. It should also be climate appropriate, water conserving and Delta-friendly.

- Use of native plants is encouraged. Natives plants thrive within the local climate without the use of excessive water or fertilization, and are less susceptible to pests. Native plants also provide food and shelter to support birds and beneficial insects. Native tree species are noted in the Tree Palette in this chapter.
- Climate appropriate plants should be used. Plants from Mediterranean climates use less summer water, and are compatible with the Stockton environment.
- Soils should be amended prior to planting. Use of organic amendments and fertilizers is encouraged.
- Select plants that are appropriately sized and space plants for their mature size. Appropriate sizing and spacing reduces the need for shearing or excessive pruning and reduces green waste sent to landfills.
- Use plants with low summer water needs, and group plants by hydrozone to promote water-efficient irrigation.
- Purchase plants and landscaping materials locally, to reduce transportation impacts.
- Use landscaping for passive solar control, providing shade to buildings, activity areas, and paved areas during the summer and allowing light and warmth in the winter.
- All trees with trunks that are located less than 5 feet from any wall, walkway or curb must be installed with root deflectors.
- 75% of shrub plantings shall be, at a minimum, 5 gallons in size.
- Where broad groups of species are being considered, only plants within the noted genus that can thrive in the Stockton area shall be used.

- Ground cover shall be chosen for the following factors: hardiness, ability to withstand foot traffic and low maintenance.
- The use of lawn as a ground cover is discouraged. Lawn should be limited to areas where it will be used for active or passive activities. When lawn is used, drought resistant varieties such as a “fine bladed” dwarf turf type fescue or an equivalent shall be used.
- Ground cover plant materials that provide annual color shall be used at the entry ways, major project access points and near pedestrian pathways.
- Mulch must be placed in landscaped areas that are not planted as lawn. Acceptable mulch shall not exceed $\frac{3}{4}$ inch to $1\frac{1}{4}$ inches in any dimension and may include redwood, pine or fir bark. Use of recycled material for mulch is encouraged.
- Bermed slopes shall not exceed 3:1 and should not exceed 36 inches in height unless approved by the DRB.

6.7.9 PLANTING SELECTION

A plant list indicating botanical name, container size, quantity and spacing shall be provided on the landscape plans.

- Street trees within neighborhoods shall be installed by the developer.
- Use of turf shall be discouraged. Turf shall be used in a practical manner for high-use areas, and shall be used on a very limited basis for aesthetic effect. When turf is used, drought resistant varieties such as a “fine bladed” dwarf turf type fescue or an equivalent shall be used.
- Slope planting requires special attention to prevent erosion and runoff. Biodegradable erosion control matting is suggested for slopes exceeding 3:1. In addition, plants shall be selected that should bind the soil either by strong rooting habit or low-lying stems. Refer to Table 6.2 for the seed mix for use on levee slopes and within 10 feet of the toe of the levee slopes.
- Planting areas that are at least 3 to 4 feet in width are encouraged between lawn and building walls.
- Recommended Tree Palette is set forth in Table 6.3.

TABLE 6.2 SLOPE PLANTING SEED MIX

Botanical Name	Common Name	
Distichlis stricta	Saltgrass	40%
Hordeum californicum	Prostrate California Barley	27.5%
Cynodon dactylon	Common Bermuda Grass	20%
Lupinus bicolor	Dwarf Lupine	5%
Eschscholzia californica	California Poppy	5%
Sisyrinchium bellum	Blue-Eyed Grass	2.5%

6.7.10 MISCELLANEOUS LANDSCAPE FEATURES

- All air conditioners and mechanical equipment shall be screened from public view by fencing or landscape. Rooftop mechanical units are not allowed.
- Furnishings such as benches, trash receptacles and bicycle racks shall be provided throughout the public parks, open spaces and streets, as appropriate. Use of sustainably manufactured site furnishings is encouraged.
- All other site furniture and fixtures shall conform to the established CC&Rs and be subject to DRB approval.

6.7.11 IRRIGATION

The irrigation systems installed for institutional and open-space projects within the Delta Cove development shall use spray, bubbler and drip techniques and programs designed in accordance with the most current water conservation policies and available equipment, and meet the water requirements of the landscape materials proposed for installation.

- Landscape irrigation systems for commercial, recreational and open space projects shall be designed by a California Registered Landscape Architect or a Licensed Civil Engineer. Irrigation systems shall be designed and constructed in accordance with the City Code.

TABLE 6.3 TREE PALETTE

CANOPY TREES

Botanical Name	Common Name	Comments
<i>Acer negundo</i>	Box Elder	
<i>Acer rubrum</i> 'Red Sunset'	Red Maple	Low salt tolerance
<i>Aesculus carnea</i>	Red Horsechestnut	Low salt tolerance
<i>Celtis australis</i>	European Hackberry	Low salt tolerance
<i>Celtis sinensis</i>	Chinese Hackberry	Low salt tolerance
<i>Cinnamomun camphora</i>	Camphor Tree	Not tolerant of reclaimed water, Susceptible of disease in poorly drained soils
<i>Fraxinus americana</i> 'Autumn Purple'	Autumn Purple White Ash	Low salt tolerance
<i>Fraxinus holotricha</i> 'Moraine'	Moraine Ash	
<i>Fraxinus latifolia</i>	Oregon Ash	
<i>Fraxinus oxycarpa</i> 'Raywood'	Raywood Ash	
<i>Fraxinus uhdei</i>	Evergreen Ash	
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree	Weak wood requires pruning early on to develop strong branch structure
<i>Koelreuteria paniculata</i>	Goldenrain Tree	Low salt tolerance
<i>Magnolia grandiflora</i>	Southern Magnolia	Low salt tolerance
<i>Maytenus boaria</i> 'Green Showers'	Green Showers Chilean Mayten	Requires well-drained soil
<i>Pistacia chinensis</i>	Chinese Pistache	Low salt tolerance
<i>Platanus acerifolia</i>	Sycamore Cultivars 'Yarwood', 'Bloodgood', and 'Columbia'	
<i>Prunus sargentii</i>	Sargent Cherry	Susceptible to breakage, require well-drained soil

Botanical Name	Common Name	Comments
<i>Pyrus calleryana</i>	Flowering Pear	Susceptible to wind breakage
<i>Quercus agrifolia</i>	Coast Live Oak	Requires well-drained soil
<i>Quercus ilex</i>	Holly Oak	
<i>Quercus lobata</i>	Valley Oak	
<i>Quercus palustris</i>	Pin Oak	Weak wood, prone to breakage, low salt tolerance
<i>Quercus schumardii</i>	Schumard Oak	
<i>Quercus suber</i>	Cork Oak	Requires well-drained soil
<i>Quercus virginiana</i>	Southern Live Oak	
<i>Quercus wislizenii</i>	Interior Live Oak	
<i>Robinia ambigua idahoensis</i>	Idaho Locust	
<i>Robinia</i> 'Purple Robe'	Purple Robe Locust	Susceptible to wind breakage
<i>Sapium sebiferum</i>	Chinese Tallow Tree	Potentially invasive
<i>Schinus molle</i>	California Pepper	
<i>Sophora japonica</i>	Chinese Scholar Tree	Requires good drainage. Weak wood susceptible to breakage.
<i>Tilia cordata</i>	Little Leaf Linden	Low salt tolerance
<i>Ulmus parvifolia</i>	Chinese Elm	
<i>Ulmus</i> 'Frontier'	Frontier Elm	
<i>Ulmus</i> 'Pioneer'	Pioneer Elm	

TABLE 6.4 STREET TREE MASTER PLAN

SMALL ACCENT TREES

Botanical Name	Common Name	Comments
<i>Arbutus 'Marina'</i>	Hybrid Strawberry Tree	Requires good drainage
<i>Arbutus unedo</i>	Strawberry Tree	Requires good drainage
<i>Carpinus betulus fastigiata</i>	Fastigate Hornbeam	Poor salt tolerance
<i>Cercis canadensis</i>	Eastern Redbud	Weak wood is susceptible to breakage. Low salt tolerance.
<i>Cercis occidentalis</i>	Western Redbud	Not for planting in lawns. Low salt tolerance.
<i>Chionanthus retusus</i>	Chinese Fringe Tree	
<i>Chitalpa tashkentensis</i>	Pink Dawn	Requires good drainage
<i>Crataegus phaenopyrum</i>	Washington Hawthorne	Requires good drainage. Weak wood is susceptible to breakage. Low salt tolerance.
<i>Dodonea viscosa</i>	Hopseed bush	Can be kept under 12' tall
<i>Eriobotrya deflexa</i>	Bronze Loquat	Requires good drainage
<i>Geijera parviflora</i>	Australian Willow	Requires good drainage
<i>Lagerstroemia indica</i>	Crape Myrtle	Some varieties are less than 12' tall. Low salt tolerance.
<i>Malus ssp.</i>	Crabapple	Requires good drainage
<i>Olea europa</i>	Olive	
<i>Prunus cerasifera 'Atropurpurea'</i>	Purple Leaf Plum	Requires good drainage
<i>Prunus yedoensis 'Akebono'</i>	Flowering Cherry	Requires good drainage
<i>Pyrus calleryana</i>	Flowering Pear	Susceptible to wind breakage
<i>Pyrus kawakami</i>	Evergreen Pear	
<i>Rhus lancea</i>	African Sumac	Requires good drainage
<i>Sambucus mexicana</i>	Blue Elderberry	Low salt tolerance
<i>Schinus terebinthifolius</i>	Brazilian Pepper	

TALL ACCENT TREES

Botanical Name	Common Name	Comments
<i>Betula jacquemontii</i>	Jacquemontii Birch	Prefers good drainage
<i>Phoenix dactylifera</i>	Date Palm	
<i>Washingtonia hybrid</i>	Palm	
<i>Cedrus deodara</i>	Deodar Cedar	Requires good drainage. Low salt tolerance.
<i>Calocedrus decurrens</i>	Incense Cedar	Tolerates heat and poor soils, good windbreak

SCREEN TREES

Botanical Name	Common Name	Comments
<i>Casuarina stricta</i>	Coast Beefwood	
<i>Cupressus arizonica</i>	Arizona Cypress	Weak wood is prone to breakage. Requires well-drained soil.
<i>Grevillea robusta</i>	Silk Oak	Weak wood is prone to breakage. Requires well-drained soil.
<i>Laurus nobilis</i>	Grecian Laurel	Requires well-drained soil
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	
<i>Sequoia sempervirens</i> ('Aptos Blue,'Soquel')	Coast Redwood	

RIPARIAN TREES

Botanical Name	Common Name	Comments
<i>Alnus rhombifolia</i>	White Alder	Low salt tolerance
<i>Platanus racemosa</i>	California Sycamore	
<i>Populus fremontii</i>	Fremont cottonwood	
<i>Salix</i> spp.	Willows	

- All landscape areas shall be irrigated with an automatically controlled system installed underground and capable of dual or multiple programming to allow lawn circuits to be programmed independently from shrub areas.
- Irrigation systems shall be valved separately as appropriate to the plant communities, orientation, and exposure of plant materials. Soil conditions, as well as water requirements of selected plant species, shall also be considered when valving irrigation systems.
- All irrigation systems require backflow prevention. Backflow prevention devices shall be installed in conformance with all City codes and ordinances and shall be located so as to avoid any danger to public safety. Backflow prevention devices shall be shielded by means of plant materials, berms or low screen structures, but plant materials and screens shall not block views for pedestrians or motorists.
- Irrigation systems shall use ET-based “smart” controllers, which adjust water output based on wind, weather, moisture and soil conditions.
- Sprinkler head spacing shall be designed for head-to-head coverage. The maximum spacing of sprinklers (excluding bubblers or drip emitters) shall not exceed 60% of the diameter, and triangular spacing shall be utilized whenever practical. The system shall be designed to avoid overspray onto walks, walls, parking lots, streets and other areas without landscaping.
- Irrigation systems shall be monitored regularly for proper operation and examined for leaks and broken heads. Controller programming shall be adjusted regularly to reflect seasonal weather changes.
- When spray irrigation systems are installed, low-gallonage/low-precipitation heads must be used.
- Combination systems utilizing drip irrigation equipment, low-gallonage spray heads and rotors may be used as applicable.
- Irrigation heads installed in high-use pedestrian or vehicular traffic areas shall be “pop-up” models only, rather than installed on fixed risers.
- 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 the tops of slopes shall be valved separately from sprinklers at the bottom of slopes.
- Irrigation systems shall be designed and constructed in accordance with the City Code.
- Mainline shall be PVC Schedule 40 solvent weld with Schedule 40 fittings for sizes 2 inches and smaller. Sizes of 2 ½ inches and larger shall be PVC Class 200 with Ring-Tite fittings. There shall be a minimum 18-inch cover over mainlines and a 24-inch cover when mainline is under a paved vehicular area.

- Remote-control valves shall be installed with a union for ease of maintenance. Installing valve boxes in turf areas shall be avoided whenever possible.
- A backbone purple pipe system shall be installed for future hook up to a non-potable water source, when such source becomes available.

6.8 GREEN DESIGN

The Delta Cove PD has been designed to pay close attention to the preservation of natural resources and improve the health and well-being of community members and the environment. The Delta Cove PD includes several elements within its Design Standards and Design Guidelines that are aimed at advancing the goals of smart, sustainable building. The Delta Cove PD recognizes sustainability is about balance. For example, west-facing views inspire the preference to maximize window area, however from an energy efficiency standpoint this should be avoided, or more sophisticated window systems and generous overhangs should be considered. For landscapes, vegetable and herb gardens are not necessarily drought tolerant, but local production would reduce vehicle miles travelled (VMTs). Buyer preferences for various “green” finish materials, i.e. rapidly renewable sources such as bamboo floors or low Volatile Organic Compounds (VOC) emitting carpets should continue to be a buyer choice and not a mandated feature. Therefore, certain green-building concepts are mandatory, while others will be voluntary. However, the Build It Green program does have a third-party verification for mandatory elements.

6.8.1 OVERALL LAND PLAN

The overall land plan for Delta Cove was designed to encourage walking, bicycling, sustainability and most importantly, the reduction of automobile trips. Connectivity to the City’s Bicycle Plan and the levee trail system provide easy access to all areas of the community. These systems, combined with attractive landscape and amenities encourages residents to take alternate methods of transportation while in Delta Cove neighborhoods.

In the following sections, mandatory and voluntary concepts are outlined for the design and construction of residential and other land uses.

6.8.2 RESIDENTIAL BUILDING DESIGN & CONSTRUCTION TECHNIQUES

The Delta Cove PD requires builders to offer home buyers the option of having their home built with green building principles.

MANDATORY GREEN BUILDING ITEMS:

- All homes are required to comply with the City’s Green Building Ordinance which shall meet the California Green Building Standards Code; Title 24, Part 11; California Code of regulations (CALGreen), effective August 2010.

- All homes are 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 concrete, recycled glass 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, both internally and externally.
- 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 the bedrooms and living areas.
- All bathroom fans must be on a timer or humidistat.
- All homes are required to install faucets and shower heads with low flow aerators.

6.8.3 NON-RESIDENTIAL BUILDING DESIGN & CONSTRUCTION TECHNIQUES

The Delta Cove PD requires all non-residential uses to be designed with similar green building principles. By incorporating some or all of these principles, a long-term benefit will be reaped by future owners and occupants of the buildings.

MANDATORY GREEN BUILDING ITEMS:

- All homes are required to comply with the City's Green Building Ordinance which shall meet the California Green Building Standards Code; Title 24, Part 11; California Code of regulations (CALGreen), effective August 2010.
- All non-residential sites are required to support low-emissions vehicles by providing priority parking for hybrid and car-pool vehicles.
- All non-residential sites are required to provide bicycle parking.
- All non-residential sites are required to install high-efficiency HVAC systems.

- All non-residential sites are required to incorporate recycled materials into their design.
- All non-residential sites are required to install high-efficiency toilets and waterless urinals.

6.8.4 ADDITIONAL AMENITIES

To further enhance the livability of the community, the Delta Cove PD has provided additional direction for its builders.

- In non-residential areas, public art shall be used as a focal point.
- Special paving materials shall be used throughout the project to aid in pedestrian walkability.

6.8.5 MITIGATION MEASURES & STANDARDS

Build It Green Program

Mitigation Measure GCC-1. Any housing or other development projects that are subject to a Specific Plan, Master Developments, or any project of significance, shall comply with all amendments and modifications to the 2035 General Plan required under the City, the California Attorney General and the Sierra Club Settlement Agreement, as approved by the Stockton City Council on September, 9, 2008.

- a. All homes are required to comply with the City's Green Building Ordinance which shall meet the California Green Building Standards Code; Title 24, Part 11; California Code of regulations (CALGreen), effective August 2010.
- b. Utilize building insulation that exceeds Title 24 standards. Utilize high-performance windows that employ advanced technologies, such as protective coatings and improved frames, to retain heat during winter and prevent heat during summer.
- c. Incorporate building techniques that ensure tight building construction and efficient duct systems. Require the use of efficient heating and cooling equipment for all residential buildings.
- d. Utilize efficient building products with standards the meet EnergyStar™ criteria. EnergyStar™ qualified homes may also be equipped with EnergyStar™ qualified products- lighting fixtures, compact fluorescent bulbs, ventilation fans, and appliances, such as refrigerators, dishwashers, and washing machines.
- e. Require the use of reflective, EnergyStar™ cool roofs on all building structures in the project.
- f. The owner, developers and/or successors-in-interest (ODS) shall obtain Build It Green Certification, based on then-current Build It Green standards, or comply with a green building program that the City, after consultation with the Attorney General, determines is of comparable effectiveness for all new housing units.
- g. If housing units or non-residential buildings certify to standards other than, but of comparable effectiveness too, Build It Green or LEED Silver, respectively, such housing units or buildings shall demonstrate using an outside inspector or verifier certified under the California Energy Commission Home Energy Rating System (HERS), or comparably certified verifier that comply with the applicable standards.



Emission Reduction/Air Quality

Mitigation Measure GCC-2. The owner, developer, and/or successor-in-interest (ODS) shall address the impacts from project-related emissions through the implementation of the following measures:

- a. File an application for each proposed tentative subdivision map or other final entitlements to the San Joaquin Valley Air Pollution Control District (APCD) for a permit pursuant to Rule 9510 indirect Source Rule (ISR), if applicable. The ODS shall incorporate emission reduction measures into the project and pay ISR fees as required by the APCD.
- b. Prohibit wood-burning fireplaces and wood stoves within the project.

Land Use

Mitigation Measure GCC-3. The owner, developer and/or successors-in-interest are required to implement the following measures regarding land use to reduce greenhouse gas emission impacts for the proposed project.

- a. Provide sidewalks and pedestrian paths throughout as much of the project as possible and connect to open space areas, parks, and schools to encourage walking and bicycling.
- b. Mid-block paths shall be installed to facilitate pedestrian movement through long blocks and cul-de-sacs.
- c. To the extent practicable, the comprehensive bicycle circulation system shall provide access to all neighborhoods and amenities within the proposed project and enhances comfort and safety for pedestrians by offering ample lighting, planted medians, tree lined streets, crosswalks and wide sidewalks.

Public Infrastructure/Services

Mitigation Measure GCC-4. The owner, developer, and/or successors-in-interest are required to implement the following measures regarding public services to reduce greenhouse gas emission impacts for the proposed project.

- a. A non-potable source of water (e.g., reclaimed) shall be utilized for landscape irrigation in public spaces.
- b. Provide transit-enhancing infrastructure that includes bus shelters, benches, street lighting, route signs and displays and bus turn-outs.

Building Construction & Energy Conservation

Mitigation Measure GCC-5. The following measures shall be used to accomplish an overall reduction in residential energy consumption relative to the requirements of State of California Title 24:

- a. Energy-efficient design shall be provided for homes and buildings, including automated control systems for heating and air conditioning, lighting controls and energy-efficient lighting in buildings, increased insulation, and light-colored roof materials to reflect heat.
- b. Residences shall be constructed with energy efficient appliances and home systems such as Energy Star appliances, energy efficient (i.e., Low E2) windows, tightly sealed ducts, fluorescent or energy efficient light bulbs with motion sensors where practicable, backyard outlets for electrical mower and other yard equipment operations, R-6 duct

- insulation, radiant roof barrier sheathing, 14 Seasonal Energy Efficiency Ratio air conditioning and ventilation systems, air conditioning with Thermostatic Expansion Valve metering devices that help regulate flow of liquid refrigerant, 0.95 Annual Fuel Utilization Efficiency furnaces, and gas dryer stubs.
- c. Buildings and outdoor structures shall include green-building materials, such as low-emission concrete, recycled aggregate, recycled reinforcing, or waffle pods to be used in foundations; recycled plastics to be used in community structures such as fencing or playground equipment; wood flooring materials treated with low emission varnishes and floor board substrates to be made from low emission particleboard; compact fluorescent light bulbs in all buildings; and use of recycled building materials such as recycled aluminum for window frames or post-consumer plastic for piping.
 - d. Contractors shall minimize the production of waste and shall recycle construction-related waste where possible.
 - e. Use locally made building materials for construction of the project and associated infrastructure to reduce truck trips.
 - f. Large canopy trees shall be carefully selected and located to protect buildings from energy-consuming environmental conditions and shade-paved areas. Trees shall be selected to shade 50% of paved areas within 15 years.
 - g. Optimize building's thermal distribution by separating ventilation and thermal conditioning systems.
 - h. For pool and spa heating and maintenance, use solar heating and automatic covers.
 - i. Design buildings to accommodate solar power systems; solar panels on homes, carports over parking areas; solar and tankless hot water heaters; and energy-efficient heating ventilation and air conditioning.
 - j. Incorporate the principles of passive solar design shall be incorporated into building structures, including basic design principles are large south-facing windows with proper overhangs, as well as tile, brick, or other thermal mass material used in flooring or walls to store the sun's heat during the day and release it back into the building at night or when the temperature drops.
 - k. Include energy-conserving features as options for home buyer. These include:
 - increased energy efficiency;
 - high-albedo (reflecting) roofing materials;
 - cool paving;
 - radiant heat barriers;
 - installation of solar water-heating systems;
 - low NOx-emitting or high-efficiency, energy-efficient water heaters;
 - installation of clean-energy features that promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems);
 - installation of programmable thermostats for all heating and cooling systems;
 - awnings or other shading mechanisms for windows;
 - porch, patio, and walkway overhangs;
 - ceiling fans or whole-house fans;
 - passive solar cooling and heating designs (e.g., natural convection, thermal flywheels);
 - daylighting (natural lighting) systems such as skylights, light shelves, and interior transom windows;
 - electrical outlets around the exterior of units to encourage the use of electric landscape maintenance equipment;
 - use of low and no-VOC coatings and paints;
 - natural gas fireplaces (instead of wood burning fireplaces or heaters) and natural gas lines (if available to

- the project area) in backyard or patio areas to encourage the use of gas barbecues;
- pre-wire units with high-speed modem connections/DSL and extra phone lines; and
 - use of low or nonpolluting landscape maintenance equipment (e.g., electric lawn mowers, reel mowers, leaf vacuums, electric trimmers and edgers).

Water Conservation

Mitigation Measure GCC-6: The owner, developer and/or successors-in-interest are required to prepare a water conservation plan for the proposed project to the satisfaction of the Director of Municipal Utilities. The plan shall address of the following, as appropriate:

- a. Water-efficient landscapes shall be provided for all publicly landscaped areas, including parks, roadway medians and roadside landscaping.
- b. Water-efficient irrigation systems and devices shall be required in all landscaped areas.
- c. All buildings shall include water-efficient fixtures and appliances.

Solid Waste

Mitigation Measure GCC-7: The owner, developer and/or successors-in-interest are required to implement the following to reduce the solid waste impacts from the proposed project.

- a. Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).
- b. Provide interior and exterior storage areas for recyclables and green waste and adequate recycling containers located in public areas.

Transportation System Management

Mitigation Measure GCC-8: The owner, developer and/or successors-in-interest of the commercial and industrial land uses are required to form a Transportation Management Association or join an existing association to address the following:

- a. Provide bicycle enhancing infrastructure that includes bikeways/paths connecting to a bikeway system.
- b. Promote ride sharing programs by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles, and providing a web site or message board for coordinating rides.

Trip Reduction

Mitigation Measure GCC-9. The owner, developer, and/or successor-in-interest (ODS) shall address the following measures during the preparation of improvement plans to address an overall reduction in project-related vehicle miles traveled (VMT), including:

Traffic Calming

- a. Traffic calming measures shall be included as part of the proposed project design with the objective of improving the overall quality of life for neighborhood residents by reducing safety hazards and nuisance impacts resulting from speeding vehicles, careless drivers and cut-through traffic.
- b. Vehicle speeds within the project should be maintained at a level that provides maximum safety for residents. Consistent with the City's adopted Traffic Calming Guidelines, the project shall incorporate roundabouts, short block lengths, traffic circles, and high visibility crosswalks to reduce traffic speeds and enhance pedestrian safety.

Pedestrian Sidewalks & Pathways

- a. Sidewalks and bikeways shall be designed to separate pedestrian and bicycle pathways from vehicle paths.
- b. Sidewalks and pedestrian pathways shall be easy to navigate and designed to facilitate pedestrian movement through the project and create a safe environment for all potential users from obstacles and automobiles.
- c. Sidewalks shall be designed for high visibility (e.g., brightly painted, different color of concrete, etc.) when crossing parking lots, streets, and similar vehicle paths.

Bicycle

- a. The bicycle circulation system should be planned to act as a regional circulation system connecting the proposed project to Stockton's roadway/bikeway system.
- b. Incorporate bicycle lanes and routes into the street system.
- c. Incorporate bicycle-friendly intersections into street design.
- d. Create bicycle lanes and walking paths directed to the location of schools, parks and other destination points.
- e. The bicycle circulation system should be planned to act as a regional circulation system connecting the proposed project to Stockton's roadway/bikeway system.

Transit

- a. A through roadway should connect adjacent developments so as 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.
- c. The project would encourage public transportation by incorporating bus turnouts, shelters, and walkways into the design. As detailed in the City of Stockton's Traffic Calming Guidelines, the San Joaquin Regional Transit District (SJRTD) will review project site plans and identify potential bus stop locations.
- d. Locate the highest density land use at or within ¼ mile of a transit stop.
- e. Contact San Joaquin Regional Transit District (SJRTD) to identify appropriate location(s) for bus stops within the community
- f. Provide transit-enhancing infrastructure that includes bus shelters, benches, street lighting, route signs and displays and bus turn-outs.
- g. Prior to approval of the Vesting Tentative Map, contact San Joaquin Regional Transit District (SJRTD) to identify appropriate location(s) for bus stops within the community.

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Chapter 7

IMPLEMENTATION AND ADMINISTRATION



7.1 PLANNED DEVELOPMENT IMPLEMENTATION

Chapter 7 details the development review process and amendment process. This chapter also identifies the mechanisms for administering, phasing and financing the project. All development within Delta Cove shall be in substantial compliance with this PD.

7.2 DEVELOPMENT REVIEW PROCESS

The City will concurrently review and process the Addendum to the EIR, General Plan Amendment (GPA), Rezoning, Planned Development (PD), and Vesting Tentative Map. The Planning Commission will conduct a public hearing. The Commission will review the Addendum to the EIR, GPA, Rezoning, PD and recommend to the City Council. The Council will make final decision for those discretionary applications. The Vesting TM will be reviewed by the Development Review Committee (DRC) and recommended to the PC for approval. The City Council will review it upon the appeal. Future development in the Plan area shall be subject to review and approval of (1) the Design Review Board (DRB) and (2) the Community Development Director for consistency with the Land Uses and Development Standards of the Delta Cove PD.

The policies, regulations and development standards contained in Chapter 7 of the Delta Cove PD shall provide the basis for considering all future development plans, tentative parcel maps, vesting tentative parcel maps, vesting tentative subdivision maps, parcel map waivers, lot division applications, subdivision agreements and any other discretionary permits. All applications that comply with the policies, regulations and development standards contained in the Delta Cove PD, the City of Stockton Development Code, in cases where the PD is silent, Public Works Standards, Specifications and Plans will be accepted for processing by the City, to be reviewed for conformity with the intent of the PD and will be considered for approval.



Infrastructure facility plans and other detailed plans shall meet the City's established standards and are to be reviewed and approved by the City's Director of Public Works. Once submitted, the applications will first be reviewed by the internal DRB of the project area. After an initial assessment is made, the applications can be forwarded to the City of Stockton Community Development Department with a recommendation from the DRB. Once at the City, the application(s) shall be reviewed for completeness, a deemed complete letter will be forwarded to the applicant if found to be complete and circulated through the system for approval by relevant departments. If approved, the applications shall head to the public hearing process for final adoption by the Planning Commission and City Council.

All applications for project approval shall include such construction plans, site plans, soils reports, building elevations and technical studies as may, in the opinion of the DRB, be required for the applicant to demonstrate consistency of the proposed project with the PD. In addition, such applicants must either (1) demonstrate the existence of the off-site infrastructure necessary to accommodate the proposed development within the terms of the PD, or (2) provide for construction of such infrastructure and other elements affecting large portions of the Delta Cove to be developed in accordance with the terms of this PD. Such infrastructure facility plans and other detailed plans shall meet the requirements of the City's Director of Public Works.

The adopted Delta Cove PD should be reviewed by the Community Development Director every five years to ensure compliance by the developer and/or the developer's successor in interest.

7.3 AMENDMENTS TO THE LAND USES AND DEVELOPMENT STANDARDS

The Delta Cove PD must be sensitive to an ever changing market and the implementation strategies of the plan must be flexible and responsive to changing conditions. Under this PD and Code Section 16-545.100 of the City's Municipal Code, the Director is vested with the authority to "interpret the precise language of the Planned Development to determine if a proposed use, while not specifically listed as an allowable use, would be consistent with and share the same or similar characteristics of an allowed use identified in the adopted Planned Development."

Amendments to the Land Uses and Development Standards contained within the Delta Cove 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 Delta Cove PD.
2. Major Amendments, i.e. amendments for an alternative project or use that the Community Development Director finds is not presently included as an alternative project or use within the Delta Cove 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.

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

Major site-specific changes, 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 Delta Cove PD, may be approved, provided that both of the following occur:

- Major amendments to the PD shall be subject to public hearings before the Planning Commission and City Council. The Planning Commission will review and approve the amended PD.
- A minor or major amendment to the Delta Cove PD will occur by using the amendment process, subject to the findings based upon substantial evidence presented at the time of request.

7.4 TRANSFERS OF DENSITY

As the phasing for the Delta Cove PD gets underway, site constraints and the market demands may change the course of development for any particular parcel of land. The ability to transfer density from one residential area to another under a single ownership is an option that can ensure the overall policies and goals of the PD are still being met. The request for a transfer shall be considered using the following conditions:

- Density may only be transferred within a master plan area.
- Areas receiving the transfer cannot exceed the maximum density range specified in the PD.
- The basic land-use plan must stay intact with any request for transfer.
- A legal instrument must be prepared and submitted to the City Attorney for review with an attachment pertaining to development rights for the specific parcels.
- All transfers must be approved by the Community Development Director.
- A separate development agreement must be entered into detailing the transfer and specifying the terms and conditions for the transfer.
- Transfer requests shall not be subject to further environmental review unless the conditions requiring additional review to the certified EIR and Addendum are present.



7.5 APPEALS

Any interested person dissatisfied with any decision(s) of the Community Development Director and/or the Community Development Director required by the Delta Cove PD, may, within 10 days of such decision(s), appeal such decision(s) to the Planning Commission by filing a written notice of appeal with the Community Development Director. Such notice of appeal should provide the following:

- Specification of the decision(s) of the Community Development Director and/or Community Development Director being appealed
- The reasons for such appeal
- The appropriate fee(s) established by the resolution of the City Council
- Once the Planning Commission has rendered a decision, it may be appealed to the City Council

7.6 SEVERABILITY

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

7.7 INDEMNIFICATION

PD applicants, owners, developers or successors in interest shall indemnify, defend, and hold harmless the City of Stockton, its agents, officers and employees from any and all claims, actions and proceedings against the City, its agents, officers and employees to attack, set aside, void or annul any approval by the City and its advisory agency, appeal board or a legislative body concerning the PD and its related document(s).

7.8 RIGHT TO INTERPRETATION

Some of the provisions in the Delta Cove PD are subject to interpretation. Should the need arise for a ruling on any provision, the CDD has the authority to interpret the PD. If the Community Development Director feels additional input is necessary, the request for interpretation may be submitted to the Planning Commission. All interpretations made by the CDD may be appealed to the PC in accordance with the appeal provisions outlined in this document and the City's Municipal Code.

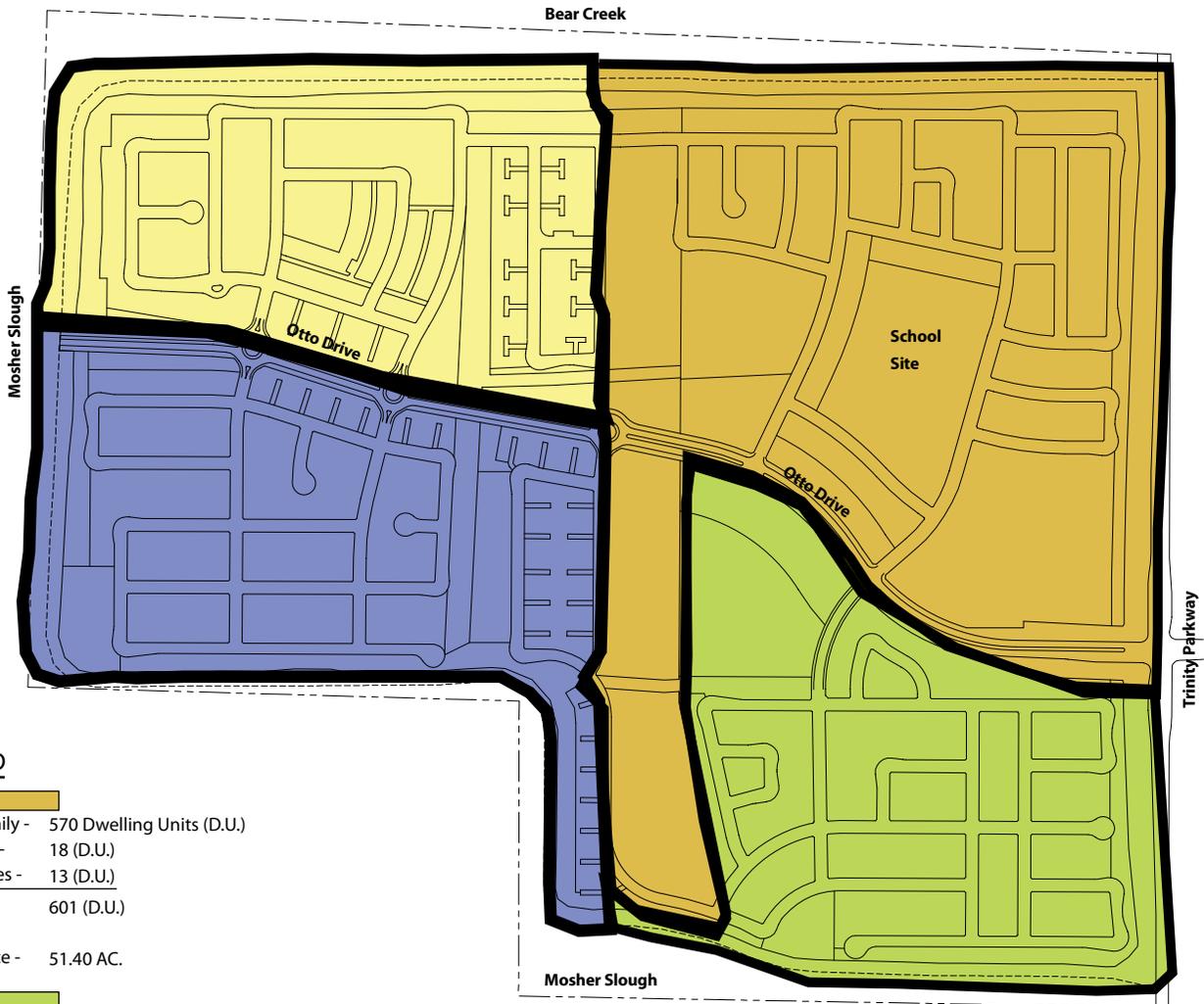
7.9 DEVELOPMENT PHASING

Development of Delta Cove is expected to occur in phases to enable the developer to respond to market demand and to assure that the infrastructure is adequate to support the individual projects as they are introduced. The phasing schedule described below suggests the proposed timing for the construction of the required infrastructure. The phasing schedule is to be used as a guideline rather than a binding commitment because phasing must be flexible to respond to market absorption and other relevant conditions. The phasing plan allows the master developer and subsequent project developers to implement construction projects over time.

The ODS shall prepare, or cause to be prepared, the design documents including obtaining all applicable permits for the construction of the four lane Mosher Slough bridge crossing extension of Trinity Parkway between Mosher Slough and Hammer Lane. This shall include to the City all real property within the project area required for the right-of-way and construction of the bridge and attendant improvements, including but not limited to: curb, gutter, sidewalk, street lighting, pavement (four lanes) and underground utilities within the boundary of this tentative map. Improvements shall be constructed either with Phase 2 of development or prior to the issuance of the 300th building permit (inclusive of model homes), whichever occurs first. In addition, the ODS in this same time frame, shall construct the two-lane extension of Trinity Parkway between Mosher Slough and Hammer Lane, including all appropriate utility extensions. On or before the City issues the 150th building permit for production homes/units (Models excluded) within the Delta Cove development area, the owners, developers and/or successors-in-interest shall notify the City of whether sufficient land south of the slough for the bridge and associated connection to the westerly end of Hammer Lane has been acquired or the owners, developers and/or successors-in-interest has entered in to agreements to acquire same. If insufficient land has been acquired and the owners, developers and/or successors-in-interest demonstrates they have made all reasonable efforts to acquire the land, then the City shall follow the procedure provided for in the state Subdivision Map Act and either proceed with acquisition at the owners, developers and/or successors-in-interest expense or otherwise waive necessary provisions of the condition. By providing this notice and demonstration of reasonable effort to the City within the time allowed by this condition the project will continue to be eligible for building permits. All of the above said requirements shall be performed to the satisfaction of the Community Development Director.

7.9.1 DETAILED DEVELOPMENT PHASING

The Delta Cove project is intended to be phased. Phasing the project allows necessary public improvements and infrastructure to be installed as needed to support the adjacent residential development. Delta Cove anticipates phasing in accordance with Exhibit 7.1 Conceptual Phasing Plan. Projected start date for Delta Cove development is year 2012 with an estimated 10 to 15 year build-out.



LEGEND

PHASE 1

Single Family - 570 Dwelling Units (D.U.)
 Live/Work - 18 (D.U.)
 Townhomes - 13 (D.U.)
 Total - 601 (D.U.)
 Parks and Open Space - 51.40 AC.

PHASE 2

Single Family - 302 (D.U.)
 Live/Work - 42 (D.U.)
 Townhomes - 27 (D.U.)
 Total - 371 (D.U.)
 Parks and Open Space - 22.56 AC.

PHASE 3

Single Family - 304 (D.U.)
 Parks and Open Space - 26.24 AC.

PHASE 4

Single Family - 269 (D.U.)
 Parks and Open Space - 22.22 AC.

TOTAL PHASES 1-4

Total - 1545 (D.U.)
 Parks and Open Space - 122.42 AC.



EXHIBIT 7.1: CONCEPTUAL PHASING PLAN

7.9.1.1 DEVELOPMENT WOULD COMMENCE UNDER AN INITIAL PHASE CONSISTING OF THE FOLLOWING ELEMENTS:

- Re-alignment of dry-land levee in conjunction with the Trinity Parkway Phase II extension project
- Mass grading and dewatering of the Phase 1 site
- Construction of the eastern half of the spine road (Otto Drive) right-of-way including stub-outs serving future phases
- Construction of terminal storm drainage improvements
- Construction of residential neighborhoods and associated parks

Scheduling each of the above referenced elements together in the initial phase of project development enables the developer to reduce future impacts to residents at Delta Cove. These impacts include, but are not limited to noise, traffic congestion, safety issues and additional unnecessary cost. However, absolute compliance with the tentative phasing schedule should not be a condition of approval, or grounds for denial 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 the Delta Cove PD, so long as the infrastructure and public facilities needed to support the development contemplated by such action or approval be completed prior to occupancy.

7.9.1.2 THE SECOND PHASE WILL CONSIST OF THE FOLLOWING ELEMENTS

- Mass grading and dewatering of the Phase 2 site
- Construction of residential neighborhood and associated parks
- Construction of Trinity Parkway Bridge over Mosher Slough shall be constructed either with Phase 2 development or prior to the issuance of the 300th building permit (inclusive of model homes), whichever occurs first.



7.9.1.3 THE THIRD PHASE WILL CONSIST OF THE FOLLOWING ELEMENTS

- Mass grading and dewatering of the Phase 3 site
- Construction of the western half of the spine road (Otto Drive) right of way including stub outs serving future phases
- Construction of residential neighborhood and associated parks

7.9.1.4 THE FOURTH PHASE WILL CONSIST OF THE FOLLOWING ELEMENTS

- Mass grading and dewatering of the Phase 4 site
- Construction at residential neighborhood and associated parks

7.10 FUNDING OF PUBLIC FACILITIES/IMPROVEMENTS

Public facilities may be financed through a variety of funding sources that include but are not limited to developer funding, federal and state subsidies and citywide impact fee programs. Extensive backbone infrastructure, road and street networks, water, sewer and storm drain facilities are necessary to facilitate the build-out of the Delta Cove PD. Several funding sources may be utilized to provide adequate financing to implement the development of the project site infrastructure. Utilizing the various financing sources will assist in constructing required site improvements and abate additional demands that may be placed on existing City facilities. A revised Financing Services Plan will be submitted for compliance with the City's requirement.

Once financing has been agreed to, a development agreement will be developed and executed between the developer, their successors and the principle financing officials prior to the approval of subdivision tentative maps. Bonds in amounts established by the City should be required to guarantee work on any improvements the City will ultimately accept.

Delta Cove is intended to be a self-supporting project with the developers being responsible for the improvements necessary for build-out. Chapter 7 outlines in detail the overall project phasing; financial cost implications, a proportional sharing and benefit analysis and an in-depth look at possible funding sources. Financing options that may be considered include:

- Development impact fees
- Special Assessment Districts

- Community Facilities Districts (CFDs)
- Landscape and Lighting Districts (LLDs)
- Developer-provided funding
- Land acquisition and dedication

7.10.1 DEVELOPMENT IMPACT FEES

The City of Stockton has implemented development impact fees as a method to assist in the financing for the construction of public facilities. These fees are intended to mitigate the impacts created by new development. The definition of this fee is simply “a monetary exaction, other than a tax or special assessment, which is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project.”

The City of Stockton uses a Development Impact Fee Program that is subject to annual increases based on the Construction Cost Index. Development impact fee programs are an effective funding source for public improvements, however the fees are not always collected in a manner that allows improvements to be constructed in a timely fashion. It may take the City a considerable amount of time to collect fees adequate to complete a single improvement project. It is unlikely that fees collected using this mechanism would fund 100% of the improvement costs associated with the Delta Cove PD. Because of this, additional public debt financing mechanisms should be explored.

7.10.2 PUBLIC DEBT FINANCING PROGRAMS

Several public debt financing programs are offered by the State of California to assist in the financing of public improvements. These State-offered financing programs distinguish themselves from traditional construction financing sources in that they offer lower interest rates and tax exemptions. Options that may be considered to assist with infrastructure development include:

- Community Facilities Districts (CFD)
- Landscape Lighting Districts (LLD)
- Infrastructure Financing Districts (IFD)
- Special Assessment Districts (SAD)
- Developer funding

Once financing programs have been selected, required infrastructure improvements associated with each program necessary to support the development will be detailed on the final subdivision map.



7.10.2.1 COMMUNITY FACILITIES DISTRICTS (CFD)

CFDs may be utilized to fund the purchase, construction, expansion or rehabilitation of tangible property with an estimated life of a minimum of five years. CFD monies can also be utilized in the financing of planning, design, engineering and other associated consultants required to facilitate the creation of a CFD. The CFD is similar in nature to Special Assessment Districts, however it offers developers greater flexibility by financing a broader range of infrastructure and improvements.

CFDs are an attractive funding source for large-scale developments like Delta Cove. CFD financing uses non-resource bonds that eliminate risks to municipalities that are typically associated with traditional municipal bonds. Bonds issued to a CFD provide greater flexibility in the development of infrastructure in that the monies are available on an as-needed basis rather than pay as you go. In addition to funding hard infrastructure cost, CFD funding can also be utilized to cover soft development cost such as staffing, training, administration and maintenance typically associated with the development of new infrastructure.

Once established, a CFD can be used to finance a broad range of services and facilities. CFDs typically are utilized in the financing of the following infrastructure improvements:

- Public safety protection (police and fire)
- Park maintenance, streetscape maintenance
- Street construction including curb, gutter and sidewalks
- Streetlights and traffic signals
- Underground utilities
- Regional transportation improvements

The development of a CFD enables a municipal body to levy special taxes on all taxable property within the delineated boundaries of the CFD area approved by that municipality's Commission or Council and is typically collected as a special tax or bond issuance that is levied annually as part of the property taxes. Market demands and other factors may create an upside-down financing situation for the property owner(s), contributing to a loss in property values. Community support is also necessary for the creation of a CFD. A two-thirds majority vote may factor into the creation of a CFD. Development areas with less than 12 property owners located within the delineated development area require an election by all property owners; property with more than 12 property owners within the delineated development area require an election by all registered voters within the delineated development area.

7.10.2.2 LANDSCAPE AND LIGHTING DISTRICTS (LLD)

LLDs are established to provide maintenance staff and materials for parks, medians, streetscapes and streetlights. Sound walls, open spaces and public art pieces may also be included in an LLD. This assessment is allocated annually and is included in the property taxes for each parcel in the LLD. Unlike a bond, this assessment covers ongoing operating costs and, therefore, is never fully paid.

7.10.2.3 SPECIAL ASSESSMENT DISTRICTS (SAD)

Pursuant to the Municipal Improvement Act of 1913 and the Bond Act of 1915, Special Assessment Districts provide an efficient method of leveraged financing. SADs are similar to CFDs in that funding generated by a SAD is directly associated with the delineated development area approved by the municipality. A SAD requires a municipal body to determine an area of benefit and places the repayment responsibility directly on the development area that benefits from the infrastructure improvements. In essence, a lien is placed on the property without any risk to the City's General Fund. Additionally, certain structures or land uses may be exempt from the district and not all of the required public facilities for Delta Cove will be funded.

The bonds issued for a SAD are non-recourse, thus eliminating repayment requirements by municipality's General Fund typically associated with traditional municipal bonds. Additionally the bonds are tax-exempt. Monies generated by this funding option are available on an as-needed basis,

7.10.2.4 DEVELOPER-PROVIDED FUNDING

Developer funding shall be explored where necessary. This simply means that as future developers or property owners construct improvements that only serve their specific development, they would be expected to pay all costs associated with those improvements. Items covered under developer-provided funding are generally those items that directly benefit their project and do not have benefits that extend beyond the project, i.e., local utilities, sidewalks, entry features and local roads.

7.10.3 LAND ACQUISITION AND DEDICATION

Right-of-ways, utilities, developed or undeveloped open spaces, parks and the lake/pond system land are anticipated to be acquired or conveyed through developer dedication to the City. Prior to dedication/acquisition all property proposed for dedication shall be proved to be free and clear of all encumbrances except those that, in the opinion of the City's Attorney, do not interfere with the use of the property and are deemed acceptable by the municipality. Specific use lands may be purchased outright as in the case of school sites. For instance, the Lodi Unified School District should have an option on all land set aside for the construction of the schools.

Required fees shall be deposited with the City at the time of submittal of the building permit. The developer shall provide the instruments required to convey the land and title insurance approved by the City Attorney in favor of the City in an amount equal to the value of the land.



7.10.4 PLAN REIMBURSEMENT FEES

Master developers who install public improvements necessary to facilitate their development, but that also benefit property/developments outside the master development area, are eligible for reimbursement. An Area of Benefit will be established by the City to reimburse the developer a proportionate share of the cost. The developer will be reimbursed from Area of Benefit payments from future development. The amount of reimbursement shall equal the Area of Benefit payments less a 10% City administrative charge. An Area of Benefit shall remain in existence until all fees have been collected. After the Area of Benefit has been in existence for 20 years, all fees collected shall be retained by the City. Any reimbursement shall be payable to heirs, successors and assigns of the developer. Payment to more than one individual, corporation, or partnership must be approved by the City's Finance Department.

7.10.5 MASTER HOME OWNER'S ASSOCIATION (HOA)

Governance of Delta Cove will be maintained by a Master Home Owner's Association developed by the master developer. The Master HOA will be responsible for the creation of rules, regulations governing the Master development and subsequent property owners and is to be comprised of representatives from neighborhood associations within the project. The Master HOA will carry the responsibility for maintaining all public areas, landscaped areas, recreational facilities, alleys and open space assigned to it by the master developer. The City of Stockton will be named a party to the CC & R's developed for the plan area.

7.11 PUBLIC FACILITIES FINANCING PLAN

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

David Taussig and Associates was commissioned to prepare a comprehensive financing plan and a fiscal impact report for Delta Cove. The complete reports have been included in the Appendix.

7.12 MAINTENANCE RESPONSIBILITIES

All landscaped areas, parks and open-space areas, including the walking trails and landscaped areas adjacent to the Storm Water Management Facility under the WAPA easement south of Otto Drive, are to be maintained by the Master HOA or by the City of Stockton through the formation of one or more Landscaping and Lighting Maintenance Districts, similar improvement districts, or by any combination of the above. The ODS shall be responsible for the installation of all necessary utility stub-outs to the City parks to the satisfaction of the City

Parks Facility Manager/Landscape Architect.

The following information breaks down the park facilities and streetscape found throughout the project and provides information on the maintenance responsibility for each.

Landscape Area	City LMD	Master HOA	City LMD or Master HOA
Streetscapes		X	
Neighborhood Sports Park			X
Neighborhood Pocket Parks			X
Linear Levee Parks			X
Southwest Pocket Park/Wetland			X
Center Park			X
Community Garden		X	
Wetland Habitat		X	
Perimeter Levee Open Space			X*
Paseos		X	
Neighborhood Open Space		X	

X* - Master HOA via agreement with Reclamation District

7.13 FUNDING OF CITY OPERATION COSTS

The fiscal analysis conducted for the Delta Cove project indicates that at project build out, it generates an annual operating net fiscal benefit for the City.

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Chapter 8

ENVIRONMENTAL REVIEW



8.1 CEQA

8.1.1 ENVIRONMENTAL COMPLIANCE AND REVIEW

The Delta Cove PD is subject to an environmental review in compliance with the provisions set forth in the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines (Stockton Development Code Section 16-545.060). The City made a determination that an Addendum P09-160 to the certified Environmental Impact Report (EIR 11-05) would be required. The certified Delta Cove EIR and Addendum, consistent with the requirements of the Public Resources Code Section 21100 identifies significant effects on the environment. The EIR also identifies alternatives to the project and indicates the manner in which those significant effects can be mitigated or avoided.

On December 9, 2008, the City of Stockton certified the EIR (SCH# 2006092063) which identified and evaluated the significant off-site and on-site direct and indirect environmental impacts caused by the project. The EIR and Addendum, once certified, will act as the CEQA document for the requested entitlements under the Delta Cove PD. Additional environmental review for these entitlements shall not be required unless the City determines the EIR and Addendum do not adequately address a proposed land use. Special consideration was given to the design/layout, guidelines and implementation standards within the PD to allow for the environmental constraints in the area. Many distinct elements of the PD were designed to help lessen or eliminate impacts on the surrounding environment and these mitigation measures have been included in the certified EIR.



8.1.2 LEVEE IMPROVEMENT PROJECT

During the summer of 2006, Reclamation District 2126 undertook a project to improve the levees surrounding Delta Cove. The project improved the levees and was designed to protect the tract from a 300 year storm event. The environmental document (SCH# 2007052127) approved by Reclamation District 2126 on April 4, 2006 was titled Atlas Tract Levee Improvement Project. The levee improvements have been completed and the Letter of Map Revision was issued March 30, 2007 by FEMA. These improvements, coupled with the existing FEMA approved levees east of the project, protect the Delta Cove and adjacent Twin Creeks Estates from potential flooding from Bear Creek and Mosher Slough. The current location of the dry land levee interferes with the full build-out of Trinity Parkway. In order to allow full construction of the roadway, the dry land levee will be shifted approximately 300 ft. to the west. This alteration of the levee will allow full width street improvements along Trinity Parkway.

8.1.3 BEAR CREEK BRIDGE MITIGATED NEGATIVE DECLARATION

The City of Stockton recently completed the construction of the Bear Creek Bridge to allow Trinity Parkway to be extended from Spanos Park West to the north. The Mitigated Negative Declaration entitled Aksland Boulevard/ Trinity Parkway Extension Project was approved by the City of Stockton in September 2003. The bridge work is substantially complete, and represents a key component in the subregional roadway network in an area with limited roadway crossings.

8.1.4 TRINITY PARKWAY EXTENSION ENVIRONMENTAL DOCUMENT

The City of Stockton is recently certified an environmental document in support of additional improvements for Trinity Parkway south of the Bear Creek Bridge. This environmental document was prepared to advance the Trinity Parkway improvements between Bear Creek and Mosher Slough and to address the alterations to the dry land levee and its associated timeline to complete the improvements. It is expected that construction can be accomplished in the Spring of 2010 upon obtaining approval from the respective public agencies to relocate the existing dry land levee.

8.2 SUMMARY OF ENVIRONMENTAL ISSUES/IMPACTS

This summary of the potential impacts, mitigation measures and level of significance describes the effects of the proposed project and the mitigation measures required to reduce the impacts in a general overview. More detailed analysis is provided within the companion project EIR and Addendum. This summary includes a discussion of potential areas of controversy, significant impacts that can be reduced to acceptable levels and unavoidable adverse impacts.

8.2.1 AGRICULTURAL LAND CONVERSION

The project will convert the entire site from its current agricultural use to residential and civic uses. The proposed site is not within an area defined as Prime Farmland, Unique Farmland or Farmland of Statewide Importance on the most recent maps (2002) prepared by the Farmland Mapping and Monitoring Program of the California Resources Agency. The project site is defined as Farmland of Local Importance. The project site is also not within an area designated for land conservation under the Land Conservation Act (Williamson Act). The proposed project would not conflict with a Williamson Act contract nor is it within an area zoned for agricultural use.

8.2.2 SOIL CONDITIONS

A 2005 Geotechnical Services Report prepared by Kleinfelder, Inc. for the site found clayey soils with expansive characteristics and are prone to differential movement due to heaving or shrinking related to moisture changes. This condition occurs when expansive soils undergo alternating cycles of wetting (swelling) and drying (shrinking). During these cycles, the volume of the soil changes markedly. As a consequence of such volume changes, structural damage or rupture of utilities may occur if the potentially expansive soils are not considered in the design and construction. Geotechnical solutions are available to mitigate the adverse soil/building conditions.

8.2.3 TRAFFIC

At full buildout, Delta Cove is expected to generate 13,080 daily, 1,159 AM and 1,250 PM peak hour trips that would leave the bounds of the project site. This level of project trip generation from the site was accounted for the certified EIR. Off-site transportation mitigation measures were identified to improve levels of service with this and other area developments, and are included in the conditions of approval. Intersections that provide direct access to the site, such as the Otto Drive/Trinity parkway intersection, have been designed to accommodate the traffic from this project, as well as regional growth at the City's level of service D standard.

8.2.4 AIR QUALITY

Air pollution in the project area is from a combination of man-made and natural sources. Air pollution sources include windblown dust, agricultural operations, fires and prescribed burning, hydrocarbons emitted from natural vegetation, and other pollutants from mobile and stationary sources. The certified project EIR has identified temporary sources of air pollutants (from project construction) and permanent sources of air pollutants (from long-term stationary and vehicular operations).

Vehicular trips associated with the project will contribute to congestion at intersections and along roadway segments in the project vicinity. The primary source of mobile source pollutants of local concern is carbon monoxide. The highest carbon monoxide concentrations typically occur during peak traffic hours. The certified EIR studied the potential for the project to impact local air quality conditions for carbon monoxide and found that no mitigation would be required. While standard construction-related mitigation measures are recommended, air quality conditions will continue to be a concern in the basin.



8.2.5 PUBLIC SERVICES

The additional population generation from the project will require the delivery of additional municipal services. Incremental increases to police, fire, utilities and public works services will occur. No unusual demand for City or other agency services is expected.

8.2.6 GROWTH INDUCEMENT

It is not expected that adjacent or surrounding lands would be subject to growth inducement due to development occurring at the edge of the City. A development proposal south and west of the project is currently pending with the City. Development further west is unlikely as numerous issues complicate future development, including developing in the Primary Delta, and expanding outside the City's SOI and Urban Services Boundary. Lands further south of the adjacent proposed development have been developed. Development to the north and east of Delta Cove has been completed. Development of lands further north would not be induced by this development, but have been included as part of the City's 2035 General Plan Update.

8.2.7 WATER QUALITY

The project will change the existing agricultural land use to predominantly residential uses. This change will eliminate a source of agricultural pesticides and fertilizers that may have impacted water quality adjacent to the site. Likewise, discharge of runoff from the site into the adjacent slough area could provide a source of pollutants that is not currently present. To offset these effects, the onsite stormwater basins feature will provide the primary structural water quality treatment for pollutants. Through the stormwater basins, water quality will be improved prior to discharge into the slough area, and/or reclaimed for landscape irrigation purposes within the project site.

8.2.8 NOISE

Development of the project site will result in both stationary and mobile noise sources within the project vicinity. Stationary noise sources will be minor and typically associated with air conditioning units and other household activities. Mobile noise sources will occur from vehicles generated by the project or from passing vehicles. The noise analysis indicated that offsite vehicle noise will not be significant when compared to future conditions without the project uses. For on-site conditions, noise impacts are expected from vehicular noise along Trinity Parkway and Otto Drive, and will require setbacks and/or attenuation. The dry land levee provides effective attenuation for residents adjacent to Trinity Parkway.

8.3 GLOBAL CLIMATE CHANGE

According to the City of Stockton, a project proposed for approval should demonstrate a 28.7 percent reduction in greenhouse gas emissions from the 2020 business as usual (BAU) estimates. The BAU project would generate up to 27,045 metric tons of CO₂eq per year of new emissions in 2020. For the Delta Cove project, this reduction target equates to approximately 7,762 metric tons of CO₂eq. The reduction target is met through a combination of State measures, as well as project-specific mitigation. The Delta Cove project would generate 18,825 metric tons of CO₂eq per year after accounting for federal, State and project GHG reduction measures, which equates to a GHG reduction of 8,220 metric tons of CO₂eq. The State and project-related mitigation measures would be anticipated to reduce GHG emissions by at least 30 percent. By incorporating State emission reduction measures and project-level mitigation, the proposed project exceeds the required 28.7 percent reduction of GHG emissions from BAU conditions to support AB 32. Refer to Global Climate change memorandum for additional project information.

8.4 SUMMARY OF MITIGATION MEASURES

8.4.1 AGRICULTURAL LAND CONVERSION MITIGATION

The City has established an Agricultural Mitigation Program to assist in offsetting the loss of agricultural lands to urban development. As this property is presently zoned residential, this project will not be required to pay the Agricultural Mitigation Fee.

8.4.2 SOILS/GEOTECHNICAL MITIGATION

The 2005 Geotechnical Service Report provides guidelines to address the issue of expansive soils. These guidelines shall be implemented in the construction of the project and evidence of implementation shall be made available to the City.

8.4.3 TRAFFIC MITIGATION

The project would provide improvements to the local road network and will be required to pay its proportionate share for improvements to the Eight Mile Road, Otto Drive and Hammer Lane interchanges with I-5, as well as the mainline widening between Eight Mile Road and Monte Diablo. The project would also contribute their fair share to the extension of Trinity Parkway to Hammer Lane. The amount of development that is permitted in the area, including this project, is based on the completion of key roadway improvements, such as the extension of Trinity Parkway and the construction of the Otto Drive interchange. Additional mitigation measures include the installation of traffic calming treatments on Mariners Drive south of Otto Drive and re-striping of the

intersection of Mariners Drive and Hammer Lane to provide for additional intersection capacity.

8.4.4 AIR QUALITY MITIGATION

The project EIR proposes methods to mitigate both temporary and permanent sources of air pollutants. However, even with the proposed mitigation measures, which shall be required through the project EIR, the level of impact remains significant and unavoidable. Standard construction-related mitigation measures will be required as well as compliance with San Joaquin Valley Air Pollution Control District's Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI, 1998) Regulation VIII Control Measures which shall be implemented during the construction phase.

8.4.5 PUBLIC SERVICES MITIGATION

Delta Cove includes a location for a proposed new school site to serve future residents. Delta Cove will pay the impact fees in force at the time of Tentative Map approval. A fiscal impact study has been prepared which shows a positive fiscal impact to the City based on current service levels. No additional mitigation measures are required.

8.4.6 WATER QUALITY MITIGATION

In light of the stormwater basins project feature, water quality impacts from runoff will be substantially reduced. To further reduce water quality impacts, the applicant will be required to comply with the RWQCB requirements during construction, as well as discharge requirements and water quality certification processes that are regulated by the RWQCB.

8.4.7 NOISE

Noise attenuation will be required for onsite roadways where the potential noise levels are forecast to exceed the 65 CNEL exterior noise standard. Within the Delta Cove project area, these noise conditions are expected along Trinity Parkway and Otto Drive. As a result of the relocated dryland levee feature, residences adjacent to Trinity Parkway will be protected from Trinity Parkway traffic noise by the elevated levee barrier, and additional barriers are not needed. Along Otto Drive west of Trinity Parkway, a 6-foot noise barrier, or setback will be required to attenuate traffic noise for residential uses adjacent to the roadway.

8.4.8 BIOLOGICAL RESOURCES

The project site is subject to the provisions contained in the San Joaquin County Multi-Species Habitat

Conservation and Open Space Plan (SJMSCP). Accordingly, the applicant will be required to pay fees and to comply with the specific species provisions.

8.5 SUBSEQUENT PROJECT ENVIRONMENTAL REVIEW / EXCEPTION

The project environmental document reviews the Delta Cove PD as presented. Subsequent requests to alter the project shall be reviewed by the City's Community Development Director or his or her designee. If it is determined that the request to alter the project would not result in new or more severe impacts, the City can approve the project without subsequent environmental review. Should future project modifications result in new or more severe impact, additional environmental review will focus only on those areas affected by the change.

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PD AMENDMENT VS. THE ORIGINAL PD AND THE DEVELOPMENT CODE COMPARISON TABLE

The Delta Cove Minimum Requirements	Proposed SFD*	2008 PD 5000 SF Lots	Proposed Small Lot Traditional	2008 PD Small Lot Traditional	Proposed Motor Court Cluster	2008 PD Cluster Homes	Proposed Bungalow Court Cluster	Proposed Alley Loaded Homes	2008 PD Alley Homes	Proposed Multiple- Family	2008 PD Condo Homes	Proposed Commercial Neighborhood	2008 PD NA	Development Code			
														RL	RM	HDR	CN
Lot Size														5000	5000	75000	
Square feet	4000-6000	5,000	2600-3999	3375	2000-2800	2,800	2000-2800	2500-4000	2540	N/A	N/A	N/A	N/A	50'	50'	50'	No min.
Lot Width	50'	50'	40	45'	35'	50	35'	35'	33'	N/A	N/A	N/A	N/A				No min.
Front Setback																	
Living/Porch/Balcony	15', 12' for porch	15'	12', 8' porch	15'	10', 8' porch	15'	10', 8' porch	10', 8' porch	10'	15', 12' porch	15'	10'	N/A	20'	15'	15'	10'
Garage	20'	20'	20'	20'	18'	18'	18'		N/A		4'		N/A				N/A
Interior Side Setback*																	
Living/Garage	5'	4'	5'	4'	5'	4'	5'	5'	4'	10'	4'	5'	N/A	5'	5'	5'	5'
Street Side Setback or Setback Between Buildings																	
Living	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	10'	N/A	10'	10'	20'	10'
Porch/Balcony	10'		8'		8'		8'	8'		10'			N/A				N/A
Street-side facing garage	18'		18'		10'		10'						N/A				N/A
Rear/Alley Setback																	
Living	10'	10'	10'	10'	10'	8'	10'	5'	4'	10' to PL, 5' to Alley	10'	10'	N/A				10'
Garage			5'		5'		5'	5'		5'			N/A				N/A
Maximum Building Height																	
Maximum Building Height	35'	35'	35'	35'	35'	35'	35'	35'	35'	50'	35'	45'	N/A				45'
Maximum Lot Coverage																	
Lot Coverage	60%	60%	60%	60%	65%	65%	65%	65%	70%	75%	75%	60%	N/A	50%	50%	50%	60%
Parking spaces																	
Covered	2 enclosed	2 enclosed	2 enclosed	2 enclosed	2/unit	2 enclosed	2/unit	2/unit	2 enclosed	1/unit	2 enclosed	N/A	N/A				N/A
Uncovered	0		0		0		0	0		.5/unit		Per Code	N/A				
Guest	0		0		.25/unit		.25/unit	.25/unit		.25/unit		N/A	N/A				
Encroachments																	
Roof overhangs, popouts, decorative trim, bay windows, and entertainment niches	2' encroachment, no closer than 3' to P/L																
Building Separation																	
Front to Front							15'			20'			N/A				
Side to Side							10'			15'			N/A				
Garage to Garage							30'	30'		30'			N/A				

* Reciprocal use easements are permitted on all detached single-family dwellings.