

THE SANCTUARY

FINAL

Master Development Plan

Stockton, CA

September 2, 2008



The Sanctuary

Master Development Plan

Final

The Sanctuary Cornerstones

What sets The Sanctuary apart from other planned communities is the quality of our vision. At Grupe, we work hard to make every detail significant, every one memorable. Since our founding in 1966, this commitment has been manifested in our planned communities. The following Sanctuary Cornerstones demonstrate our innovative approach to community design.

Create a Sense of Community

Create an innovative, dynamic community that encourages social, civic and leisure interaction and evokes a “pride of place” and offers a superior quality of life.

Integrate Sustainable Practices

Pursue sustainable development practices at each level of planning, and implementation of the community.

Add Long-term Value

Incorporate elements and make decisions based on the long-term outlook oriented towards increasing value for the entire community over time, rather than incrementally with a short-term view.

Encourage Diversity and Balance

Encourage housing, social, economic and artistic diversity through an appropriate mix of integrated land uses that result in a vibrant community with rich experiences and conveniences.

Support the Best Educational Facilities

Develop top-tier schools as centerpieces for the neighborhoods with each major school campus integrated with parks, recreation facilities and public spaces.

Enhance Open Space Opportunities

Use open space within and around the community as a unifying element that provides places for residents to connect with each other, the outdoors and the Delta. These open spaces include active, passive, formal and natural areas.

Promote Health and Wellness

Promote the health and wellness of residents through adequate places for physical activity, education, medical support and houses of worship.



The Sanctuary

Master Development Plan

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The Sanctuary Master Development Plan

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Chapter 1

Sanctuary Project Overview

The Sanctuary Master Development Plan (The Sanctuary Plan) provides a bold vision for a walkable community with a mixed-use core, outstanding amenities and charming residential neighborhoods incorporating the latest thinking and innovation in community design in Stockton, California.

Approximately 7,070 dwelling units, 483,984 square feet of offices, 208,272 square feet of retail, and approximately 100 hotel rooms are planned on the site, along with three lakes, a marina, a private River Club, religious facilities, four schools, orchards, vineyards, a small winery, and extensive recreational open space. The entire Sanctuary property, which extends into the surrounding sloughs, totals 1,967 acres; however, approximately 1,839-acres make up the total land area including the adjacent levee. Furthermore, approximately 1,728-acres of the total 1,839-acres of land are considered developable; the remaining 111 acres consists of the Levee Walk. Project construction will include improvements to the existing levees.

The Sanctuary Plan envisions an attractive and inviting planned mixed-use community with a diversity of residential neighborhoods, a range of housing types and densities, and community amenities including recreational opportunities designed to compliment unique surrounding land uses.

Development of the neighborhoods will be integrated with, and sensitive to, the surrounding natural and built environments. The Sanctuary Plan will implement the City of Stockton's General Plan by guiding development in a manner that will provide opportunities for well-balanced neighborhoods (Figure 1-1, Master Plan Illustrative).



Figure 1-1: Master Plan Illustrative

Conceptual Plan only. Specific design will be processed through Site Plan Review.

1.1 Master Development Plan Description

The Sanctuary Plan provides the framework for guiding development of approximately 1,728-acres of a 1,967-acre site in San Joaquin County; located within the City of Stockton's Sphere of Influence. The Sanctuary Plan describes the proposed land uses within The Plan area, and establishes development opportunities for residential neighborhoods, commercial uses, schools, open space, and community-serving facilities. Illustrations throughout the Plan are conceptual in nature and will be refined during Site Plan review.

Approximately 1,728-acres of the site are considered developable. A range of residential housing types and densities are permitted within the overall land use framework. The Sanctuary site is proposed to be zoned as MX (Mixed-Use). As required by the City of Stockton General Plan, the land uses will be balanced and provide a wide range of opportunities for residential, employment, and community facilities that support each other within an integrated Master Development. The uses of land that will be allowed within the MX Zoning District, and land use requirements for each allowable use, are established in Chapter 2, Land Use and Development Standards.

1.2 The Sanctuary Master Development Plan Framework

This Sanctuary Master Development Plan and the companion Environmental Impact Report (EIR), establish the criteria for evaluating and processing future specific proposals for development within The Sanctuary. The Sanctuary Plan provides effective design solutions for this unique master planned community, while remaining consistent with the planned land uses, policies, and programs of the City's General Plan. Any future development application within The Sanctuary must demonstrate that the proposed development is consistent with the goals, objectives and policies of The Sanctuary Plan and the City's General Plan.

The Sanctuary Plan will serve as the primary land use and regulatory document to guide the future development of the site. The Sanctuary Plan will simplify the project planning and review processes and is intended to implement the City's General Plan, summarize the inherent issues and development opportunities and establish the policies and standards that

both control and govern the build out of The Sanctuary. The Sanctuary Plan will allow decision makers of future projects within The Sanctuary the ability to amend the proposed development to meet unanticipated changes in market demand. The Sanctuary Plan also includes an implementation program in Chapter 7, Implementation. The implementation program identifies implementation measures, strategy programs, and the phasing of the project as required by the Master Development Plan.

Where there are discrepancies between the Master Development Plan and Stockton's Development Code (Chapter 16 of the Municipal Code), the Master Development Plan policies will apply. Where the Master Development Plan is silent on certain issues, such as specific development regulations, the Stockton Municipal Code will apply. The Master Development Plan includes a table, as shown in Appendix C that specifies where the Plan will vary from City regulations, including location of the variances in the Master Development Plan and the related Code sections.

1.3 Master Development Plan Area

Location and Setting

The proposed Sanctuary development will be located on what is currently known as Shima Tract, a 1,967-acre parcel of land located in San Joaquin County, adjacent to and immediately west of the City of Stockton and west of Interstate 5. The Sanctuary Plan area is within the Secondary Zone of the Sacramento-San Joaquin Delta. The entire property is located within the City of Stockton's Sphere of Influence. The Sanctuary Plan area is bounded on the north by Bear Creek, Mosher Slough and Disappointment Slough, on the west by Fourteen Mile Slough, on the east by the City of Stockton, and on the south by Fourteen Mile Slough and Five Mile Slough (see Figure 1-2, Vicinity Map).

Public access to The Sanctuary is currently provided via Hammer Lane, which abuts the eastern boundary of the project site. Hammer Lane provides access to the east to Interstate 5 and State Route 99. Figure 1-3, Regional Location, illustrates the relationship of The Sanctuary to the surrounding region. A levee surrounds the majority of the site but is not considered part of the developable area.

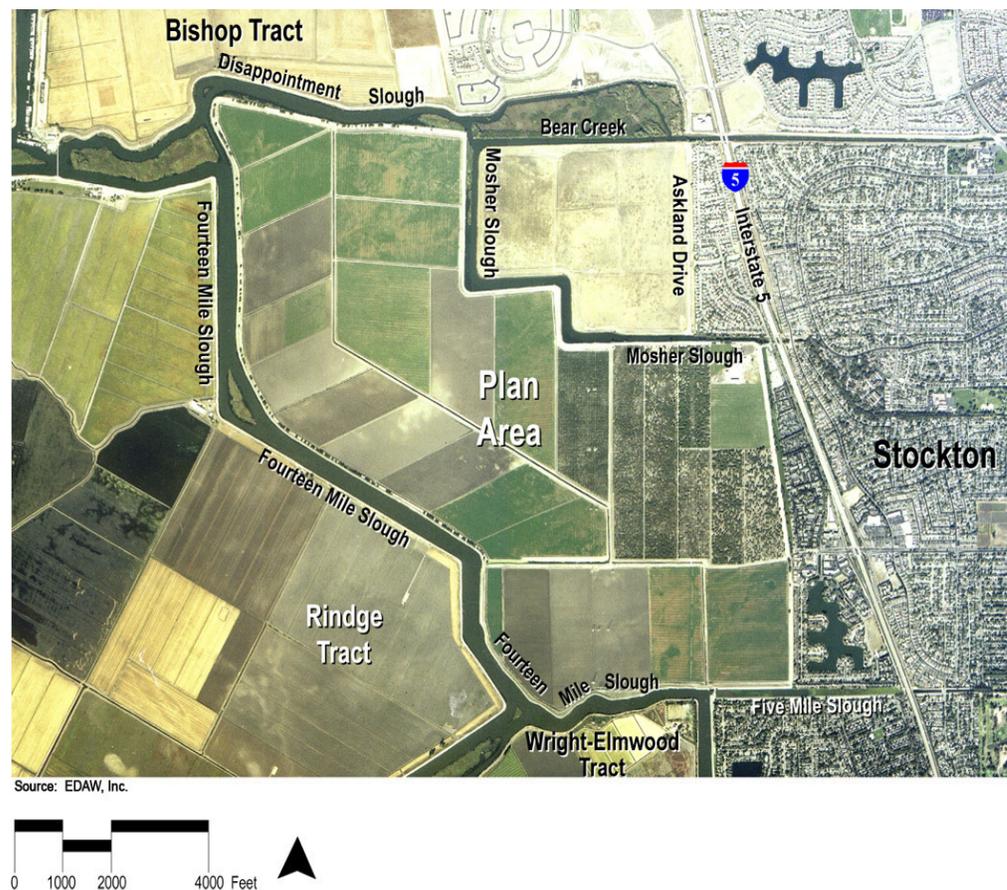


Figure 1-2: Vicinity Map

At present, The Sanctuary Plan area is used for agriculture, including orchards, dry and irrigated crop production, mechanical equipment storage and associated residential use. The Sanctuary consists of generally flat land, typical of the central San Joaquin Valley floor. Elevation of the Plan area ranges from approximately zero feet mean sea level in the northeast corner to seven feet below mean sea level in the southwest corner. An 80-acre power line easement extends through the site in a north-south direction.

1.4 Surrounding Land Uses

Adjacent to several waterways, The Sanctuary Plan area is surrounded on three sides by residential development. To the east is the City of Stockton with single-family residential, multi-family residential and commercial properties adjacent to the site. To the south is Lincoln Village West and to the north of Bear Creek are Spanos Park West and the approved Westlake Village by Spanos. Other surrounding land uses include residential and commercial development to the north and agriculture to the west. The lands west and south of the Sanctuary Plan area on the opposite sides of Fourteen Mile Slough and Disappointment Slough have historically been used for agricultural production.

1.5 Sanctuary Development Goals

The following development goals summarize the key motivations for the proposed Sanctuary Plan and land use program:

1. Create an attractive and distinctive community, built on the premise of establishing a strong sense of identity, comfort, and belonging for residents, workers and visitors;
2. Recognize and take cues from the context of the site and surroundings; including proximity to the Delta, agrarian heritage, and traditional development patterns in San Joaquin Valley towns;
3. Guide well-planned development with a mix of land uses, including housing, retail, services, dining, employment, education, recreation and open space uses, in convenient proximity to one another;
4. Establish a strong public realm and circulation system which safely and attractively accommodates pedestrian, bicycle, and vehicular access by creating multiple connections to the community, its neighborhoods, activity areas and local destinations;
5. Encourage alternative modes of transit.
6. Create a community which is welcoming and provides opportunities and activities for all ages;
7. Develop an integrated, community wide open space system which accommodates active and passive recreational activities; and
8. Support high quality education within the community.

The Sanctuary community will be a place which will realize each of these goals. To achieve these goals, the Sanctuary Plan includes a mix of land uses meeting a variety of daily needs ranging from housing, to employment, shopping, education, and recreation, all of which are harmoniously linked and easily accessible.

1.6 Sanctuary Project Overview

The Sanctuary Plan provides for a variety of residential neighborhoods with unique community amenities, as well as mixed-use development incorporating residential and commercial uses. The planned land use mix and development pattern will create a community that is attractive to residents, employees, and visitors. The Plan includes four distinct Villages that are interconnected by a hierarchical street system, sidewalks and a public pathway system with links to community and public facilities.

Visitors and residents will have the opportunity to conveniently drive, ride electric vehicles, walk or ride bicycles between uses. Direct pedestrian access will be provided to schools, parks, the marina, the Village Center and residential neighborhoods via a community pathway system.

Prominent components of the Sanctuary Plan are community amenities such as lakes, community parks, recreation centers (all privately owned and managed by an HOA), a privately owned yet publicly accessible marina, office space, a hotel, active adult housing, top-tier schools, a house of worship, and a pedestrian and bicycle pathway that circumnavigates the entire property along the levee, known as the “Levee Walk.” An 80-acre linear open space that traverses the community from its northern boundary to its southern boundary and known as Heritage Open Space includes parks, vineyards, orchards and pedestrian systems that will be the main community organizing element of The Sanctuary.

The Sanctuary is characterized by the Stockton 2035 General Plan as a Village, and as such, embraces the Village concept by including a mix of housing types and densities, public service uses, a village center comprised of neighborhood commercial, higher density housing, schools, bicycle and pedestrian trails, and open space.

As project phases are developed, remaining portions of the Plan area currently used for agriculture will continue to be farmed. A nursery for the project may also be constructed.

1.7 Villages

Although a Village in itself, the Sanctuary is comprised of four primary Villages at a smaller scale, each featuring pedestrian friendly tree-lined streets, small neighborhood greens, and convenient access to The Sanctuary’s other land uses through an interconnected street system, sidewalks, and a public pathway system. These Villages, known as the Village Center, the Marina Village, the Great Park Village and the Lake Village are central to the civic, social, and residential hearts of the community (Figure 1-4, Organizational Diagram).

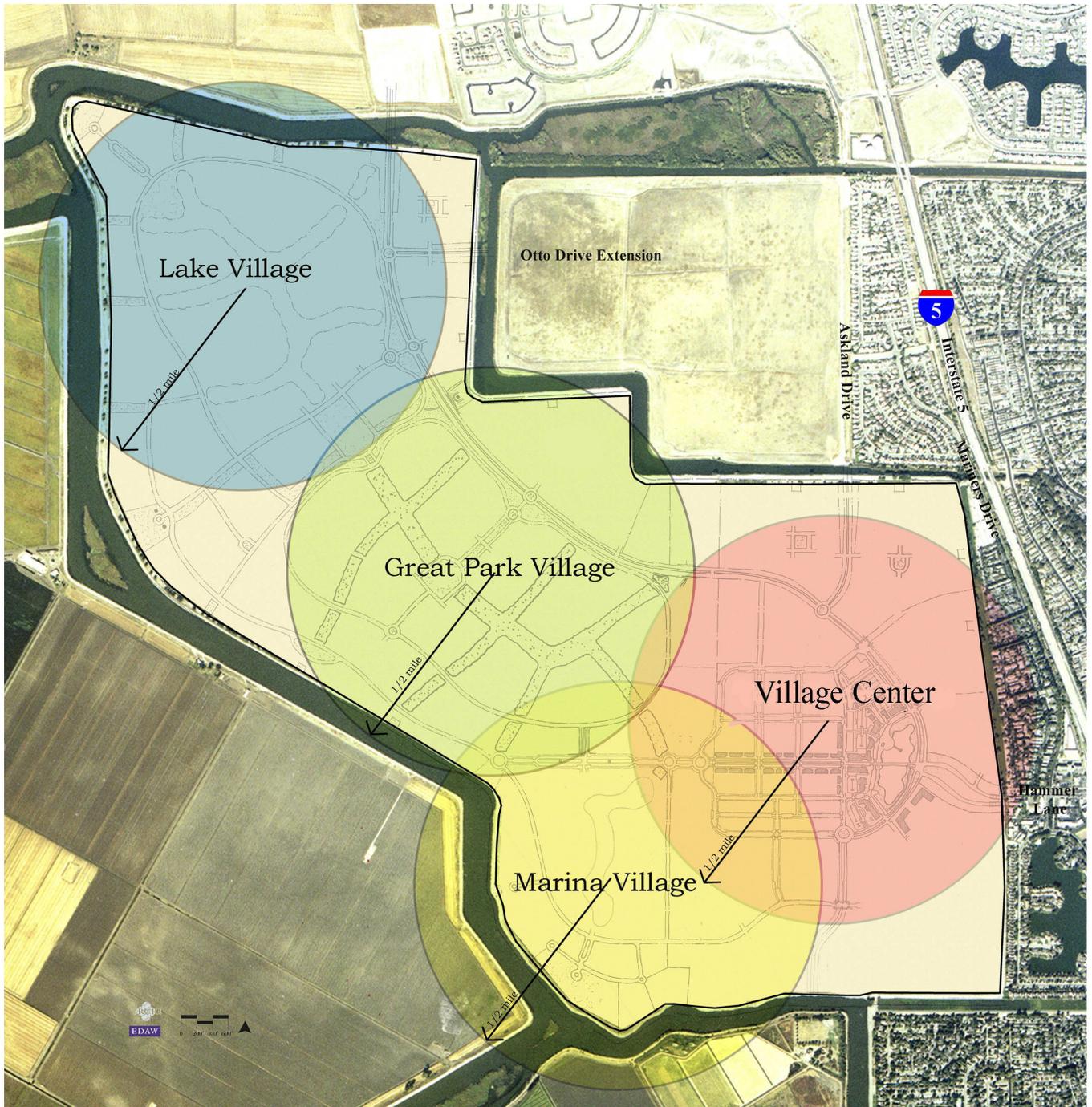


Figure 1-4: Organizational Diagram

1.7.1 Village Center

The Village Center represents the heart of The Sanctuary community and will be a central focus of activity with a highly visible community presence. The Village Center is planned as a unique and diverse mixed-use hub of activities, a destination where residents will meet, shop, dine, recreate, obtain services and socialize. Emphasis is placed on pedestrian, rather than the auto, and is modeled towards a traditional urban village square rather than a suburban shopping center.



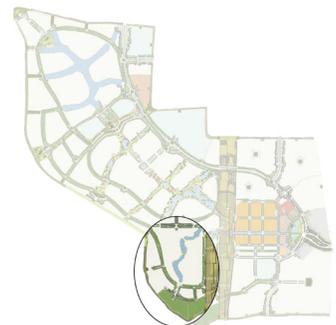
This Village will include the most diverse mix of uses in The Sanctuary, including residential and commercial mixed-use development, a small lake, gardens, and a childrens' play area. The Village Center Park will be surrounded by mixed-use buildings, and a traditional main street, creating a vital and attractive pedestrian space around the heart of the community. Ground-floor shops, cafes, and second story residences and offices will also be a major component of the Village Center.

Mixes of attached and detached housing types are the predominant land uses within the Village Center. Residential neighborhoods are located adjacent to a hotel, a school, office uses and neighborhood serving retail. The Village Center will include approximately 160,000 square feet of retail, 40,000 square feet of office space, and a 100-room hotel.

The Village Center is envisioned as an easily accessible component of the community, to be enjoyed by people of all ages, and is designed to create interconnectivity between the surrounding neighborhoods. These linkages include pedestrian and bicycle pathways along the levee and roadway corridors for both cars and neighborhood electric vehicles.

1.7.2 Marina Village

The character of the Marina Village will be defined by its proximity and access to the slough, and is envisioned as a community that integrates urban and natural landscapes in a walkable setting. A 12-acre lake will be centrally located in the Village and surrounded by active adult housing. A privately owned yet publicly accessible marina and its associated facilities will be the central organizing feature of the Marina Village including a private River Club.



The private River Club will be approximately 10 acres and will be oriented towards residents and families of The Sanctuary. The private River Club includes resort style swimming pools, picnic areas and a children's play area. Public access to the water's edge will be provided via the Levee Walk.

A variety of housing types and densities, including attached housing and town homes, will border the levee's edge; single-family detached homes will surround the lake, providing attractive scenery for residents. An east-west connector roadway, Sanctuary Boulevard, joins the Marina Village with the Village Center offering convenient access to town.

1.7.3 Great Park Village

The Great Park Village is organized around the centrally located "Great Park," and is anticipated to include low- to moderate-density single-family residential as the predominant land use. This Village offers interpretive greenways and orchards providing visually enjoyable places for residents of this Village to congregate. Although this Village is envisioned as a gated community, the edges are designed to blend with the greater community and will include multiple access points for pedestrians and three access points for autos. In addition to the Great Park, amenities in the Great Park Village include a swimming pool, a children's play area and a 2,000 square foot clubhouse for residents of this Village.



1.7.4 Lake Village

The Lake Village is organized around a 35-acre lake, providing a character defining element for this Village. The Lake Village will be characterized by prominent views of the lake, the community and surrounding land uses. This Village is envisioned as a residential area containing a variety of housing types, parks, a private clubhouse and two K-8 elementary schools. Public pathways will provide connections between the schools and neighborhoods. A connection between the lake and the sloughs will be provided by a green pathway. An open space area fronting the lake will house the private clubhouse, picnic areas, and restrooms.



1.8 Neighborhood Groups

There are a variety of distinct neighborhood groups located within The Sanctuary. Some of the neighborhood groups are located within the community organizing Village system while other neighborhood groups are located adjacent (Figure 1-5, Neighborhood Groups). Each neighborhood group contains small formative parks and neighborhood amenities that create a sense of place. Each will be organized around a central neighborhood amenity which could consist of a neighborhood park, school, and/or public facility.

The Sanctuary will include a combination of gated and non-gated neighborhoods. The largest of the gated neighborhoods will be within the “core” of the Great Park Village, but other, smaller gated enclaves will be located throughout the community.

1.8.1 North Neighborhoods

The North Neighborhoods consist of single-family residential uses on a variety of lot sizes (ranging from 3,000 to 6,000 square feet) and different housing types. The main road artery will be located adjacent and to the south of the Neighborhoods, providing accessibility to the entire community. The North Neighborhoods are located within ¼ mile of the mixed-use area of the Village Center so residents can easily travel there to shop, dine, recreate and congregate. Some of the neighborhoods are adjacent to the levee, offering views of the water to some units, and pedestrian access to the Levee Walk.



1.8.2 Village Center Neighborhoods

Heavily influenced by the Village Center, the Village Center Neighborhoods offer a mix of single- and multi-family residential uses. Vertical mixed-use buildings will be located adjacent to the Village Center Park, providing both commercial and residential uses, typically designed with a store-front on the ground floor and residential units or office uses on the upper floors. Community amenities include a hotel that will contribute to the urban character of the Village Center Park. The overall character of the Village Center Neighborhoods is dynamic, with emphasis placed on the pedestrian environment, similar to a traditional small downtown.





Conceptual Plan only. Specific design will be processed through Site Plan Review

Res = Residential
 MF = Multi-Family Housing
 MU = Mixed-Use

Figure 1-5: Neighborhood Groups

1.8.3 South Neighborhoods

Community amenities in the South Neighborhoods consist of a K-8 elementary school and neighborhood greens. Single-family residential development, including a variety of housing types, is prominent in the South Neighborhoods. Lot sizes will range from 2,450 to 6,300 square feet. Some of the neighborhoods will be adjacent to the levee offering views of the water to some units. Other neighborhoods will be adjacent to the Heritage Open Space providing nearby recreational opportunities.



1.8.4 Marina Neighborhoods

Several of the neighborhoods within the Marina Neighborhoods are situated adjacent to a lake and near the marina, creating a central destination and enhancing the character of the neighborhood. Community amenities will consist of facilities associated with the marina including a private River Club. While active adult housing uses dominate this Neighborhood, a variety of lot sizes (ranging from 2,600 to 10,400 square feet) and housing types are provided for that will front the marina at the water edge. The Heritage Open Space will be located adjacent and to the east of the Marina Neighborhoods offering significant recreational opportunities.



1.8.5 Great Park Neighborhoods

The predominant land use in the Great Park Neighborhoods is single-family residential. The types of housing are varied and are located on lot sizes ranging from 2,600 square feet to one acre. The Great Park Neighborhoods are organized around a central recreation center (privately owned and managed by an HOA) and a Village-wide park system known as the Great Park. Residences will be located within walking distance of schools and parks. Pedestrian and bicycle trails are designed to connect residential areas into the Great Park.



1.8.6 Lake Neighborhoods

A 35-acre lake will be the central organizing element of the Lake Neighborhoods. The majority of the land uses in the Lake Neighborhoods include single-family residential. A variety of lot sizes (ranging from 2,925 to 10,400 square feet) and different housing types are planned. Neighborhoods will include some small greens, and frequently spaced access points to the Levee Walk. Some of the neighborhoods are adjacent to both the lake and the levee, offering some units views over the levee and others views of the



lake. A private clubhouse (approximately 2,000 square feet) offering a pool and a children's play area will be adjacent to the lake.



1.8.7 Northeast Neighborhoods

The majority of the Northeast Neighborhoods are bounded by the levee and will offer some planned residential units' views of the water. A mixed-use area is envisioned to include town homes and small retail stores. A high school and religious facilities will be located at the eastern edge of the Northeast Neighborhoods, adjacent to the Heritage Open Space. Single-family residences comprise the entirety of these Neighborhoods. A variety of lot sizes (ranging from 2,925 to 5,000 square feet) and different housing types are planned. The Northeast Neighborhoods will be adjacent to a central parkway, facilitating access to the entire Sanctuary community.

1.9 Parks and Open Space

The Sanctuary will include a comprehensive and thoughtfully organized open space system including a network of parks, pathways and recreational areas. The Parks and Open Space system will serve as an integral piece in linking the organizing elements of the community (Figure 1-6: Open Space Illustrative). The open space concept serves to draw from the historical and existing land uses of The Sanctuary Plan area while designing the future open space uses at The Sanctuary.

In order to provide a comprehensive open space system at The Sanctuary, three landscape levels have been designed; (1) Green Lines, (2) Open Areas, and (3) Small Nodes. A complete discussion of the open space system at The Sanctuary can be found in Chapter 4, Parks and Open Space.

1.10 Sustainability

Sustainability is an important consideration at The Sanctuary. Sustainable principles will be integrated into the community from street and building design, walkability, to open space location. Where practical, efforts will be made to use sustainable landscapes including native plants, storm water capture and shading to reduce heat islands in the community. Energy conservation, natural resource conservation and improved indoor air quality will be enhanced through passive and active building design.



Figure 1-6: Parks and Open Space Illustrative

1.11 Public Facilities

The Sanctuary will be served by multiple agencies and utility providers including:

- Water – City of Stockton, Municipal Utilities Department
- Sanitary Sewer – City of Stockton, Municipal Utilities Department and Regional Wastewater Control Facility (RWCF)
- Public Transit – San Joaquin Regional Transit District (SJRTD)
- Solid Waste – Sunrise Sanitation (a franchisee of the City of Stockton)
- Electricity – Pacific Gas & Electric (PG&E)
- Natural Gas – PG&E
- Telephone Service/Fiber Optics – SBC
- Cable Television – Comcast
- Fire Protection – City of Stockton Fire Department
- Police Protection – City of Stockton Police Department

The approach to providing adequate infrastructure and facilities to serve The Sanctuary is discussed in Chapter 6, Public Facilities.

1.12 Relationship to City Planning Documents and Regulations

The Sanctuary Master Development Plan is consistent with the goals and policies of the General Plan. During the development evaluation of the Sanctuary MDP, the Sanctuary MDP was originally being processed under the 1990 General Plan. Prior to the adoption of the Sanctuary MDP, the City approved their 2035 General Plan. Therefore, the Sanctuary MDP was approved under the 2035 General Plan and is consistent with its goals and policies. Chapter 8, Relationship to the General Plan, lists the City of Stockton's General Plan Element's relevant goals and policies. A General Plan Amendment is being requested as part of this application in order to comprehensively plan for The Sanctuary development.

Both the City's General Plan and zoning designations for The Sanctuary Plan area will be amended concurrently to MX. Currently the City of Stockton does not have a zoning designation for The Sanctuary Plan area (Figure 1-7, Existing Zoning). This Master Development Plan specifies the range of land uses, development intensities and densities that will be implemented within The Sanctuary Master Development Plan.

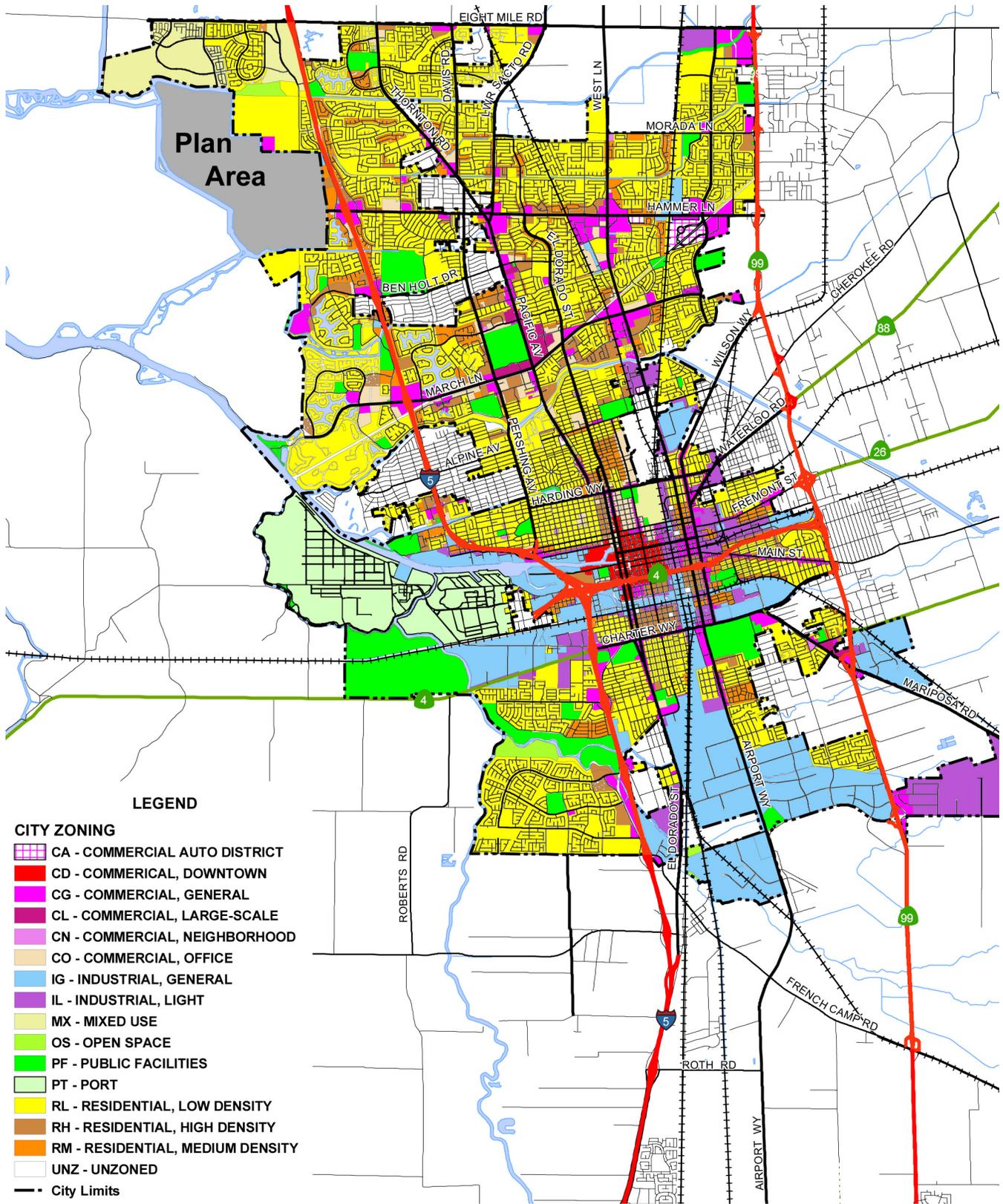
Figure 1-8, Proposed Zoning, illustrates the amendment to the City of Stockton Zoning Maps upon annexation and adoption of the MX Zoning Designation for The Sanctuary.

1.13 CEQA Compliance

The EIR for the Master Development Plan will be prepared in compliance with the California Environmental Quality Act (CEQA). Pursuant to State CEQA Guidelines, an Initial Study was prepared and has determined that certain potentially significant environmental impacts may be associated with development under the Master Development Plan. The EIR (State Clearinghouse No. 2006022028) may identify impacts which may result from implementation of the Master Development Plan and will include recommended mitigation measures to address those impacts, to the extent feasible. The EIR is intended to cover future development projects, site plans, tentative tract maps, parcel maps, and any other development processed in conformance with the Master Development Plan. A Mitigation Monitoring Program will be developed, incorporating all of the approved Mitigation Measures. The Mitigation Monitoring Program will be implemented and monitored by the City to ensure completion and compliance with all the required Mitigation Measures. Future development projects that are consistent with the Master Development will require no further environmental documentation. Future development projects that are consistent with the Master Development will require no further environmental documentation.

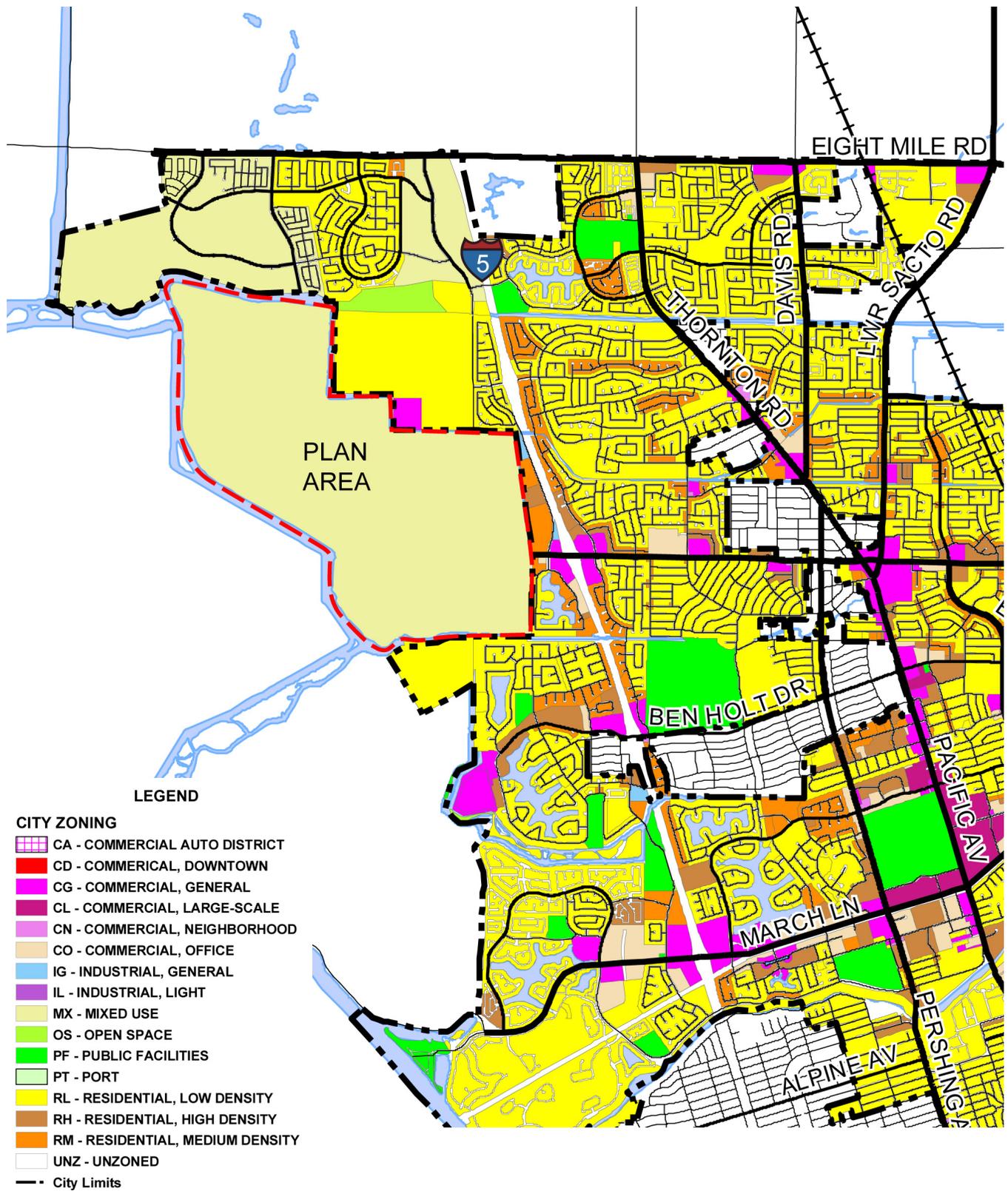
If an application for future development deviates from the Master Development Plan, a mitigated negative declaration, negative declaration, subsequent EIR, supplemental EIR, or an addendum to the Project EIR may be required, to the extent that the specific details of the proposal disclose facts or conditions that were not available when this Master Development Plan was adopted, or the EIR certified (Sections 15162, 15163 and 15164 of the CEQA Guidelines).

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



Source: City of Stockton 2004, EDAW 2008.

Figure 1-7: Existing Zoning



Source: City of Stockton 2004, EDAW 2008..

Figure 1-8: Proposed Zoning

FINAL August 2008



Chapter 2

Land Use and Development Standards

2.1 Introduction

The Sanctuary is envisioned as a mixed-use community including residential, commercial, retail, office, religious, agricultural, educational, and recreational land uses. The mix and intensity of these uses varies, based on the desired character of the area in which they are located. An overarching consideration behind the location and design of these activities is that they must accommodate a variety of end users, but remain harmoniously integrated with one another.

This Chapter describes the future location and intensity of land uses, and includes development standards for use at The Sanctuary. Residential land uses are discussed in general terms, primarily describing the locations for, and types of, single and multiple family residences, the predominant land uses at The Sanctuary. The remaining land uses are discussed in more location specific terms. Development densities and intensities throughout the Plan are based on net acres¹, versus gross.

As this Plan serves as the framework for development, and is not a site specific design proposal, planning areas have been established which define gross development areas and development potential as shown in Figure 2-1 and presented in Tables 2-1 and 2-2. The figures found in these tables represent the anticipated amount of particular development types and their

¹ Net acres refers to development density in select areas. Residential densities include consideration of local streets. Commercial and other Floor Area Ratios do not include streets.

general locations. These figures are also used in the project's conceptual design and environmental review. The final design for each of these uses will reflect the intent and guidance of the Sanctuary Plan, recommended mitigation provided in the relevant environmental documentation, and applicable City Standards. All future development shall be consistent with the requirements in this Chapter. It is the intent of these standards to be supportive to the Sanctuary Plan's Goals, changing community needs and to allow and encourage innovative community design and a mixture of neighborhood components.

2.2 Planning Concept

The Conceptual Plan, Figure 1-1 in Chapter 1, represents a potential pattern of development that meets the density ranges within each Planning Area and reflects current market conditions. However, several development patterns that comply with the criteria established by both the General Plan and the City's Zoning District Standards for the MX Zone are feasible. The concept plan is intended to illustrate one development scenario that meets the objectives of the Sanctuary Master Development Plan.

It is anticipated that changes within Planning Areas may occur with detailed design, but fundamental community framework elements such as the Parkway, location of major nodes such as Heritage Park and the Village Center will remain in the locations generally illustrated in this Plan.

2.3 Planning Areas

The Planning Area Map, Figure 2-1, designates seven Planning Areas that define anticipated development intensity for each planning area. Table 2-1, Planning Areas, indicates the approximate number of units for each Planning Area within The Sanctuary. Total future development at The Sanctuary may not exceed 7,070 units but development may, as described in the next section, be transferred between Planning Areas.

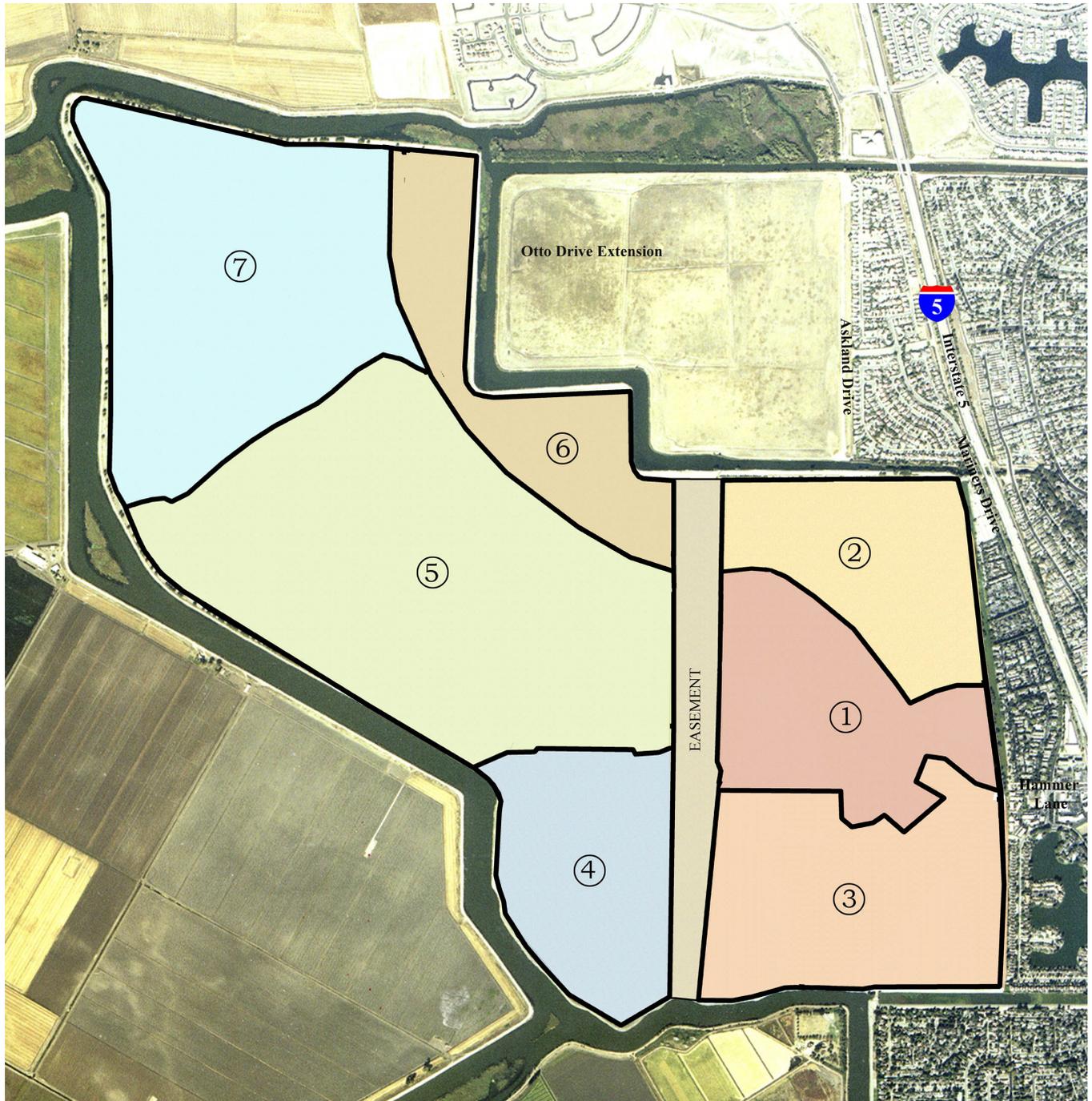


Figure 2-1: Planning Area Map

Planning Area	Acres
1 - Village Center	157.19
2 - North NHG	129.8
3 - South NHG	205.93
4 - Marina NHG	155.61
5 - Great Park NHG	479.07
6 - Northeast NHG	129.04
7 - Lake NHG	340.24

NHG = Neighborhood Group

Table 2-1 Planning Areas

Planning Area	Acreage	Approximate Number of Units
1 - Village Center	160.85	1,178
2 - North NHG	139.23	763
3 - South NHG	199.01	923
4 - Marina NHG	159.97	794
5 - Great Park NHG	459.60	1,572
6 - Northeast NHG	136.06	350
7 - Lake NHG	344.29	1,490
Easement	79.98	-
Parkway	48.96	-
TOTAL	1727.95	7,070

NHG = Neighborhood Group

2.4 Intensity Transferability

Since The Sanctuary is planned to be developed over a number of years, flexibility to accommodate future market changes is needed. Therefore, land use intensity may be transferred between planning areas up to 20%, provided that the overall maximum intensity for The Sanctuary is not exceeded and that a traffic study determines that there will be no unmitigatable traffic impacts due to the transference of units. While transfer of land use intensities is allowed, residential densities may not exceed 29 dwelling units per acre. Maximum intensities for non-residential development include a 0.40 Floor Area Ratio (FAR) for mixed-commercial and a 0.35 FAR for offices. Houses of worship shall be developed based on a maximum FAR of 0.35. A Floor Area Ratios is the ratio between building size and lot size (refer also to section 2.8.1 Mixed-Use).

2.5 Green Building Program

At the time of publication of this Master Development Plan, the City and the State of California Attorney General were negotiating an agreement (“Agreement”) to address the Attorney General’s request that the City amend its 2035 General Plan to more fully and effectively address the potential impacts of global climate changes. All builders in the Project (residential and all non-residential) will comply with all amendments and modifications to the 2035 General Plan required under the City’s and the Attorney General’s Agreement, as approved, and as may be amended by the Stockton City Council.



Conceptual Plan only. Specific design will be processed through Site Plan Review

SFR = Single Family Residential Housing
 MF = Multi-Family Housing
 MU = Mixed-Use

Figure 2-2: Permitted Land Use Plan

Under the proposed Agreement the City will be required to develop a green building program. Currently it is envisioned that this program will require builders of residential construction to comply with the “Build-It-Green,” green point rated guidelines in effect at the time of construction, while builders of non-residential construction (commercial, industrial) will be required to comply with LEED Silver-certified standards in effect at the time of construction. Also it is envisioned that builders of non-residential construction will be required to participate in the formal LEED Silver inspection and certification process. All builders in the Project (residential and all non-residential) will comply with the City’s green building program.

2.6 Permitted Land Uses

Permitted land uses in The Sanctuary include residential, commercial, retail, office, hotel, mixed use, community facilities (schools, religious), parks, vineyards, orchards, a small winery and recreation facilities (see Figure 2-2 Permitted Land Use Plan). Table 2-2 presents the anticipated number of acres for each land use at the Sanctuary.

Table 2-2 Sanctuary Land Use Summary

Land Use	Acreage
Single-Family Residential	1,026.00
Multi-Family Residential	67.40
Mixed Use	30.20
Schools	87.46
Religious	10.00
Parks & Open Space	193.51
Lakes	96.20
Office	25.53
Retail	10.00
Clubs	19.00
Parkway	49.70
Various Roads/Setbacks/Green Areas	112.95
TOTAL Developable Acres	1,727.95
Levee Walk	111.05
TOTAL Site Acreage	1,839.00
Submerged Non-Developable	128.24
TOTAL Property Acreage	1,967.24

2.6.1 Residential

The most prominent land use at The Sanctuary will be residential, including single and multi-family building prototypes. These uses will occur in various densities throughout the site, meeting the needs of a variety of residents. The Sanctuary Plan includes traditional “market rate,” age restricted, and “gated communities,” and will include both for sale and rental properties. This Sanctuary Master Development Plan includes a wide range of housing types. The array of proposed housing types will vary in size, density and plotting methods.

Residential development in The Sanctuary is based on the following objectives:

1. Provide housing for the various stages of family growth (singles, young couples, growing families, mature families and empty nesters) so that families are not forced to leave their community due to the lack of appropriate housing.
2. Provide attainably priced housing for work force, young families and retirees by exploring higher density attached housing types such as condominiums, and townhomes.
3. Provide attainably priced single family detached housing through creative plotting such as green court, alley load, two-pack, auto-court and conventional small-lot detached.
4. Consider live/work and home-based business housing types to promote business development resulting in reduced miles traveled and the associated environmental benefits.
5. Achieve a diversity of neighborhood character through multiple housing sizes, densities and price points so that The Sanctuary is experienced as a rich pattern of varied textures, street scenes and building forms.

The Sanctuary will also include mixed-use (MU) residential development, where residences will be built above, and in close proximity to, shops. The character of this type of development is described under the Mixed-Use heading of this chapter, section 2.8.1. The following provides an overview of the single and multiple-family residential developments at The Sanctuary.

Several different densities and types of Single-Family Residential (SFR) development will occur at The Sanctuary ranging from generous

large custom lots and homes, to more fine grained, smaller urban lots. This mix of residences will meet the needs of a broad cross section of community members, and each will have distinctive character.

In general, the Master Development Plan does not differentiate between individual lot sizes to be located in each of the seven planning areas, and instead allocates the anticipated number of single family housing types. As shown in Table 2-3, the anticipated number of single family units in each planning area is identified. The maximum of 5,758 single family units presented in this Sanctuary Plan may not be exceeded. However, as discussed previously in this Chapter, the units allocated in each planning area may be redistributed within The Sanctuary. Depending on how many single family units are ultimately determined, the number of multi-family units can vary; however, the aggregate total of 7,070 residential units will not be exceeded. Based on a total build-out scenario of 7,070 units, the maximum number of single family units at the Sanctuary would be 5,758 units (making the potential number of multi-family units at least 1,312 under this scenario).

Table 2-3 Anticipated Single Family Units

Planning Area	Total Residential Acres	Number of Single Family Units
1 - Village Center	16.89	216
2 - North NHG	102.30	763
3 - South NHG	175.53	923
4 - Marina NHG	106.08	644
5 - Great Park NHG	329.15	1,572
6 - Northeast NHG	101.16	150
7 - Lake NHG	272.86	1,490
TOTAL	1,103.97	5,758

NHG = Neighborhood Group

Three basic lot categories are included in this Sanctuary Plan: Single Family Detached (Low Density: 2.5.1.1 – 2.5.1.5 below), Single Family Attached (Low Density: 2.5.1.6 below), and Multi-Family (Medium Density: (2.5.1.7 – 2.5.1.8 below). Each of these is described in greater detail in the following section.

The following table, Table 2-4, presents the anticipated range in the number of units at the Sanctuary based on housing types. The following sections in this chapter provide more detail on the housing types proposed at The Sanctuary.



Figure 2-3: Levee Diagram

Table 2-4 Anticipated Range in Units per Housing Type

Housing Type	Area Range	Range in Units
Customs & Semi-Customs	8,000-40,000 sf	500-570 (7-8 %)
Single Family Large Lots	6,000-8,000 sf	1,000-1,300 (14-18%)
Single Family Medium Lots	4,000-6,000 sf	1,300-1,500 (18-21%)
Single Family Small Lots	2,500-4,000 sf	1,000-1,300 (14-18%)
Alley Units	2,100 - 4,000 sf	800-1,000 (11-15%)
Single Family Attached Townhomes & Multi-Family Residential	9-29 dwelling units/ acre	1,200-1,400 (17-20%)
TOTAL		7,070 units

sf = square feet

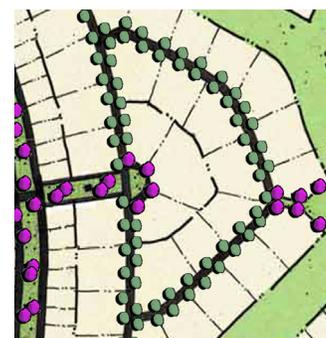
Any one of these lot types may be located adjacent to the surrounding levee. In these cases, regardless of the lot sizes, as “levee lots” these homes will all be setback 25 feet from the levee tow on the land side as illustrated in the following diagram (Figure 2-3). This condition will occur along the three sides of the project surrounded by water. Along the eastern boundary of the property, along the dry levee, there will be a green-belt buffer of varying widths.

2.6.1.1 Custom and Semi-Custom Lots

Custom and semi-custom lot development at The Sanctuary will range in size from 8,000 to 40,000+ square feet (0.75 to 3.25 dwelling units per acre). These lots will be used for semi-custom and custom home development. These large lots will accommodate a great deal of individual expression and variety yet still should be designed to consider their context and the strong desire to create visually harmonious neighborhoods of the Sanctuary. These lots will be located only in a private portion of gated neighborhoods (likely the Great Park and Lake neighborhoods) as to not disrupt the surrounding traditional neighborhoods. The custom and semi-custom lots are the lowest density lots in the community.

2.6.1.2 Single Family Large Traditional Lots

Large lot development at The Sanctuary will range in size from 6,000 to 8,000 square feet (3.25 to 4.25 dwelling units per acre). These will be large traditional single family detached homes large enough to accommodate variety and individual character yet still should be developed to blend within the community and to form visually cohesive neighborhoods.



Single Family Large Lots



Single Family Small Lots

Single Family Attached -
Townhomes

Live/Work Residential



Multi-Family Residential

2.6.1.3 Single Family Medium Lots

Single family medium lots will range in size from 4,000 to 6,000 square feet (4.25 to 6 dwelling units per acre). As noted in the design guidelines included with the Sanctuary Plan, the number, type and distribution of these homes should be thoughtfully considered to ensure the crafting of attractive and distinctive neighborhoods.

2.6.1.4 Medium Density Alley Loaded Lots

Medium density alley loaded lots range in size from 2,100 to 4,000 square feet (6 to 11 dwelling units per acre). This lot places the garage adjacent to an alley behind the home increasing the streetscape character and pedestrian friendly atmosphere in front of the home. This lot type also includes Green Court and Paseo homes as discussed further in Section 2.7 Development Standards, below.

2.6.1.5 Single Family Small Lots

Small lots range in size from 2,500 to 4,050 square feet (6 to 10 dwelling units per acre). Because of their compact form and relatively high density particular effort should be made when designing these lots and homes. In general, small lot neighborhoods are located in convenient proximity to activity areas. Homes in these neighborhoods may include wide-shallow, auto or green court, alley loaded, or narrow lot homes.

2.6.1.6 Single Family Attached

The density of attached single-family homes is between nine dwelling units per acre and 18 dwelling units per acre. These attached homes are designed to respond to the needs of different households and provide diversity in house size and price. These homes include: Duet, Townhomes, and Carriage homes. Since the lots are smaller, the setbacks are less generous providing low-maintenance living.

Live/work residential units (different from mixed-use) may also be developed for The Sanctuary. Live work residential units provide opportunities for small entrepreneurial business owners to operate out of their homes or in facilities on the same lot as their homes. Allowed uses include, but are not limited to, professional office such as tax preparation, accounting, financial,

design architecture, graphics and arts, internet or web oriented businesses, or any other similar uses which do not require intensive customer traffic. Prohibited uses include tattoo parlors, fortune tellers and any business where products/ inventory are made on the premises.

2.6.1.7 Multiple-Family Residential (MF)

The Sanctuary will include several types of multi-family residential building prototypes. Density of attached homes will be between 18 and 29 dwelling units per acre. Several housing types such as garden apartments, condominiums, or flats (all with the option of being for sale or for rent) are included in this land use category. Like single-family detached homes, attached homes may be developed in several areas at The Sanctuary, yet are generally located near to important community gathering areas including the Village Center, Marina and Lake Villages.

2.6.1.8 Mixed-Use (MU)

Mixed-Use land uses will occur in one of two special mixed-use areas: the Village Center and the Northeast Neighborhoods. In the Sanctuary Plan, mixed-use refers to the placement of housing above ground floor shops, restaurants, offices, or community uses. Residential uses in these areas may include flats, condominiums, or flats. Ground floor uses are generally limited to “small floor plate” tenants such as cafés, bistros, small restaurants, small convenience/retail shops, personal services, specialty retail, or small offices.

As described in Chapter 3, Community Character, of the Sanctuary Plan, special attention must be paid to the design of these buildings, and their site placement, parking, and circulation. Unlike the residential land uses allowed in this Sanctuary Plan, mixed-use development may only occur in the defined areas. Mixed-use development is not required to have a building separation of commercial from residential uses.



Mixed-Use Development



Community Grocery



Retail Streetscape

2.7 Other Land Uses

2.7.1 Community Serving Retail

Community serving retail may only occur in the designated area, immediately north of and adjacent to the Village Center. Located within the mixed-use core of the Village Center will be approximately 160,000 gross square feet of commercial space intended to accommodate primary community serving retailers, including a grocery store as a major anchor, a drug store as a minor anchor, and “in-line” retailers.

Because of the location of this land use, in proximity to the heart of the Village Center and adjacent to housing, special efforts should be made during its design to integrate it with its context, as described in Chapter 3, Community Character, of this Plan.

The mixed-use area located in the Northeast Neighborhoods is envisioned to include town homes and 48,272 square feet of retail stores.



Office

2.7.2 Office

Two office development areas are included in this Plan, both in close proximity to the core of the Village Center, totaling 483,984 gross square feet. Unlike the mixed-use areas, the office areas are intended to accommodate large “floor plate” buildings. These may include single or multiple tenants, and may include one or more stories.

2.7.3 Schools

Four school sites are identified in this Plan; three K-8 elementary and one high school. These sites have been carefully identified in cooperation with Lodi Unified School District to provide convenient access from local streets, and are in close proximity to parks and open space areas. A second school district, Lincoln Unified, also covers a portion of the Plan area. Discussions are ongoing with both school districts exploring the possibility of annexing approximately 110 acres that currently exists within the Lincoln Unified

boundary into Lodi Unified. This annexation will eliminate a small portion of students living in The Sanctuary from having to travel outside of their immediate community to attend school.

2.7.4 Religious

A 10-acre site has been identified to accommodate multiple religious facilities. The site will be directly accessible from the Parkway and is adjacent to Heritage Park.

2.7.5 Marina / River Club

A 19-acre privately owned, yet publicly accessible, marina will be located along Fourteen Mile Slough, in the southern portion of The Sanctuary. This full service marina will include a private River Club, dry boat storage, shops, boater related facilities and a lift system to transfer boats to and from the water.

2.7.6 Open Space

Approximately 445-acres of public and private open space including greenways, parks, lakes, schools, pocket parks, the Levee Walk, and green spaces will be provided at The Sanctuary. There will also be commonly maintained private property for portions of the community with shared yards and open space, such as multi-family developments.

2.7.7 Non-Residential Uses Summary

As evident from the uses described above, a variety of non-residential land uses are planned for the Sanctuary, contributing to its Village Character. The following table summarizes the area of non-residential, structural, uses at the Sanctuary.

Table 2-5 Anticipated Square Footage of Non-Residential Uses

Land Use	Land Area (Acres)	Building Size (Sq. Ft.)
Retail	10.00	208,272
Office	25.53	483,984
Schools (4)	87.46	1,333,415
Religious Facilities (approx. 2)	10.00	152,460
Clubs (Community and River / Marina) (approx. 3 buildings)	19.00	6,000
TOTAL	151.99	2,184,131

2.8 Development Standards

This Chapter defines the development standards for The Sanctuary and supersedes any conflicting requirements of the City of Stockton Chapter 16, Development Code. As additional building types are developed, it is anticipated that the setbacks provided within this section may not be appropriate for these building types. In that case, provided the new building type and proposed setbacks satisfy the overall intent of the Plan, and comply with minimum setbacks set forth by MX zoning, the City of Stockton's Planning Director shall have discretion to permit its use within The Sanctuary without the submission of an amendment to this plan. Where standards are not specified in this Chapter, then the standard of Chapter 16 will apply.

2.8.1 Lot Types

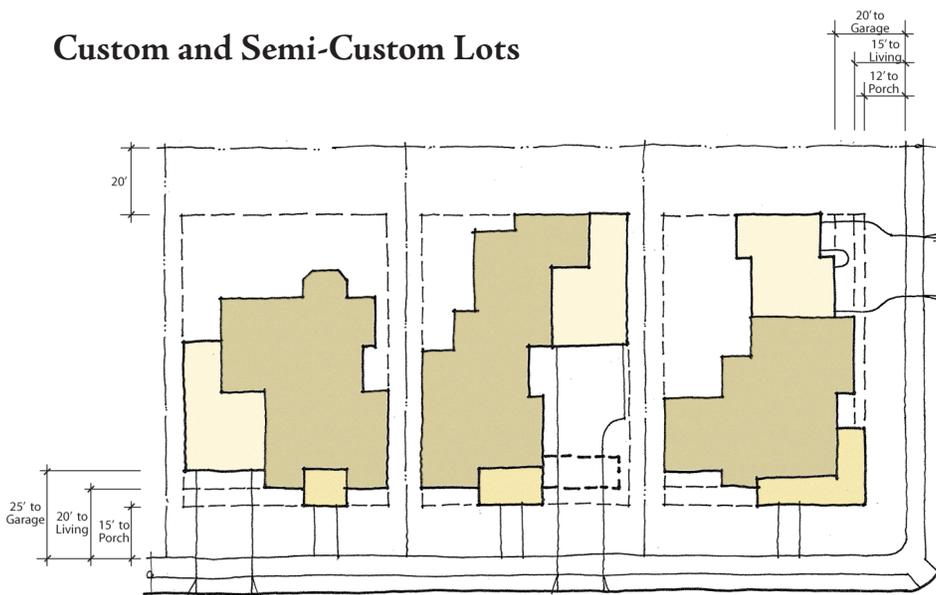
The Sanctuary Plan will incorporate lot types ranging from Custom Large Lot homes to Alley loaded units, to Multi-Family Townhomes. The densities range from one to 29 dwelling units per acre. Residential categories include Single Family Detached Lots, Single Family Attached, and Multi-Family Attached units. The following development standards describe the lot types in detail. All maximum heights listed in the tables below are measured from the building's finished grade to highest ridge line.

2.8.1.1 Custom and Semi-Custom Lots

This product includes a variety of larger lots ranging from 8,000 square feet (sf) to 40,000+ sf. These larger lots provide a greater width creating an opportunity for varied garage placements and street elevations, as well as custom homes with varied elevations and architectural styles providing a unique street scene. The Development Standards for Custom and Semi-Custom Lots are provided in the following table.

Development Standards	Development Category: Custom and Semi-Custom Lots
Density Range	0.75-3.25 dwelling units/acre
Lot Area (SF)	8,000-40,000
Minimum Lot Width (ft.)	70
Minimum Lot Depth (ft.)	100
Minimum front yard setback, living (ft.)	20
Minimum front yard setback, porch (ft.)	15
Minimum front yard setback, garage (ft.)	20
Minimum rear yard setback (ft.)	20
Minimum side yard setback (ft.)	5
Minimum corner lot setback, living (ft.)	15
Minimum corner lot setback, porch (ft.)	12
Minimum corner lot setback, garage (ft.)	20
Maximum Height (ft.) (finished grade to highest ridge)	35

Custom and Semi-Custom Lots



2.8.1.2 Single Family Large Traditional Lots

This product includes a variety of larger lots ranging from 6,000 sf to 8,000 sf. These larger lots provide a greater width, creating an opportunity for varied garage placements and street elevations, as well as custom homes with varied elevations and architectural styles providing a unique street scene. An additional requirement of the layout of this product type is ensuring variety between floor plans; two of the same floor plan may not be located adjacent to each other. The Development Standards for Single Family Large Traditional Lots are provided in the following table.

Development Standards	Development Category: Single Family Large Traditional Lots
Density Range	3.25-4.25 dwelling units/acre
Lot Area (SF)	6,000-8,000
Minimum Lot Width (ft.)	55
Minimum Lot Depth (ft.)	100
Minimum front yard setback, living (ft.)	15
Minimum front yard setback, porch (ft.)	12
Minimum front yard setback, garage (ft.)	20*
Minimum rear yard setback (ft.)	20
Minimum side yard setback (ft.)	5
Minimum corner lot setback, living (ft.)	12
Minimum corner lot setback, porch (ft.)	10
Minimum corner lot setback, garage (ft.)	20*
Maximum Height (ft.) (finished grade to highest ridge)	35

*In applications where the lots are located on private streets**, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.

** Public streets in the community include Hammer Lane extension, Otto Drive extension, Aksland Drive extension and the north-south Parkway. All other roads and streets will be private.

Single Family Large Traditional Lots Example



2.8.1.3 Single Family Medium Lots

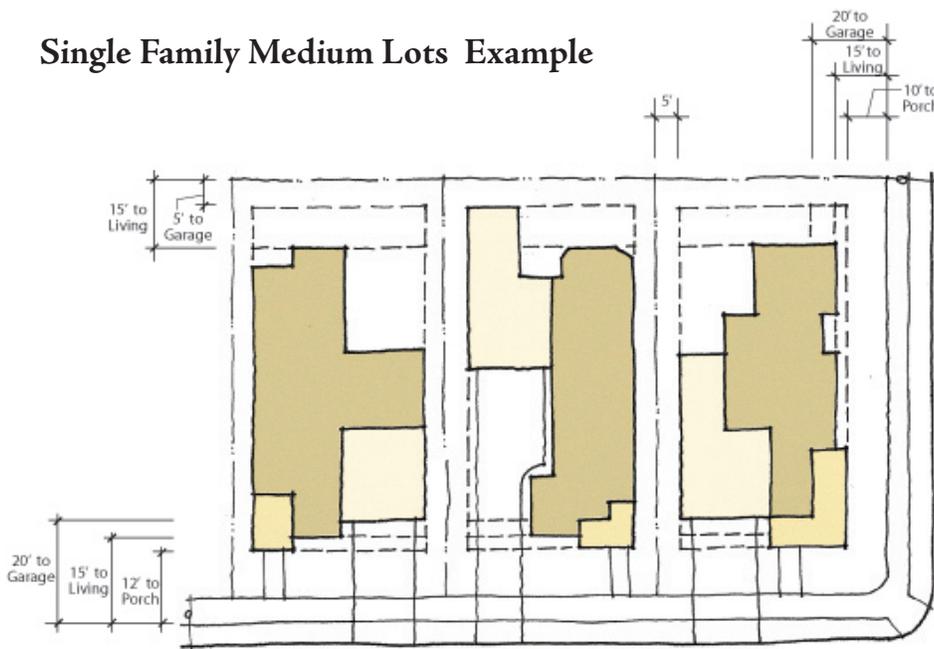
These lots include mid-size single family dwelling lots that allow opportunities for varied garage conditions, expressive architecture, and a strong street presence. Varied lots and product designs are encouraged to allow the further development of a unique streetscape. The Development Standards for Single Family Medium Lots are provided in the following table.

Development Standards	Development Category: Single Family Medium Lots
Density Range	4.25-6.0 dwelling units/acre
Lot Area (SF)	4,000-6,000
Minimum Lot Width (ft.)	45
Minimum Lot Depth (ft.)	85
Minimum front yard setback, living (ft.)	15
Minimum front yard setback, porch (ft.)	12
Minimum front yard setback, garage (ft.)	20*
Minimum rear yard setback (ft.)	15
Minimum side yard setback (ft.)	5
Minimum corner lot setback, living (ft.)	12
Minimum corner lot setback, porch (ft.)	10
Minimum corner lot setback, garage (ft.)	20*
Maximum Height (ft.) (finished grade to highest ridge)	35

*In applications where the lots are located on private streets**, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.

** Public streets in the community include Hammer Lane extension, Otto Drive extension, Aksland Drive extension and the north-south Parkway. All other roads and streets will be private.

Single Family Medium Lots Example

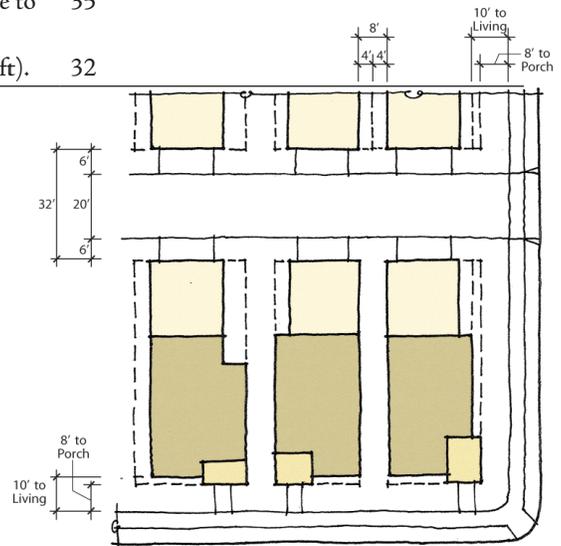


2.8.1.4 Medium Density Alley Loaded Lots

This product type provides strong street scenes without garage impact, promoting pedestrian friendly neighborhoods. Variable lot widths allow for improved street elevations. In addition to the two garage parking spaces which are required per medium density residential dwelling unit, there shall be one parking space provided for each medium density residential unit. The additional parking space shall be provided within the specific medium density residential village / tentative subdivision map area for that medium density residential project. The alleyway is 32 feet from building face to building face. The Development Standards for Medium Density Alley Loaded Lots are provided in the following table.

Development Standards	Development Category: Medium Density Alley Loaded Lots
Density Range	6-9 dwelling units/acre
Lot Area (SF)	2,400-4,000
Minimum Lot Width (ft.)	32
Minimum Lot Depth (ft.)	70
Minimum front yard setback, living (ft.)	10
Minimum front yard setback, porch (ft.)	12
Minimum rear yard setback (ft.)	Living setback 6' from edge of alley pavement
Minimum rear yard setback, garage (ft.)	Garage setback 6' from edge of alley pavement
Minimum side yard setback (ft.)	4 (8' building separation)
Minimum corner lot setback, living (ft.)	10
Minimum corner lot setback, porch (ft.)	8
Maximum Height (ft.) (finished grade to highest ridge)	35
Minimum garage face to garage face (ft.)	32

Medium Density Alley Loaded Example



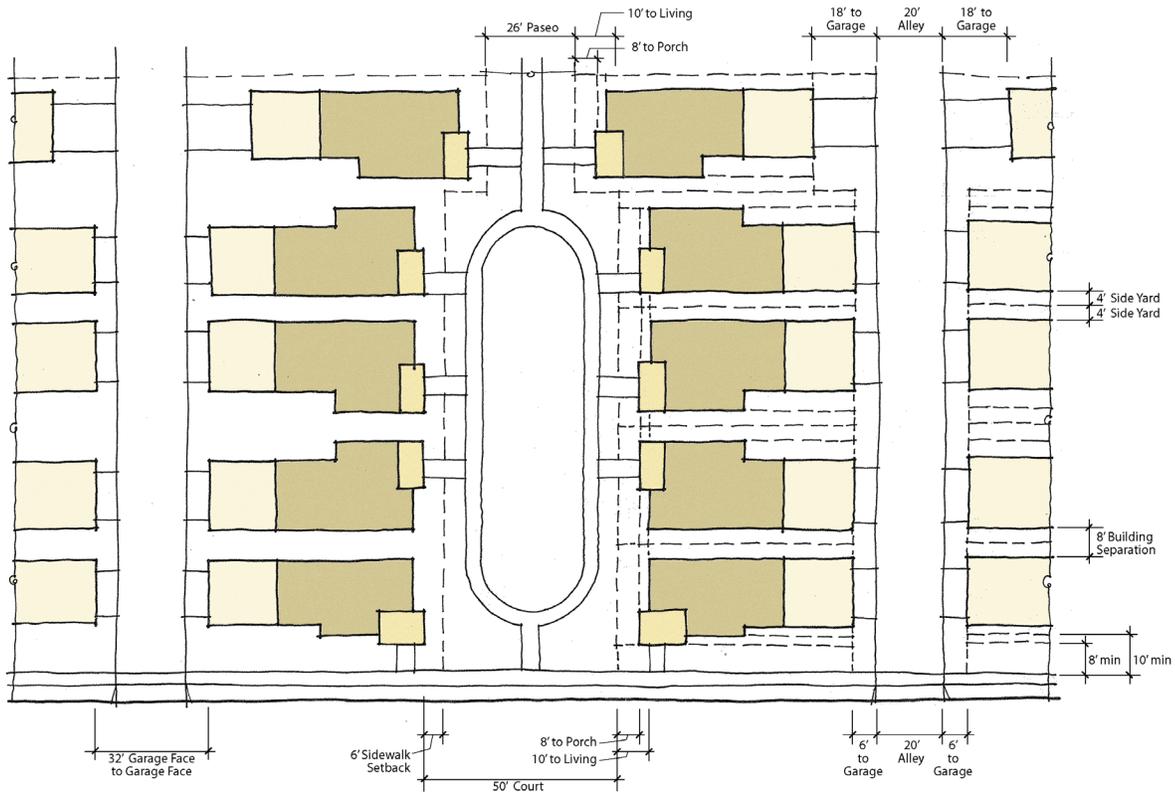
2.8.1.5 Alley Loaded Green Court Homes and Paseos

Green courts and Paseo lots are clusters of up to ten small lot homes that face onto a common open space area, rather than a street. Homes front onto three sides of the open space area while at least one side is adjacent to a street. This configuration makes it possible for visitors to see the front doors of individual homes from the street. The green court can be designed to accommodate small gardens or play areas, or multi-purpose green space. Garages are located in the rear of the building, with auto access being provided from a narrow auto way or alley. The Development Standards for Green Court homes and Paseo homes are provided in the following two tables.

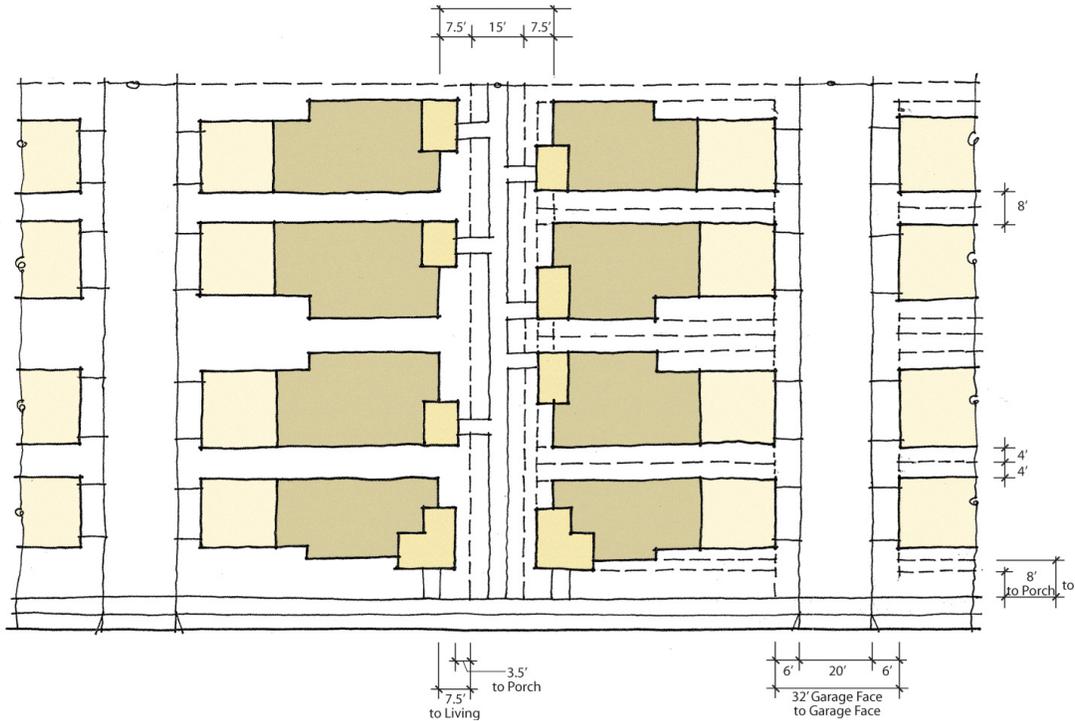
Development Standards	Development Category: Green Court Lots
Density Range	8-9 dwelling units/acre
Lot Area (SF)	2,100-2,600
Minimum Lot Width (ft.)	32
Minimum Lot Depth (ft.)	68
Minimum front yard setback, living (ft.)	8
Minimum front yard setback, porch (ft.)	6
Minimum rear yard setback (ft.)	Living setback 6' from edge of alley pavement
Minimum rear yard setback, garage (ft.)	Garage setback 6' from edge of alley pavement
Minimum side yard setback (ft.)	4 (8' building separation)
Minimum corner lot setback, living (ft.)	10
Minimum corner lot setback, porch (ft.)	8
Maximum Height (ft.) (finished grade to highest ridge)	35
Minimum garage face to garage face (ft.)	32
Courtyard minimum width	50
Minimum Paseo width	26
Minimum sidewalk setback	6

Development Standards	Development Category: Paseo Lots
Density Range	7-11 dwelling units/acre
Lot Area (SF)	2,100-3,400
Minimum Lot Width (ft.)	32
Minimum Lot Depth (ft.)	68
Minimum Paseo width	15
Minimum building front separation at Paseo	30
Minimum front yard setback, living (ft.)	7.5
Minimum front yard setback, porch (ft.)	3.5
Minimum rear yard setback (ft.)	Living setback 6' from edge of alley pavement
Minimum rear yard setback, garage (ft.)	Garage setback 6' from edge of alley pavement
Minimum side yard setback (ft.)	4 (8' building separation)
Minimum corner lot setback, living (ft.)	10
Minimum corner lot setback, porch (ft.)	8
Maximum Height (ft.) (finished grade to highest ridge)	35
Minimum garage face to garage face (ft.)	32

Alley Loaded Green Court Lots Example



Alley Loaded Paseo Example



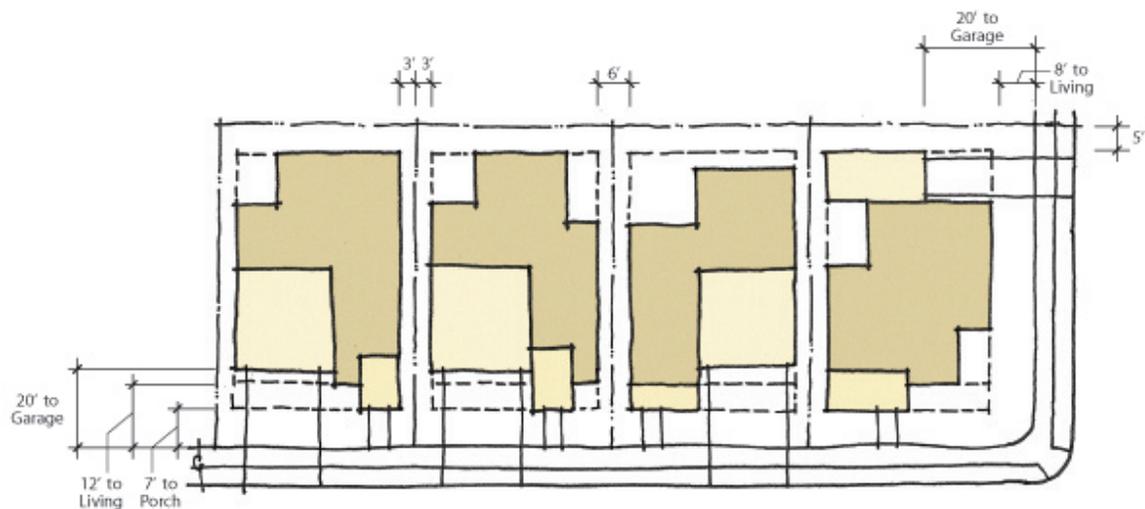
2.8.1.6 Single Family Small Lots

These two types of single-family homes are built on compact lots which are street-facing and are derived from a conventional lot concept. The Development Standards for two types of Single Family Small Lots are provided in the following tables.

Development Standards	Development Category: Single Family Small Lots: Type A
Density Range	8 – 10 dwelling units/acre
Lot Area (SF)	2,600 - 2,800
Minimum Lot Width (ft.)	40
Minimum Lot Depth (ft.)	65
Minimum front yard setback, living (ft.)	12
Minimum front yard setback, porch (ft.)	7
Minimum front yard setback, garage (ft.)	20*
Minimum rear yard setback (ft.)	5
Minimum side yard setback (ft.)	3 (6' building separation)
Minimum corner lot setback, living (ft.)	8
Minimum corner lot setback, porch (ft.)	8
Minimum corner lot setback, garage (ft.)	20*
Maximum Height (ft.) (finished grade to highest ridge)	35

*In applications where the lots are located on private streets, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.

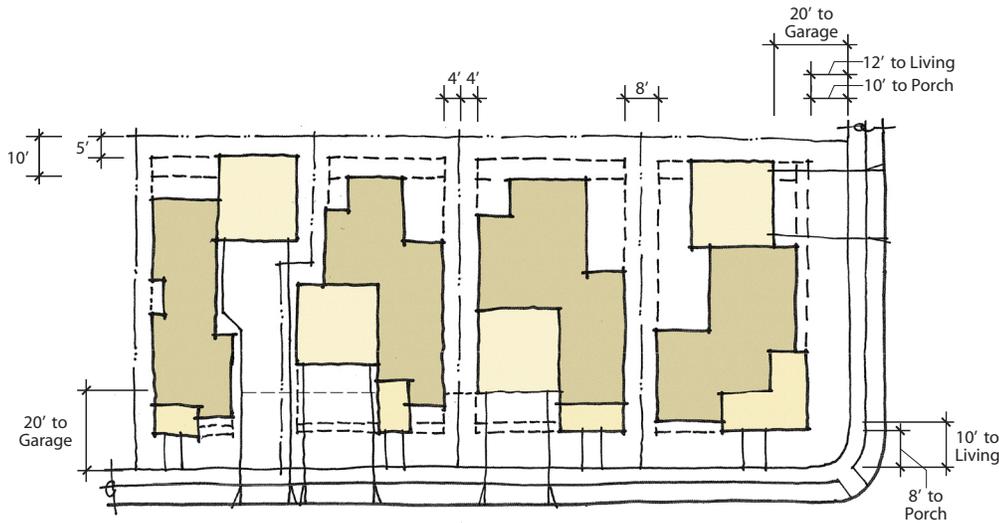
Single Family Small Lots: Type A Example



Development Standards	Development Category: Single Family Small Lots: Type B
Density Range	6 – 8 dwelling units/acre
Lot Area (SF)	2,500 - 4,000
Minimum Lot Width (ft.)	35
Minimum Lot Depth (ft.)	72
Minimum front yard setback, living (ft.)	10
Minimum front yard setback, porch (ft.)	8
Minimum front yard setback, garage (ft.)	20*
Minimum rear yard setback (ft.)	5
Minimum rear yard setback, garage (ft.)	5
Minimum side yard setback (ft.)	4 (8' building separation)
Minimum corner lot setback, living (ft.)	12
Minimum corner lot setback, porch (ft.)	10
Minimum corner lot setback, garage (ft.)	20*
Maximum Height (ft.) (finished grade to highest ridge)	35

*In applications where the lots are located on private streets, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.

Single Family Small Lots: Type B Example



2.8.1.7 Single Family Attached Townhomes

The townhome units allow for lower level retail and office uses with access at grade from the sidewalk or from rear entries off alleys. The residential units are located above the retail/office uses. Parking can be on the street level behind the retail/office uses, below the residential unit or behind the building. The Development Standards for Single Family Attached Lots are provided in the following table.

Development Standards	Product Type: Single Family Attached Lots
Density Range	9-18 dwelling units/acre
Minimum front yard setback, living (ft.)	12
Minimum front yard setback, porch (ft.)	10
Minimum rear yard setback (ft.)	Living setback 6' from edge of alley pavement*
Minimum rear yard setback, garage (ft.)	Garage setback 6' from edge of alley pavement*
Minimum side yard setback (ft.)	15 with sidewalk, 12 without sidewalk
Minimum corner lot setback, living (ft.)	10
Minimum corner lot setback, porch (ft.)	8
Minimum garage face to garage face (ft.)	32
Minimum Paseo width	26
Minimum building front separation at Paseo (ft.)	30
Minimum front yard setback, living at Paseo (ft.)	7.5
Minimum front yard setback, porch at Paseo (ft.)	4
Maximum height (finished grade to highest ridge) (ft.)	45 (for use with 3-story tuck-under only)

*Second or third floor living area may encroach into alley setback up to 2 feet: 28' minimum building face to building face

2.8.1.8 Multiple-Family Residential (MF)

These two and three-story condominiums and flats may be organized around a common green, community center, open space, or surrounding street. Alleys provide rear entry garages that can be easily sheltered from view. Raised front porches and second story balconies are encouraged. Multi-family buildings should be well articulated to break up the building mass. Variations in floor level, facades, roof styles, architectural details, and finishes break up the appearance of large building and bring units to a pedestrian scale. Street-facing facades of residential buildings should include stoops, porches, recessed windows, bay windows and balconies in order to provide visual interest. The Development Standards for Multi-Family Residential Lots are provided in the following table.

Development Standards	Product Type: Multiple-Family Residential
Density Range	18-29 dwelling units/acre
Minimum front yard setback, living (ft.)	12 (at street)
Minimum front yard setback, porch (ft.)	10 (at street)
Minimum rear yard setback (ft.)	Living setback 6' from edge of alley pavement*
Minimum rear yard setback, garage (ft.)	Garage setback 6' from edge of alley pavement*
Minimum side yard setback – no openings (ft.)	10 building separation
Minimum corner lot setback, living (ft.)	10
Minimum corner lot setback, porch (ft.)	8
Building separation primary entry	25
Building separation primary entry to building side	15
Maximum Height (finished grade to highest ridge) (ft.)	35
Minimum garage face to garage face (ft.)	32

*Second or third floor living area may encroach into alley setback up to 2 feet: 28' minimum building face to building face

The following performance standards shall be incorporated into all high density residential apartment 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 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 solid walls on three sides and gated on the fourth side with an opaque material. 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.

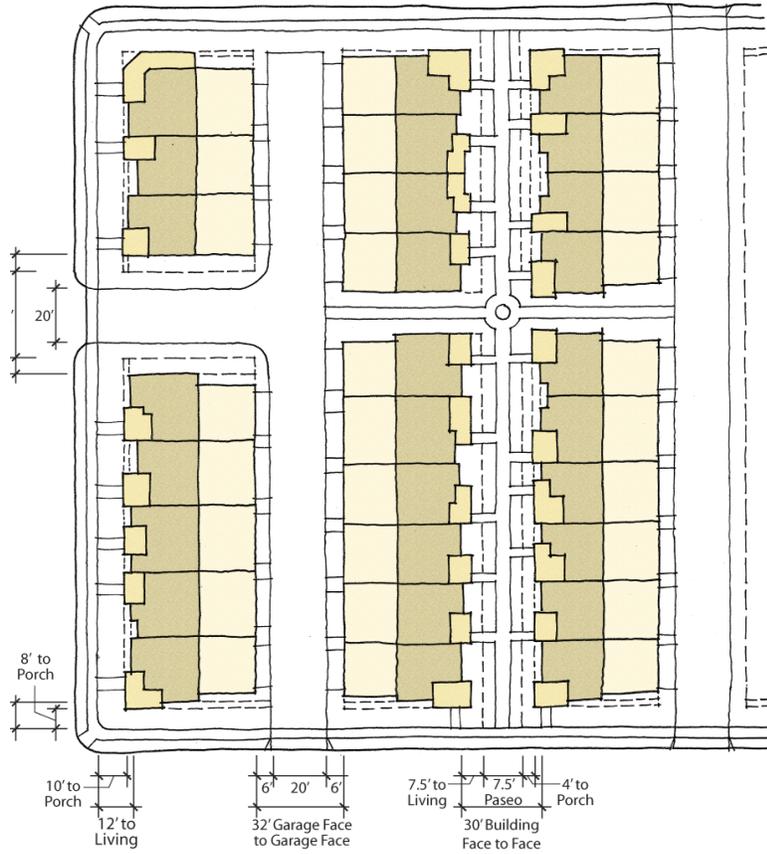
- There shall be no chain-link fencing, barbed/concertina wire or similar material visible from a public right-of-way.

- 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.

- 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 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 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 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.

Single Family Attached Townhomes Example



Multiple-Family Residential Example

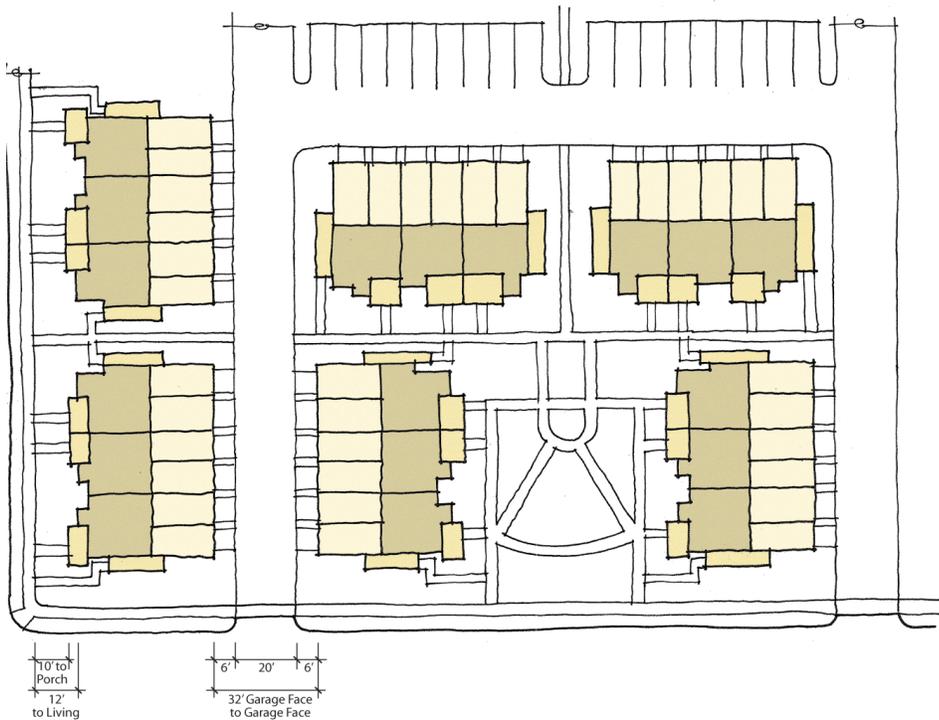


Table 2-6 Residential Development Standards Summary

Development Standards	Custom and Semi-Custom Lots	Single Family Large Traditional Lots	Single Family Medium Lots	Medium Density Alley Loaded Lots	Green Court Homes	Paseo Homes	Single Family Small Lot: Type A	Single Family Small Lot: Type B	Single Family Attached Townhomes	Multiple-Family Residential (MF)
Density Range	0.75 - 3.25 dwelling units/acre	3.25 - 4.25 dwelling units/acre	4.25 - 6.0 dwelling units/acre	6 - 9 dwelling units/acre	8 - 9 dwelling units/acre	7 - 11 dwelling units/acre	8 - 10 dwelling units/acre	6 - 8 dwelling units/acre	9 - 18 dwelling units/acre	18 - 29 dwelling units/acre
Lot Area (SF)	8,000 - 40,000+	6,000 - 8,000	4,000 - 6,000	2,400 - 4,000	2,100 - 2,600	2,100 - 3,400	2,600 - 2,800	2,500 - 4,000	N/A	N/A
Minimum Lot Width (ft.)	70	55	45	32	32	32	40	35	N/A	N/A
Minimum Lot Depth (ft.)	100	100	85	70	68	68	65	72	N/A	N/A
Minimum front yard setback, living (ft.)	20	15	15	10	8	7.5	12	10	12	12 (at street)
Minimum front yard setback, porch (ft.)	15	12	12	12	6	3.5	7	8	10	10 (at street)
Minimum front yard setback, garage (ft.)**	20	20	20	N/A	N/A	N/A	20	20	N/A	N/A
Minimum rear yard setback (ft.)	20	20	15	Living setback 6' from edge of alley	Living setback 6' from edge of alley	Living setback 6' from edge of alley	5	5	Living setback 6' from edge of alley	Living setback 6' from edge of alley pavement*
Minimum rear yard setback, garage (ft.)	N/A	N/A	N/A	Garage setback 6' from edge of alley pavement	Garage setback 6' from edge of alley pavement	Garage setback 6' from edge of alley pavement	N/A	5	Garage setback 6' from edge of alley pavement*	Garage setback 6' from edge of alley pavement*
Minimum side yard setback (ft.)	5	5	5	4 (8' building separation)	4 (8' building separation)	4 (8' building separation)	3 (6' building separation)	4 (8' building separation)	15 with sidewalk, 12 without sidewalk	No openings - 10' building separation
Minimum corner lot setback, living (ft.)	15	12	12	10	10	10	8	12	10	10
Minimum corner lot setback, porch (ft.)	12	10	10	8	8	8	8	10	8	8

Development Standards	Custom and Semi-Custom Lots	Single Family Large Traditional Lots	Single Family Medium Lots	Medium Density Alley Loaded Lots	Green Court Homes	Paseo Homes	Single Family Small Lot: Type A	Single Family Small Lot: Type B	Single Family Attached Townhomes	Multiple-Family Residential (MF)
Minimum corner lot setback, garage (ft.)**	20	20	20	N/A	N/A	N/A	20	20	N/A	N/A
Maximum Height (finished grade to highest ridge) (ft.)	35	35	35	35	35	35	35	35	45 (for use with 3-story tuck-under only)	35
Minimum garage face to garage face (ft.)	N/A	N/A	N/A	32	32	32	N/A	N/A	32	32
Courtyard minimum width (ft.)	N/A	N/A	N/A	N/A	50	N/A	N/A	N/A	N/A	N/A
Minimum Paseo Width (ft.)	N/A	N/A	N/A	N/A	26	15	N/A	N/A	26	N/A
Minimum sidewalk setback (ft.)	N/A	N/A	N/A	N/A	6	N/A	N/A	N/A	N/A	N/A
Building separation primary entry (ft.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25
Building separation primary entry to building side (ft.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15
Minimum building front separation at Paseo	N/A	N/A	N/A	N/A	N/A	30	N/A	N/A	30	N/A
Minimum front yard setback, living at Paseo (ft.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.5	N/A
Minimum front yard setback, porch at Paseo (ft.)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4	N/A

*Second or third floor living area may encroach into alley setback up to 2 feet: 28' minimum building face to building face
 ** In applications where the lots are located on private streets***, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.
 *** Public streets in the community include Hammer Lane extension, Otto Drive extension, Aklsland Drive extension and the north-south Parkway. All other roads and streets will be private.



2.9.1 Mixed-Use (MU)

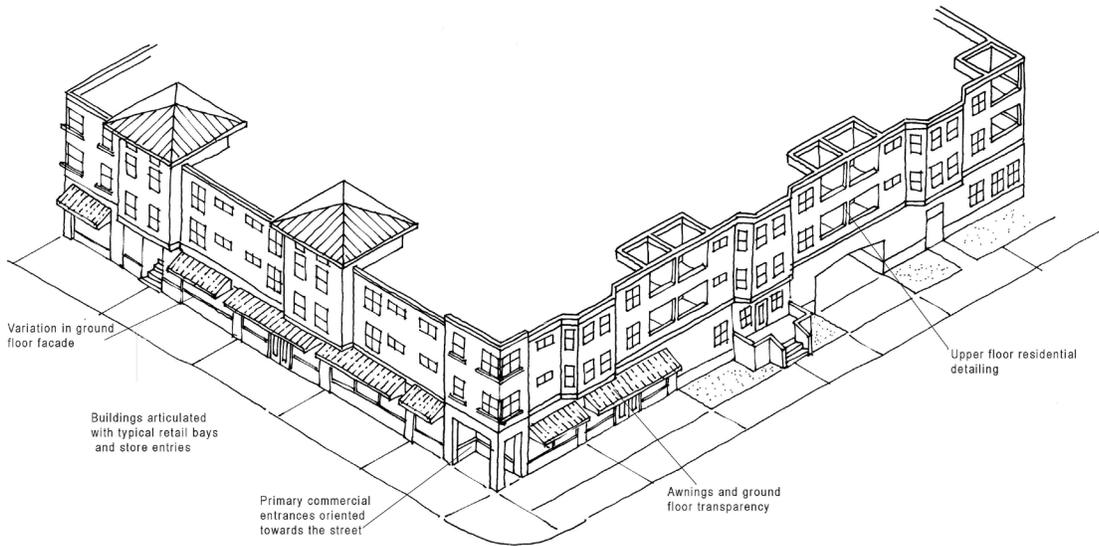
The mix of uses in vertical mixed-use structures should be carefully chosen and located for maximum compatibility and mutual benefit. The design of mixed-use buildings and areas is critical, in order to create a comfortable and walkable pedestrian environment. Mixed-use buildings in this context will typically be ground floor retail, with one or two stories of townhomes above, or ground floor office with one or two stories of townhomes above. An additional mix of uses would be ground floor retail, with one or two stories of office above.

Envisioned retail in this district will be neighborhood serving and service commercial, such as coffee shops, cafes, newsstands, and dry cleaners, and business support services such as copy shops. Office uses will be small-scale professional office uses, such as attorneys' offices, architecture firms, real estate companies, and title companies. The hotel located in the Plan area would be a maximum of five stories in height.

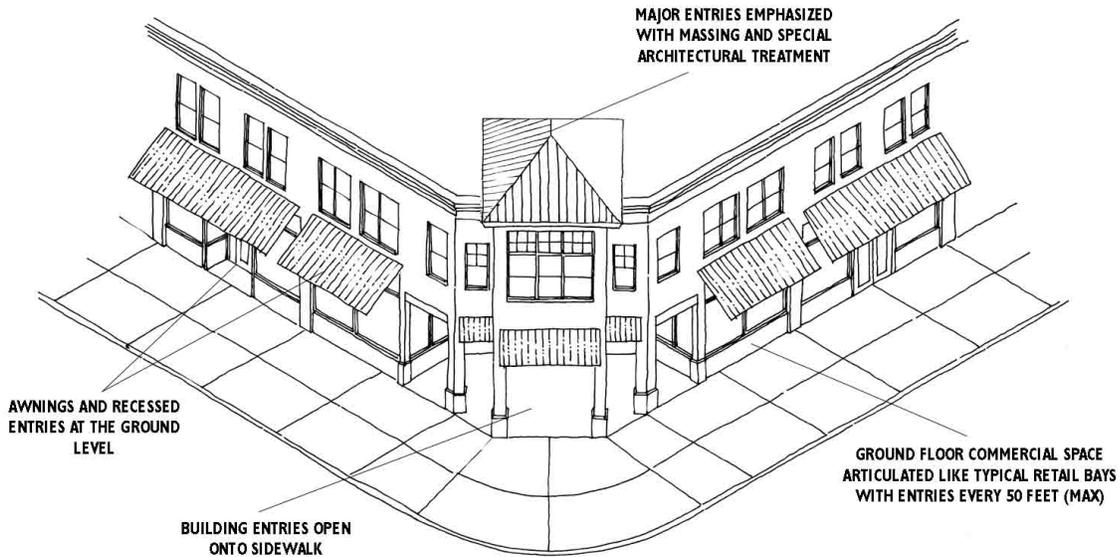
The following development standards apply to the mixed-use development category.

Development Standards	Product Type: Single Family Attached Lots
FAR Max. (includes only mixed commercial uses)	.40
Density Range (includes residential)	15-29 dwelling units/acre
Minimum Lot Depth (ft.)	80
Front setback	<ul style="list-style-type: none"> • A minimum of 50% of the building frontage should be built up to the front property line with a zero front setback. • The remainder of the building may have a 10' maximum setback
Maximum Height (ft)	Neighborhood Commercial: 45' (4 stories) Office: 45' (4 stories) Hotel: 60' (5 stories)
Min. Required Parking	Townhomes: 2 spaces/unit (including garage) Restaurants: 1 space/200 square feet of development Retail and/or office: 1 space/250 square feet of development

Residential Mixed Use Example



Office Retail Mix Example



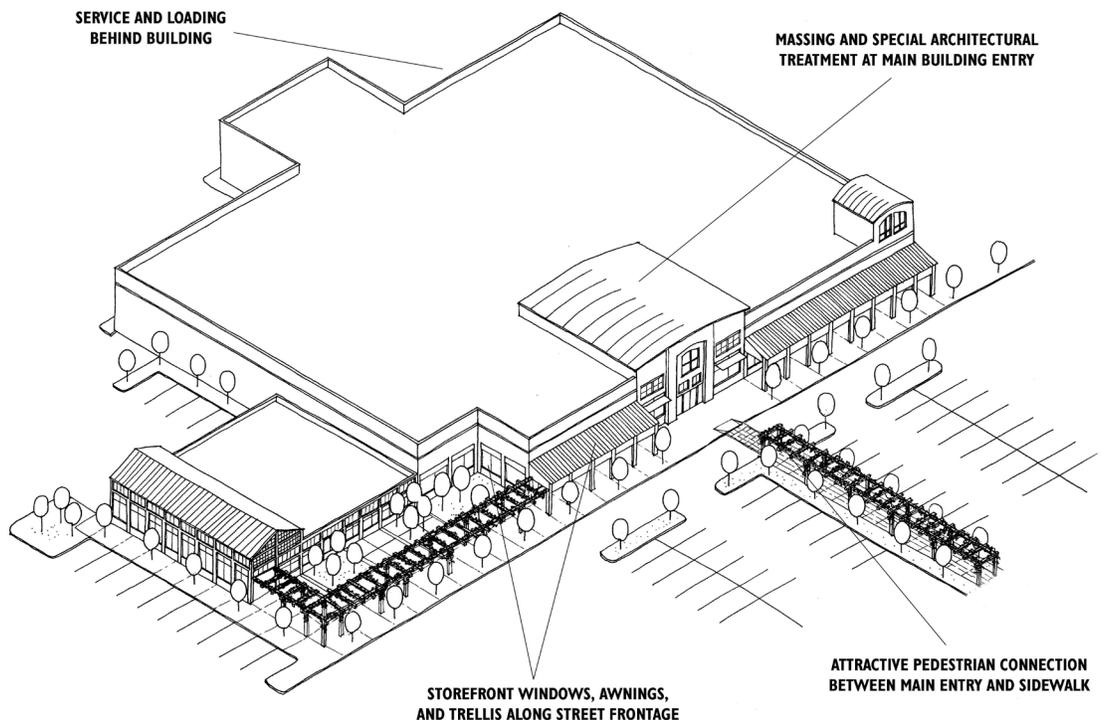
2.9.1.1 Neighborhood Commercial

Neighborhood Commercial uses are envisioned as providing land uses for the greater community, such as a grocery store and a pharmacy. These retail uses shall be carefully designed, with emphasis placed on creating a high-quality development, with a sense of identity and place within the greater community.

Special attention should be paid to creating a comfortable and safe pedestrian environment, with connections between residential and neighborhood commercial uses, as well as clearly delineated and landscaped walkways from parking areas to building entrances. The following development standards apply to the Neighborhood Commercial development category.

Development Standards	Product Type: Neighborhood Commercial
FAR Max	.30
Front setback	<ul style="list-style-type: none"> • A minimum of 25' from the main parkway • A minimum of 15' from other roadways
Maximum Height (ft)	2 Story (35')
Min. Required Parking	1 space/250 square feet of development

Neighborhood Commercial Example



2.9.1.2 Office

Office areas are intended to accommodate larger floor plate buildings within the community. Typical office uses envisioned include high quality office users, such as high-tech companies, small company headquarters, and professional offices such as medical and dental. Similar to community commercial uses, office uses should enhance the pedestrian environment, with primary entrances oriented to pedestrian walkways, clear connections within and between land uses, and variation and articulation in architecture.

Development standards for office uses include the following:

Development Standards	Product Type: Office
FAR Max.	.43
Front setback	<ul style="list-style-type: none"> • A minimum of 25' from the main parkway • A minimum of 15' from other roadways
Maximum Height (ft.)	5 stories (60')
Min. Required Parking	1 space/200 square feet of development

Office Example

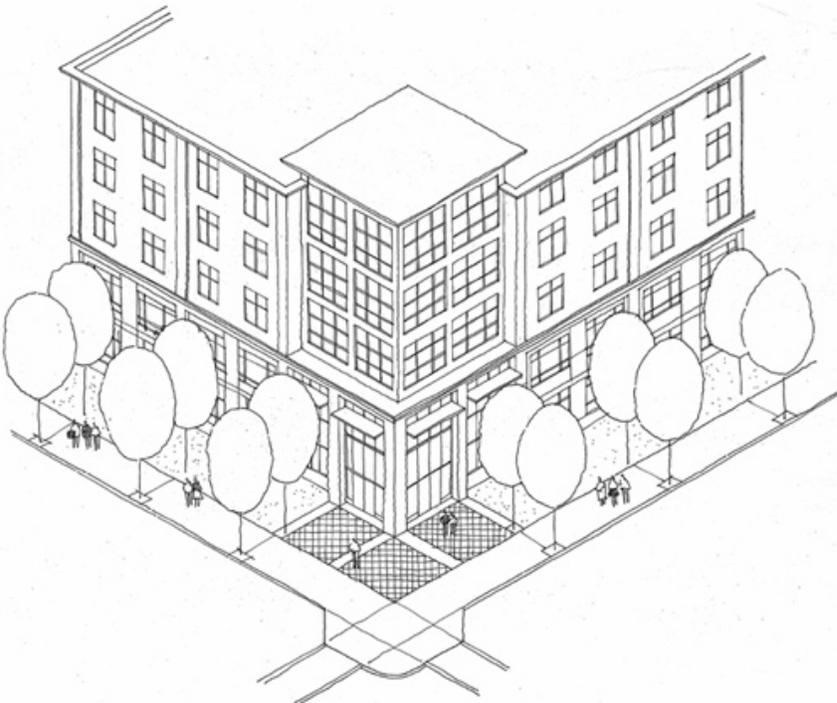


Table 2-7 Mixed-Use Development Standards Summary

Development Standards	Mixed-Use	Neighborhood Commercial	Office
FAR (Max)	.40	.30	.43
Density Range (includes residential)	15-29 dwelling units/acre	N/A	N/A
Minimum Lot Depth (ft.)	80	N/A	N/A
Front setback	A minimum of 50% of the building frontage should be built up to the front property line with a zero front setback. The remainder of the building may have a 10' maximum setback	A minimum of 25' from the main parkway A minimum of 15' from other roadways	A minimum of 25' from the main parkway A minimum of 15' from other roadways
Maximum Height (ft.)	45' (4 stories)	2 Story (35')	5 stories (60')
Minimum Required Parking	Townhomes: 2 spaces/unit (including garage) Restaurants: 1 space/200 square feet of development Retail and/or office: 1 space/250 square feet of development	1 space / 250 square feet of development	1 space / 200 square feet of development

*includes only mixed commercial uses

Chapter 3

Community Character

This chapter describes the community character of The Sanctuary. Specific design guidelines for future development are provided here; however, the City of Stockton Citywide Design Guidelines shall also be followed for all development within The Sanctuary where the Master Development Plan is silent. The following guidelines relate to sites and conditions within The Sanctuary where the City of Stockton Citywide Guidelines are not directly applicable.



3.1 Village Center

3.1.1 Introduction

The Village Center is intended to serve many important purposes, including establishing a strong sense of community identity, and to provide places for people to shop, work, live and gather for special and daily social activity. It is envisioned as a vibrant place, enjoyed on a daily basis by shoppers, diners, and residents, and built to accommodate special activities such as farmers market, festivals, and other special events.

The precedent for this collection of economic and social venues and built form is well founded by American town planning tradition, and can be seen in many towns in the Great San Joaquin Valley, and throughout the western United States. This community center should look, feel, and function like a small traditional downtown and be welcoming to residents and visitors alike. In order for a place like this to thrive, several factors must be considered in conjunction: the public realm including streets, sidewalks, parks, plazas, icons, the mix of uses, and ultimately the built form.

The purpose of this section is to guide future development of buildings and public spaces, ensuring that the vision for the area is realized. The following guidelines are intended to define a minimum level of design quality, and should be used as a general reference during the preparation and review of development proposals within The Sanctuary Plan area. The Land Use chapter of this Plan (Chapter 2) defines appropriate development densities and maximum building heights within the Village Center.

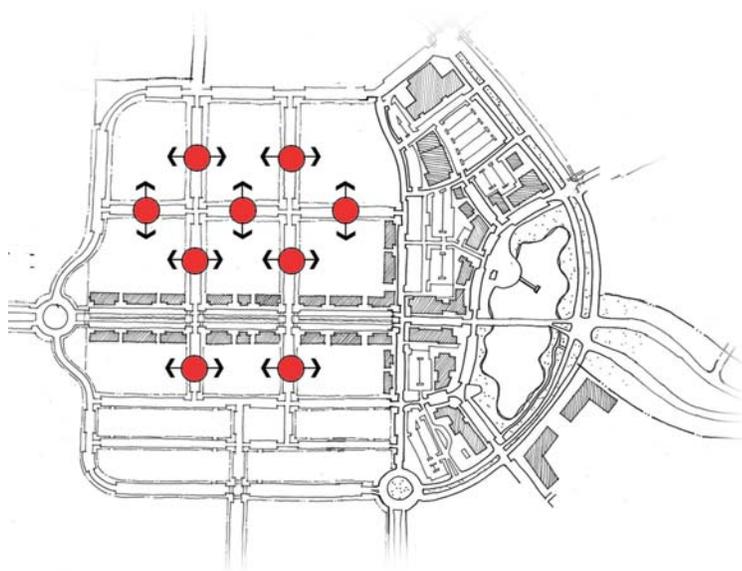
The physical characteristics of mixed-use, multi-family residential neighborhoods and office districts are similar, in that the organization of blocks, placement of buildings, and treatment of parking greatly influences the character and walkability of a neighborhood or district. The Sanctuary Plan identifies six land uses appropriate for development within the Village Center: mixed-use, retail, office, hotel, multi-family and single family.

This section includes three guidance categories:

- Organization and form: to guide the area's general organization;
- Placement and design of uses: summarizes where particular uses should be located; and,
- General design guidelines: applicable to all buildings in the area.

3.1.2 Organization and Form

3.1.2.1 Blocks and Streets

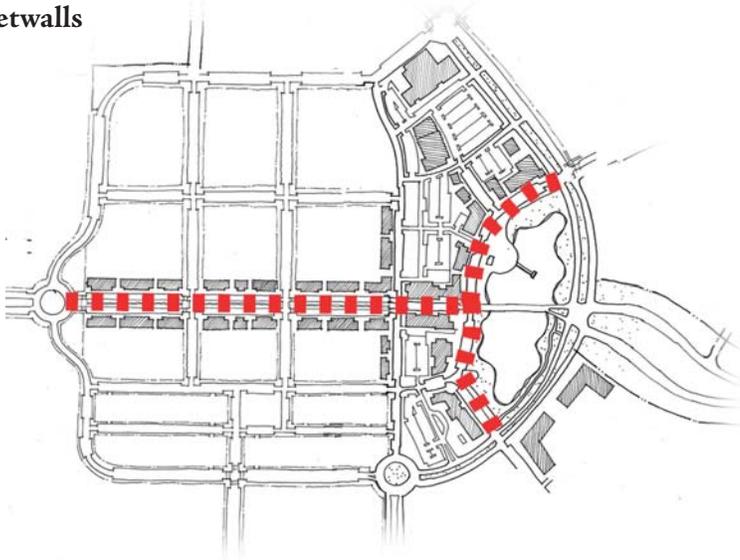


←●→ mid-block pedestrian and auto access

Two considerations fundamental to the success of a highly walkable place are directness and convenience. The street and block system within this Village should be organized in a manner that facilitates this, as shown below. Circuitous routes around or through unusually large development areas make for a long and often arduous walk and are discouraged.

Consequently, The Sanctuary Plan encourages new development to consist of smaller blocks generally consistent with those found in traditional downtowns, allowing for easy orientation and direct access to homes, employment, parks and shops. While a rigid grid is not the only appropriate solution for street and block design, the more important consideration is that the basic layout include interconnected streets, which may be accomplished via a “flexed” or “bent” grid, or other pattern, as long as multiple, convenient alternative travel routes are provided.

3.1.2.2 Streetwalls



■■■■■ recommended continuous streetwall

The composition of a streetwall, or a collection of buildings lining a street, also influences an area’s character. The Plan encourages buildings and their entries to be built close to the sidewalk with only minor setbacks under specific circumstances. The building facades in and of themselves will help establish neighborhood or district identity and interest. While residential and office buildings may be setback from the sidewalk, the area remaining between the building and sidewalk in these locations should be used to accommodate building entries, special plazas, front yards, landscape treatments or a combination thereof. As shown below, cohesive streetwalls will be essential in key locations.

3.1.2.3 Parking

The placement and treatment of parking greatly influence an area's appearance and walkability. The number of curb cuts for driveways should be limited to the greatest extent practical to ensure a largely uninterrupted sidewalk and pedestrian zone. Effort should be made to screen parking areas with perimeter units, architectural treatments or landscaped edges. Where parking is included within or behind residential units, long, blank, monotonous walls surrounding parking (below, behind or integral to units) should be avoided.

On-street parking should be allowed in all mixed-use areas, residential neighborhoods and office districts. In addition to providing parking spaces for visitors, cars parked parallel to a sidewalk provide a safety barrier to pedestrians from oncoming traffic.

3.1.3 Placement and Design of Uses

3.1.3.1 Mixed-Use

The vision for mixed-use development at The Sanctuary includes two carefully placed neighborhood serving mixed-use districts; one in the Village Center and the other in the Northeastern Neighborhoods. In both cases, the desired character of these areas is one that is inviting and easily accessible to pedestrians, providing convenience to area residents, employees and visitors.

As shown in the land use plan (Figure 2-2 in Chapter 2), the mixed-use districts are located in the following locations:

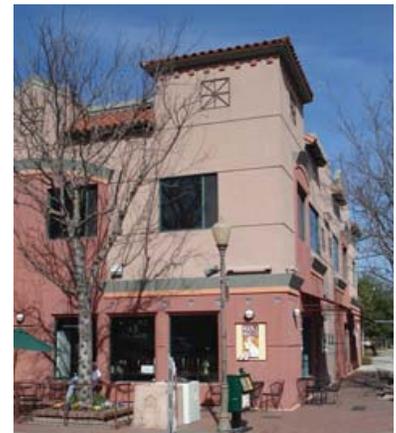
- Village Center, within one block of the Village Center Park; and,
- Northeastern Neighborhood, across the Parkway from the school.

Mixed-use development consisting of ground floor retail space built up to the sidewalk, with residences or office space above, is permitted and encouraged only in these key locations. These convenience oriented uses will bring several benefits to their respective locations, providing residents and visitors alike with shopping, dining and professional services within an easy walk of home and work. In each district ground floor activities should open on, and have direct access, from the front sidewalk, similar to the streetfront businesses found in traditional downtowns.

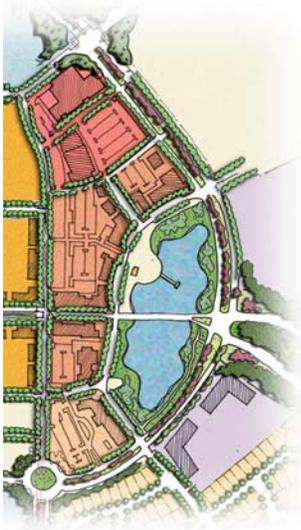
The shops in these areas should generally not sell bulk goods such as building materials, major appliances, or other large supplies or merchandise.



Mixed-Use Building



Mixed-Use Building



Village Center Retail and Mixed-Use

This determination does not necessarily reflect the size of the “floorplate” of the building (i.e. big box), as much as it reflects the type of merchandise sold. That is to say, a large bookstore, clothing, or specialty store could be in keeping with the character of a traditional downtown and pedestrian oriented neighborhood.

Village Center

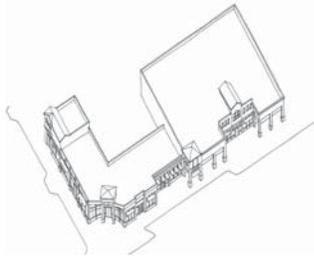
The mixed-use district located across from the Village Center Park should have a decidedly stronger Main Street character than the one in the Northeastern Neighborhood providing slightly wider sidewalks and some diagonal on-street parking. Space should also be provided for outdoor dining and informal gathering. This area is envisioned as a lively gathering area with several shops, restaurants and personal services that could function as an energetic hub of activity.



Community Serving Drug

Northeastern Neighborhood

The mixed-use district located in the Northeastern Neighborhood, should primarily include tenants which serve residents in the immediate area and must remain compatible with its predominantly residential and pedestrian friendly environs; the bulk of this site is anticipated to accommodate attached housing. Rather than “feeling” like a traditional downtown, this area will take on the character of a congregation of traditional neighborhood “corner stores,” or “town and country” center, and is envisioned as being less intense than the Village Center. However, this area does allow and encourage upper floor residential uses, and will include streetfront shops and services.



Grocery and Drug

3.1.3.2 Community Serving Retail

One community serving retail district is shown on the land use plan (Figure 2-2), located in the northeastern portion of the Village Center. When designing this retail center, particular attention should be paid to including pedestrian scale details and siting of buildings that attractively address the street and “hold” the site’s corners. This community serving retail center will likely include one large floor plate tenant such as a grocery store (40,000 to 55,000 square feet), a drug store (25,000 to 35,000 square feet), and a mix of “linear” tenants; however, special efforts should be made to attractively integrate this center with the adjacent Village Center core. Efforts should be made to establish attractive edges as viewed and accessed from adjacent areas. This shall be accomplished through the use of special landscaping or architectural treatments, as determined by the Community Development Director.



Community Retail Area

The Sanctuary Plan encourages development of the site with pedestrian and neighborhood friendly development. The site's overall scale will be broken into sub areas consistent with the scale of the desired traditional block, street pattern and scale. This could be accomplished by strategically placed access drives and locating buildings at the site's corners.

3.1.3.3 Hotel

A 100-room hotel is proposed on the block fronting the south edge of the Village Center Park. This location was identified for this use because of its proximity to the Village Center Park, Village shops, the Parkway and nearby neighborhoods. In addition, this building will be viewed as an important visual anchor, completing the streetwall around the Village Center Park.

The main pedestrian entrance to the hotel will face the Village Center Park and the building shall have a strong street presence. Visitor parking, vehicle drop-off and service areas shall be located behind the building and shall not be immediately evident from the more public activities on the park facing side.

3.1.3.4 Office Uses

Several sites are identified for office uses, and are located on either side of Hammer Lane. Because of their close proximity to the Village Center Park, the Parkway and other important activity areas, special attention shall be placed on the siting of buildings located directly across the Parkway from the Village Center Park. In these locations, a build-to line (25 foot setback from Parkway right-of-way) is established. This will both help to strengthen the visual importance of the Village Center Park and offer future tenants highly desirable office locations.



Office Uses

3.1.3.5 Attached and Detached Residential Units

Attached and detached residential uses are allowed within the Village Center. As this entire Village is intended to be developed more in keeping with the characteristics of a traditional downtown, homes, attached or detached, shall have the primary entry facing the street. The homes may be built close to the back of the sidewalk or be setback up to 15 feet. The 15 foot setback area could be used to accommodate front porches and landscape areas.

Parking areas and garage doors shall not dominate the streetscape. Rear loaded parking is encouraged for single family, town and row houses. Low

rise apartment buildings may also be built in this area, and their parking will be located in common, centrally located areas away from the street with limited access requiring minimal curb cuts.

3.1.4 General Design Guidelines

This section, General Design Guidelines, provides general criteria for building placement and design unique to the Village Center. The spirit of the guidelines is to ensure the creation of highly walkable and attractive places and buildings to live, work and visit as shown in Figure 3-1.

These general design guidelines are organized into three general sections:

- Block: Development Pattern
- Streetwall: Neighborhood Form and Character
- Building Prototypes

3.1.4.1 Block: Development Pattern

The typical development pattern found in traditional small downtowns is composed of “human scaled” blocks, or blocks that are big enough to accommodate development, yet small enough to easily walk around or through. The typical block pattern found in traditional downtowns generally varies from 200 feet to 400 feet by 300 feet to approximately 600 feet. Development within the Village Center shall establish block patterns and shall avoid the creation of uninterrupted and inaccessible super blocks.

In the Village Center, mid-block auto or pedestrian crossing shall be provided in blocks of 400 feet or wider where appropriate, to provide convenient neighborhood mobility for residents. This could come in the form of a pedestrian paseos, or sidewalks. Mid-block travel ways must be inviting and comfortable to use, offering an attractive alternative to walking all the way around an entire block to reach a desired destination.

Sidewalks

Sidewalks will be located on at least one side of all the streets in The Sanctuary. As described in Chapter 5, Circulation, the width of sidewalks must be carefully determined to best reflect the needs and volume of pedestrians likely to use each. Pedestrians must be given priority when planning blocks and streets in The Sanctuary Plan area. Curb cuts and driveways shall be



Figure 3-1: Village Center

Conceptual Plan only.

Specific design will be processed through Site Plan Review.

MU: Mixed-Use
MF: Multi-Family
SFD: Single-Family Detached



Pedestrian Friendly Sidewalk



Comfortable Sidewalks



Neighborhood Park within a Village Center



Neighborhood Park Surrounded by Attached Units



Continuous Streetwall

limited to the greatest extent practical to minimize chances for pedestrian/ auto conflict points.

Neighborhood Parks

Neighborhood parks shall be treated as the focal and neighborhood defining elements, embedded directly into the block pattern. Parks surrounded by streets offer very high visibility and accessibility, and are highly encouraged by The Sanctuary Plan. Public paths shall provide access to all sides of a park. Additionally, buildings facing the park shall orient their entries toward the park.

3.1.4.2 Streetwall: Neighborhood Form and Character

The expression “streetwall” refers to the composition of several building facades viewed together. The Sanctuary Plan recommends the creation of cohesive streetwalls, where buildings are built up close to, and line, the sidewalk and street. These streetwalls are organized in a discernible pattern that will help to identify distinctive places. This traditional development pattern contributes to the creation of walkable environments by establishing an active and interesting pedestrian zone which feels safe and inviting.

Streets and parks will generally be “framed” by buildings as opposed to surface parking lots in order to create a cohesive public realm and well defined sense of neighborhood or district identity throughout. For example, a park shall not be located directly adjacent to a large grocery store parking lot; however, parallel on street parking would be an acceptable adjacent use. Buildings setbacks shall be established in keeping with the land uses they will house. In general, there will be little or no setback between the front of mixed-use and office buildings and sidewalks.

Mixed-Use Setbacks

Mixed-use buildings with ground floor shops shall be built up to sidewalks in order to create an active and interesting walking environment. Some setback areas, not exceeding 15 feet in depth and 30% of the building’s frontage, shall be developed to accommodate seating and outdoor dining or display areas.

Residential and Office Setbacks

Residential only and office only buildings shall be setback from sidewalks up to 15 feet to accommodate building entries and landscaped areas. However, the character of these areas shall differ by land use. Residential setback areas shall accommodate porches, landscaped areas and small gardens, allowing for individual expression of ownership.

Office only setback areas shall accommodate building entries and entry plazas, but shall also include special plantings such as colonnades or groves of trees, special or ornamental focal planting areas and benches or other seating areas.

Corner Landmarks

Special building elements and architectural expressions such as towers, special entries, or cupolas shall be used at key locations, specifically including the hotel to define arrival at an important district or place. Although distinctive, these elements must be integrated within the building they are a part of.

Repetitive Rhythm

Building facades will follow a simple rhythm of bays, similar to that found in traditional downtowns. Rhythm refers to the typical pattern of building divisions or structural bays found along a streetwall, and is typically between 20 and 35 feet in width.

Buildings must include a clearly defined base, middle and roof or cornice. The design and use of a building's ground floor has the most direct influence on the street level pedestrian experience. As such, ground floors of mixed-use buildings should include active uses and visually interesting edges. The ground floors shall be composed of a clearly legible framework of structural bays, flexible enough to offer the potential for varied and interesting street-front shops, restaurants, entries, lobbies, offices or residences. Ground floors of offices or residential buildings shall include building entries and provide visual interest. Ground floors shall avoid blank unarticulated wall planes lining public streets or sidewalks.

The middle of residential buildings shall be clearly distinguished from the base and be articulated with windows, projections, porches or balconies. The middle floors of office buildings shall generally have smaller window



Corner Building Treatment



Building Facade Rhythm



Desirable Streetscape



Mixed-Use Building with Entries Off Street

openings punched into solid walls. Spandrel construction, a contemporary interpretation of traditional building patterns may also be used as long as it respects the described rhythm of building bays.

The tops of buildings shall be defined with a cornice, eave or other visually distinctive element. The top may be defined by a pronounced cornice, parapet or roof form.



Streetscape with Three Dimensional Detailing

Building Articulation

All building facades that are visible from a public street or area, or residential neighborhood shall include three dimensional detailing such as belt courses, window moldings, balconies and reveals to cast shadows and create visual interest. Additional elements that may be used to provide visual relief include awnings and projections, trellises, detailed parapets or arcades.

Roof Detailing

Roof parapets shall be simply articulated and adorned for visual interest. Roofline cornices, reveals, and detailed eaves shall be included to create interest and variation.



Roof Detailing

Peaked Roofs

Designers shall demonstrate restraint when using peaked or unusually shaped roofs on commercial buildings as to not bring unnecessary attention to them; however, peaked roofs may be used on all residential buildings in The Sanctuary Plan area.

3.1.4.3 Building Prototypes

The quality of architecture greatly influences the experience of place. The intent of this Sanctuary Plan is to promote building types and the use of materials that convey a sense of durability and permanence over “theme.” The diagrams in this section illustrate some of the various types of buildings potentially to be built in The Sanctuary Plan area, and clarify fundamental design considerations that apply to them. All designs for buildings shall comply with the complete set of guidelines, both general and as noted in this section.

3.1.4.4 Residential and Residential Mixed-Use Buildings

Residential and Residential mixed-use buildings shall meet the following requirements:

- Orient retail and residential entries to face public streets and sidewalks.
- Residential only buildings fronts may be setback up to 15 feet to accommodate entries porches and landscaped areas. The retail side(s) of residential mixed-use buildings will be built-up to the sidewalk (up to 30% of the building facade can be setback up to 15 feet).
- Upper floor decks and balconies are recommended for units facing residential streets. Facades above ground floor shops will maintain a more urban character, and shall include fewer smaller decks or balconies; bay windows or other projections are encouraged in these areas.
- Locate parking behind the building away from public view.
- Mid-block pedestrian connections shall be provided from parking areas directly to street and building entries.
- Building separation requirements shall be eliminated for mixed-use buildings.



Residential Mixed-Use Development



Mixed-Use Building

3.1.4.5 Office and Mixed-Use Buildings

Office and mixed-use buildings shall meet the following requirements:

- Locate main building entries on a public street and emphasize with special architectural and landscape treatments: if the main entry is located away from a public street, a well marked secondary entry shall be located on the public street, with clear direction provided to the “main” entry.
- Setback office “only” buildings 15 feet from the sidewalk to allow for landscape treatments and special building entries. The retail side of office mixed-use buildings shall be built up to the sidewalk. This setback may be increased to 25 feet where buildings front directly onto the parkway.
- Define building base with special detailing and materials.
- Define building body with simple legible patterns, defined by changes in color, scoring or materials.
- Define building roofline with a cornice and simple details or elements.
- Face ground floor uses directly onto sidewalk.
- Locate parking behind the building, away from public view.
- Encourage mid-block pedestrian connections from parking areas directly to street and building entries.



Office and Mixed-Use Development

- ✦ Provide shade via tree lining, trellises or awnings along paths connecting parking lots to building entries or streets.
- ✦ Encourage a variety of landscape treatments for buffer planting and building edges; create interesting and unique landscape conditions.



Community Drug Store



Community Serving Retail

3.1.4.6 Neighborhood Commercial

Commercial retail buildings shall meet the following requirements:

- ✦ Express primary building entries with special massing, materials and detailing.
- ✦ Repeat the pattern of street front shops for all in line retail shops and provide large visually permeable windows and pedestrian scaled details.
- ✦ Buildings shall be located along the perimeter of the site wherever possible to reduce the visual monotony of large surface parking areas.
- ✦ Screen mechanical equipment and service bays from view.
- ✦ Consider the traditional block pattern when designing the site plan so that it looks like a collection of related city blocks rather than a single super pad.
- ✦ Locate buildings along the perimeter of the site, with surface parking located in the central portion of the site.

3.2 Neighborhood Crafting

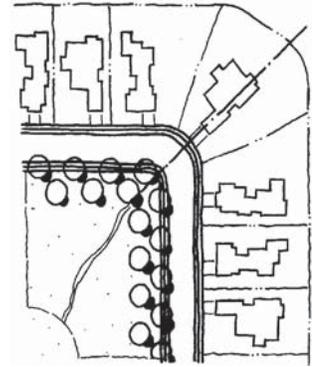
The residential neighborhoods of The Sanctuary are based on a unique and compelling design character derived from timeless town building principles. The goal of these guidelines is to create more of a small town feel and less of mass production. This will be achieved through a mixture of smaller tracts, diverse styles, smooth transitions between products and increased neighborhood landscape. In the end, The Sanctuary neighborhoods will be more walkable, attractive, feel safer and encourage neighborliness. The following design elements ensure the Sanctuary Neighborhoods will achieve the desired character.

3.2.1 Neighborhood Entries

The separation between residential developments, built by various builders, are purposefully blurred and blended. Distinctive, individual entry monumentation that is not consistent with the neighborhood design objectives will not be allowed. Temporary signage (defined as real estate signs and signs used to draw attention) may be used during sales however permanent individual builder development monument signage is not permitted.

3.2.2 Building Orientation

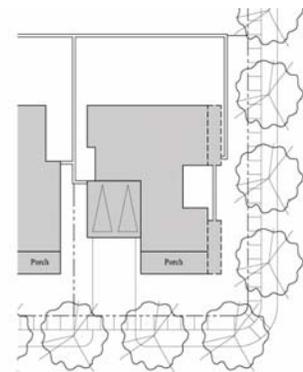
Building orientation on lots located around neighborhood parks require special attention in order for the park to achieve its intended character and role in place making and neighborhood identity. The buildings will be oriented so that the front face of the building is parallel with the curb of the street or perpendicular to the radius of a curve.



Building Orientation

3.2.3 Corner Lots

In keeping with the desired character of traditional neighborhoods built in small increments, homes on corner lots will be designed for a two-sided, corner exposure. These homes traditionally are larger and have both one- and two-story articulation on both the front and side facing the corner. The homes on these lots provide the opportunity to embellish the elevation and possibly add square footage. Typically primary corner lots are encouraged to be ten feet wider to allow the opportunity to wrap an architectural element, such as a porch, around the side of the house. Secondary (interior) corner lots are five feet wider than standard lots to allow for additional landscape adjacent to the street.



Corner Lots

3.2.4 Variable Lot Width

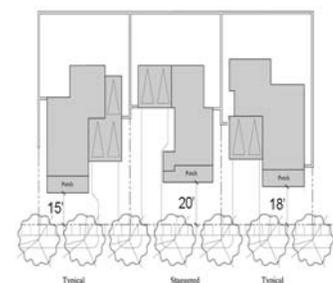
Within the Sanctuary Neighborhoods, variable lot widths are permitted to allow large units to be plotted on wider lots and smaller units on narrower lots. It provides a more interesting street scene and efficient use of the land. Providing variable lot width within an individual product line is encouraged but not required.

3.2.5 Architectural Styles

Typically, there are a minimum of three floor plans in a housing development of one hundred homes. A minimum of three styles for each floor plan shall be provided. Each elevation shall have three color schemes.

3.2.6 Staggered Front Yard Setbacks

In general, a variable front yard setback is desired within each block. Staggered off-sets will be measured from the standard setback, which will be established for each product type. A minimum of 50% of the homes will have a minimum of two- to five-foot front setback variation from adjacent homes. Floor plans shall be designed to accentuate the added setback on standard lot depths.



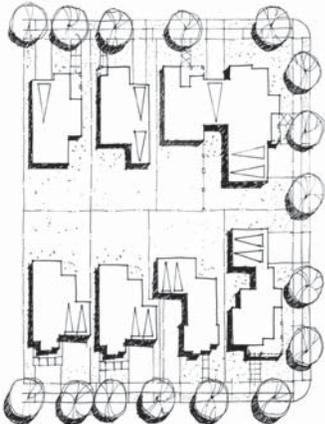
Front Yard Setbacks

3.2.7 Driveways

Driveway widths shall be minimized as much as possible. On a deep recessed garage, where driveways are greater than 30-feet in length, the driveway shall taper to the sidewalk. Hollywood drives (concrete strips separated by groundcover strip) are encouraged. If feasible, water permeable driveway designs will be considered.

3.2.8 Varied Garage Setbacks and Placement

In order to create a pleasant streetscape and minimize the visual impact of the garage, front-loaded garages shall be located behind the building face by a shallow, minimum 3 to 5-foot setback. Front-loaded garages shall have a minimum 18-foot driveway measured from the face of garage to the back of the sidewalk (or curb when a sidewalk is not present). Mid- and rear-placed garages are also required. Varied garage treatments are encouraged and include corner side plot, tandem garages, and porte-cocheres (a vehicular passageway leading through a building or screen wall into an interior courtyard).



Garage Placement

3.2.9 Architecture Varied Garage Door Treatments

A variety of treatments can reduce the impact of the garage. Recessed garage doors and decorative garage treatments such as porte-cocheres and trellis elements are encouraged.

3.2.10 Living Space Forward

The living portions of the house shall be pulled forward on the lot so that animated and articulated architecture can visually dominate the street scene. House designs that place entries, windows, front porches, covered terraces, and living areas directly facing the street are encouraged.

3.2.11 Porches and Covered Terraces

Unenclosed, covered architectural elements such as porches and covered terraces extend and integrate indoor living spaces with the outdoors. They provide articulation to façades and transitions from two story (or higher) elements to more approachable human scale spaces. These elements are highly encouraged and shall be located on style-appropriate plans. Porches may be at grade but it is encouraged that porches be elevated two to three feet where conditions allow, such as grade changes between the home and the street.



Example of Front Porch

3.2.12 Rear Architectural Treatment

Maintaining the quality of the homes visible from the rear is also important. Rear elevations visible from the public right-of-way, including amenities such as the Levee Walk, shall be designed to maximize visual appeal by using vertical and horizontal plan breaks. Minimizing repetitive elements such as continuous gable-end, similar building silhouettes and ridge heights is encouraged.

3.2.13 Authentic Styles

The architectural theme and specific styles are based on and find inspiration rooted in the heritage of Stockton. The architecture shall represent Stockton's vision of small town agricultural America but with a central California regional interpretation of styles and plant materials. Massing, roof forms, materials and details will accurately reflect these historic regional styles.

Styles must be carefully matched to the floor plans so costly changes in the roof and structures can be avoided. The expected degree of detail or finish expressed in these guidelines shall be relative to the size of the dwelling. Authentic representation of historic styles is a key element of great neighborhoods. The massing of the building as well as the application of details and overall character of the architectural styles shall be as authentic as possible.



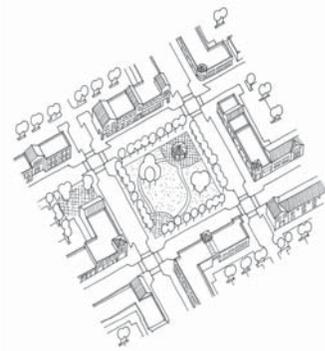
Authentic Styles

3.2.14 Colors and Materials

Authentic use of materials and color schemes will create a unique feel for the neighborhoods in The Sanctuary. All surface treatments or materials will be designed as an integral part of the building and not merely applied to the surface. Design treatments, colors and material will be enhanced at side and rear elevations when exposed to close public view.

3.3 Schools

The school sites have been located so as to provide neighborhood amenities near homes. The sites will provide easy access for students and parents. The school buildings will generally have primary facades which "front" public streets and spaces. This design will enhance public access and visibility to the school. The building architecture shall reflect the architectural theme of the neighborhood. The school sites are located near or adjacent to parks which may provide joint use of facilities.



Organization around Parks and Open Space

3.4 Parks and Open Space

Parks and Open Space will serve as primary formative community elements within The Sanctuary. Neighborhoods within The Sanctuary will be organized around parks and open space providing unique character defining elements to each neighborhood. As discussed in Chapter 4, Parks and Open Space, The Sanctuary's Open Space System is comprised of three types of landscape levels: (1) Green Lines, (2) Open Areas, and (3) Small Nodes.

3.5 Houses of Worship

The Houses of Worship shall be designed to be compatible with the architectural style of the community. The Houses of Worships site has been located adjacent to community open space, providing increased connectivity and reducing incompatibilities.

3.6 Landscape

Landscaping will provide a common thread weaved throughout The Sanctuary. A sequence of landscape elements is envisioned to frame views and welcome the resident or visitor into The Sanctuary. Where feasible, native vegetation will be planted.

3.7 Lighting

Lighting throughout The Sanctuary will be designed to minimize glare and night lighting levels, emphasize community amenities and ensure the safety of residents and visitors.

3.8 Walls

Walls and fences are important elements and help establish the character of the community. However, it is important that walls and fences are blended into the landscape and do not become the dominant visual element of The Sanctuary. Long continuous lengths of community walls are to be avoided. Walls shall be articulated. View or agricultural fences are encouraged. When applicable, low berms shall be used to reduce the height of walls. Wrought iron fencing along main roadways shall be encouraged.

3.9 Sustainability

Sustainable building is a whole systems approach to the design, construction and operation of buildings – from the early stages of development through the final finishes. Sustainable buildings consume less energy and water, have better indoor air quality and reduce impacts on the environment. Sustainable building can be broken into three elements:

- Energy Efficiency
- Natural Resources Conservation
- Indoor Air Quality

3.9.1 Energy Efficiency

Energy efficiency is the key element of any sustainable building. Improving energy efficiency and using renewable energy sources are effective ways to reduce utility costs, reduce the potential of energy supply interruptions and improve outdoor air quality. The Sanctuary Plan will be developed in a manner that incorporates Build-It-Green construction standards into residential development and LEED Silver construction standards into all non-residential development as well as some of the following energy efficient elements:

- Increased insulation
- Double paned windows
- ENERGY STAR® appliances
- Low flow water fixtures
- More efficient lighting

3.9.2 Natural Resources Conservation

Conventional building practices consume large quantities of wood, plastic, cardboard, paper, water and other resources that lead to the depletion of our natural resources. There is a rapidly expanding range of environmentally preferable building materials that provide quality and durability that often exceed conventional materials. For example, decking material made from recycled plastic resins mixed with wood waste fibers can last up to five times longer than wood decks and it never needs to be treated or painted. Water conservation is another increasingly important issue in California. Wise water usage reduces the strain on resources while lowering expenses. The Sanctuary Plan will be developed in a manner that incorporates some of the following conservation elements:

- Engineered lumber products
- Fiber-cement siding materials
- Built-in recycling centers
- Ultra low flush toilets
- Efficient irrigation systems

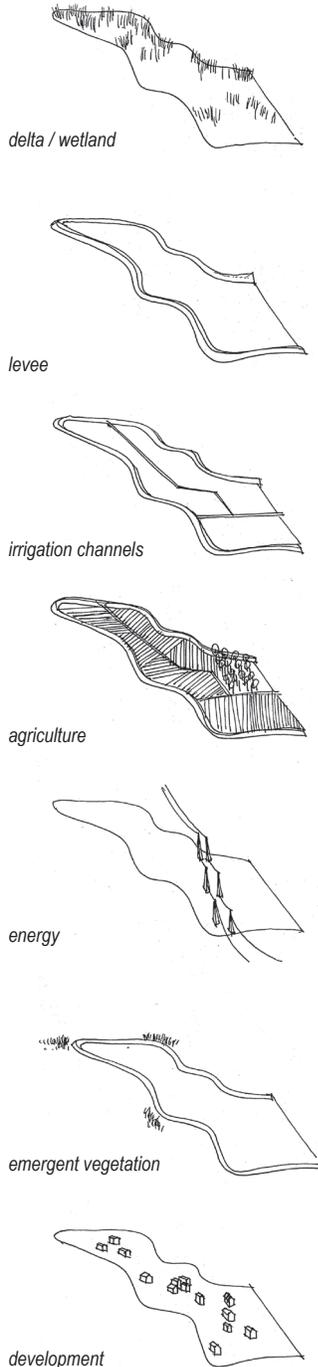
3.9.3 Indoor Air Quality

Indoor air quality is increasingly more important to many people. On average, people spend approximately 90% of their lives indoors, and the indoor air in conventional homes is often significantly more polluted than outdoor air. Many products in conventional homes emit off-gas chemicals from synthetic building materials. Poorly designed and un-maintained heating and cooling systems can also introduce carbon monoxide into the home. The Sanctuary Plan will be developed in a manner that incorporates some of the following indoor air quality improvement elements:

- Outside vented range hoods,
- Sealed combustion water heaters and furnaces,
- Insulation that has no formaldehyde added to it.



City of Stockton, circa 1854.



Evolution of the Shima Tract

Chapter 4 Parks and Open Space

The Sanctuary’s Parks and Open Space system serves as an integral piece in organizing the elements of the community. By implementing The Sanctuary Cornerstones, the Parks and Open Space system creates a framework for the community providing places for residents to connect with each other, the outdoors and the Delta (Figure 4-1: Parks & Open Space Illustrative).

4.1 Parks and Open Space Concept

The concept for the parks and open space system at The Sanctuary draws from the site’s history and context. The parks and open space system will add another layer of evolution to the site by integrating parks and open space uses which take cues from existing site features including the delta, levee, vineyards, orchards, irrigation channels, trees and easements. Fundamental to the parks and open space concept is how it captures elements of the site’s past, celebration of what exists today, and the opportunity to expand upon these characteristics in the future. An integral component of the parks and open space concept is the “interconnectedness” of all of the parks and open spaces; although each space has its own character and while all are not physically connected, each area will have a similar feel and accommodate a wide range of uses. In keeping with the core ideas of The Sanctuary Cornerstones, residents of The Sanctuary will have active, passive, formal and natural areas in close proximity to their homes (no more than a 15 minute walk); additionally, parks and open space areas will be conveniently linked to core gathering areas and main roadways.

The Sanctuary proposes a number of diverse parks and open space amenities ranging from a Levee Walk which provides a pathway atop the surrounding

levee for pedestrians and bicyclists, to sports fields, to neighborhood pocket parks located throughout. In total, the proposed parks and open space system will include approximately 388 acres, or over 21% of the gross plan area (1,839 acres). In addition, approximately 57 acres of open space will be provided by the four public schools to be constructed at the Sanctuary, totalling approximately 445 acres of parks and open space, or over 24% of the gross plan area. These school sites are potential locations for joint use



Figure 4-1: Parks and Open Space Illustrative

Conceptual Plan only.

Specific design will be processed through Site Plan Review.

FINAL August 2008

parks and community center facilities. Discussions are on going with Lodi Unified School District regarding the potential for joint use facilities. These discussions will continue during the site planning process for the school sites. Refer to Tables 4-1 and 4-2 for a summary of the various parks and open spaces within Sanctuary.

The proposed parks component of the parks and open space system will include both public and private parks. The Sanctuary master development plan provides the conceptual framework for the project's parks, while the precise park acreages and configurations will continue to be refined during project development. Per the City's 2035 General Plan, new development is required to provide five acres of parkland for every 1000 residents. 60% of this parkland (3 acres per 1,000 population) must be configured into parks that are at least five acres in size. This is to ensure that activities which require relatively large open space areas, (baseball, soccer etc.) can be accommodated. The remaining 40% of required parkland (2 acres per 1,000 population) can be configured into a variety of different parkland types (pocket parks, dog parks, trails, etc.) to ensure that a community's park framework provides residents with a full palate of parkland types and experiences.

Sanctuary is expected to have approximately 21,000 residents. Therefore Sanctuary is required to have 110 acres of parkland. Sanctuary exceeds this standard by providing approximately 175 acres of parkland. Table 4-1 details the proposed Sanctuary parkland program.

A unique hierarchical blend of parks and open space areas will serve as the fundamental organizing element of The Sanctuary master planned community. On the community scale is the Levee Walk, which will bound the perimeter of the entire Plan area. It will be connected to the neighborhoods and districts it surrounds by two greenways (Heritage Park and the Crossings Greenway) and several neighborhood connections to be developed as pocket parks. The Great Park, along with street sidewalks and trails, will link Heritage Park and the Crossings Greenway. Numerous parks and greens of various sizes will then be located within the neighborhoods tiered from this green framework. As shown, the entire allocation of land and associated approximate areas, proposed for open space, will total approximately 445± acres. This includes a blend of both publicly accessible and privately accessible areas.

Table 4-1 Proposed Parks

Sanctuary Park Acreage	Publicly Accessible					Private				
	Traditional			Non-Traditional		Traditional			Non-Traditional	
	Acres	Community	Other (>5 acre Parcel)	Credit Acreage from Private	Acres	Acres	Credit Acreage from Private	Acres	50% Credit Private Traditional	50% Credit Private Non-Traditional
River Club	9.01			4.505			0	River Club	4.505	
Public Marina (Lots 32 and X)	12.31			0	12.31		0			
Mt. Diablo Park	1.26			0	1.26		0			
Levee Access Parks	3	0		0	3		0			
Crossings Greenway Park	2			0	2		0			
Confluence Park (1)	5		5	0			0			
Private Pocket Parks	3.5			0			1.75	Private Pocket Parks	3.5	1.75
Public Pocket Parks	6.5			0	6.5		0			
Heritage Park (2)	27.6	27.6		0			0			
Village Center Park (3)	10.12			0	10.12		0			
Great Park (assumption that future acreage will total original)	74.5			37.25			0	Great Park	74.5	37.25
Levee Walk	21			0	21		0			
Heritage Park Path	2			0	2		0			
TOTAL	177.8	27.6	5	41.76	58.19		1.75	0	87.01	41.76
Park Requirements (Min)	109.9	44	22		44					
Difference (under)/Over		(16)	(17)							
Difference (under)/Over	67.8615	(33.4)			14.2					
Private Credit at 50%				41.8			1.8			
GRAND TOTAL PUBLIC+PRIVATE		74.4					59.9			
(Under)/Over Requirement		8.4					16			

(1) Confluence Park is counted Traditional Parkland if acreage minus area of privately controlled community center is > 5 acres.
 (2) Heritage Park is counted as Traditional Parkland if sufficient area is available between or adjacent to powerline easements for development of traditional park amenities such as backstops and other structures to the extent such structures would be required for any standard community park.
 (3) Northern half (Lot BB at 8.41ac.) with predominant lake feature counted as Non-Traditional Park and southern half (Lot CC at 1.71 ac.) also falls under non-traditional.

2035 GP Parks Requirement
 Acreage calculations adjusted based on submitted small-lot vesting tentative map

GP 5/1,000 Requirement	109.9 acres
Total Traditional Parks Requirement 3/1,000	66 acres
Of the total Traditional Park Requirement, the minimum Community Park Requirement >=2/1000	44 acres
Non-Traditional Parks Requirement 2/1,000	44 acres

Sanctuary Parks Credit Calculations

Plan Area Gross Acreage - 2,000
Estimated Maximum Units - 7,070
Estimated Maximum Population (3.11/du) - 21,988



Table 4-2 Proposed Open Spaces

Open Space	Approximate Acreage	Owned and Maintained by	Proposed Access	Constructed by	5 acres or Larger?
Levee Walk	111.0	HOA	General Public	Developer	Yes
Levee Buffer	17.7	HOA	Community Residents	Developer	Yes
Heritage Open Space (orchards & vineyards)	48.4	HOA	Community Residents	Developer	Yes
Marina Village Lake	11.8	HOA	Community Residents	Developer	Yes
Lake Village Lake	34.7	HOA	Community Residents	Developer	Yes
Forested Entry	12.0	HOA	General Public	Developer	Yes
Schools*	56.85	HOA	General Public	Developer/ School District	Yes
TOTAL	292.45				

*A total of 87.46 acres are proposed for four separate school sites. Assuming a .35 FAR for each building – it is assumed the remaining land is public open space (56.85). The calculation used to determine this Open Space is included below.

High School: Area in sf x Desired FAR = Maximum Floor Coverage

45.2 acres = 1,968,912 sf x .35 = 689,119.2 sf floor coverage

1,968,912 total sf - 689,119.2 Max coverage sf = 1,279,792.8 sf (29.38 acres)

K-8 Schools (3)

42.26 acres = 1,840,845.6 sf

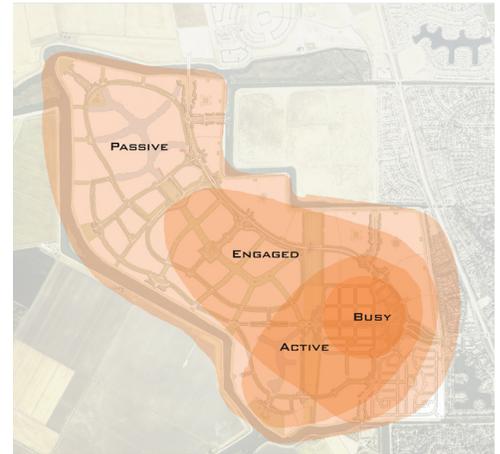
1,840,845.6 sf x .35 = 644,295.96 sf (max. floor coverage)

1,840,845.6 sf - 644,295.96 sf = 1,196,549.64 sf (27.47 acres)

4.2 Preliminary Programming

Many opportunities for recreation will be provided throughout The Sanctuary, responding to the area in which they are located in two ways: (1) activity intensity and (2) program choices. Activity intensities are envisioned to vary throughout The Sanctuary, from busy and active to engaged and passive. The program allows residents the opportunity to decide where to perform different types of activities within the open space making for a successful community engaged landscape. While some activities will be emphasized more than others at certain locations, for example exercising may be more prominent on the Levee Walk and picnicking may be more prominent in the Village Center Park, all open space areas will be nearby to residents and will provide almost every activity desired.

Expected usage patterns in The Sanctuary have been mapped, as shown in the following diagrams, taking the various types of programs, connections and movements that residents are likely to engage in into consideration.



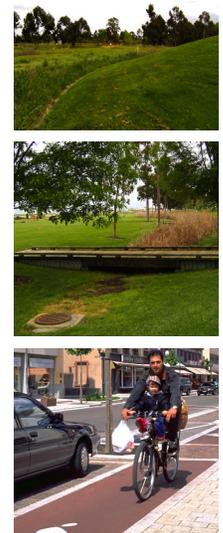
Intensity of Activity



Intensity Program



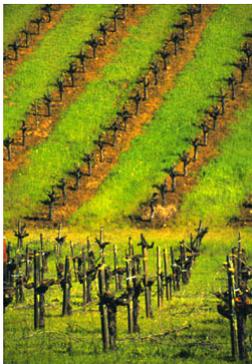
Conceptual Plan only.
Specific design will be processed through Site Plan Review.



Usage Patterns

4.3 Parks and Open Space System

The Sanctuary's Parks and Open Space System is comprised of three types of landscape levels: (1) Green Lines, (2) Open Areas, and (3) Small Nodes as discussed in the following sections. All acreages listed are approximate.



Vegetation Concept



4.3.1 Green Lines

The Green Lines open space system represents the various public walkways that traverse The Sanctuary including the walk along Sanctuary Boulevard, the Levee Walk (111 acres), and the Parkway (Figure 4-2: Green Lines) (refer also to the following cross-sections A-F). In all cases these walkways will be maintained by an HOA. These walkways are “linear attracters” that connect with all of the pathway systems in The Sanctuary. Trails and walkways planned throughout The Sanctuary provide walking and bike access from all neighborhoods to local parks, the marina, the community lakes and to the Village Center, creating a comprehensive trail network (refer also to Chapter 5, Circulation). A small portion (2 acres) of the Levee Walk is privately accessible as shown in Figure 4-2.

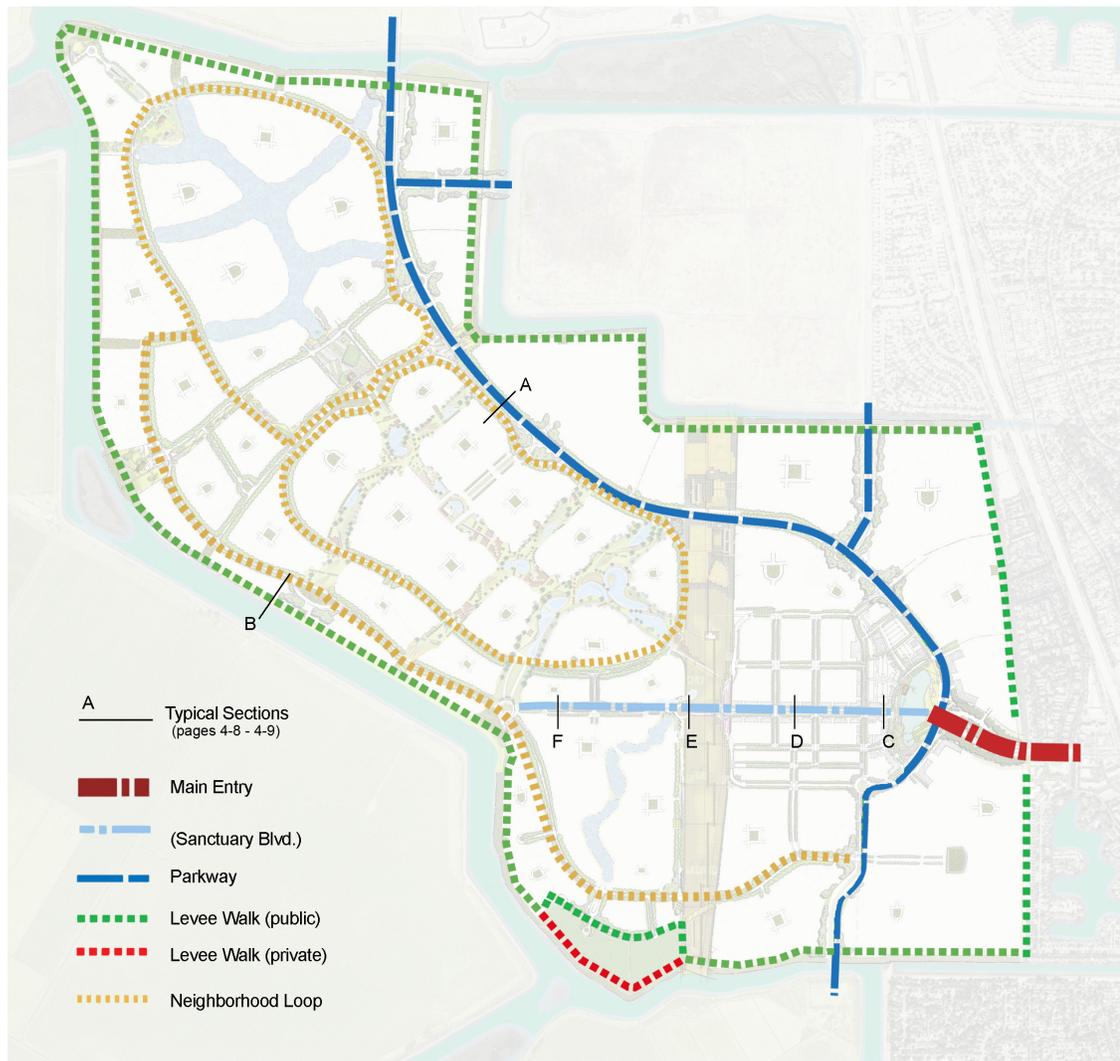
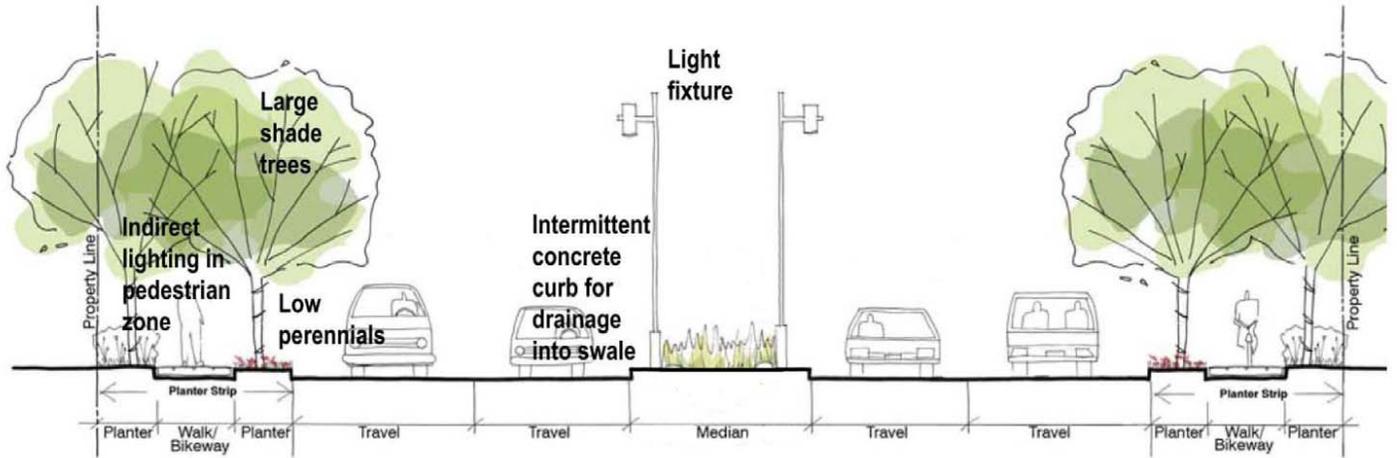
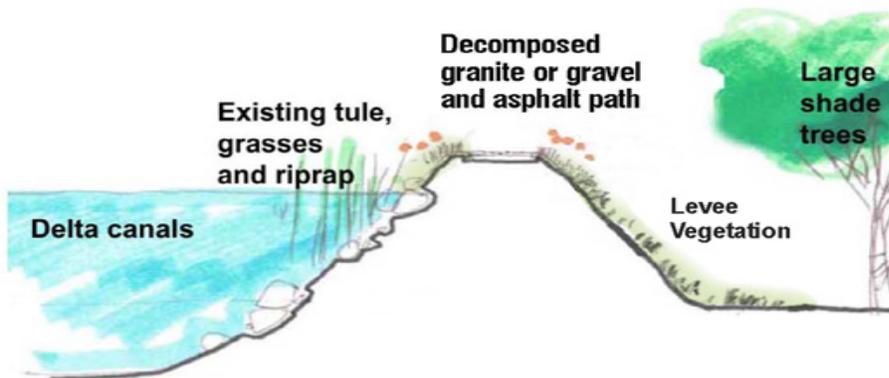


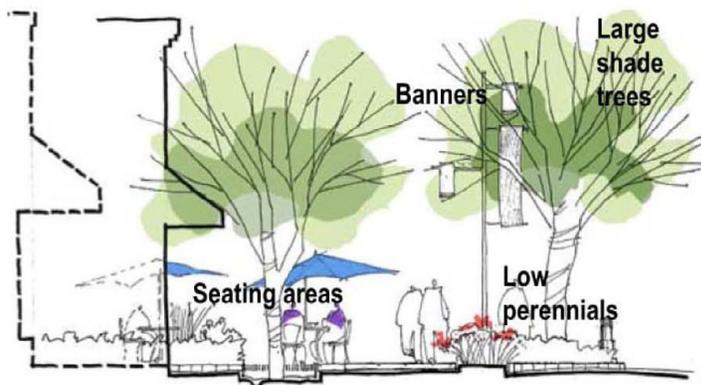
Figure 4-2: Green Lines



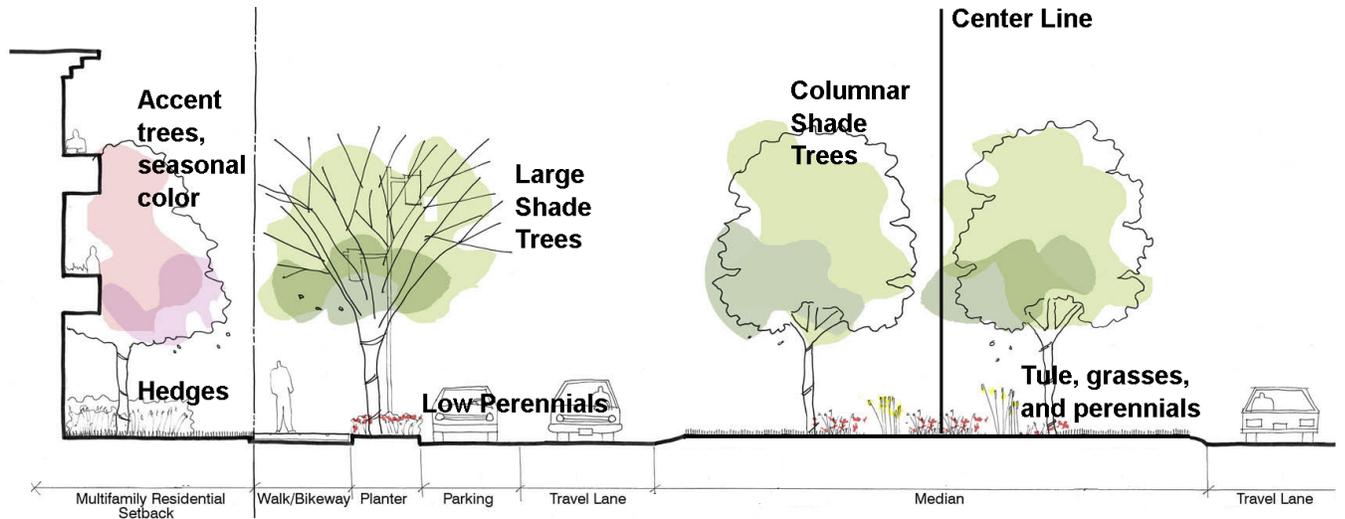
Cross-Section A: Parkway



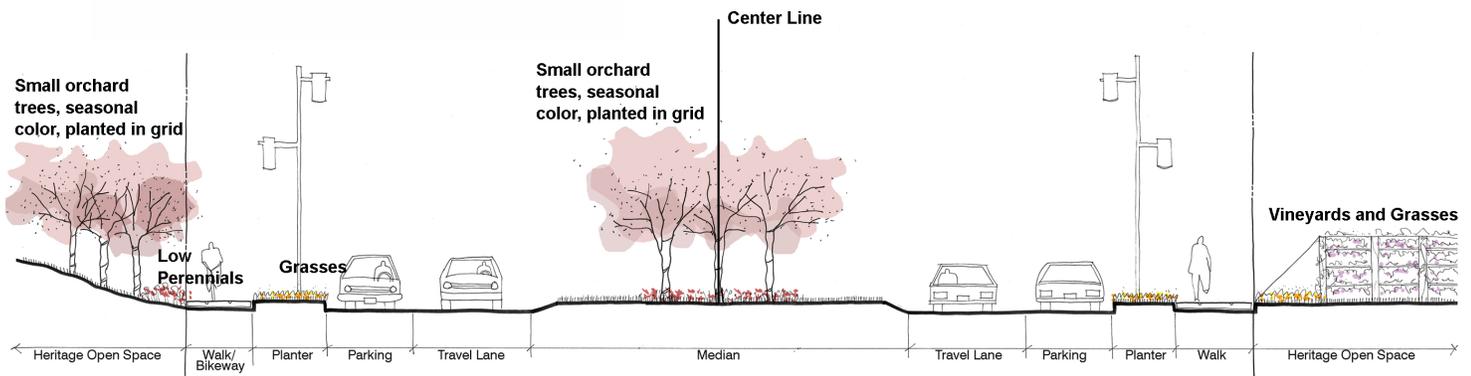
Cross-Section B: Levee Walk



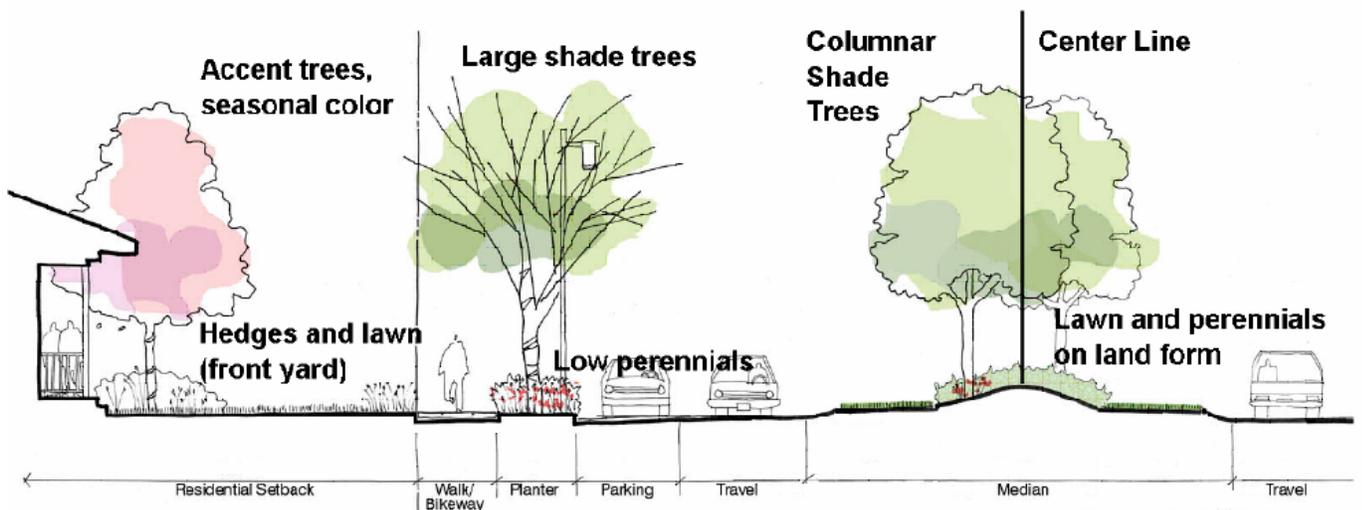
Cross-Section C: Sanctuary Blvd. at Commercial Area



Cross-Section D: Sanctuary Boulevard Urban Residential Condition



Cross-Section E: Sanctuary Boulevard Heritage Open Space Condition



Cross-Section F: Sanctuary Boulevard Residential Condition

4.3.2 Open Areas

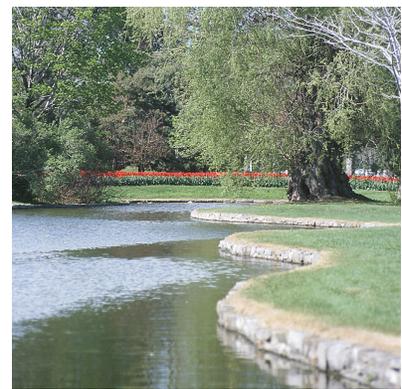
The Open Areas are defined as the larger parks and open spaces where concentrated recreation and large program elements are located. The Open Areas include Village Center Park (11 acres), Heritage Park (80 acres), Great Park (74 acres), Crossings Greenway (2 acres), the River Club (9.5 acres), the Marina (9.5 acres) and Confluence Park (5 acres) (Figure 4-3: Open Areas). These areas are envisioned to be utilized for walking, art viewing, recreating, picnicking and gathering.



Figure 4-3: Open Areas

4.3.2.1 Village Center Park

As the gateway to The Sanctuary community, Village Center Park evokes an immediate sense of place (Figure 4-5). Representative of a traditional town square park, businesses and neighborhood streets surround the park. A sequence of landscape elements is envisioned to frame views and welcome the resident or visitor into The Sanctuary. The alternating enclosed and open views signal the different moments in the arrival sequence. Village Center Park's central element is a 5 acre community lake spanned by a pedestrian and vehicular bridge. On the south side of the lake is a large community green providing an area for family picnics, and leisure activities. Including the lake, Village Center Park is approximately 11 acres and is open to the public.



Village Center Park - references and vegetation concept



Village Center Park

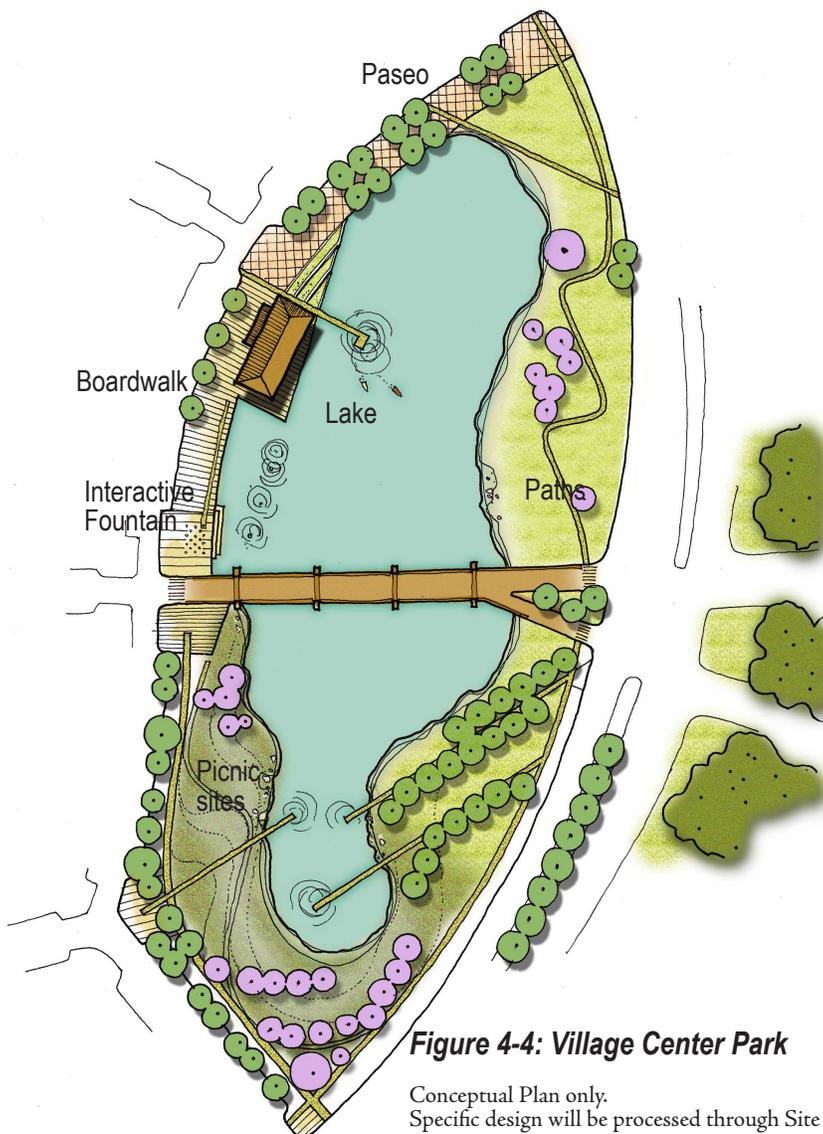


Figure 4-4: Village Center Park

Conceptual Plan only.
Specific design will be processed through Site Plan Review.



4.3.2.2 Heritage Park

Heritage Park consists of approximately 80 acres, with approximately 27.5 acres open to public use and the remainder restricted to Sanctuary residents. The 27.5 acres open to public use will include multiple ball fields, tennis courts, open green areas, picnic areas, walking trails, playgrounds for young children, a dog park, parking areas, and many other active amenity features. This area will provide a high quality recreation area for Sanctuary residents as well as the City of Stockton as a whole.



Heritage Park Concept Diagram:
Fields + Windrows

The remaining acres within Heritage Park will consist of a private open space element. This area will focus on integrating existing agricultural farm land and other traces of the areas history into the community. These acres will include semi-active vineyards and olive orchards, and a small winery building. Roads and walking trails will traverse this area promoting proper internal circulation while giving the public the opportunity to view agriculture within an urban setting. These vineyards and orchards will not only give the community an open agricultural feel, but they will also serve as a reminder of Stockton's agricultural background and heritage.

Portions of Heritage Park are overlain with overhead utility easements which may restrict certain uses. Development of Heritage Park will need to comply with the guidelines provided by the utility companies for these utility easement area. Refer to Figure 4-6, Heritage Park Illustrative.



Heritage Park

References

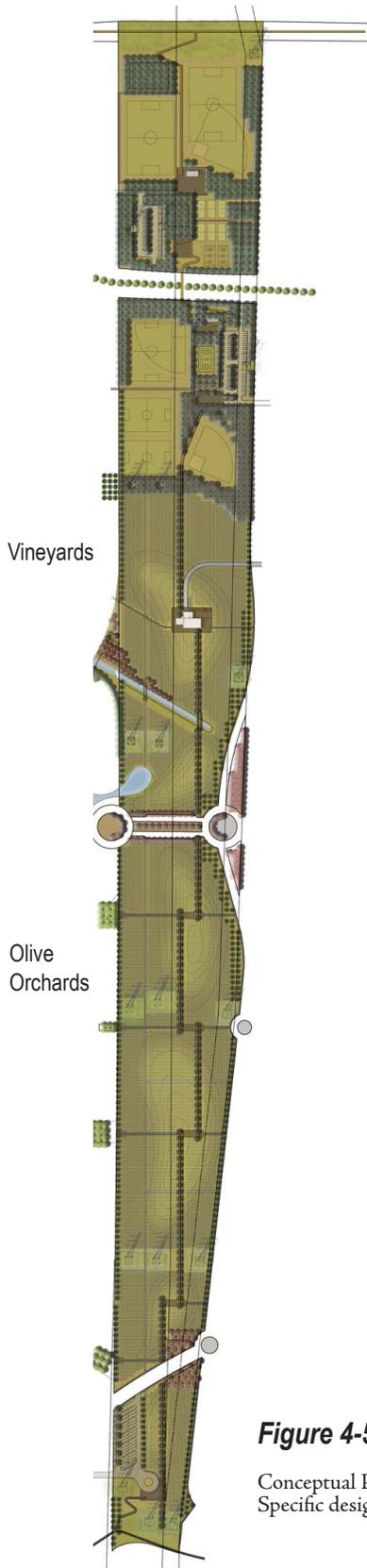


Figure 4-5: Heritage Park Illustrative

Conceptual Plan only.
Specific design will be processed through Site Plan Review.

Planting Concept



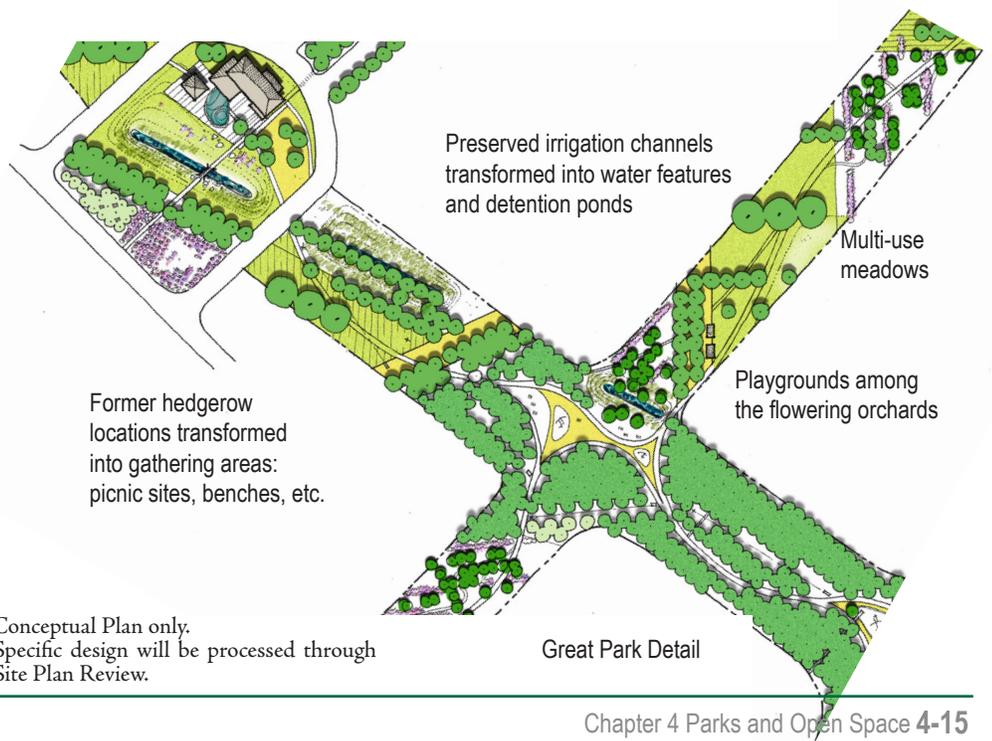
Great Park
Concept Diagram : **Hedgerows + Orchards**



Great Park

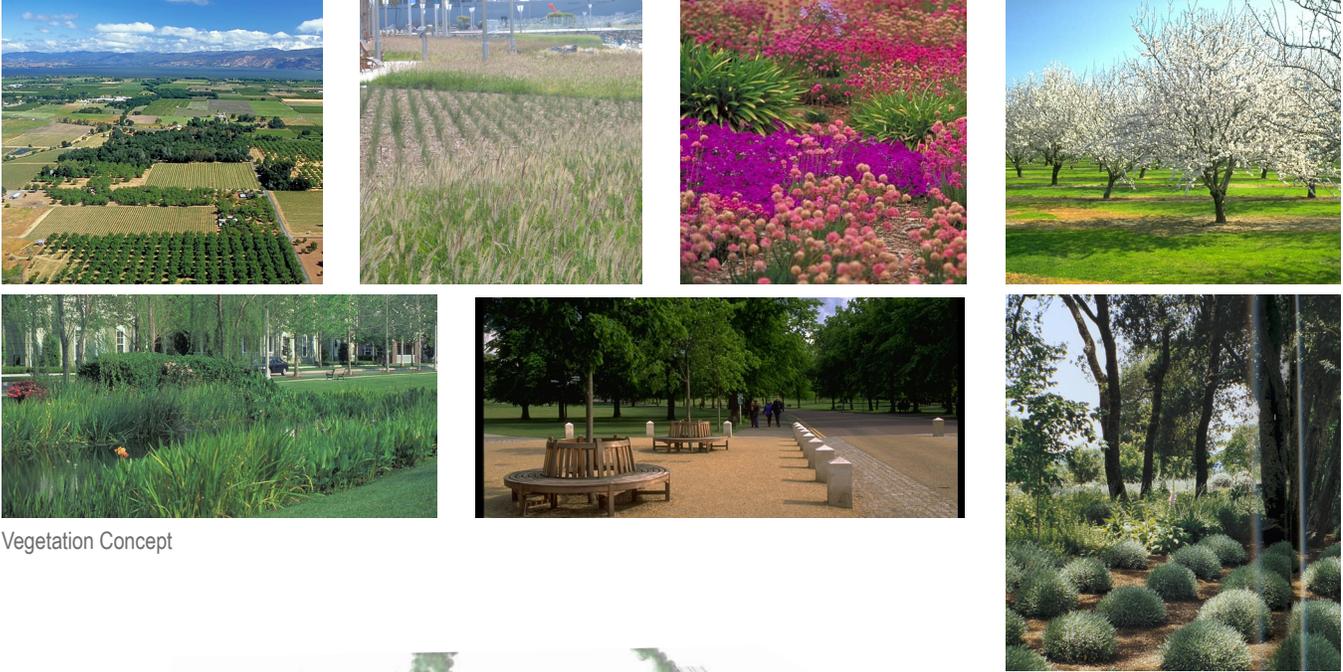
4.3.2.3 Great Park

The Great Park is the central organizing feature of the Great Park Village and will provide a common open space linking its residences, giving this private park a public feel. The Park will be located behind, in front, and to the side of various residences. Although there will be fences between the yards and the Park, the landscaping will both blur and dissolve edges between the two, so that the Park acts almost like an extension of the homes back yards (Figure 4-7: Great Park). The Great Park is envisioned to include hedgerows planted along the edges to act as the park boundaries and provide wildlife corridors. Expansive fields will make up the majority of the Great Park to suggest the experience of being within an agricultural field. Several lakes will be dispersed throughout the Great Park and one will be used for fishing. The pre-existing agricultural patterns hedgerows, channels and the linear planting of the fields will be the inspiration for the organization of the space. Channel traces will be enhanced as detention ponds, the location of the current hedgerows will be transformed into linear activity magnets (hedgerow magnets) where picnic tables and other uses will encourage community gathering and passive recreation. A variety of vegetation, including native and near-native species, will be planted in rows and patches not only for visual effect, but also to create distinct areas within the park where the plant species selection may attract native birds and migrating butterflies. Specific programs and activities can be accommodated in The Great Park including Frisbee golf, exercise stations, jogging trails, picnic sites and small playgrounds along the hedgerows. The Great Park is approximately 75 acres inclusive of all of the features and programs discussed.



Conceptual Plan only.
Specific design will be processed through
Site Plan Review.

References



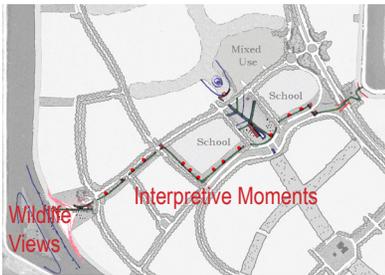
Vegetation Concept





4.3.2.4 Crossings Greenway

The Crossings Park and Greenway is a public area, approximately two acres, which will provide a lateral pathway system linking The Sanctuary community from the southwest to the northeast (Figure 4-8). The Greenway will surround two of the proposed schools and will also link the school to the surrounding residential neighborhoods. Historic components will be integrated into the Greenway including information about the history of the site, such as George Shima and an interpretive informational display. In addition to interpretive signage other signs will also be used at The Sanctuary, the guidelines for which will be determined in the Comprehensive Sign Program that will be developed for the Sanctuary Plan.



Crossings Greenway
Concept Diagram : *Interpretive Walk*

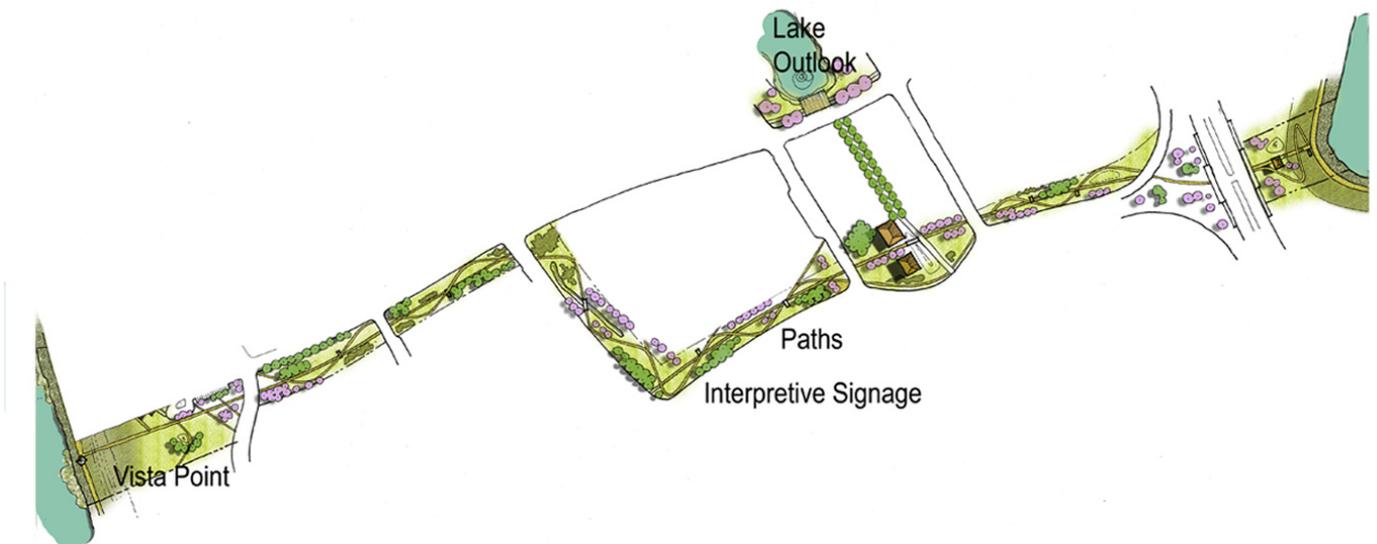


Figure 4-7: Crossings Greenway

Conceptual Plan only.
Specific design will be processed through Site Plan Review.



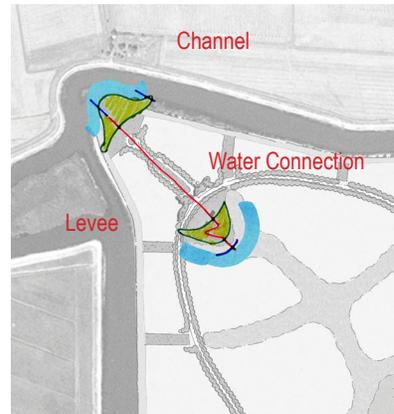
References



Crossings Greenway

4.3.2.5 Confluence Park

Situated on the northwestern tip of The Sanctuary, Confluence Park (approximately 5 acres) will provide sweeping views of the community as well as the surrounding land uses. Figure 4-9, Lake Village Greenway and Confluence Park, provides a conceptual illustration of this area. The Park is extended by natural pathways to the northern edge of the “Grand Lake” in the Lake Village where the park includes picnic areas, a community center, and a swimming pool.



Confluence Park
Concept Diagram : **Water Connection**



Figure 4-8: Lake Village Greenway and Confluence Park

Conceptual Plan only.
Specific design will be processed through Site Plan Review.



Confluence Park

4.3.3 Small Nodes

Neighborhoods within The Sanctuary will feature Small Nodes which include Pocket Parks, Levee Outlooks, Levee Parks and Vista Points. These small neighborhood open spaces represent a combined total of approximately nine acres. All Small Nodes will be privately developed.

4.3.3.1 Pocket Parks

As part of the diverse hierarchy of parks in The Sanctuary, pocket parks will serve to provide a small open space around which a neighborhood is organized. This allows the unique opportunity for most homes to be within a couple of blocks from a park or other open space instead of having to travel a significant distance to enjoy open space. A typical pocket park will include a playground, benches and a few picnic tables where neighbors can meet and children can play in a safe and inviting environment. Collectively, 37 total pocket parks will represent a combined total of approximately six acres within the Sanctuary. Most of the pocket parks will be open to the public while others inside gated communities will not.

4.3.3.2 Lake Outlooks

Situated throughout the two large lakes in the Lake Neighborhoods and the Marina Village, several public small plazas for lake viewing and people watching will be located at walkway intersections and strategically placed overlooks. The lake outlooks offer both resting points as well as dynamic views.



Lake Outlooks

4.3.3.3 Levee Parks

Approximately 19 levee parks will be situated around the levee; located conveniently at the base of community roadways. Levee parks will provide a direct and attractive access to the Levee Walk, and will offer views of surrounding agricultural fields, the levee and beyond. Collectively, levee parks will represent approximately three acres within the Sanctuary and will be open to the public.



Levee Parks and Vista Points





Mt. Diablo Park

Mount Diablo Park (approximately 0.5 acres) is a notable levee park located at the end of Sanctuary Boulevard, offering prominent views of Mount Diablo to the west (Figure 4-9). Mt. Diablo Park is a gateway into the Levee Walk, and it is intended to highlight the levee by treating it as sculptural landform. A “zig-zaging” path will climb the gentle slope of the sculpted levee arriving at a platform on top of the levee for viewing, relaxing and picnicking. A small tower will allow visitors to enjoy views of the adjacent agricultural fields, the water and the distant hills and Mount Diablo.

4.3.3.4 Vista Points

Various vista points at The Sanctuary will be located along the levee at spaces where the most dynamic viewing opportunities exist on the western side of The Sanctuary. These areas will offer open spaces and facilities for picnicking as well as resting points and architectural elements (such as viewing towers) to take in the expansive views including wildlife activity along the levee.

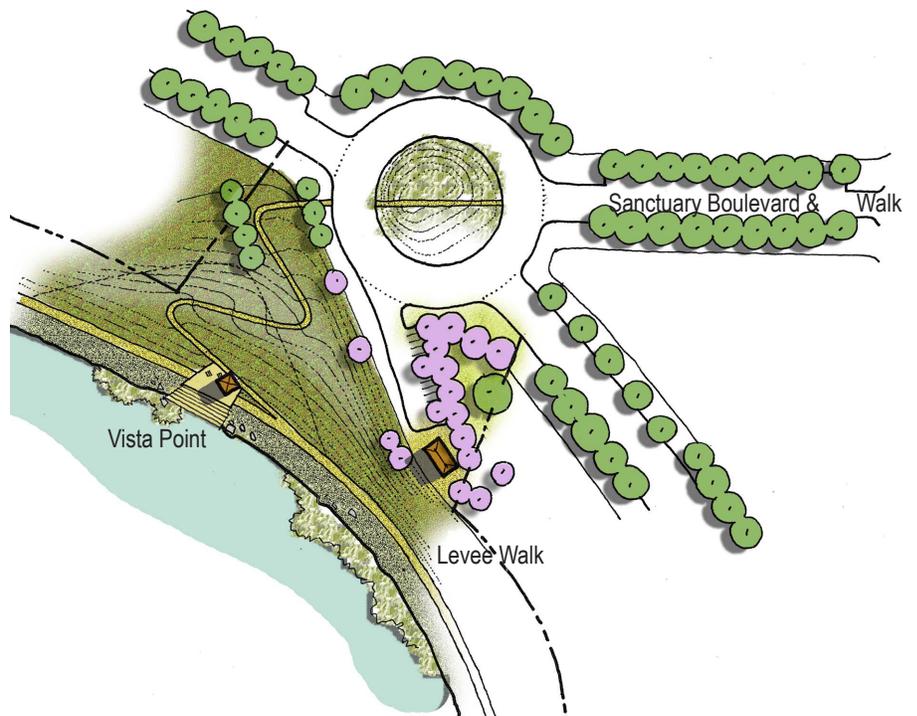


Figure 4-9: Mt. Diablo Park Concept: Levee as Sculptural Landform

Conceptual Plan only.
Specific design will be processed through Site Plan Review.

Chapter 5

Circulation

Streets, possibly more than any other single element, have the greatest influence on overall community form. Residents and visitors alike will immediately discern and be comfortable with a different approach to auto, bicycle and pedestrian systems at The Sanctuary. These circulation systems are seen as integral elements of the overall vision for The Sanctuary, providing safe, attractive, and convenient connections to and between neighborhoods and activity areas.

Fundamental to this approach is the introduction of a hierarchical and interconnected street system, which provides multiple on- and off-site travel routes for autos, bicycles and pedestrians. In addition to being a formative community element, this circulation system embraces the goals and recommendations for auto, bicycle and pedestrian mobility defined by the City of Stockton's Street Design Guidelines.

As a "transit ready" development, The Sanctuary encourages public transportation by incorporating bus turnouts, shelters and walkways, and bicycle/pedestrian/neighborhood electrical vehicle crossings (grade separated where feasible) into the design of the community. Increased densities at key nodes, such as in the mixed-use Village Center, encourages convenient transit access to residents. There are many opportunities for pedestrians to gain access to transit stops throughout the community within a quarter mile walking radius.

5.1 Access

The Sanctuary includes vehicle access from five locations, each identified in the City of Stockton’s General Plan Circulation Element. The primary community entry connection will be the extension of Hammer Lane directly into the heart of The Sanctuary community to the Village Center. Each of these five connections will link to a central multilane Parkway, generally following a northwest/southeast orientation traversing the length of the site. This Parkway will provide convenient access to each of the community’s villages and amenities.

Connecting to the Parkway is a hierarchy of local streets that provide access to and between neighborhoods and activity areas. Each Village at The Sanctuary will be served by connector roads, with homes or other uses fronting on them. Access to and between neighborhoods will be provided by several different local street patterns. In some places, the local street pattern will be interconnected, via a “flexed” grid, while in others, short loop roads and cul-de-sacs will be used. The Sanctuary is made up of both public and private (HOA maintained) streets. Public streets in the community include Hammer Lane extension, Otto Drive extension, Aksland Drive extension and the north-south Parkway. All other roads and streets will be private.

All of The Sanctuary neighborhoods (gated and non-gated), including the Great Park Village, will be made up of private streets. All proposed gated entryways shall conform to the minimum requirements of the City’s Standards for gated entryways (drawing 17 of the City’s Standards Plans



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and Specifications). The street cross sections provided in this chapter refer to both public and private streets. The three entrances to the Great Park Village have been carefully identified to help distribute trips evenly throughout the community and to provide public access to schools and parks. As illustrated in the diagram on the previous page, roadway and pedestrian connections through the Great Park Village are designed to minimize through traffic by non-residents, while allowing a variety of access points for residents.

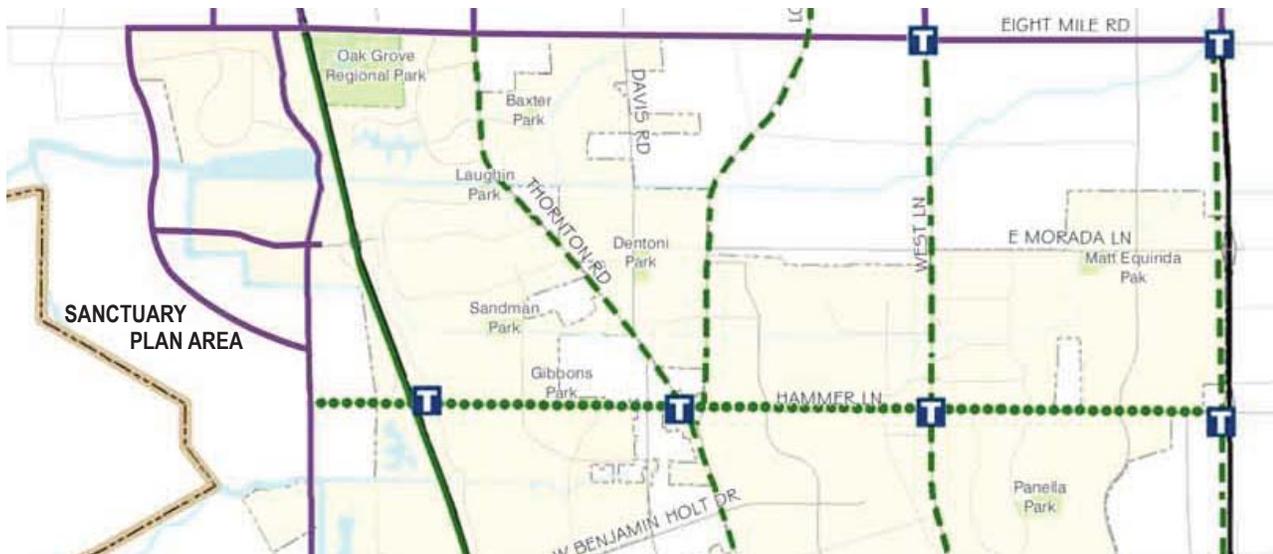
Key to the success of The Sanctuary as a place, is an area-wide pedestrian and bicycle circulation system where alternatives to driving will succeed as viable options. Streets will be lined with trees and sidewalks, creating an inviting pedestrian realm.

5.2 Public Transit

The San Joaquin Regional Transit District (SJRTD) will be the principal public transportation service serving The Sanctuary. SJRTD currently provides a fixed route bus service and a dial a ride response function for elderly or handicapped persons that can not use the regularly scheduled vehicles.

Public transportation will be encouraged within The Sanctuary by incorporating bus turnouts, shelters, walkways and Park & Ride parking spaces. Approximately 300 Park & Ride spaces will be accommodated throughout The Sanctuary within the commercial, religious, parks and mixed-use area parking lots. Final design and locations of bus stops would be subject to the approval of the SJRTD. These bus stops could be used for fixed route public bus service connecting other parts of the City of Stockton to The Sanctuary, private commuter bus services, or a shuttle system.

According to the 2035 General Plan, a BRT route is planned to connect Sanctuary to the BRT network (see diagram on following page). The Feeder Transit System, serving both public and private streets, will connect the Sanctuary project area to the BRT station located in the Sanctuary town center. Final design and locations of transit stops would be subject to the approval of SJRTD. These bus stops could be used for fixed route and bus rapid transit public bus services connecting other parts of the City of Stockton to The Sanctuary, private commuter bus services, or a shuttle system. The Sanctuary has been planned in such a manner that can accommodate several transit stops that are a safe and convenient walk from all neighborhoods in the community.



LEGEND

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

Source: Figure 8-1B – Preliminary 2035 Transit System as contained in the 2035 Stockton General Plan

5.3 Pedestrian and Bicycle Circulation

In order to achieve the desired character and high quality of place at The Sanctuary, the entire community must be highly accessible and friendly to pedestrian and bicycle movement.

The pedestrian and bicycle circulation system at The Sanctuary emphasizes safe and convenient movement in urban, neighborhood and park settings. Fundamental to achieving this is conformance with the City of Stockton’s Street Design Guidelines, which has been incorporated into the design of each street in the community. In addition, each unique setting is addressed separately.



Pedestrian Crosswalk



Bicycle Path

Pedestrian Path through
a Community Green

5.3.1 Pedestrians and Bicyclists in the Urban Setting

Particularly important is the careful design of the pedestrian and bicycle system in the Village Center, and in the areas designated for office uses. In these areas pedestrians and cyclists must safely interface with automobile circulation, street front shops and businesses, outdoor events and activities, and other pedestrians and cyclists.

Consequently, a special hierarchy of pedestrian and bicycle routes will be established. These routes will be particularly convenient for pedestrian mobility because of The Sanctuary Plan's use of a traditional grid street pattern, providing several safe and convenient access routes for pedestrians. Crosswalks will be provided at each major intersection. Sidewalks are located along all streets and along key routes in parking lots in the Village Center, but their size and character will differ based on adjacent land uses. In residential-only areas, City of Stockton street and sidewalk standards will be used. However, along major streets and locations where businesses line the street the following special standards will be used.

5.3.2 Sanctuary Boulevard

In the classic tradition of the great American boulevard, Sanctuary Boulevard is an important East – West connector in the community which will link four important segments of the community, the Village Center and its associated commercial uses, a mixed-use urban residential area, Heritage Open Space and residential neighborhoods in the Marina Village. As a private street, this Boulevard will include a series of specially designed streetscape conditions and special sidewalk standards. This section describes these conditions along the entire length of the Boulevard.

Sidewalks along Sanctuary Boulevard in the mixed-use portion of the Village Center where there could be high volumes of pedestrian activity, will be a minimum of 10 feet and a maximum of 14 feet in width. Sidewalks in these areas will be designed considering their mixed-use function, accommodating passersby, window shoppers, outdoor shopping or dining or special events. In areas where street front uses line the sidewalk, buildings shall be constructed to the edge of the sidewalks with street trees planted in tree-wells and other streetscape elements extending completely to the curb.



Traditional Boulevard

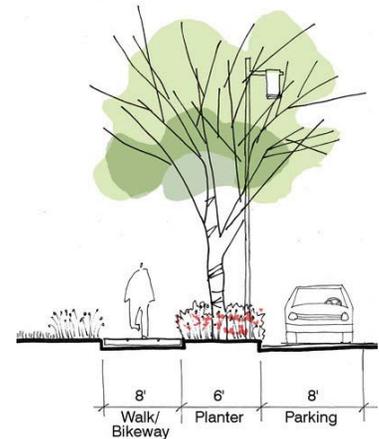
Sidewalks along Sanctuary Boulevard in the residential portion of the Village Center, which is envisioned as having homes situated close to the street frontage with minimal setbacks, shall be used on both sides of the street.

Sidewalks along Sanctuary Boulevard in the Heritage Open Space, linking the Village Center and Marina Village, shall be eight feet wide. The recommended location of these sidewalks are illustrated in Chapter 4, Parks and Open Space, of the Sanctuary Plan. However, as a general rule, sidewalks along this segment of the Boulevard will be separated from the street by a planted area of varying width, and will be tree lined. Sidewalks along Sanctuary Boulevard in the residential neighborhoods of the Marina Village shall be eight feet wide, and be separated from the curb by a six-foot wide landscape area.

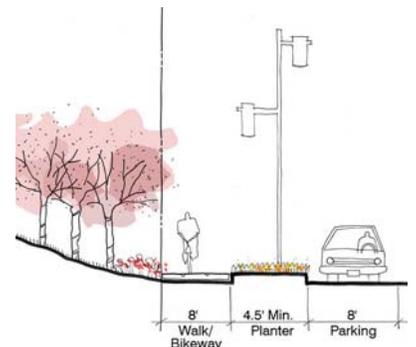
Sanctuary Boulevard is used as a connector street to link the town center to the other villages in the community, with unique pedestrian streetscape conditions and special travelways. The City of Stockton Street Design Guidelines does not have a specific designation for this exact type of Boulevard which is a specially designed street meant to enhance the development of the Sanctuary. Refer to section 5.4.8 for a complete description of Sanctuary Boulevard.

5.3.3 Sidewalks in the Commercial Mixed-Use and Hotel Area

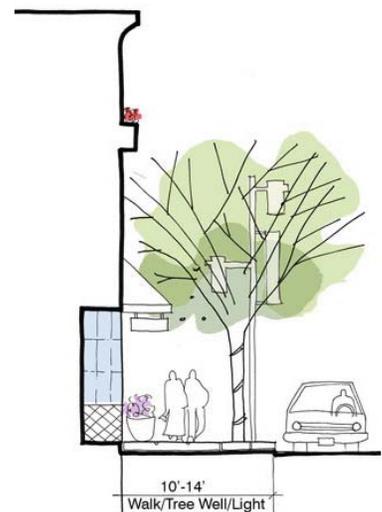
Sidewalks in the commercial mixed-use portion of the Village Center will be similar to Sanctuary Boulevard and shall be a minimum of 10-feet and a maximum of 14-feet in width (as also described later and seen in Figures 5-5 and 5-9).



Typical Residential Sidewalk on Sanctuary Boulevard



Typical Sidewalk adjacent to the Heritage Open Space on Sanctuary Boulevard



Typical Mixed-Use Sidewalk



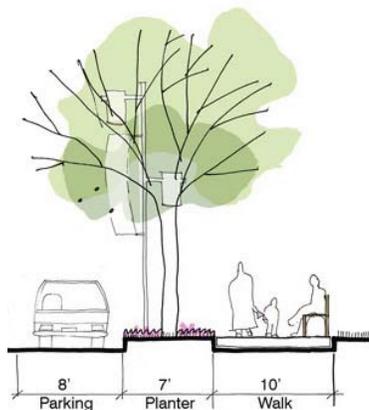
Pedestrian Sidewalk in a Mixed-Use Area bordering a Village Center Park

In locations where sidewalks abut parking lots (not on-street parking), sidewalks will be separated from the parking and curb by planted areas. In these areas, where sidewalks are not immediately adjacent to shops or other commercial uses, they will be at least six feet wide.

5.3.4 Sidewalks Adjacent to the Village Center Park

Sidewalks will be constructed adjacent to the curb along the entire west side of the Village Center Park, and be at least 10 feet wide (as also described later and seen in Figure 5-9). In addition to providing access to the park, this sidewalk will provide pedestrian access to the mixed-use commercial district, and be used during special events such as concerts and farmer’s markets.

The sidewalk lining the east side of the Village Center Park, adjacent to the Parkway, will meet the standards described in the City of Stockton’s Street Design Guidelines, but may meander into the park at key locations in order to provide additional pedestrian access.



Typical Sidewalk adjacent to the Village Center Park

5.3.5 Sidewalks in Office Areas

While sidewalks in office areas will meet standards defined in the City of Stockton’s Street Design Guidelines, efforts will be made to ensure convenient pedestrian connections between office buildings and the sidewalks on streets that bound them. As the office areas are located in close proximity to the Village Center Park and the mixed-use area, office workers and visitors will have convenient pedestrian access.

5.3.6 Sidewalks Adjacent to Schools

While sidewalks adjacent to school will meet standards defined in the City of Stockton’s Street Design Guidelines, efforts will be made to further ensure pedestrian safety. Sidewalks shall be separated from the curb by a 7 foot wide tree lawn around each school site and be 12 feet wide. In addition to providing access to schools, the sidewalks will provide a safe and convenient route for pedestrian movement (refer to Figure 5-3).

5.3.7 Pedestrians and Bicyclists in the Neighborhood Setting

Pedestrian and bicycle mobility in neighborhoods of The Sanctuary will be accommodated by sidewalks as identified in the City of Stockton’s Street Design Guidelines. In keeping with the spirit of these guidelines, many neighborhoods will include interconnected streets, short blocks and open ended cul-de-sacs which link to other pedestrian ways. This pedestrian and



Village Center Sidewalk

bicycle system will provide safe and convenient access through neighborhoods and to activity areas.

5.3.8 Pedestrians and Bicyclists in the Park Setting

While primary pedestrian and bicycle access will be provided in conjunction with the street system, an alternative separated system will be provided atop the levee that surrounds the entire community for both pedestrians and bicyclists. This system, referred to as the “Levee Walk” will provide recreational and practical means of traversing the community. This path will be conveniently accessed from each Village and neighborhood via pedestrian walkways located at approximately one-quarter mile increments throughout the community, and will connect to the pedestrian paths within the Heritage Open Space and Crossings Park.

As illustrated in the diagram below, pedestrian and bicycle pathways will be located along the levees that bound the community, and through the park system which runs throughout the core of the community. By providing this system of connections, pedestrians and cyclists will be able to safely and conveniently travel to and between neighborhoods and activity areas.

As shown in greater detail in Chapter 4, Parks and Open Space, of the Sanctuary Plan, Heritage Park will be accessed from numerous locations. When viewed collectively, these paths will offer travelers several east/west and north/south routes providing access to both activities in the park and to adjacent areas. Similarly, paths will be provided throughout Crossings Park, linking pedestrians and bicyclists to the levee, neighborhoods, parks, schools and the Lake Village mixed-use area.

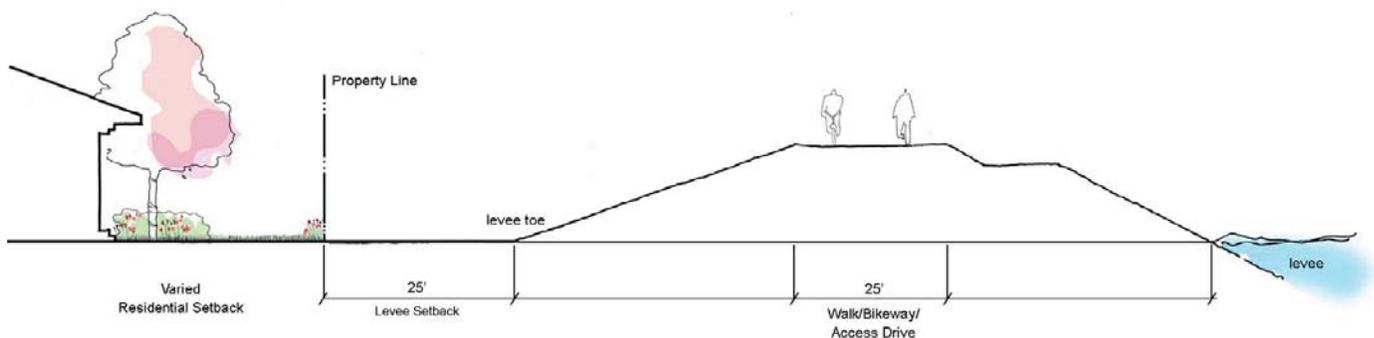


Winding Pedestrian and Bicycle Path



Pedestrian and Bicycle Path atop a Levee

Levee Walk Cross Section



5.4 Automobile Circulation

A key consideration made during the design of the street system at The Sanctuary was to ensure the inclusion of alternative travel routes. A variety of travel routes will help to diffuse trips evenly across the community, provide travelers with choices, and reduce the likelihood of overloading local streets. Because of the scale of the community, it is just as important to establish a hierarchy of streets, each designed to accommodate different purposes and volumes of traffic, as shown in Figure 5-1, Roadway System. In addition to on-site traffic movement, it is also important to consider off-site trips on new and future roadways. Consequently, The Sanctuary's street system reflects this and implements recommendations made in the City of Stockton's Street Design Guidelines (November, 2003).

The Sanctuary is made up of both public and private (HOA maintained) streets. Public streets in the community include Hammer Lane extension, Otto Drive extension, Aksland Drive extension and the north-south Parkway. All other roads and streets will be private.

All neighborhood streets within the Sanctuary Plan Area will facilitate the use of Neighborhood Electric Vehicles (NEV's) as allowed by the California Vehicle Code (CVC).

5.4.1 Traffic Calming

In order to ensure the desired pedestrian and bicycle-friendliness and generally walkable character of The Sanctuary, traffic calming devices will be installed, in keeping with the City of Stockton Traffic Calming Design Guidelines. Installation of these devices will be focused in areas with a high likelihood of pedestrian mobility such as within the Village Center and routes followed to get there, and at and near community activity areas such as schools, parks, recreation centers, and the office area.

5.4.2 Parkway: Four and Six Lane Arterials

Primary access to and throughout The Sanctuary will be provided by an arterial roadway system, as shown in Figure 5-2, Parkway/Multilane Arterial Cross Sections. Two cross-sections are shown for both of these types of streets, a minimum and a maximum scenario. In both cases, the maximum scenario includes a greater sidewalk width for the purpose of greater pedestrian access and safety for school bound pedestrians. Additional sidewalk proposed

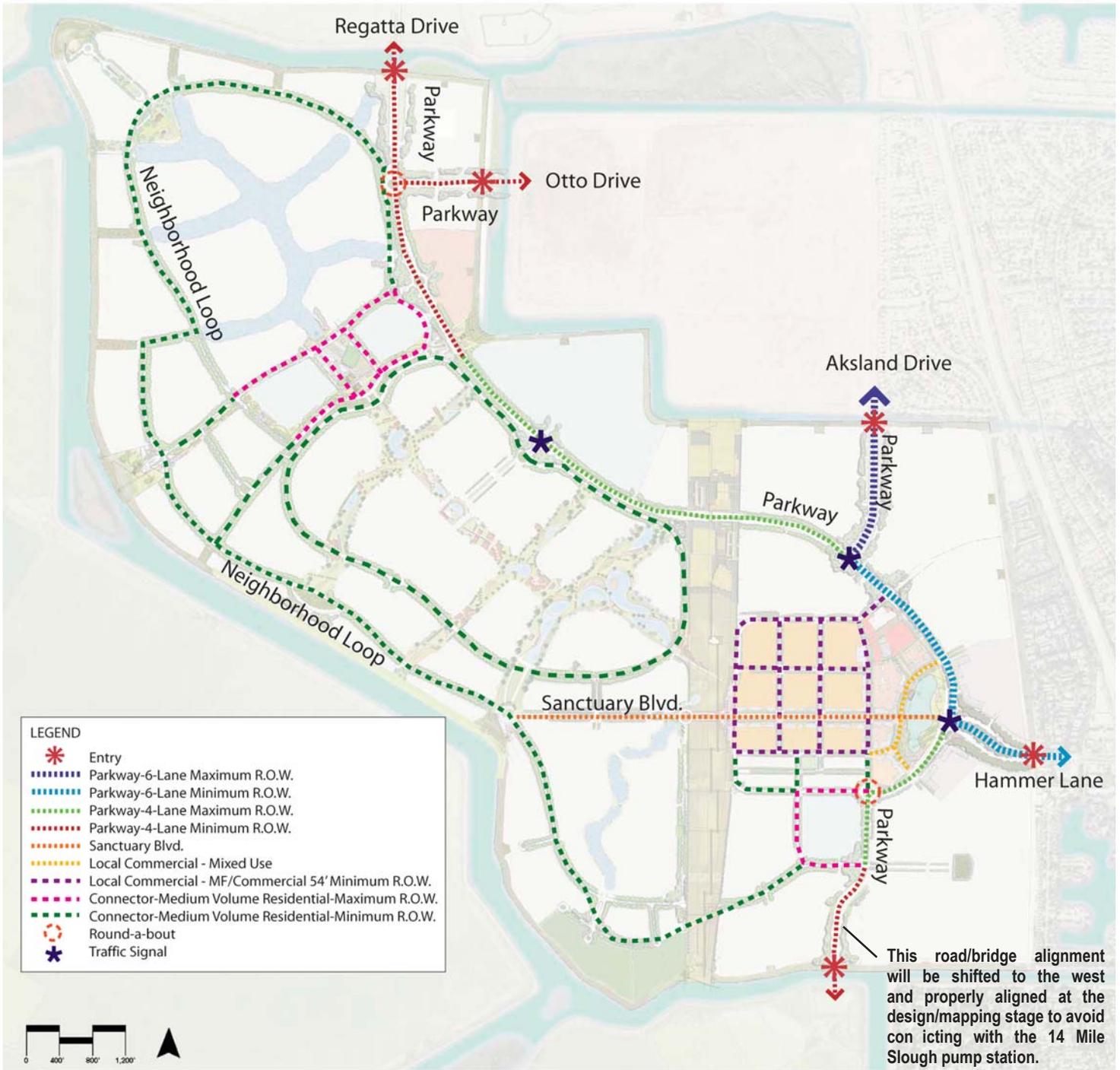


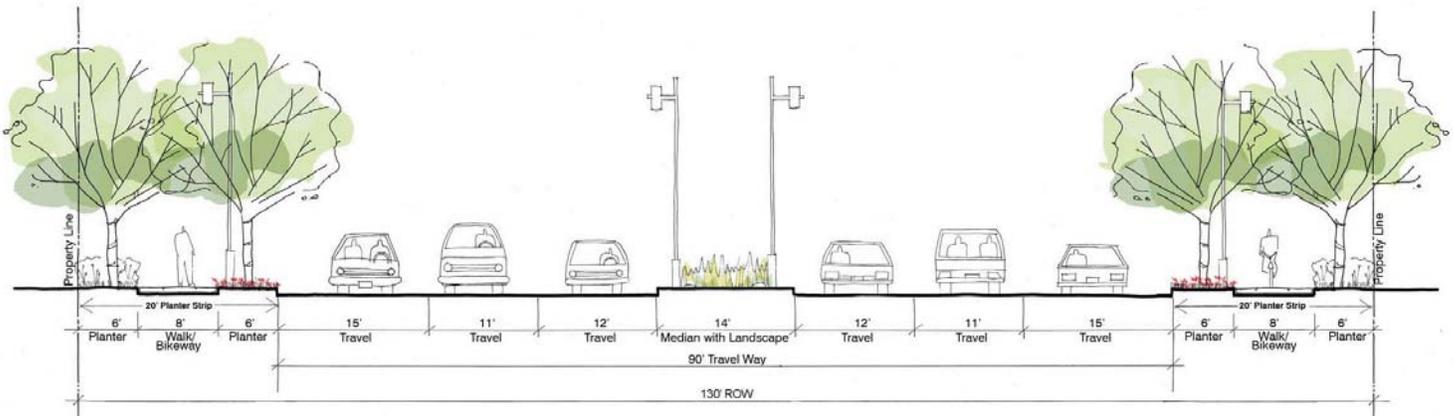
Figure 5-1: Roadway System

NOTE: Hammer Lane extension, Otto Drive extension, Akksland Drive extension and the north-south Parkway will be public roadways. All other roads and streets will be private.

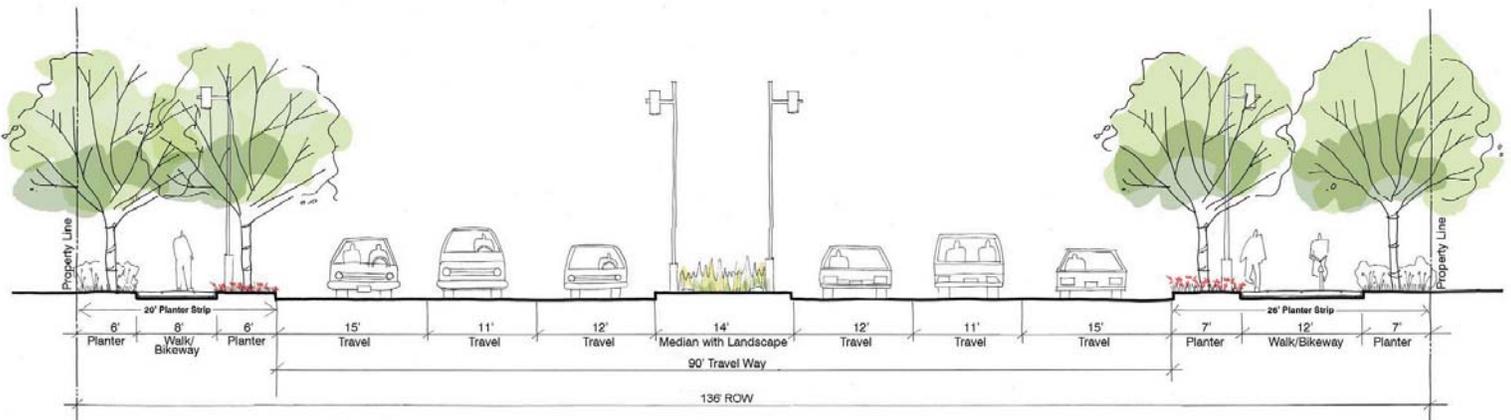
Conceptual Plan only.

Specific design will be processed through Site Plan Review.

Parkway: 6-Lane Arterial



Section A - Minimum Right-of-Way



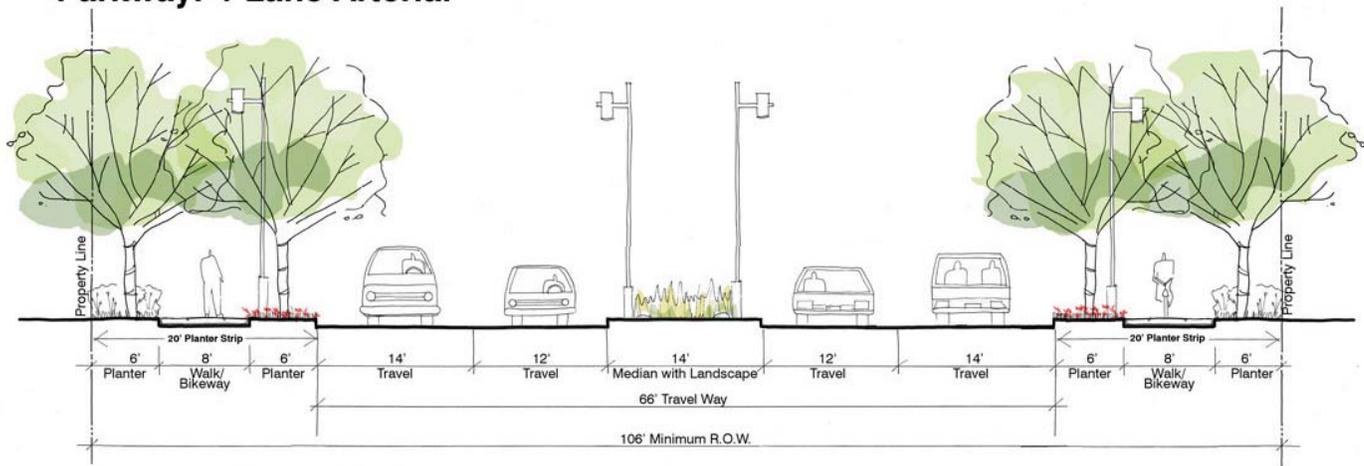
Section B - Maximum Right-of-Way

NOTE: Portions of sidewalks in excess of the City's 10' width requirement will be privately maintained by the adjacent property.

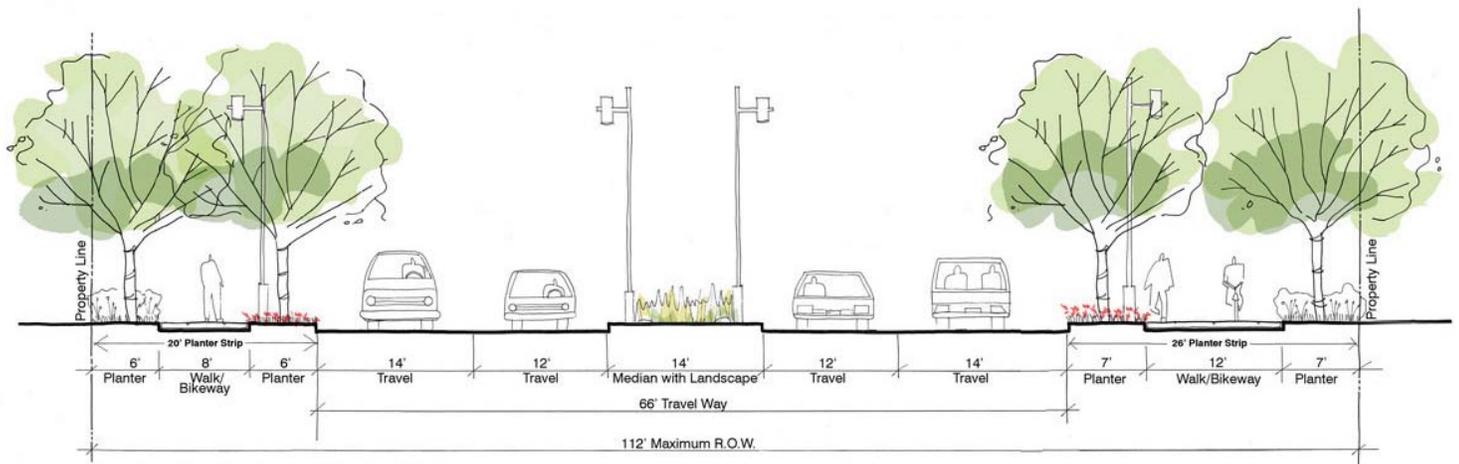
Figure 5-2: Parkway / Multilane Arterial Cross Sections

in excess of the City's 10' width requirement will be privately owned and maintained by the adjacent property. The arterial roadway system will include five community access points, at locations identified in the General Plan. Each of these access points will be connected to a Parkway, running the length of the community in a generally northeast/southwest orientation. In the City of Stockton Street Design Guidelines, parkway four lane arterials are considered as minor arterials and parkway six lane arterials are considered as major arterials.

Parkway: 4-Lane Arterial



Section A - Minimum Right-of-Way



Section B - Maximum Right-of-Way

NOTE: Portions of sidewalks in excess of the City's 10' width requirement will be privately maintained by the adjacent property.

Figure 5-2 (cont'd): Parkway / Multilane Arterial Cross Sections

5.4.2.1 Access Arterials

Hammer Lane will serve as the main entry to The Sanctuary. This six lane arterial will include three different street cross sections. Within its current alignment, the street will be developed to include six travel lanes, as identified in the City of Stockton's Street Design Guidelines. After entering the Sanctuary Plan area, the roadway will cross an earthen viaduct, reminiscent of a bridge crossing a dry creek bed. The viaduct will gradually ascend and the separation between travel lanes (median area) will increase. As the viaduct descends, the travel ways continue to diverge. Upon "landing" from the viaduct, the separated roadways enter a densely wooded area, and split even further apart from one another. Near the heart of the Village Center, the travel lanes converge again, meeting at the Parkway at a traffic signal, overlooking the Village Center Park.

In addition to Hammer Lane, four other gateways to the community shall be provided at primary access points. These access points will be located to the north, east, and south of the Plan area (refer to Figure 5-1) including at Regatta Drive, Aksland Drive, Otto Drive, and an as of yet unnamed north-south road.

General Plan Access Locations

Four additional community access arterials will be established in locations identified by the General Plan. These four lane arterial streets will each require the construction of bridges over the sloughs that bound the community. Although the lane configuration of these bridged roadways remain constant, the design character of each bridge varies, as each need to meet different height requirements above water elevations to accommodate different requirements for use by boaters. An additional challenge associated with these bridges is the berming required on both sides to transition the grade to the final road elevation, gradually increasing the right-of way width. Two of these bridges must also be designed considering the existence of an existing wastewater easement beneath, where access for maintenance and repair must be provided.

5.4.3 Parkway: Multilane Arterials

Designed to accommodate the largest volume of traffic at The Sanctuary, a multilane Parkway will traverse the community. It will be linked to off-site locations via five connecting arterials, as previously described. Access to internal destinations will also be provided from several locations along its route. As shown in Figure 5-2, both four and six lane street cross sections will be implemented, as required. These street sections will be designed following recommendations made in the City of Stockton's Street Design Guidelines.

5.4.4 Connector Streets: Medium Volume Residential

The next level of streets at The Sanctuary will be connector, or medium volume residential streets. These streets accommodate neighborhood access from the parkway, and serve intra-neighborhood and intra-village trips. As shown in the Residential Street Cross Sections in Figure 5-3, these streets will serve as local backbone infrastructure, and are seen as integral to both community mobility and character. Two cross-sections are shown for these types of streets, a minimum and a maximum scenario. The maximum scenario

includes a greater sidewalk width for the purpose of greater pedestrian access and safety for school bound pedestrians. Additional sidewalk proposed in excess of the City's 10' width requirement will be privately owned and maintained by the adjacent property. In both scenarios, parking is permitted on both sides of the street. In the City of Stockton Street Design Guidelines these streets are considered as medium volume residential local streets. These streets will be organized either as loops or as connections. These streets will function as loops in both the Lake and Great Park Villages, while they will serve as connectors between the Lake Village, the Marina Village, and the Village Center. The Loop Road along the western boundary of the Plan Area is a private street, allowing homes to front. By implementing the use of traffic calming devices, these streets will provide access and remain viable residential streets with homes, neighborhood parks and greens fronting on them.

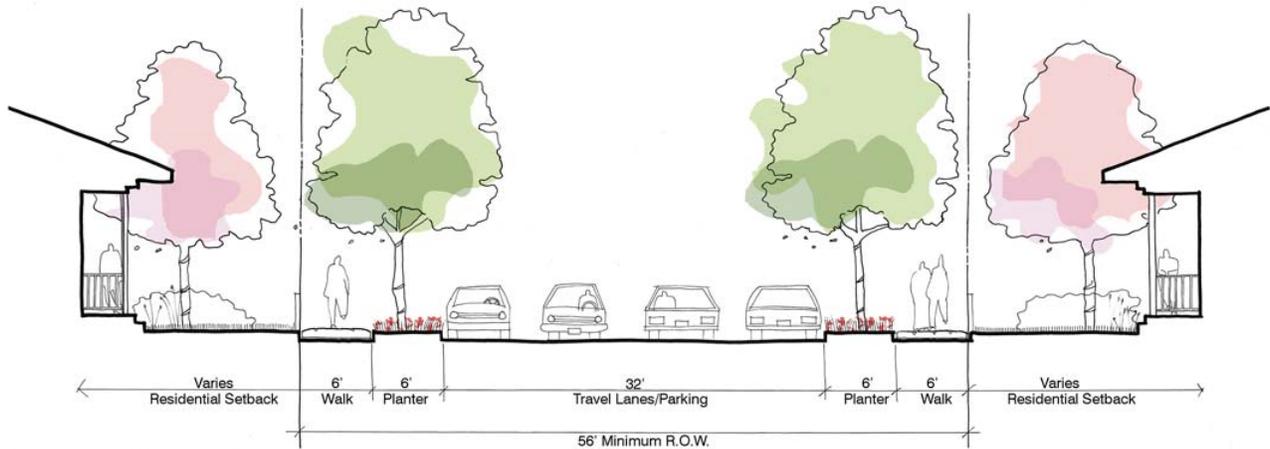
5.4.5 Local Streets: Low Volume Residential

Tiered from the connectors will be local or low volume residential streets, which are illustrated in Figure 5-4. These streets will be predominantly neighborhood serving, and will be organized following a variety of patterns, ranging from grid to cul-de-sac. Parking is permitted on one side of the street. Local residential streets outside of the Village Center will be designed to discourage through traffic and excessive speeds. In the City of Stockton Street Design Guidelines, these streets are considered as low volume residential local streets.

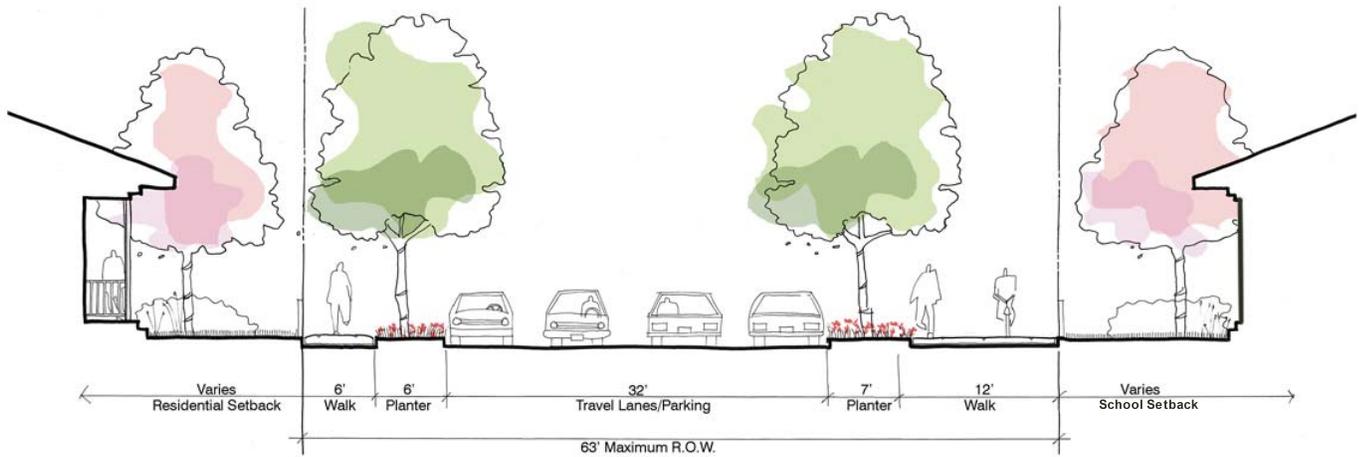
5.4.6 Local Streets: Commercial

Many of the streets in and immediately adjacent to the Village Center will be local commercial streets, as shown in Figure 5-5. Primary among these are the streets bounding the heart of the Village Center. These streets connect to the Parkway and provide access to and through this vibrant district, and follow a traditional grid street pattern. This street type will also be used to link the Marina Village residential and office areas to the Parkway. In the City of Stockton Street Design Guidelines, these streets are considered as commercial local streets. Additional sidewalk proposed in excess of the City's 10' width requirement will be privately owned and maintained by the adjacent property.

Connector Street: Medium Volume Residential (Neighborhood Loop Road)



Section A - Minimum Right-of-Way



Section B - Maximum Right-of-Way

NOTE: Portions of sidewalks in excess of the City's 10' width requirement will be privately maintained by the adjacent property.

Figure 5-3: Connector Streets

Local Street: Low Volume Residential

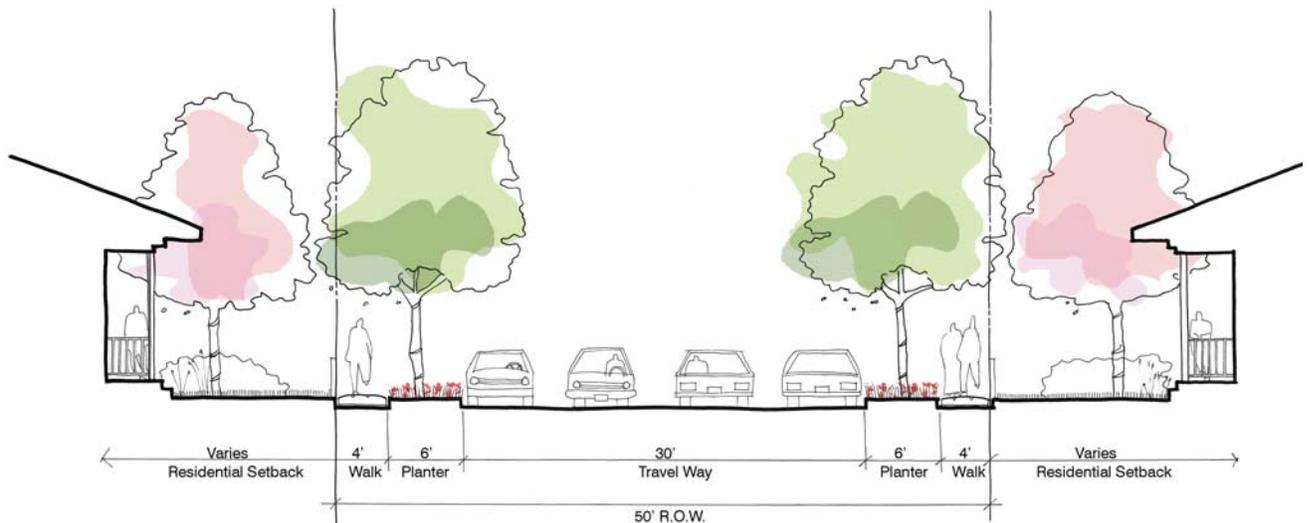


Figure 5-4: Local Streets

Local Commercial Street: Mixed Use



NOTE: Portions of sidewalks in excess of the City's 10' width requirement will be privately maintained by the adjacent property.

Local Commercial Street: Multifamily

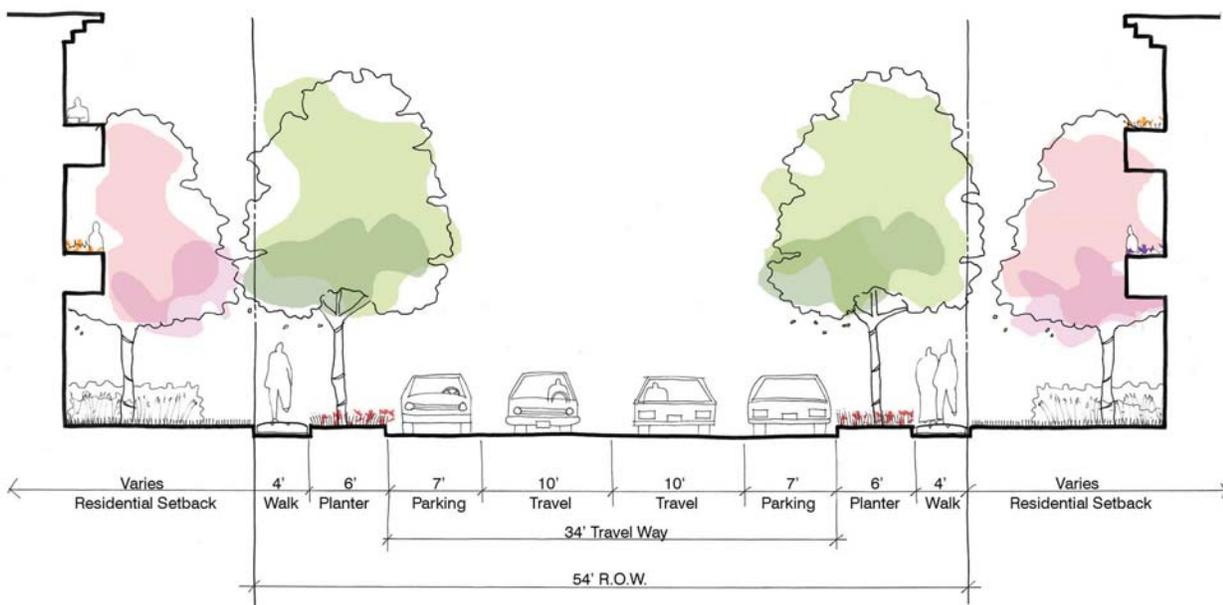
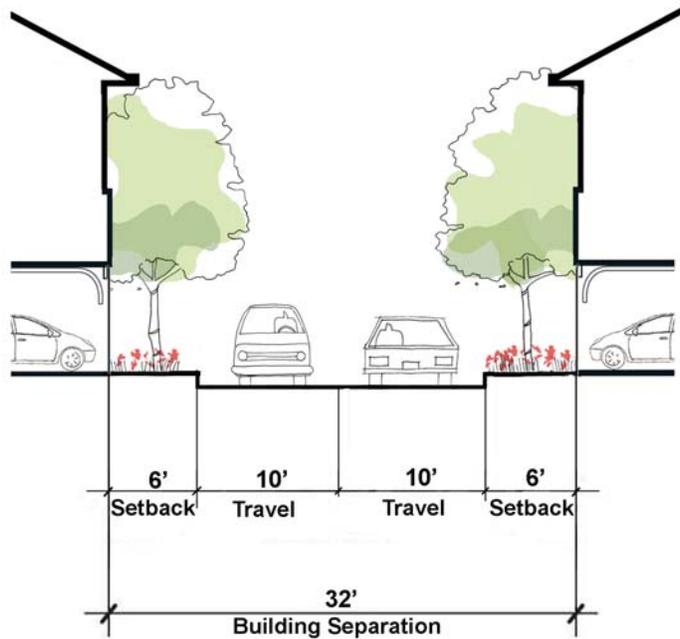


Figure 5-5: Commercial Local Streets

5.4.7 Alley Loaded Access: Medium Volume Residential

Alleys will serve as the point of garage entry for medium density alley loaded lots, typically small lot single family detached, or townhomes. This lot or building type places the garage adjacent to an alley behind the unit increasing the streetscape character and pedestrian friendly atmosphere in the front, public facing elevation of the building. The alleys provide for a

32 foot building separation from garage face to garage face. The two-way alley includes two 10 foot travel lanes and a 6 foot setback on each side including either a planter strip or a public utility easement, as illustrated in Figure 5-6.



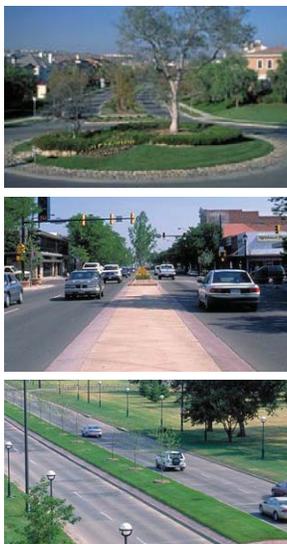
TWO-WAY ALLEY

NOTE: Alleys are private streets, not owned by the City, and HOA maintained.

Figure 5-6: Alleyway Sections

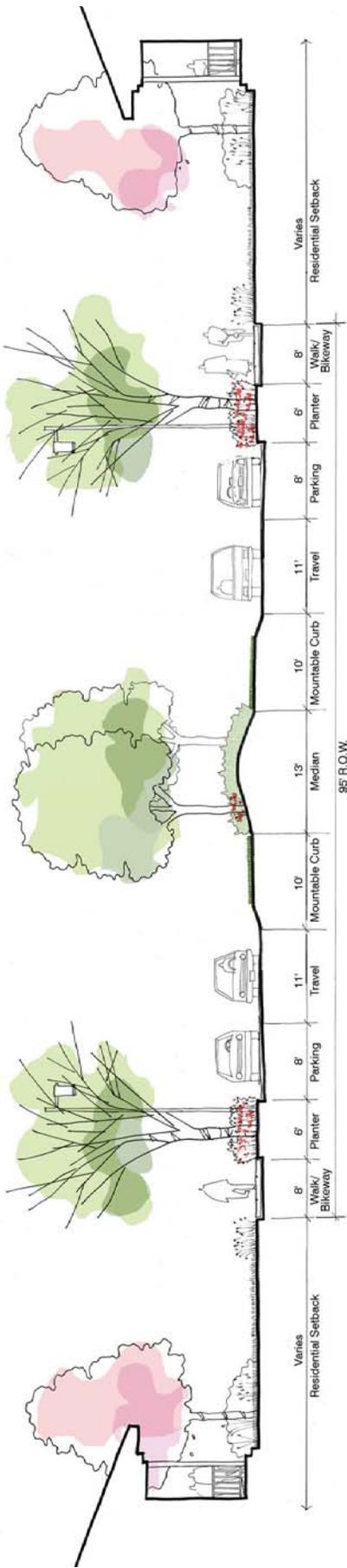
5.4.8 Sanctuary Boulevard

While Sanctuary Boulevard will include a series of specially designed pedestrian streetscape conditions, as discussed previously, it will also include special travel way standards (as a private street). These standards are necessary because the Boulevard will include special landscape median design and include parking and single travel lanes on each side. Consequently, in order to meet emergency vehicle access (eva) requirements, unique standards have been prepared for each affected section including a mountable curb (a low curb with a flat slope designed to be crossed easily) installed in the landscaped median. Three sections are included, as shown in Figure 5-7: Residential, Heritage Open Space, and Urban Residential. The location of these sections is illustrated in the diagram following, which depicts the segments of Sanctuary Boulevard requiring unique street standards. The section for the mixed use segment of Sanctuary Boulevard is based on local commercial street standards, and is illustrated in the Commercial Street Cross Sections in Figure 5-5.

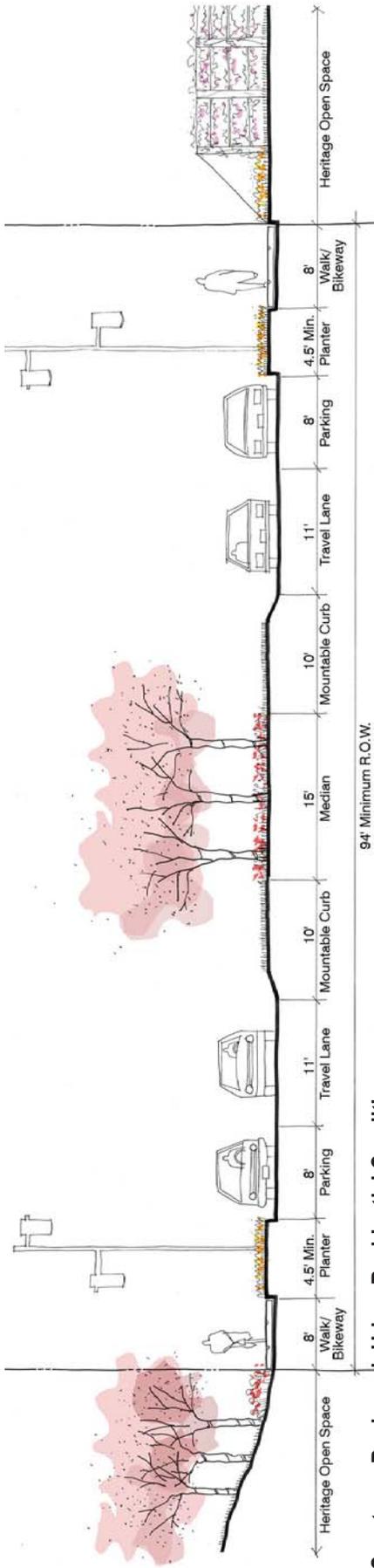


Examples of Mountable Curbs

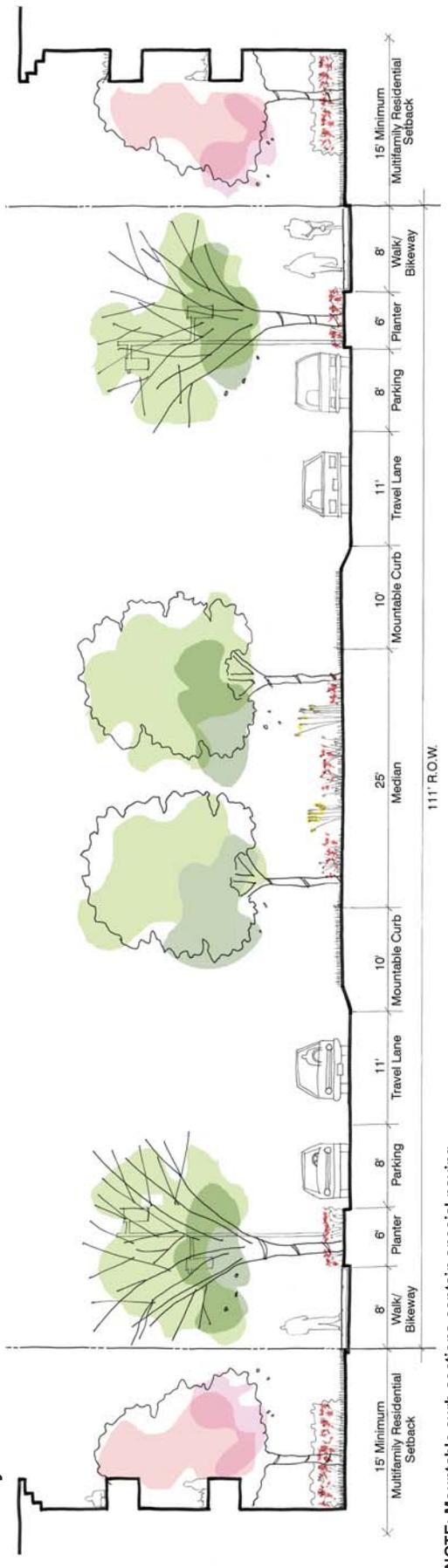
Sanctuary Boulevard: Residential Condition



Sanctuary Boulevard: Heritage Open Space Condition

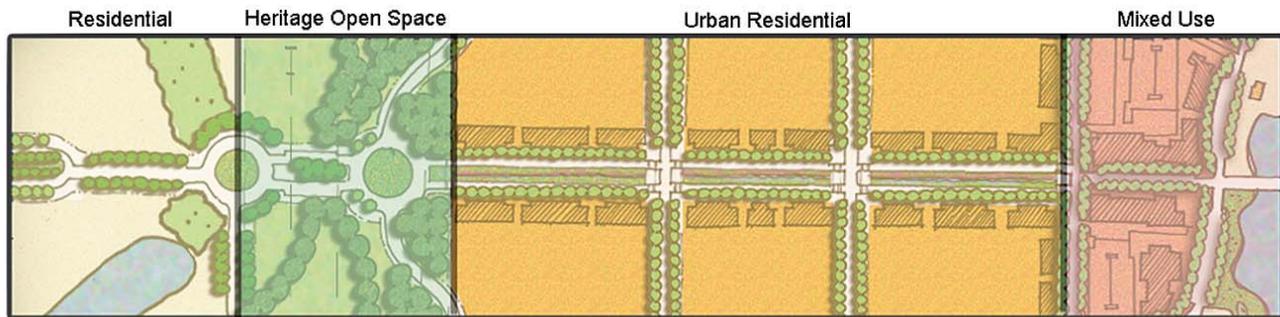


Sanctuary Boulevard: Urban Residential Condition



NOTE: Mountable curb sections contain special paving.

Figure 5-7: Sanctuary Boulevard Cross Sections



Residential

Where Sanctuary Boulevard crosses through the northern portion of the Marina Village it will be a tree lined, residential Boulevard, an important link in the Village Center Park to Levee Walk connection. This segment helps to create a strong sense of place with a median “set in” from its ends, transitioning from a typical local street section to one with median separated travel lanes. In this area, like the others, the median will be flanked by single travel lanes.

Heritage Open Space

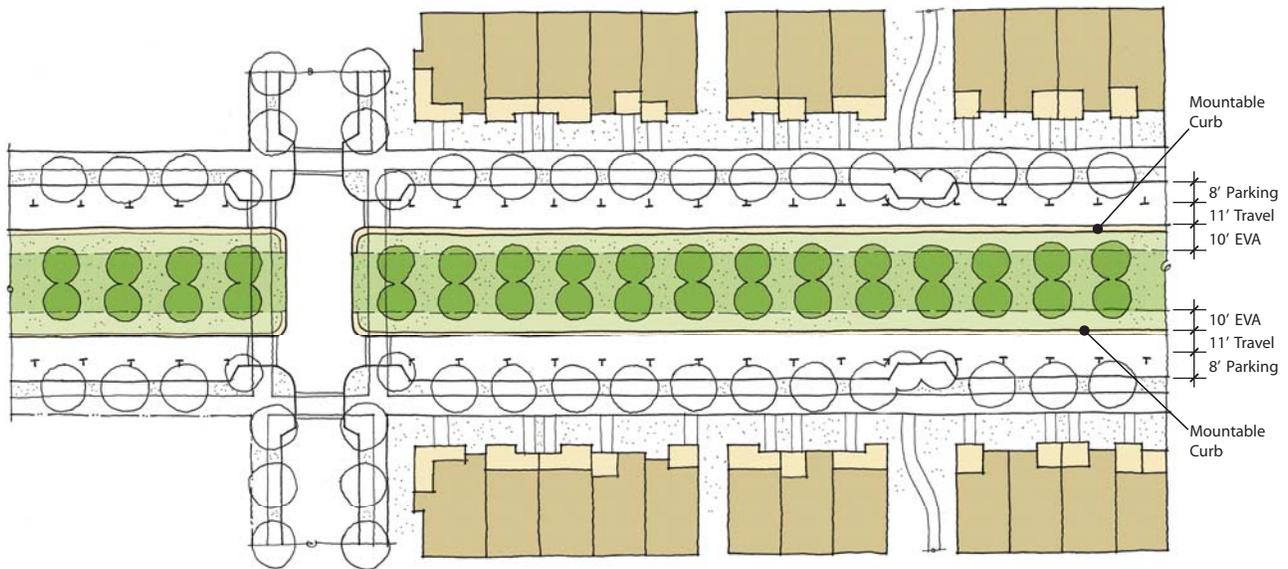
Where Sanctuary Boulevard passes through the Heritage Open Space, parking and single travel lanes are provided on both sides of a median. Parking spaces shall be no more than eight feet wide and travel lanes no more than 11 feet in width (parking bay to outside edge of gutter). Sidewalks shall be a minimum of eight feet in width. In this area the Sanctuary Boulevard serves as a transition area between the Village Center and the Marina Village.

Urban Residential

The urban residential segment of Sanctuary Boulevard will cross the western portion of the Village Center, linking the commercial mixed-use area to the Heritage Open Space. Along this segment, the boulevard will take on the character of a formal residential boulevard with town homes, row homes and apartment buildings forming a cohesive streetwall on both sides.

A streetwall will frame this special boulevard with an urban greenway located within a median. One way travel lanes and a single row of parking will flank the greenway. Parking spaces shall be no more than eight feet wide and travel lanes no more than 10 feet in width (parking bay to outside edge of gutter).

Figure 5-8 illustrates Sanctuary Boulevard from plan view.



Note: Streetscape, crosswalks and building footprints shown for illustrative purposes only. Built con guration may vary. (EVA: Emergency Vehicle Access)

Close-up of Parking Bays along Sanctuary Boulevard

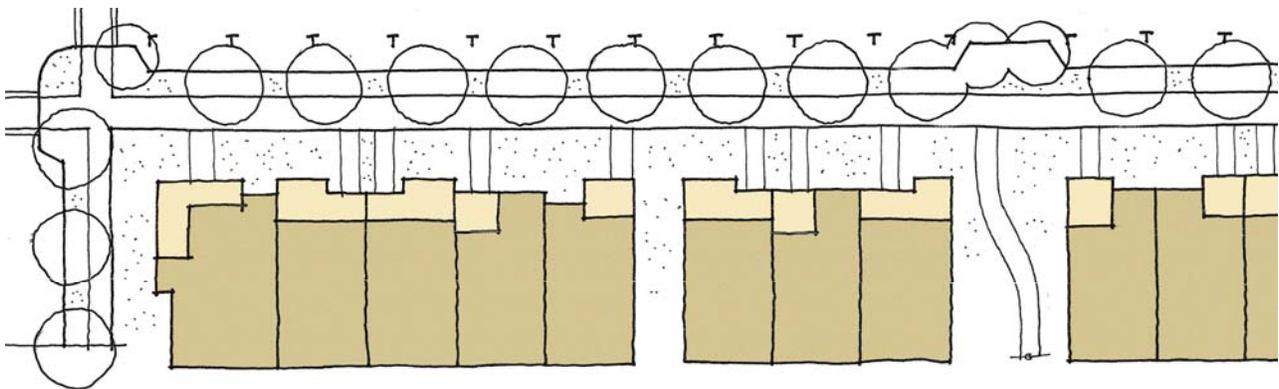


Figure 5-8: Plan View of Sanctuary Boulevard

5.4.9 Commercial Streets in the Village Center

Two different street cross sections will be used in the commercial area of the Village Center, both incorporating on street parking, as shown in Figure 5-5. The typical condition includes parallel parking on both sides of the street. Immediately adjacent to the Village Center Park, diagonal parking (at a 45 degree angle) occurs adjacent to street front shops with parallel parking adjacent to the Village Center Park as shown in Figure 5-9. In the City of Stockton Street Design Guidelines, these streets are considered as commercial local streets.

Local Commercial Street with Diagonal Parking



Figure 5-9: Commercial Street in Village Center

Chapter 6

Public Facilities

This chapter addresses the approach to providing adequate infrastructure and facilities to serve The Sanctuary. The Sanctuary will be served by multiple agencies and utility providers as discussed in this document and listed below.

- Water – City of Stockton, Municipal Utilities Department
- Sanitary Sewer – City of Stockton, Municipal Utilities Department and Regional Wastewater Control Facility (RWCF)
- Solid Waste – Sunrise Sanitation (a franchisee of the City of Stockton)
- Electricity – Pacific Gas & Electric (PG&E)
- Natural Gas – PG&E
- Telephone Service/Fiber Optics – SBC
- Cable Television – Comcast
- Fire Protection – City of Stockton Fire Department
- Police Protection – City of Stockton Police Department

This chapter describes at a conceptual level how and where services will be extended, improved, and provided to serve development within The Sanctuary. An Integrated Water Management Plan is currently being prepared for The Sanctuary.

Schematic sketches illustrating connection points, routing, and locations of facilities within The Sanctuary Plan area are described. Exact sizing and location of the facilities will be determined and illustrated in tentative and final improvement maps.

6.1 Potable Water

Potable water service will be supplied to The Sanctuary Plan area by the City of Stockton, Municipal Utilities Department water system. Proposed extensions and connections to the City's water system include four locations: 1) the 16-inch diameter water main near Mariners Drive and Hammer Lane, 2) the 12-inch water main stubbed out at the south end of Lighthouse Drive, approximately 300 feet north of Five Mile Slough, 3) the 16-inch water main stubbed out at the west end of Otto Drive, which is located approximately 1,500 feet north of The Sanctuary Plan area boundary (Mosher Slough), and 4) the future Westlake Villages' 16-inch water main to run within Street 2 (a.k.a. Regatta Drive), which will require a water main crossing of Disappointment Slough.

Within The Sanctuary Plan area the primary water transmission main will be routed along the north-south arterial street with distribution loops branching off into adjacent area development and with interconnected distribution loops. The estimated average daily potable water demand for the full build out of The Sanctuary Plan area is approximately 2.75 million gallons per day (MGD) with the public park and open space areas being irrigated with non-potable water from the lakes via a separate distribution system, as required by the City of Stockton. A Water Supply Assessment (WSA) has been prepared for The Sanctuary project that addresses water and non-potable water supplies and demand (refer to the Sanctuary EIR appendices for the complete WSA).

Figure 6-1 shows the preliminary layout of the proposed water distribution system within The Sanctuary Plan area. The required infrastructure will be installed as necessary to accommodate actual project phasing. The Parkway alignment from the Trinity/Aksland Bridge to the Fourteen Mile Slough Bridge will serve as a utility corridor to accommodate the proposed West Side Water Transmission Main.

6.2 Non-Potable Water

Irrigation water demand of public facilities such as public parks and open space areas within The Sanctuary Plan area will, as required by the City of Stockton, be supplied with the non-potable water from the adjacent waterways and The Sanctuary's lakes. The non-potable water will undergo pretreatment and filtration processes and will be pumped through a "purple pipe" distribution system to the areas to be irrigated. Since it is anticipated

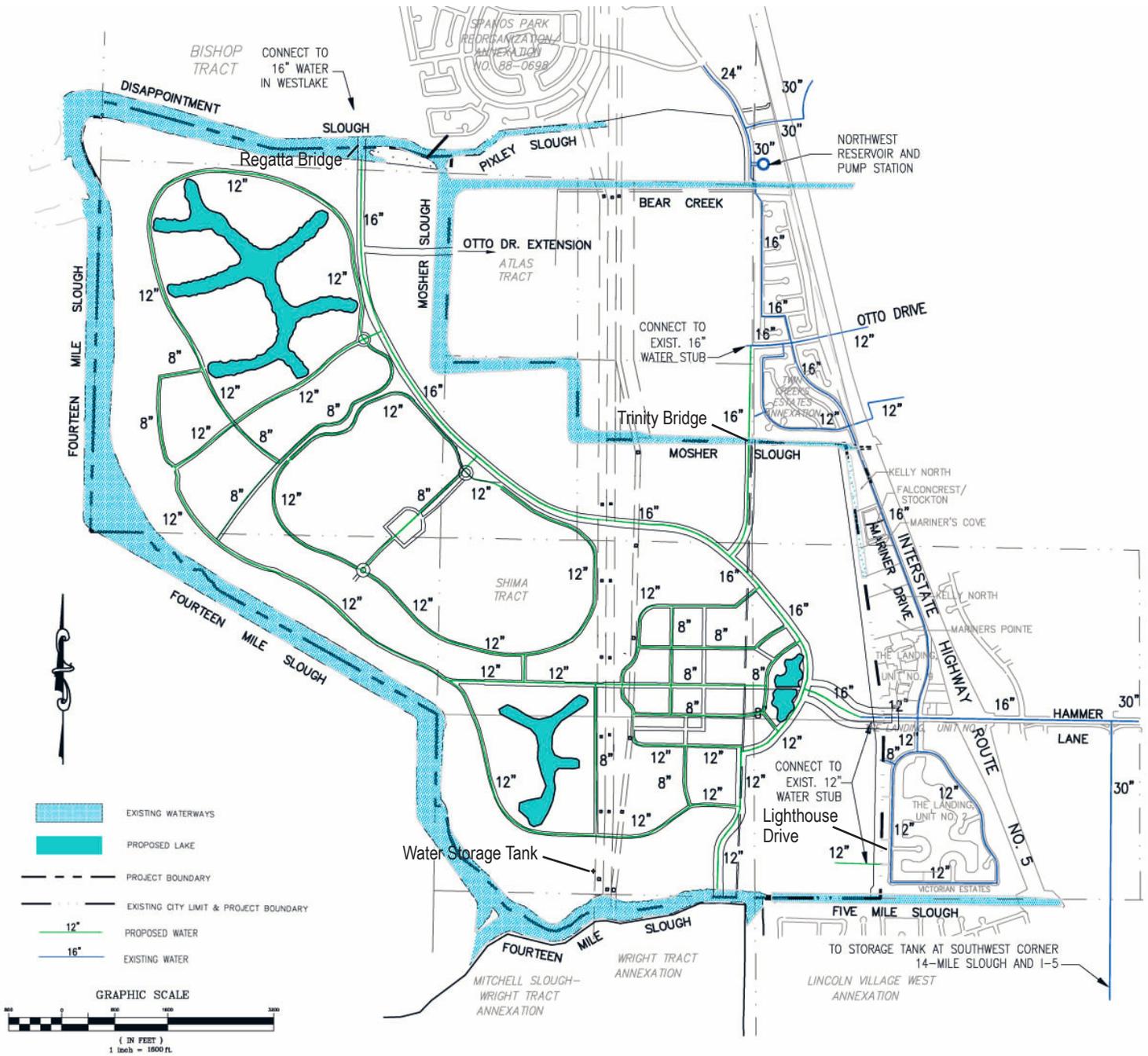


Figure 6-1: Preliminary Master Water Plan

Source: Seigfried Engineering, 2005

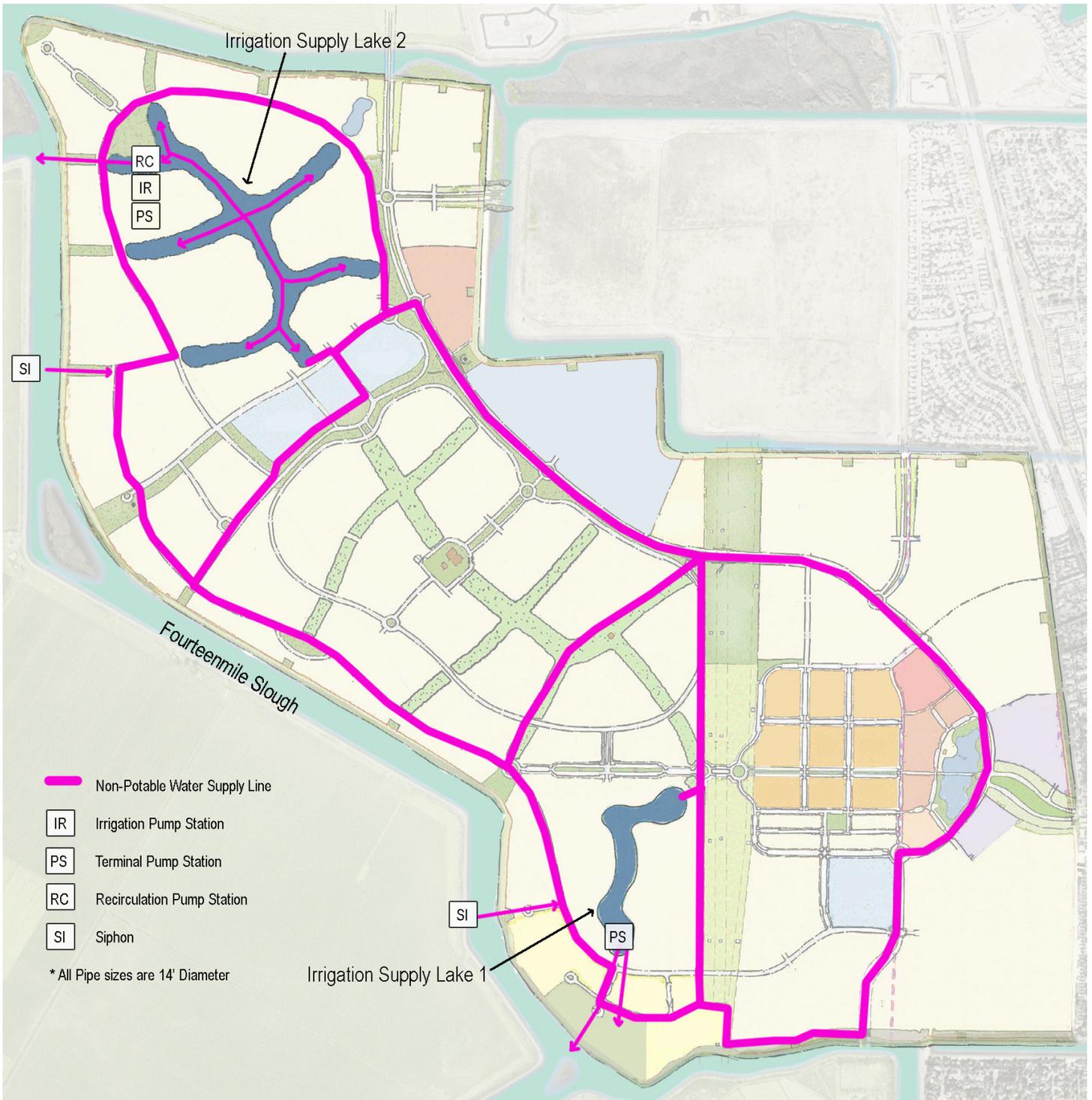


Figure 6-2: Preliminary Non-Potable Water System
Source: Pacific Advanced Civil Engineering, Inc., 2007

that several lakes will be constructed, the non-potable water system could be two to three smaller separate filtering, pumping and distribution systems or a single global system which will serve the entire Sanctuary Plan area. Figure 6-2 shows the preliminary layout of the proposed non-potable water system within The Sanctuary Plan area. Reducing the demand on the City's potable water supply will be the principle benefit of the non-potable water irrigation system to The Sanctuary Plan area and the City of Stockton. Impacts associated with non-potable water usage have been quantified by the hydrology analysis contained in the Environmental Impact Report (EIR).

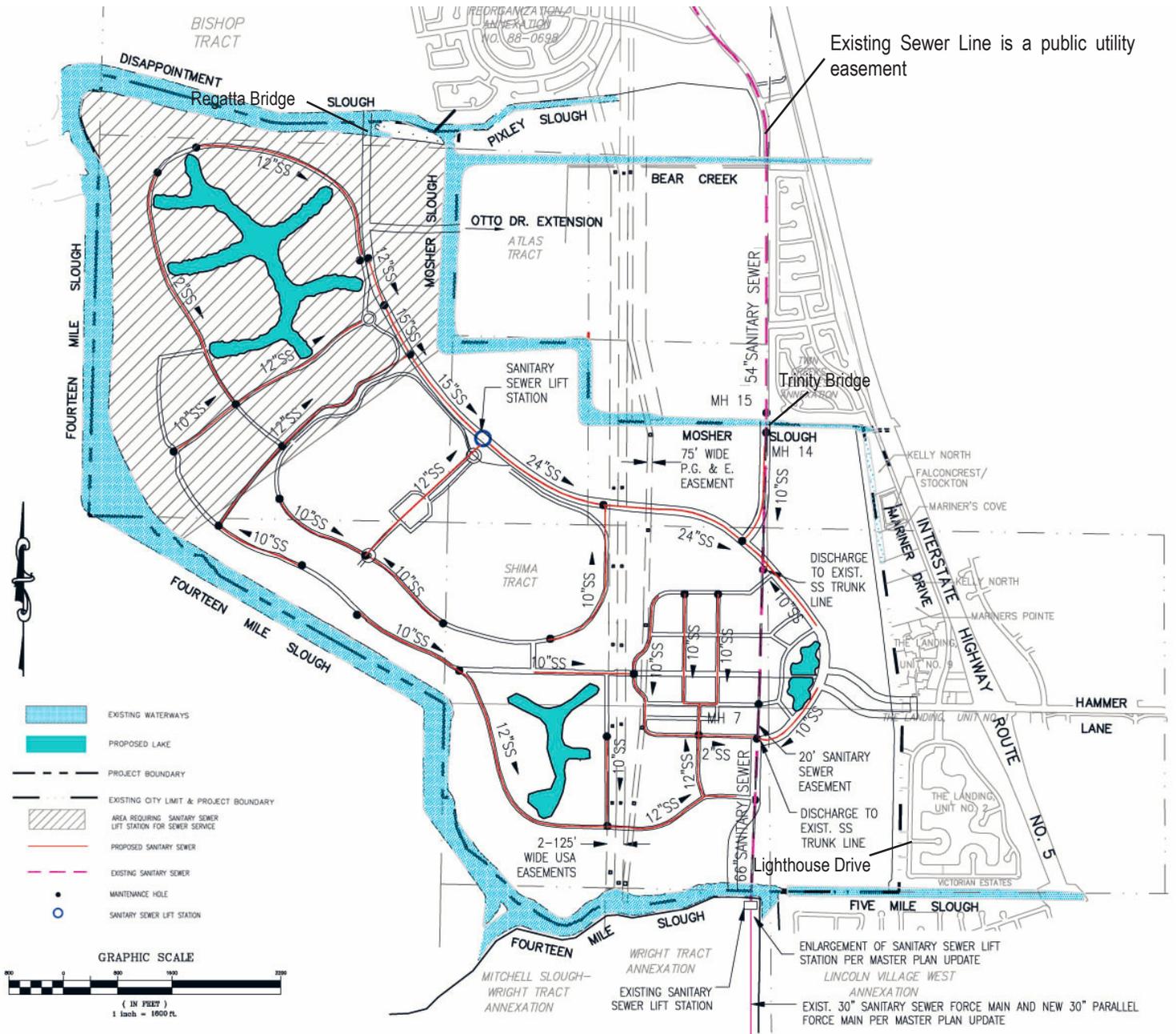
6.3 Sanitary Sewer

Sanitary sewer services for The Sanctuary Plan area will be provided by the City of Stockton, Municipal Utilities Department sewage collection system and Regional Wastewater Control Facility (RWCF). The City has an existing sewer gravity trunk line (54-66 inch diameter pipeline) that traverses along approximately 7,000 feet of the easterly side of The Sanctuary Plan area and directs sewage flows southerly until it leaves the site at the crossing of Fourteen Mile Slough. Development will accommodate the existing 54"/66" sewer pipe so that it does not align with private properties or traverse through buildings or other structures.

The existing 54"/66" sewer pipe crossing the site has available capacity to handle the sewer flows via a few points of connection to a gravity sewer collection system for the southern and eastern portions of the site (first phase) and a combination of a sewer lift station and gravity collection system for the northern and western portions of the site (Figure 6-3). The estimated total average daily dry weather wastewater flows at full build out of the Project is approximately 2.10 MGD. Downstream of The Sanctuary Plan area, the sewage will flow southerly through the Westside Interceptor (a system of pump stations and force mains) until it reaches the RWCF. A new 36" sanitary sewer force main (System 10 Sewer Relief Force main) will be constructed through The Sanctuary to serve development outside of The Sanctuary.

6.4 Storm Drainage

The Sanctuary Plan area is surrounded by non-project levees that are maintained by Reclamation District No. 2115. Due to the surrounding levees, The Sanctuary Plan area is an isolated watershed that generally slopes downward in a northwesterly direction that drains through a series



Existing Sewer Line is a public utility easement

NOTE: a public utility easement will be created

Figure 6-3: Preliminary Master Sanitary Sewer Plan
 Source: Seigfried Engineering, 2005



of ditches to a Reclamation District No. 2115 pump station that discharges into Fourteen Mile Slough.

The conceptual storm drainage system plan for The Sanctuary incorporates three planned lakes with an approximate combined area of approximately 56 acres. It is anticipated that the lakes will be multi-functional by providing detention capacity to reduce the size of storm water pump stations, serve as a best management practice (BMP) to meet National Pollutant Discharge Elimination System (NPDES) requirements, potentially serve as monitors and controls on groundwater elevations in areas adjacent to the lakes, and provide an architectural amenity for the community.

The proposed storm drainage facilities will be planned such that a 100-year flooding event can be detained within The Sanctuary Plan area without creating property damage to the future property owners and public facilities. Based on a preliminary analysis, the 100-year flood water runoff volume is estimated to be approximately 300 acre feet. This value is a rough estimate and the final hydrologic analysis of The Sanctuary Plan area watershed will require further comprehensive modeling. Upon completion of the detailed hydrologic analysis, the required lake area and sizing of the storm water pump stations will be determined.

The storm water collection systems will consist of two separate gravity networks generally divided into the southeast area of The Sanctuary Plan area (Phase 1) and the northwest area of The Sanctuary Plan area with two proposed storm water pump stations discharging near the south and north ends of Fourteen Mile Slough, respectively (Figure 6-4).

6.5 Solid Waste

Solid waste from the residential portions of The Sanctuary would be collected by the City's franchisee, Sunrise Sanitation and transported to facilities owned and operated with Forward Landfill. Both Sunrise Sanitation and Forward Landfill are subsidiaries of Allied Waste North America. Sunrise Sanitation has a contractual commitment to continue hauling solid waste through January, 2019 while Forward Landfill has a contractual commitment to continue disposing of Stockton's waste through January, 2019. Development within The Sanctuary would be required to comply with all City and State mandated programs for the reduction of solid waste. Construction activities will participate in recycling.

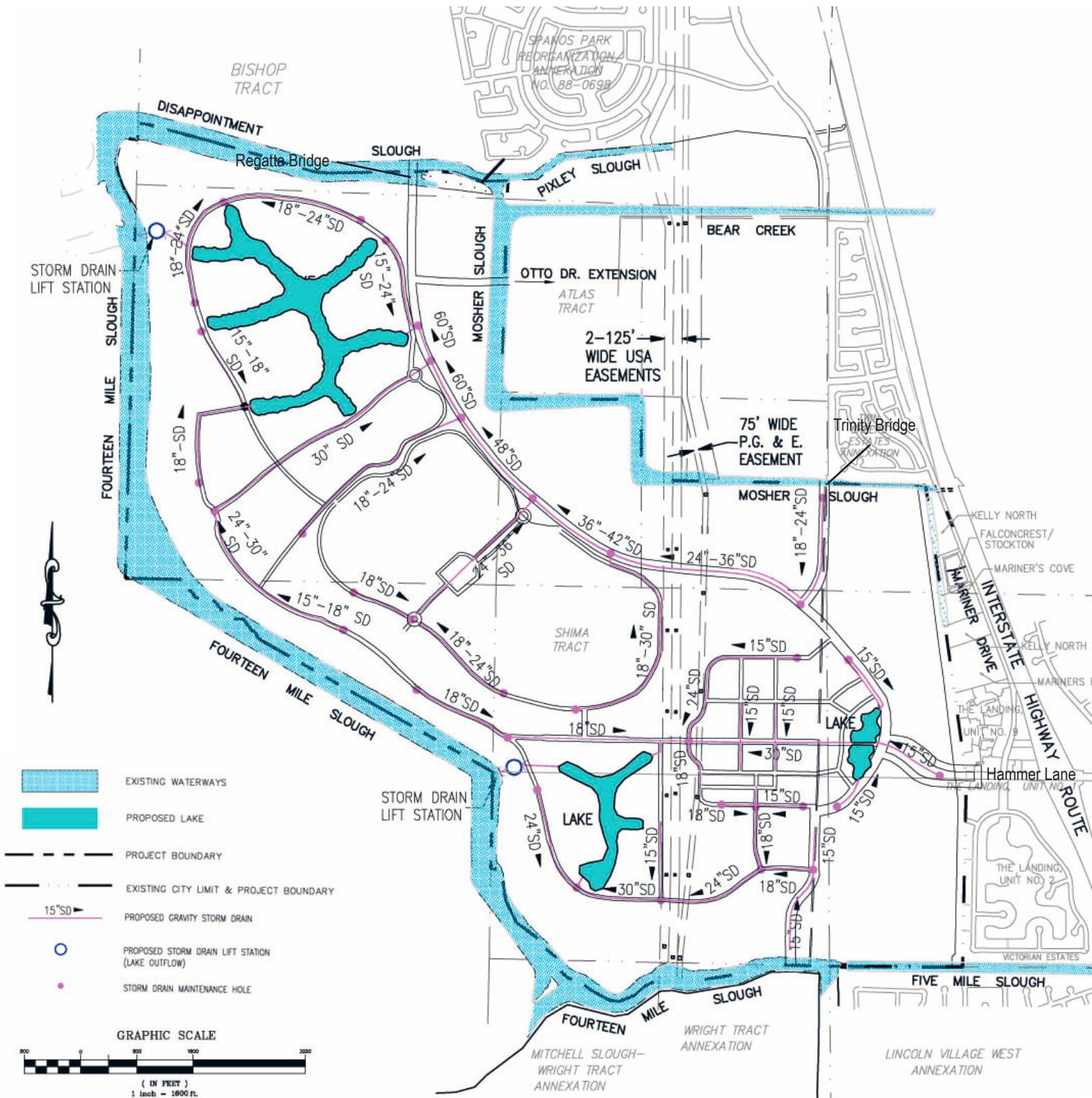


Figure 6-4: Preliminary Master Storm Sewer Plan
 Source: Seigfried Engineering, 2005

6.6 Electricity

The Sanctuary Plan area is within a Pacific Gas & Electric Company (PG&E) service area. Two substations currently provide electrical power to the area around The Sanctuary Plan area, including the Stagg Substation at Feather River Drive and March Lane, and the Eight Mile Substation located west of Interstate 5 and south of Eight Mile Road. PG&E has determined that The Sanctuary Plan area will not require a substation.

6.7 Natural Gas

Natural gas is provided to The Sanctuary Plan area by Pacific Gas and Electric (PG&E). PG&E currently provides natural gas service to adjacent urban development to the east and north and has capacity to supply the Plan area by extending a six-inch high pressure gas main from the intersection of Hammer Lane and Mariners Drive to The Sanctuary's proposed natural gas distribution network.

6.8 Telephone Service/Fiber Optics

Telephone service to The Sanctuary Plan area would be provided by SBC. The communications facilities that would be located in the streets would include a mix of fiber optics and copper cable and their 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.

6.9 Cable Television

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

6.10 Fire Protection

The City of Stockton Fire Department would be responsible for providing fire protection services to The Sanctuary Plan area. The Fire Department also provides emergency medical and technical rescue services and response to hazardous materials spills. The American Medical Response, a private company, would provide emergency transport services. The nearest fire station to The Sanctuary Plan area is located east of Interstate 5 at the intersection of Hammer Lane and Alexandria Place. The City of Stockton has decided that in order to maintain acceptable levels of service in the northwest section

of the city, a new fire station will be needed to serve the various proposed and existing developments in that area. Therefore it has been decided that a station will be built within Sanctuary.

A fire house is not necessary for Phase 1 of the proposed Sanctuary development. Phase 1 can be adequately served by Engine/Truck Company located at 1767 West Hammer Lane. Before the inhabitancy of any structure built in Phase 2, there must be a firehouse constructed and an Engine Company in operation and staffed with a total of 15 firefighters. The precise location of the permanent fire station is north of the high school and south of Otto Drive. The Sanctuary Fiscal Impact Analysis (Appendix A) has analyzed the Costs associated with operating the Sanctuary firehouse and concluded that Since the Sanctuary project results in significant positive fiscal benefits To the City's General Fund, fiscal deficit mitigation measures such a Community Facilities District will not be required to pay the Operations costs of the Sanctuary firehouse. As discussed in Public Facilities Funding Plan (Appendix B) the Sanctuary development is responsible for Public Facility Fees for fire infrastructure, apparatus and equipment.

6.11 Police Protection

The City of Stockton Police Department (SPD) would provide protection to The Sanctuary. The SPD was consulted and noted that a substation is not required at The Sanctuary; however a report writing office is being considered.

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.

The goal is to form a partnership between SPD and private security personnel to coordinate efforts in securing the community. The focus here will be to promote communication between police and private security to ensure the safety and well being of not only the residents of Sanctuary but to business owners and visitors as well.

6.12 Schools

The proposed project is located in both the Lincoln Unified School District and the Lodi Unified School District. The majority of the Plan area (Assessor Parcel Numbers 071-130-07, -11 & -12) is located in the Lodi Unified School District. The southeast corner of The Sanctuary (Assessor Parcel Numbers 071-180-09 & -10) is located in the Lincoln Unified School District. Discussions are ongoing with both Lincoln Unified School District and Lodi Unified School District exploring the possibility of annexing approximately 110 acres that currently exists within the Lincoln Unified boundary into Lodi Unified. This annexation will eliminate a small portion of students living in Sanctuary from having to travel outside of their immediate community to attend school.

Four school sites are proposed in The Sanctuary including a high school and three K-8 elementary schools. Discussions are ongoing with the Lodi Unified School District to develop neighborhood parks in conjunction with these schools as well as providing one or more joint use facilities that can also be for a community center use.

Chapter 7

Implementation

This chapter explains the required strategies programs, and actions necessary for implementing the land use alternatives, development standards and design guidelines included in The Sanctuary Plan. All development within The Sanctuary will be consistent with this Sanctuary Master Development Plan and the policies of both the 1990 and 2035 City of Stockton General Plan.

7.1 Land Use Regulations

Whenever this Sanctuary Plan refers to City codes, that reference shall be to Chapter 16 (Development Code), of the Stockton Municipal Code as they apply to the Project pursuant to the development agreement between the City and the Owner (Development Agreement). The Development Agreement, with certain exceptions set forth only in the Development Agreement, limits the governing codes to provisions that were in effect upon the effective date of the Development Agreement. Nothing in this Master Development Plan shall be construed to change this limiting provision of the Development Agreement. This Master Development Plan, by virtue of the General Plan Amendment approved at the same time, is consistent with the City's General Plan, with some exceptions. Refer to Tables 8-1 - 8-3 in Chapter 8 of this plan for a complete comparison of the Sanctuary Master Development Plan with the City of Stockton's 1990 and 2035 General Plans.

Whenever the Development Regulations contained herein conflict with those contained in the City codes, the Development Regulations contained within the Master Development Plan shall take precedence. When the Master Development Plan is silent on certain issues, such as definitions or procedures, the City codes will control.

7.2 Development Review

All development within The Sanctuary will be implemented through a two step process: 1) a Design Review Board approval and 2) the Site Plan Review.

7.2.1 Design Review

All development project applications shall be submitted to and approved by The Sanctuary Design Review Board prior to their submittal to the City of Stockton, Community Development Director, and Architectural Review Committee (ARC) for Site Plan Review. The internal review process by the Sanctuary Design Review Board will apply to development as it initially occurs by developers and will also apply to any future changes to property by individual business and homeowners.

The Design Review Board for The Sanctuary shall consist of three (3) members, the Owner or designated representative, a representative from The Sanctuary Planning/Engineering firm and a representative from The Sanctuary Landscape Architectural firm.

7.2.2 Site Plan Review

Site Plan reviews shall be processed as provided in the Section 16-555, Site Plan Review, of the Stockton Municipal Code. As part of the Site Plan Review, the applicant will identify how the Site Plan meets the intent of this Sanctuary Plan and is compatible with the terms of the Development Agreement and the Environmental Impact Report (EIR) Mitigation Monitoring Report. As provided in Section 16-555.020, Review Authority, the Planning Director is the review authority for Site Plans based on the recommendation of the Site Plan Review Committee (SPRC). The City of Stockton and the ARC will also review the Site Plan.

7.2.3 Application Requirements

All applications for project approval shall include such construction plans, site plans, soil reports, building elevations and technical studies as it may, in the opinion of the Design Review Board, be required for the applicant to demonstrate consistency of the proposed project with the Sanctuary Plan. In addition, such applications must:

1. Demonstrate the existence of the off-site infrastructure necessary to accommodate the proposed development within the terms of this Sanctuary Plan, if applicable,
2. Provide for construction of such infrastructure and other elements affecting large portions of The Sanctuary to be developed in accordance with the terms of this Sanctuary Plan. Such infrastructure facility plans and other detailed plans shall meet the requirements of the City's Director of Public Works,
3. Implement the site-specific requirements of the Mitigation Monitoring Report of The Sanctuary EIR.

7.2.4 Development Standards and Design Guidelines

When compliance with the Development Standards (outlined in this Plan) for a particular land use designation creates practical difficulties or unnecessary physical hardships, the City of Stockton's variance criteria shall be followed (as contained in the City's Municipal Code, Chapter 16: Development Code-Division 16-580: Variances).

If it can be shown that the requirements in this Plan concerning placement and design of uses, design guidelines and neighborhood crafting, would create practical difficulties or unnecessary physical hardships due to an unforeseen future occurrence, and alternative design approaches would still meet the goals of the Master Development Plan, the City may allow for variances consistent with the requirements of the Development Code.

7.3 Maintenance Responsibilities

All common landscaped areas, parks and open space areas within The Sanctuary shall be maintained by the Homeowner's Association or by a Commercial Tenant Owner's Association. In the absence of a Commercial Tenant Owner's Association, by the City of Stockton through the formation of one or more Landscaping and Maintenance Districts or similar improvement districts, or by any combination of the above. The Levee Pathway could potentially be maintained by a combination of the Homeowner's Association and the Reclamation District.

7.4 Development Phasing

Development of the Sanctuary site will likely consist of four phases expected to be implemented over a number of years in conjunction with the housing market (Figure 7-1, Phasing Plan). The infrastructure will be developed as required by the City of Stockton. Some infrastructure such as back bone transportation improvements (bridges, etc.) will need to occur prior to adjacent development. These facilities will be implemented in a cost-efficient manner that will not have adverse fiscal impacts on the City of Stockton (refer also to Appendix A: Fiscal and Economic Impact Analysis). The proposed public infrastructure phasing plan shall be subject to City review and approval.

In order to proceed to a next Phase, the prior Phase must have completed at least 50% or more of the final mapping for that Phase and, in addition, at least 50% or more of the requisite off-site infrastructure shall be either in place or bonded for.

The requisite infrastructure for the commercial and industrial land uses shall be built in equal proportions to the residential land uses developed. For example, if 50% of the residential is to be developed for any particular Phase, then 50% of the backbone and arterial infrastructure (excluding curb, gutter, sidewalk, and frontage street improvements) for the commercial and industrial land uses in that same Phase shall also be installed concurrently. For all commercial and industrial uses, the Developer shall use commercially reasonable efforts to market such commercial and industrial land uses and shall report such marketing activity on an annual basis to the City.

In any event, the Owner, Developer, and/or successors-in-interest shall be entitled to a revision to the Phasing Plan if a high employment land use application is made for any future Phase.

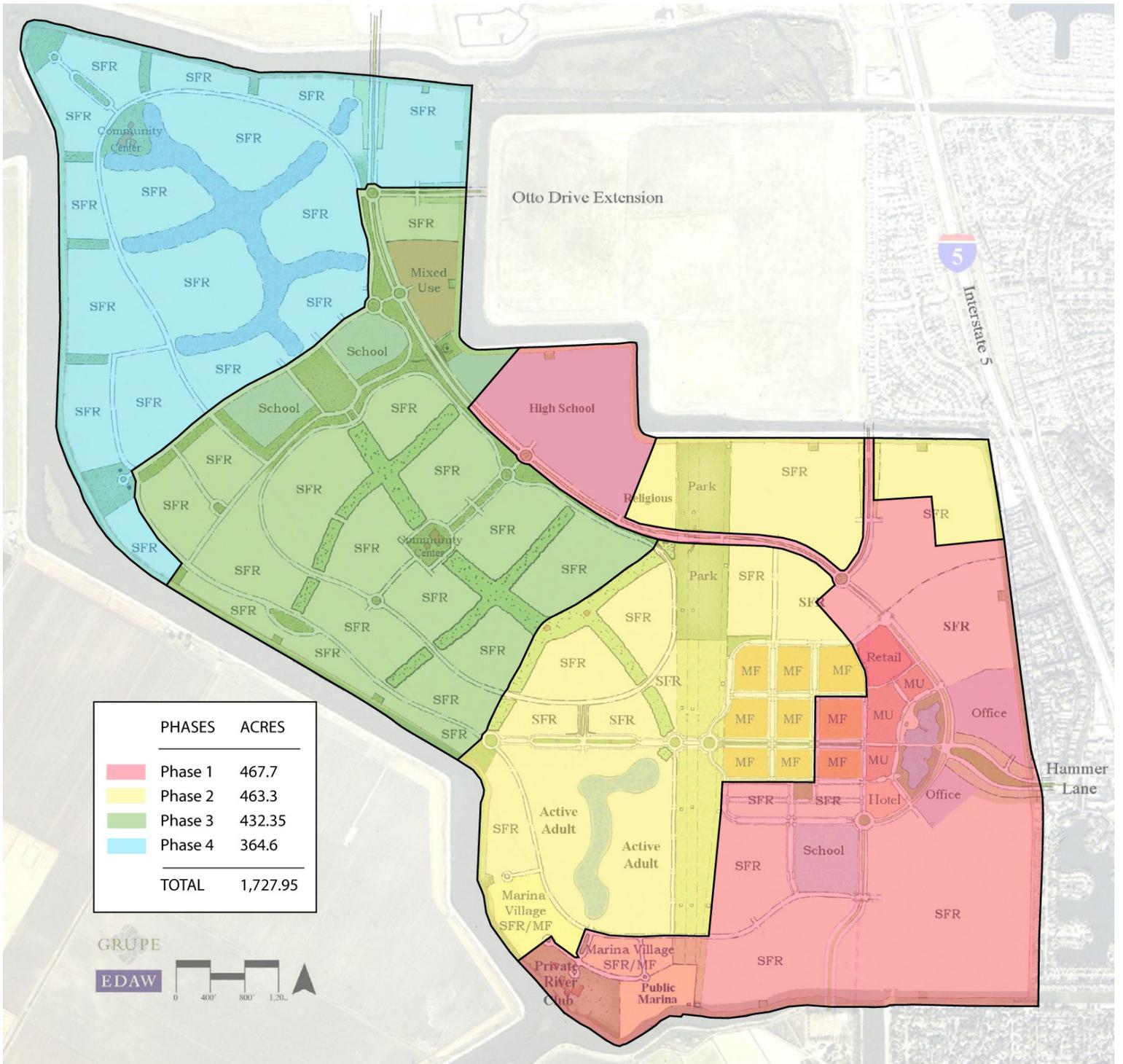


Figure 7-1: Phasing Plan

Conceptual Plan only.

Specific design will be processed through Site Plan Review.

7.4.1 Williamson Act Contracts

The parcels that make up the Plan Area are currently under Williamson Act contract with San Joaquin County. Notices of non-renewal for all of these contracts have been filed pursuant to California Government Code Section 51245. The contracts will expire in 2013. The Sanctuary Plan is proposing not to succeed to the Williamson Act parcels for the early phases of the project and to thereafter await expiration by way of non-renewal for the remaining properties under contract.

7.5 Funding of Public Facilities / Improvements

It will be necessary as part of the build out of The Sanctuary to construct extensive capital improvements, including roadways, sewer distribution systems, water distribution systems, a storm drainage system, and other infrastructure. A public facilities financing plan has been prepared for The Sanctuary that explains project funding options and is included as Appendix B of this Plan.

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

7.6 Funding of City Operational Costs

The fiscal analysis conducted for the Sanctuary (see Appendix A) indicates that at project build out, the Sanctuary generates an annual operating net fiscal benefit for the City. However the City may request that the Sanctuary participate in a Community Facilities District to make up for any operational expenses not offset by the project's fiscal benefits. Please refer to Appendix A for a complete fiscal impact analysis for The Sanctuary.

Chapter 8

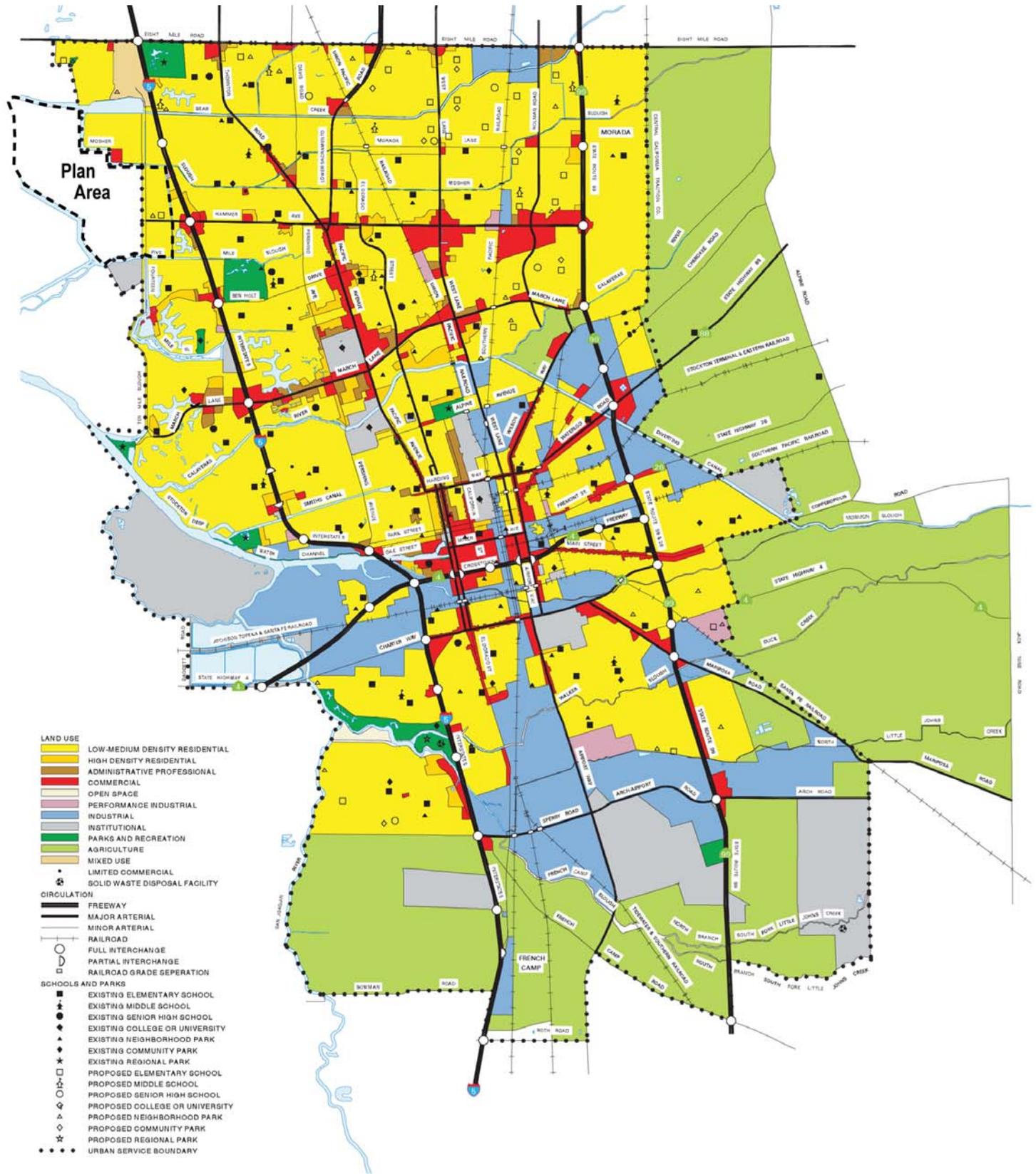
Relationship to the General Plan

8.1 Introduction

The City of Stockton's General Plan sets the overall land use and planning policy affecting development in the City, including the Sanctuary Master Development Plan Area which is within the City's Sphere of Influence. The General Plan serves as the City's vision for long-range physical growth, economic development and resource conservation. The Sanctuary Plan will help achieve the vision established by the policies and implementation program of the General Plan through expanding public access to open space opportunities, providing a range of housing opportunities, multiple houses of worship, educational facilities and community parks.

This Sanctuary Master Development Plan has been designed to be consistent with both the Stockton 2035 General Plan and 1990 General Plan. This Chapter analyzes the consistency of the Sanctuary Plan with the objectives and policies of both the 2035 General Plan and the 1990 General Plan.

The Sanctuary is presently located within the unincorporated area of San Joaquin County and is currently designated as General Agriculture (AG-40) land use. A General Plan Amendment is being processed in connection with The Sanctuary Plan within the City of Stockton. Figure 8-1, 1990 General Plan Land Use Map, is an excerpt of the Stockton General Plan Land Use Diagram which does not provide a land use designation for The Sanctuary, and is currently not labeled. San Joaquin County designates the property as General Agricultural.



Source: City of Stockton 2002, EDAW 2005



Figure 8-1: 1990 General Plan Land Use Map

Upon approval by the Stockton City Council, The Sanctuary Plan will be consistent with the policies, general land uses and programs of the City of Stockton General Plan. Additionally, the Land Use Element of the General Plan will be amended to reflect the land use designation for The Sanctuary as MX (Mixed-Use).

This Sanctuary Plan specifies a range of land uses, development intensities and densities that will be implemented within the proposed project. Figure 8-2, 2035 General Plan Land Use Diagram, illustrates the Sanctuary property designation as a Village.

The following tables provide a comparison of the Sanctuary Master Development Plan to the City of Stockton's 1990 and 2035 General Plan (Tables 8-1 and 8-2 respectively). Table 8-3 provides a comparison of both General Plan's Development Standards to the Plan. Refer also to Appendix C for a complete comparison of the Plan to the City's Municipal Code: Chapter 16 Development Code.

Table 8-1: Sanctuary Master Development Plan (MDP) Consistency with Stockton General Plan 1990

<i>Stockton GP Goals & Policies (1990)</i>	<i>Sanctuary MDP Consistency</i>
Land Use Element	
Urban Growth and Overall Development	
<p><i>Goal 1.</i> Insure 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. (Several policies [1–7] expand on this goal.)</p>	<p><i>Consistent.</i> The Plan involves a logical expansion of the City boundaries; it is located contiguous to the existing city limits. The Plan area will be annexed into the City prior to plan approval and development will occur under the City’s jurisdiction.</p>
<p><i>Goal 1, Policy 6.</i> The City shall regulate the levels of building intensity and population density according to the standards and General Plan Diagram Designations stated in Section I1 (pages 11-2 through 11-5).</p>	<p><i>Consistent.</i> Currently, under the existing 1990 General Plan, the Plan area is not located within the City Limits and does not have a land use designation. However, the Plan proposes the area be annexed into the City as Mixed Use (MX) zone. The existing 1990 General Plan does not provide specific development standards for MX; rather, it calls for these standards to be developed during the preparation of a Master Development Plan process according to their consistency with the general land uses of the General Plan. The Plan’s development standards are consistent with the maximum densities allowed for low/medium density residential and high-density residential.</p> <p>See Table 8-3 in this document for a comparison of development standards for each Plan.</p>
<p><i>Goal 4:</i> Promote and maintain environmental quality and the preservation of agricultural land while promoting logical and efficient urban growth.</p>	<p><i>Consistent.</i> The Plan will convert agricultural land to urban uses, but the plan will be an extension of existing urban development because upon approval of the Plan, it would be located within the expanded Urban Services Boundary. The Plan includes numerous provisions and policies that will promote the maintenance of environmental quality, as well as continuing agricultural production within each development phase of the project until needed for development in the future.</p>
<p><i>Goal 4, Policy 1.</i> The wasteful and inefficient sprawl of urban uses into agricultural lands surrounding the urban area should be avoided by regulating the location of urban uses through the Urban Growth and Overall Development policies to minimize the consumption of agricultural land and other open areas containing valuable natural resources or scenic beauty.</p>	<p><i>Consistent.</i> The Plan area is located within the Urban Service Area and would require the conversion of agricultural land to urban uses; however this conversion is consistent with the “village” land designation for the Shima Tract designated in the 2035 City General Plan, therefore it is not premature. In addition, the plan includes numerous provisions and policies that would promote the maintenance of environmental quality, including continued agricultural operations on lands until urbanization occurs. The Plan also includes the continued agricultural use of a 20-acre private vineyard for residents (see MDP section 4.3).</p> <p>The MDP integrates sustainable principles into street and building design, walkability, and open space that would promote the maintenance of environmental quality (see MDP section 1.10).</p>
<p><i>Goal 4, Policy 3.</i> Urban growth, particularly sensitive developments (i.e., homes, schools, hospitals) should avoid locating in areas that are subject to adverse environmental or noise impacts.</p>	<p><i>Consistent with Mitigation Incorporated.</i> Noise exposure would be mitigated by ADEIR Mitigation Measures N-2a, N-3a and N-4a (see section 3.11 in the ADEIR). Mitigation Measure N-2a would employ noise control practices to reduce operational noise impacts from traffic activity. Mitigation Measure N-3a would ensure that new residential units would comply with the requirements of the California Noise Insulation Standards. Mitigation Measure N-4a would ensure that noise-reducing practices are incorporated into the project design.</p>

Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency**

Goal 4, Policy 4. Environmentally sensitive areas, such as the Delta, Oak Groves and areas of archaeological historic value, should be preserved for the benefit of present and future generations.

Consistent with Mitigation Incorporated. The Hydrology chapter of the ADEIR (section 3.8) includes mitigation measures to protect the Delta (Mitigation Measures HYD-3a, HYD-6a, and HYD-6b), as well as surface water and groundwater (Mitigation Measures HYD-1a, HYD-1b, and HYD-9a).

The Biological Resources chapter of the ADEIR (section 3.4) includes mitigations that would reduce to a less-than-significant level the loss and/or disturbance of oak wetlands (Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-1d), loss of special-status plants or degradation of habitat (Mitigation Measures BIO-1a, BIO-2a and BIO-2b), and loss and/or degradation of Waters of the United States (Mitigation Measures BIO-1a BIO-3a, BIO-3b, and BIO-3c).

The Cultural Resources chapter of the ADEIR (section 3.5) includes mitigation measures that ensure protection of significant cultural resources (Mitigation Measures CR-1a and CR-2a). Mitigation measures are also included in the ADEIR to minimize impacts to any paleontological resources (Mitigation Measure CR-3a) or Native American remains (Mitigation Measure CR-4a) which could potentially be found on the project site.

Goal 4, Policy 5. Storm water quality measures shall be undertaken to enhance to the maximum extent practicable the quality of the water in the sloughs, creeks and rivers in this area.

Consistent. The Plan incorporates three planned lakes that will serve as storm water detention basins, meeting National Pollutant Discharge Elimination System (NPDES) Best Management Practices requirements. In addition, Mitigation Measure HYD-5 in the ADEIR (see section 3.8) ensures that any storm water drainage systems shall be designed in accordance with the City's and other applicable flood control design criteria.

Goal 4, Policy 6. Encourage the use of energy efficient transportation systems and building designs along with other measures to reduce air pollution and to conserve energy resources in the process of urban development.

Consistent. The Plan provides four schools on-site and extensive internal commercial services. It is anticipated that local transit facilities (BRT Type 1 - SJRTD) will be extended to the Plan area as development proceeds. Energy efficient building designs will be implemented where feasible (see MDP section 3.9).

City Concept and Design

Goal 1. Enhance the sense of community identity in Stockton.

Consistent. The Plan will result in development of a new urban village with a strong "sense of place," consistent with the City's "Village" concept for new communities.

Goal 1, Policy 1: Encourage the development of identifiable boundaries for the City to maintain a sense of community identity.

Consistent. The Plan will extend the western boundary of the City of Stockton city limits to Mosher Slough and Disappointment Slough. Proposed land uses and boundary treatments will establish a clear new urban boundary at this location.

Goal 1, Policy 2: Public and private development shall be designed to improve the character of existing neighborhoods.

Consistent. Circulation within proposed neighborhoods will be internalized and will discourage through traffic. Proposed neighborhoods will be linked by planned collector and arterial streets.

Goal 1, Policy 3: Residential subdivisions shall be designed to provide for internal circulation within neighborhoods and to prevent through traffic from traversing the neighborhoods.

Consistent. The Development Standards included in the MDP allow for a number of lot types (including custom lots, as well as single-family and multi-family lots of varying size) and variety in neighborhood types (residential, neighborhood commercial, and office; see MDP section 2.7).

Goal 1, Policy 4: Promote aesthetically pleasing and environmentally sound urban development by providing for design flexibility through the use of development controls such as planned unit developments.

In addition, the MDP allows for transfer of land use intensities to accommodate flexibility in future development (see MDP section 2.4).

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

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

Consistent. The Plan will be a balanced community, consisting of residential, office, and commercial development. The Plan provides for a variety of housing types and styles as well as retail and commercial development of an appropriate scale. The appropriateness of the proposed land use mix will be determined during site design review.

Goal 2, Policy 1: Varied residential densities, housing types and styles should be equitably and appropriately distributed throughout the community and integrated with public facilities and commercial services.

Consistent. The Plan provides a variety of housing types and densities located throughout the site, achieving a variety of densities. All homes will be integrated with public facilities and commercial services.

Residential Land Use

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

Consistent. The Plan provides a range of low-, medium- and high-density residential development. This mix of residences will meet the needs of various age and socioeconomic groups.

Goal 1, Policy 4: Provide for low and moderate income housing and social service housing (i.e., rest homes, convalescent hospitals, group homes) throughout the City.

Consistent. The residential objectives of the Plan is to provide housing for the various stages of family growth (singles, young couples, growing families, mature families and empty nesters) as well as attainably priced housing for work force, young families and retirees by exploring higher density attached housing types such as condominiums, and townhomes.

Goal 1, Policy 5: Senior citizen housing shall be located in areas near commercial services, health and community facilities, and accessible to public transportation.

Consistent. The project includes the development of senior housing homes. The Mixed Use development will create a walkable community making community facilities, recreational opportunities and commercial centers accessible.

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

Consistent. The Plan provides for development of attractively-designed, distinct neighborhoods. Neighborhoods will be subject to design standards described in the Plan.

Goal 2, Policy 1: The neighborhood shall be utilized as the basic planning unit for maintaining and preserving existing residential areas in the planning of new ones. Key features of the neighborhood unit include a centrally located meeting place (i.e., school, park), access to arterial streets only through collector streets with an internally directed local roadway system, and services located at the periphery of the neighborhood (i.e., commercial, offices, institutional).

Potentially Inconsistent. The Plan is largely neighborhood-oriented and conforms to this policy. The Village Center Neighborhood area, however, reflects the proposed General Plan Update 2035 concept of village planning, with multi-family residential, mixed use, and retail development at the core of this area, as opposed to the periphery. While this would be a potential conflict with the adopted General Plan 1990 policy, this portion of the Plan would be consistent with the current planning direction of the City of Stockton as described in its proposed 2035 General Plan Update.

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

Consistent. The Plan will not result in direct access to arterials from residential development.

Goal 2, Policy 3: Residential development shall provide open space in either private yards or common areas to partially meet the residents' recreational needs.

Consistent. The Plan includes the development of approximately 445 acres of public and private open space that will have active, passive, and formal recreation spaces and natural areas close to residential development (see MDP Chapter 4).

Goal 2, Policy 4: Planned unit developments shall be encouraged in residential developments to provide flexibility, to meet various socioeconomic needs, and to address environmental and site design constraints.

Consistent. The Plan will provide a range of low-, medium- and high-density residential areas as previously discussed.

Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency**

Goal 2, Policy 5: Any change proposed in density for existing residential areas shall consider such factors as: neighborhood character and identity; compatibility of land use; impact on services and facilities (including schools); and impact on streets and highways.

Consistent. The Plan will not result in a change in density for existing residential areas.

Goal 2, Policy 6: Residential neighborhoods shall be protected from the excessive encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability) that may have negative impacts on the living environment.

Consistent. The Bear Creek and Mosher Slough separate existing residential areas on the north and east side of the Plan area from incompatible land uses. These residential areas will also be protected by building compatible residential near these homes. The mixed-use district located in the Northeastern Neighborhood will primarily include tenants which serve residents in the immediate area and be compatible with its predominantly residential and pedestrian friendly environs (see MDP section 3.1.3.2).

Noise and traffic impacts will be mitigated through neighborhood design standards such as building setbacks, building neighborhoods near parks, and designing the low volume residential roads. Residential uses will not be exposed to significant environmental hazards (see MDP section 3.1.4).

Commercial Land Use

Goal 1: Direct commercial development to areas where it is complimentary to and compatible with surrounding land uses and will visually enhance the environment.

Consistent. The Plan establishes development standards for residential and commercial development (MDP section 2.7). The Plan also establishes general design standards that include block development patterns, building guidelines, and streetwall (neighborhood form and character) (MDP section 3.1.4). These standards and guidelines will ensure the functional and visual compatibility for existing and proposed residential and commercial development.

Mixed Use Land Use

Goal 1: Encourage the development of integrated, mixed use projects on large parcels that can accommodate a variety of compatible land uses.

Consistent. The Plan includes a balanced range of mixed-use developments including a variety of housing types and densities and commercial uses. These land use types will support each other as described in the MDP.

Goal 1, Policy 1: Project developments proposed in the Mixed Use designation shall be implemented by developing and processing a Master Development Plan for the project area, and rezoning the area to a MX zoning district.

Consistent. An MDP has been developed for The Sanctuary. The Sanctuary site is proposed to be zoned as MX (Mixed-Use).

Goal 1, Policy 2: Land uses proposed for a mixed use development in the Mixed Use designation shall support each other by providing an integrated Master Development Plan that may include one or more industries, services, offices, retail uses, and residential opportunities for the common needs of the occupants and users of the mixed use development.

Consistent. The Plan is proposed to be a mixed-use development and will provide a variety of integrated commercial and residential facilities that will serve existing and future residential development (see MDP section 2.5).

Housing Element

Policy H-1.1: The City shall designate sufficient vacant land for housing to accommodate anticipated population growth.

Consistent. The Plan allocates approximately 1,026 acres of land for single-family development, 67 acres for multi-family development, and 30 acres for mixed use development (see MDP table 2-2). This allocation of residential land will contribute to the City's overall goal maintain an adequate supply of land and keep up with developable land demands (see MDP section 2.5).

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Policy H-1.3: The City shall encourage new residential uses near main transportation routes to ensure convenient access to employment centers, schools, shopping and recreational facilities.

Consistent. The Plan's circulation system provides convenient connections to and between neighborhoods and activity areas. BRT Type 1 service provided by SJRTD is planned through the Sanctuary Plan area.

Goal H-5: Promote housing opportunities for all residents and support the elimination of discrimination in housing.

Consistent. The Plan includes a variety of residential housing options to provide for a wide range of family size and income levels.

Goal H-5.4: The City shall promote housing that meets the special needs of the disabled and senior segments of the population.

Consistent. The Plan includes the development of senior (active adult) homes within the Marina Neighborhood Group. This policy encourages the location of senior housing in areas accessible to public transportation, commercial services and health and community facilities. While there are no homes proposed to meet special needs of disabled populations, all public facilities shall meet Americans with Disabilities Act requirements.

Goal H-6: Promote energy conservation in Stockton's housing developments.

Consistent. The Plan promotes energy efficient elements in residential development such as increased insulation, double paned windows, ENERGY STAR® appliances, low flow water features, and more efficient lighting (see MDP section 3.9).

H-6.2: The City shall promote green building concepts and processes.

Consistent. Where practical, the Plan makes efforts to incorporate green building concepts and processes into residential development such as engineered lumber products, fiber-cement siding materials, built-in recycling centers, ultra low flush toilets, efficient irrigation systems, as well as those discussed above.

Transportation Element

Street and Highways

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

Consistent. The Plan provides a hierarchical and interconnected street system with multiple on- and off-site travel routes for autos, bicycles and pedestrians that would conform to this standard.

Goal 1, Policy 2: The street system shall provide at least two (2) independent access routes for all major developed areas.

Consistent. The Plan provides for multiple access points and would conform to this standard.

Goal 1, Policy 3: Significant trip generating land uses should be served by roadways adequate to provide vehicular access with a minimum of delay.

Consistent with Mitigation Incorporated. The Plan area will be served by five separate, existing access roads, which either major arterial roads or connect to major arterials. In addition, as detailed in section 3.15 of the ADEIR, a number of mitigation measures identified require a number of actions, including the expansion of existing roadways (e.g., Mitigation Measure TRA-9a, which would widen Interstate 5 to provide four mixed-flow travel lanes in each direction), the addition of capacity at intersections (e.g., Mitigation Measure TRA-7a, which would add a number of turn lanes at the Hammer Lane/Pershing Avenue intersection), and the restriping and modification of signals (Mitigation Measure TRA-6a, which refers to the Hammer Lane/Kelley Drive intersection).

Goal 1, Policy 5: State highways and arterial streets should provide for the flow of traffic with a minimum of delay. Therefore, the following should be undertaken:

Consistent. The Plan incorporates the policy standards to ensure that arterial streets can accommodate flow of traffic with a minimum of delay. For example, Hammer Lane, which will provide the community entry connection to the Plan area, will be extended to do so. The three entrances to the Great Park Village have been identified to help distribute trips evenly throughout the community, reducing the likelihood that traffic volumes would be too high on any one arterial.

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



Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency**

Goal 1, Policy 7: Maintain existing arterial streets and develop new arterial streets to function as routes for efficient inner city travel (i.e., streets paralleling State highways).

Consistent. The Plan maintains existing arterial streets and develops new arterial streets to function as routes for efficient inner city travel.

Goal 1, Policy 9: For traffic operating conditions, use “Level of Service” (LOS) of “D”, or better, on a p.m. peak hour basis as the planning objective for the evaluation of new development, mitigation measures, impact fees and public works capital improvement programs.

Consistent with Mitigation Incorporated. The ADEIR identifies nearly 40 impacts related to traffic Level of Service (LOS). Eight of these impacts were determined to be significant and unavoidable; the remaining impacts were reduced to less-than-significant levels after mitigation and would therefore maintain City LOS standards (see section 3.15 in the ADEIR).

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

Consistent with Mitigation Incorporated. Adverse impacts on the environment and surrounding land uses are minimized by mitigations identified in the ADEIR (see text addressing consistency with Goal 1, Policy 9, above).

Goal 2, Policy 1: Inter neighborhood traffic movement should occur on arterial and collector streets and is discouraged on neighborhood streets.

Consistent. Local residential streets outside of the Village Center will be designed to discourage through traffic and excessive speeds. In the City of Stockton Street Design Guidelines, these streets are considered as low volume residential local streets.

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

Consistent. The Plan includes required traffic calming features, consistent with the City’s adopted traffic calming guidelines.

Goal 2, Policy 3: Off street parking shall be required for all land uses in order to reduce congestion, improve overall operation and land use compatibility.

Consistent. Site plans for all land uses will be required to provide off-street parking in accordance with the Stockton Development Code, as incorporated into the Plan.

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

Consistent. The Plan proposes a hierarchical and interconnected street system, which provides multiple on- and off-site travel routes. The Plan area will be accessed from five locations, each identified in the City of Stockton’s General Plan Circulation Element.

Goal 3, Policy 1: Streets and highways shall be constructed to accommodate the expected traffic flow from existing and planned development, both local and regional.

Consistent with Mitigation Incorporated. As noted above, section 3.15 of the ADEIR includes mitigation requiring implementation of improvements of various roadways and intersections to accommodate the expected project-related traffic flow, including roadway expansion, addition of capacity at intersections, and lane restriping.

With regard to new roads within the Plan area, the proposed street system was designed with consideration of off-site trips on new and future roadways, and the MDP implements recommendations made in the City of Stockton’s Street Design Guidelines (see MDP section 5.4).

Goal 3, Policy 4: Future street and highway rights of way shall be protected through the adoption of precise plans.

Consistent. The elements of a precise road plan (as detailed in the Stockton Municipal Code, Section 16-550.050) are provided in the MDP and ADEIR: roadway information (see MDP Chapter 5); existing and proposed land uses (see MDP Chapter 2); and traffic analysis (see section 3.15 in the ADEIR).

Public Transportation

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

Consistent. The circulation network within the Plan area is designed to allow efficient and convenient opportunities to access public transportation options through a pedestrian and bicycle trails network. Bus service (BRT Type 1) within the Plan area will be provided by San Joaquin Regional Transit District.

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Goal 1, Policy 2: Larger new developments along arterial and major collector streets shall provide transit related public improvements (i.e., bus pullouts, bus shelters) to encourage bus use.

Consistent with Mitigation Incorporated. Mitigation Measure TRA-41a in the ADEIR (section 3.15) requires the provision of onsite transit facilities, including transit stops with supporting amenities. Bus turnouts, shelters and walkways are included in the MDP as means of encouraging the use of public transportation (see MDP Chapter 5).

Goal 1, Policy 5: Strongly encourage that new development projects incorporate transit related design features as outlined below:

Consistent. Public transportation will be encouraged within The Sanctuary by incorporating bus turnouts, shelters and walkways. Final design and locations will be subject to the approval of the SJRTD. These bus stops could be used for fixed route public bus service connecting other parts of the City of Stockton to The Sanctuary, private commuter bus services, or a shuttle system.

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

Non Motorized Transportation

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

Consistent. The Plan provides for an interconnected system of pedestrian and bikeway systems that link proposed residential areas, schools, open spaces, and other proposed land uses (see Figure 5-1 in MDP Chapter 5, "Circulation").

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

Consistent. Sidewalks will be constructed along all proposed streets. Specifically in the more urban setting such as the Village Center, sidewalks will be particularly convenient for pedestrian mobility because of the Plan's use of a traditional grid street pattern, providing several safe and convenient access routes for pedestrians. Crosswalks will also be provided at each major intersection.

Goal 1, Policy 2: Recreational bikeways shall be developed and maintained on separate rights of way.

Consistent. Bicycle pathways will be located along the levees that bound the community, and through the park system which runs throughout the core of the community (see MDP Chapter 5).

Goal 1, Policy 3: Right of way requirements for bike usage shall be considered in the planning of new arterial and collector streets and in street improvement projects.

Consistent. Bicycle mobility in neighborhoods of The Sanctuary will be accommodated by sidewalks as identified in the City of Stockton's Street Design Guidelines (see MDP Figure 5-2 and 5-6).

Goal 1, Policy 4: Safe and secure bicycle parking facilities should be provided at major activity centers such as public facilities, employment sites and shopping and office centers.

Consistent. While the provision of safe and secure bicycle parking facilities will be addressed during Site Plan Review, the MDP proposes a network of bicycle pathways that would warrant such facilities. Further, Mitigation Measure AQ-3b in the ADEIR (see section 3.3) suggests that bicycle parking facilities for patrons and employees in covered secure areas should be conveniently located at each destination point throughout the area.

Public Facilities and Services Element

Public Facilities

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

Consistent. The MDP provides for infrastructure and facilities to serve The Sanctuary. MDP Chapter 6, "Public Facilities," addresses the following public facilities: water (potable and non-potable), sanitary sewer, storm drainage, solid waste, electricity, natural gas, telephone service/fiber optics, cable television, fire protection, police protection, and schools.



Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency**

Goal 1, Policy 2: Capital improvements and facility needs generated by new development shall be financed by new development. The existing community should not be burdened by increased taxes and fees or by lowered service levels to accommodate the needs created by new development. Exceptions to this policy may be considered in an effort to encourage affordable housing.

Consistent. As described in MDP, the financing mechanism for each infrastructure improvement will involve assigning responsibility for financing, and the financing option that is most viable for each improvement would be mutually agreed upon by the owner, developer, and/or successor in interest, and the City of Stockton. After the appropriate financing mechanisms are determined, the preferred programs would be incorporated into one or more subdivision agreements. It is anticipated that the construction and installation of public improvements would be primarily financed utilizing one or more public financing procedures (see MDP section 7.5, "Funding of Public Facilities/Improvements").

Goal 1, Policy 5: Development proposals shall be reviewed for their impacts on various infrastructure components (i.e., sewer, water, fire stations, libraries, streets) and should be required to provide appropriate mitigation measures if development reduces services levels.

Consistent. The ADEIR reviews potential impacts related to the following: fire services, police services, public schools, parks, libraries, or other public services; solid waste landfills; capacity of water services; construction-related water service interruptions; and stormwater drainage. Only the last two were found to have significant impacts before mitigation; however, Mitigation Measures PSU-7a (see section 3.13 in the ADEIR) and HYD-5a (see section 3.8 in the ADEIR) would reduce those impacts to less-than-significant levels.

Goal 1, Policy 8: Development proposals shall complete the gaps or missing links in infrastructure systems (i.e., bridge crossings, railroad crossings, street extensions) prior to the construction and occupancy of residential developments utilizing those infrastructure systems.

Consistent. As described in MDP section 7.4, "Development Phasing," infrastructure will be developed commensurate with the development.

Goal 1, Policy 9: Continue to utilize developer fees and the City's public facilities fees to finance public facilities (e.g. sewer, water, parks and recreation, police and fire, general government).

Consistent. As described above (see text addressing consistency with Goal 1, Policy 2), the City of Stockton will have oversight in assigning responsibility for financing and the determination of the most appropriate financing option for each public facility/infrastructure improvement.

Goal 1, Policy 10: Continue to utilize various methods in addition to the use of fees to finance public facilities (i.e. grant funding, assessment district, Mello Roos funding).

Consistent. It is anticipated that the construction and installation of public improvements will be primarily financed utilizing one or more financing mechanisms as allowed by, and contained in, the Stockton Municipal Code.

Goal 1, Policy 11: PG & E, Pacific Bell and Continental Cablevision should upgrade their facilities and acquire appropriate easements to accommodate development.

Consistent. The Sanctuary Plan area is within a PG&E service area. PG&E has capacity to supply The Sanctuary by extending a six-inch high pressure gas main from the intersection of Hammer Lane and Mariners Drive to The Sanctuary's proposed natural gas distribution network (see MDP section 6.6). PG&E has determined that the Sanctuary Plan area will not require a substation for electrical power (see MDP section 6.7). Telephone service to The Sanctuary Plan area will be provided by SBC with multi-duct communications facilities located in trenches placed below the new collector and service streets (see MDP section 6.8). Cable television services to Stockton are provided by Comcast. Cable services are subject to Part IV of the Stockton Municipal Code entitled "Cable Television Franchises Procedures, Specifications and Terms" (see MDP section 6.9).

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

Consistent. See text addressing consistency with Public Facilities and Services Element, Goal 1 above.

Goal 2, Policy 1: Elementary schools should be located within residential neighborhoods with an ideal service radius of approximately ½ mile. Elementary schools should be located where students need not cross major arterial or collector streets.

Consistent. The proposed three elementary school sites have been located in consultation with the Lincoln Unified School District and the Lodi Unified School District and these sites will generally conform to these policy provisions.

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Goal 2, Policy 2: Middle and high schools should be located at the periphery of residential neighborhoods with access to arterial or collector streets and with access to public transportation.

Consistent. The proposed high school will conform to this requirement. The districts do not plan construction of any middle schools in the Plan area (though the three proposed elementary schools will include grades K-8).

Goal 2, Policy 3: City parks shall be developed in conjunction with elementary schools, whenever practical.

Consistent. Discussions are ongoing with Lodi Unified School District to develop neighborhood parks in conjunction with both elementary and high schools.

Goal 2, Policy 5: Neighborhood and branch government facilities (i.e., fire stations, libraries, community centers) shall be located on sites peripheral to residential neighborhoods, accessible arterial streets and convenient to public transportation.

Consistent. There are two recreation centers proposed within The Sanctuary. Both of the centers will be located adjacent to residential neighborhoods (see MDP Figures 1-1 and 1-5) and on medium-volume collector streets which will provide access to the nearby Parkway (see MDP Figure 5-1). While the final design and locations of public transit stops are subject to the San Joaquin Regional Transit District (SJRTD), such stops will likely be placed along major arterial streets within The Sanctuary, such as the Parkway or other major streets (see MDP section 5.2). No fire station is currently proposed within the Plan area. However, the Sanctuary project will include a fire station if the Fire Department warrants it necessary.

Goal 2, Policy 7: Residential developers should coordinate with the school district to insure the adequate provision of schools.

Consistent. The project applicant has initiated this coordination, which is ongoing. The project applicant and school districts expect to enter into a written agreement regarding the provision of school sites, school construction, and financing.

Water Facilities

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

Consistent. Among the sustainable principles to be integrated into the community is storm water capture, and natural resource conservation will be enhanced through building design and home construction. The Plan promotes energy efficient elements in residential development including, low flow water features (see MDP sections 1.10 and 3.9.2).

Goal 1, Policy 3: All urban development shall be served by a sanitary sewage system to avoid possible contamination of groundwater from septic systems.

Consistent. Sanitary sewer services for The Sanctuary Plan area will be provided by the City of Stockton, Municipal Utility Department's sewage collection system and Regional Wastewater Control Facility (see MDP section 6.3).

Goal 1, Policy 4: The use of Best Management Practices for the reduction of pollutant in urban runoff shall be encouraged within the storm drainage system in order to reduce the amount of pollutants entering the surface waters.

Consistent with Mitigation Incorporated. Mitigation measures included in the ADEIR discussion of Hydrology and Water Quality (section 3.8 in the ADEIR) require the preparation and implementation of a Drainage Master Plan (Mitigation Measure HYD-5a), implementation of measures to maintain water quality after construction (Mitigation Measure HYB-6a), and development of a management plan for onsite water features (Mitigation Measure HYD-6b).

Goal 1, Policy 7: Encourage and support water conservation measures by all City water users.

Consistent. Among the sustainable principles incorporated into The Sanctuary will be the enhancement of natural resource conservation through building design. The Plan promotes energy efficient elements in residential development including, low flow water features (see MDP section 1.10 and 3.9.2).

Goal 1, Policy 8: Non potable water should be used to fill any lake or water features within development projects.

Consistent. The Sanctuary's lakes will be filled with non-potable water, which may in turn be used to irrigate the Plan area's public parks and open spaces (see MDP section 6.2).

Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency**

Goal 1, Policy 10: The City shall require preparation of detailed watershed drainage plans for those areas identified in the City of Stockton Drainage Infrastructure Plan. These plans should be completed before development occurs in the areas and shall identify required drainage improvements and costs. The watershed drainage plans shall include Best Management Practices which will reduce pollutants in urban run off to the maximum extent practicable.

Consistent with Mitigation Incorporated. The Sanctuary Plan area is an isolated watershed, the hydrologic analysis of which will require further comprehensive modeling for purposes of storm drainage facilities. However, mitigation measures described above (see text addressing consistency with Water Facilities Goal 1, Policy 4) require the preparation and implementation of a Drainage Master Plan, implementation of measures to maintain water quality after construction, and development of a management plan for onsite water features.

Goal 1, Policy 12: The City will comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants into surface waters.

Consistent with Mitigation Incorporated. Mitigations described above (see text addressing consistency with Water Facilities Goal 1, Policy 4) will ensure the minimization of discharge of pollutants into surface waters at the Sanctuary.

Parks and Recreation

Goal 1: To provide a variety of recreational facilities and services to meet the diverse needs of Stockton's residents, workers, and visitors.

Consistent. The Plan provides approximately 445-acres of public and private open space including greenways, community parks, schools, the Levee Walk, levee access parks, pocket parks and small neighborhood greens.

Goal 1, Policy 1: The City shall ensure that park and recreation facilities are provided at a level that meets the City's park and recreation standards, as follows:

Consistent. The Sanctuary project will either provide appropriate park acreage to satisfy City park requirements or pay an in-leiu fee as mitigation.

- Neighborhood Park: 0.75 acres per 1,000 residents, 5 to 10 acres per park, ½ mile service radius
- Community Park: 2.25 acres per 1,000 residents, 10 to 30 acres per park, 1 mile service radius

Goal 1, Policy 2: The City shall ensure that community centers are provided at a level that meets the following standards:

Consistent. Discussions are ongoing with Lodi Unified School District to include joint use facilities for Community Centers.

- City-owned community centers: 1 center/50,000 population
- Combined City-owned, school district, and housing authority: 1 center/30,000 population
- Combined City-owned, school district, and housing authority: ½ square foot per resident
- Minimum to preferred size per center: 10,000 to 15,000 square feet for multipurpose centers.
- Service radius: 1 ½ miles

Goal 1, Policy 3: The City shall require that new parks be located and designed in such a way as to facilitate their security and policing.

Consistent. Proposed public parks will conform to these standards. The proposed public parks will be oriented to have adequate visibility from public streets. Future visibility will be dependent on park site design and landscaping.

Goal 1, Policy 4: Whenever possible, the City shall develop neighborhood parks in conjunction with elementary schools that are centrally located within the neighborhood and where park patrons need not cross major arterial or collector streets.

Consistent. Discussions are ongoing with Lodi Unified School District to develop neighborhood parks in conjunction with both elementary and high schools.

Goal 1, Policy 5: The City shall locate new community and regional parks with access to arterial or collector streets and shall have public streets around the balance of the park except where it is adjacent to another public facility.

Consistent. Community parks proposed for The Sanctuary are located such that they will be easily accessed by the proposed roadway system (see MDP Figure 4-1).

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Goal 1, Policy 6: The City shall continue to provide for the development of linear parkways and recreational bikeways, and trails that connect with the community and neighborhood parks where opportunities exists (i.e. Calaveras River path, EBMUD right of way).

Consistent. The Plan incorporates various linear parkways, walkways, and bikeways into its open space system, including the walk along Sanctuary Boulevard, the Levee Walk (111 acres) surrounding the entire community, and the Parkway. Trails and walkways planned throughout The Sanctuary provide walking and bike access from all neighborhoods to local parks, the marina, the community lakes and to the Village Center, creating a comprehensive trail network (see MDP Chapter 5, Circulation).

Goal 1, Policy 8: The City shall encourage the development of private open-space and recreational facilities in larger residential developments in order to meet a portion of the open space and recreational needs generated by the residents of those developments.

Consistent. The Plan includes several private open-space and recreational facilities including the Great Park, two lakes, a large part of Heritage Open Pace including a vineyard, two community clubhouses, a private river club located in the full service marina, which includes a resort style swimming pool, picnic areas and a children’s play area.

Fire Safety

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

Consistent. The Sanctuary Plan area will be served by the City of Stockton Fire Department, and will include a fire station if the Fire Department warrants it necessary (see MDP section 6.10).

Goal 1, Policy 3: Locate and maintain fire stations according to fire service area standards and maintain the water supply system necessary to provide the required water flow for fire fighting purposes.

Consistent. The Stockton Fire Department is planning to relocate a fire station within the Sanctuary project area as part of Phase 1 or Phase 2 of development (refer to Figure 7-1, Phasing Diagram, in Chapter 7). A Water Supply Assessment (WSA) has been prepared for The Sanctuary project that addresses water and non-potable water supplies and demand (refer to the Sanctuary EIR for the complete WSA).

Goal 1, Policy 4: New development shall provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes.

Consistent. The Plan’s policies will require Fire and Police Department review of tentative subdivision maps and improvement plans to ensure adequate emergency access.

Police Protection

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

Consistent. The City of Stockton Police Department will provide protection to The Sanctuary. The Police Department was consulted and noted that a substation is not required at the Sanctuary; however a report writing office is being considered (see MDP section 6.11).

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

Consistent. While structural security features will be addressed during the building design phase, the Plan specifies that lighting throughout The Sanctuary will be designed to ensure the safety of residents and visitors (see MDP section 3.7).

Goal 1, Policy 2: Defensible space design techniques shall be considered in the review of new development in order to enhance crime prevention.

Consistent. See above note under “Parks and Recreation Goal 1, Policy 3.”

*Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency***Natural and Cultural Resources Element****Conservation**

Goal 3, Policy 1: Consider the cumulative air quality impacts from development and use land use regulations to reduce air pollution.

Consistent. The Sanctuary project has considered the cumulative air quality impacts from the project and has used land development regulations to reduce air pollution. Land use design measures such as including retail within the development community to reduce automobile trips, designing portions of the circulation system on a grid system, reducing construction related emissions, dust control plan, etc. have been incorporated into the land plan and future construction practices (see EIR for a complete list of mitigation measures incorporated into the Sanctuary Development Project). It is recognized that there will be a cumulative effect on air pollution and that it is significant and unavoidable, but the project has considered the cumulative effect and have mitigated to the best of abilities.

Goal 3, Policy 2: The expansion and improvement of public transportation services and facilities shall be promoted for its air quality benefits.

Consistent. The MDP anticipates the provision of public transportation services within the Plan area; bus turnouts, shelters and walkways, the final design and locations of which will be subject to the approval of the San Joaquin Regional Transit District (SJRTD).

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

Consistent with Mitigation Incorporated. As detailed in the ADEIR (section 3.3), Mitigation Measure AQ-1a requires the preparation and implementation of a Dust Control Plan to reduce to less-than-significant levels construction-related emissions.

Goal 4: Conserve energy resources by encouraging energy efficient building designs and transportation systems.

Consistent. The Plan promotes energy efficient elements in residential development such as increased insulation, double paned windows, ENERGY STAR® appliances, low flow water features, and more efficient lighting. Further, as a “transit ready” development, The Sanctuary encourages public transportation by incorporating bus turnouts, shelters and walkways, and bicycle/pedestrian/neighborhood electrical vehicle crossings into the design of the community.

Goal 4, Policy 1: Promote development in areas served by public transit. High residential densities shall be encouraged to locate in areas served by public transit routes and close to employment centers.

Consistent. Access to public transit access is envisioned throughout The Sanctuary (see consistency with Goal 4, above). Increased densities at key nodes, such as in the mixed-use Village Center, encourages convenient transit access to residents. There are many opportunities for pedestrians to gain access to transit stops throughout the community within an a quarter mile walking radius.

Goal 4, Policy 2: Land use decisions shall consider the proximity of industrial and commercial uses to major residential areas in order to reduce commuting.

Consistent. The Plan incorporates a mix of residential densities and includes proposed employment centers to reduce commuting distances (see MDP sections 2.3 and 2.6).

Goal 4, Policy 4: In addition to the energy regulations of Title 24, the energy efficiency of new development shall be promoted. Possible energy efficient design techniques include: provisions for solar access; building siting to maximize natural heating and cooling; and landscaping to aid passive cooling and the protection from winter winds.

Consistent. The Plan will offer design options that allow home owners to purchase solar components for their home. The Plan also promotes energy efficiency where feasible.

Goal 5: Actively contribute to the solution of local and regional air quality problems.

Consistent. The Sanctuary encourages public transportation, as described above (see consistency with Goal 4, above).

Goal 5, Policy 2: Review proposed development for both local and regional air quality impacts.

Consistent. The ADEIR includes analysis of potential impacts to air quality (see section 3.3 in the ADEIR).

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Open Space

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

Consistent with Mitigation Incorporated. The Hydrology chapter of the ADEIR (section 3.8) includes mitigation measures to protect the Delta (Mitigation Measures HYD-3a, HYD-6a, and HYD-6b), as well as surface water and groundwater (Mitigation Measures HYD-1a, HYD-1b, and HYD-9a).

The Biological Resources chapter of the ADEIR (section 3.4) includes mitigations that would reduce to a less-than-significant level the loss and/or disturbance of oak wetlands (Mitigation Measures BIO-1a, BIO-1b, BIO-1c, BIO-1d), loss of special-status plants or degradation of habitat (Mitigation Measures BIO-1a, BIO-2a and BIO-2b), and loss and/or degradation of Waters of the United States (Mitigation Measures BIO-1a BIO-3a, BIO-3b, and BIO-3c).

The Cultural Resources chapter of the ADEIR (section 3.5) includes mitigation measures that ensure protection of significant cultural resources (Mitigation Measures CR-1a and CR-2a). Mitigation measures are also included in the ADEIR to minimize impacts to any paleontological resources (Mitigation Measure CR-3a) or Native American remains (Mitigation Measure CR-4a) which could potentially be found on the project site.

Goal 1, Policy 2: Urban development adjacent to the Delta and related waterways should give special consideration to the natural hazards in this area (i.e. flooding, soil subsidence, peat fires) and shall be required to provide access to and along this resource consistent with public safety and the preservation of sensitive biological areas.

Consistent with Mitigation Incorporated. The ADEIR provides mitigation measures to reduce to less-than-significant levels risk from flooding (see consistency with Flood Hazards Goals and Policies, below) and soil subsidence (see text addressing consistency with Seismic and Other Geologic Hazards Goals and Policies, below).

Access to the Delta waterways is provided via the pedestrian and bicycle pathways located along the levees that bound the community.

Goal 1, Policy 3: The fisheries and riparian habitat of the Delta and waterways shall be protected from any damage caused as a result of the operation of marinas or the Port of Stockton.

Consistent with Mitigation Incorporated. The Biological Resources chapter of the ADEIR (section 3.4) includes mitigation measures that would help to avoid impacts on fish and fish habitat (Mitigation Measures BIO-14a & BIO-19a), and avoid degradation of habitat (Mitigation Measures BIO-1a, BIO-2a, & BIO-2b).

Goal 1, Policy 6: Continue to recognize and preserve Stockton's historical and cultural resources.

Consistent with Mitigation Incorporated. The Cultural Resources chapter of the ADEIR (section 3.5) includes mitigation measures that ensure protection of significant cultural resources (Mitigation Measures CR-1a and CR-2a). Mitigation measures are also included in the ADEIR to minimize impacts to any paleontological resources (Mitigation Measure CR-3a) or Native American remains (Mitigation Measure CR-4a) which could potentially be found on the project site.

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

Consistent. The project includes the development of an extensive open space plan of approximately 445 acres that will have active, passive, formal recreation space and natural areas close to residential and commercial development.

Goal 2, Policy 1: Utilize open space areas to provide community and neighborhood identity and to insulate conflicting land uses and noise generators.

Consistent. Existing levees and proposed greenways will be used to define neighborhoods and insulate noise-generating land uses.

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

Consistent. Proposed residential lots will include private open space in the form of back yards, community parks and lakes.

Goal 2, Policy 3: Major arterials shall be provided with landscaped median strips in order to enhance these street systems as aesthetic open space corridors.

Consistent. Proposed boulevards will implement this requirement (see MDP Chapter 5).

Stockton GP Goals & Policies (1990)**Sanctuary MDP Consistency****Safety Element****General Safety Issues**

Goal 1: Protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

Consistent with Mitigation Incorporated. While the project site is not listed in any government databases as a site containing hazardous materials, the ADEIR includes mitigation measures that will reduce potential impacts from health and safety hazards (see text addressing consistency with General Safety Issues Goal 1, Policy 1, below).

Goal 1, Policy 1: 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.

Consistent with Mitigation Incorporated. The ADEIR chapter on Hazards and Hazardous Materials (section 3.7) addresses the mitigation of reasonably foreseeable upset and accident conditions involving release of hazardous materials, including the handling or emission of hazardous materials, substances or waste within 0.25 miles of an existing or proposed school (see Mitigation Measures HAZ-2a, HAZ-2b, HAZ-2c, HAZ-2d, and HAZ-2e).

The project site is not located near an airport, and it does not contain any wildlands; no impacts related to airport proximity or wildland fires were identified.

Seismic and Other Geologic Hazards

Goal 1: Protect the community from the hazards of expansive soils, seismic dangers and other geologic activity.

Consistent with Mitigation Incorporated. While structures built as part of The Sanctuary will be consistent with City policies related to development in geologically hazardous areas (see text addressing consistency with Goal 1, Policy 2, below), mitigation measures will be required so that risks from such construction on expansive or compressive or weak soils would be reduced to less-than-significant levels (see text addressing consistency with Goal 1, Policy 4, below).

Goal 1, Policy 2: Structures utilized by large numbers of people (i.e., schools, hospitals, theatres, larger office buildings, hotels, large apartment complexes) shall be designed to minimize the damage caused by the most severe probable earthquake.

Consistent. As described in the ADEIR, the proposed project is consistent with City policies related to development in geologically hazardous areas (see section 3.6 in the ADEIR).

Goal 1, Policy 4: Recognize the limitations of expansive and peat soils in designating areas for urban growth and development.

Consistent with Mitigation Incorporated. Mitigation Measure GEO-5a, identified in the Geology and Soils chapter of the ADEIR (section 3.6), specifies that the corrective actions identified as part of the Geotechnical Report must be implemented to reduce to a less-than-significant level potential structural damage and injury from development on expansive or compressible or weak soils.

Goal 1, Policy 5: Land within the San Joaquin Delta shall not be urbanized due to soil limitations and other hazards (e.g. liquefaction, subsidence, shrink-swell) and to protect this sensitive environmental resource.

Consistent with Mitigation Incorporated. Mitigation Measure GEO-5a, identified in the Geology and Soils chapter of the ADEIR (section 3.6), specifies that the corrective actions identified as part of the Geotechnical Report must be implemented to reduce potential structural damage, and injury from development on expansive or compressible or weak soils, to a less-than-significant level.

Additionally it should be noted that the Plan Area is located within the Secondary Zone as defined by the Delta Protection Act, and is buffered from the Primary zone by sloughs and levees.

Flood Hazards

Goal 1: Protect the community from the risk of flood damage.

Consistent. As detailed below, mitigation measures included in the ADEIR address protection from flood damage.

Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Goal 1, Policy 1: New urban development shall be approved only when the developer shows it to be protected from “100 year” floods.

Consistent with Mitigation Incorporated. The following mitigation measures included in the Hydrology chapter of the ADEIR (section 3.8) address protection from 100-year flood events: HYD-4a (“Design and Construct Marina Facilities to Avoid Flooding Impacts”); HYD-5a (“Prepare and Implement a Drainage Master Plan”); and HYD-13b (“Implement Measures for Levee Protection”).

Goal 1, Policy 5: Encourage appropriate reclamation districts to institute a levee maintenance program to reduce levee failures.

Consistent with Mitigation Incorporated. As described in the ADEIR, Mitigation HYD-13b would implement measures for levee protection. The Reclamation District shall inspect levee condition on an ongoing (i.e., annual) basis for compliance with FEMA standards, and further maintenance shall be conducted as needed to ensure levee integrity and adequate flood protection (see section 3.8 in the ADEIR).

Emergency and Disaster Planning

Goal 1: Develop and maintain emergency preparedness programs and emergency health services in order to protect the public.

Consistent. The Stockton Fire Department will provide emergency medical and technical rescue services, and response to hazardous materials spills. The American Medical Response, a private company, will provide emergency transport services. Sanctuary Boulevard includes unique design standards in order to accommodate emergency vehicle access (see MDP section 5.4.8).

Goal 1, Policy 3: Major access and evacuation corridors should be available and unobstructed in case of major emergency or disaster.

Consistent. The Sanctuary’s circulation plan is consistent with goals and recommendations in the City of Stockton’s Street Design Guidelines. Also, the hierarchical and interconnected street system provides multiple on- and off-site travel routes for autos, bicycles and pedestrians (see MDP Chapter 5).

Goal 1, Policy 4: Maintain water supply requirements for fire fighting needs in accordance with the Insurance Services Office “Guide for Determination of Required Fire Flow”.

Consistent. The adequacy of water supply has been determined to be consistent by the Sanctuary Water Supply Assessment (WSA), which is in the Sanctuary EIR as an appendix.

Goal 1, Policy 5: Continue to enforce minimum road widths and clearances around structures to promote fire and safety protection and access.

Consistent. The Sanctuary’s circulation plan is consistent with the goals and recommendations in the City of Stockton’s Street Design Guidelines.

Noise Element

Goal 1: Protect the citizens of the Stockton Planning Area from the harmful and annoying effects of exposure to excessive noise.

Consistent with Mitigation Incorporated. Mitigation measures identified in the Noise chapter of the ADEIR (section 3.11) would reduce to a less-than-significant level the exposure of existing residences to excessive construction noise: Mitigation Measure N-1a would require noise-reducing construction practices; Mitigation Measure N-1b would require a Noise Control Plan; and Mitigation Measure N-1c would require the dissemination of essential information to residences and implement a complaint/response tracking program.

Goal 2: Protect the economic base of the Stockton Planning Area by preventing incompatible land uses from encroaching upon areas with existing noise producing uses.

Consistent. The Sanctuary will place residential and community uses on unincorporated land that is currently used for agricultural production. However, the Shima Tract is surrounded on three sides by urban development, its eastern 300 acres are within the Stockton urban services boundary and, as of October 2004, the tract is entirely within the City of Stockton’s sphere of influence boundary (see section 3.9 in the ADEIR). Thus, the land uses envisioned by the project are compatible with what is envisioned by the City of Stockton.



Stockton GP Goals & Policies (1990)

Sanctuary MDP Consistency

Goal 2, Policy 1: New residential development shall not be allowed where the ambient noise level due to locally regulated noise sources (i.e., all noise sources other than roadway, railroad and aircraft noise) will exceed the noise level standards.

Consistent. As described in the ADEIR (section 3.11), it is anticipated that, as the surrounding lands undergo urbanization, agricultural activities would eventually cease. The levee would serve as a noise barrier between the sensitive receptors located within or near residences and the noise generators on or near the water. No mitigation was required for this less-than-significant impact.

Goal 2, Policy 2: The compatibility of Plans with existing and future noise levels due to traffic on public roadways, railroad line operations and aircraft in flight shall be evaluated by comparison to Table 1 "Exterior Noise Level Standards for Locally Regulated Noise Sources."

Consistent with Mitigation Incorporated. Mitigation Measure N-2a, included in the Noise chapter of the ADEIR (section 3-11), requires the employment of noise control practices, which could include the following: use of noise-reducing pavement; construction of soundwalls; construction of berms between noise sources and noise-sensitive receivers; and the reduction of posted speed limits on Askland Drive and Hammer Lane.

Goal 2, Policy 4: Before approving proposed development of new residential land uses in areas exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/CNEL, an acoustical analysis shall be required. The acoustical analysis shall be required in the environmental review process so that noise mitigation may be included in the project design.

Consistent with Mitigation Incorporated. An acoustical analysis was performed as part of the environmental review for the project. Mitigation measures identified in the Noise chapter of the ADEIR (section 3.11) specify that a qualified acoustical consultant shall be retained by the applicant to design the noise control practices that ensure City standards are met with regard to noise control practices (Mitigation Measure N-2a), design treatments for the residential units such that interior noise levels comply with the requirements of the California Noise Insulation Standards (Mitigation Measure N-3a), and ensure that project design components intended to reduce noise meet City standards (Mitigation Measure N-4a).

Goal 2, Policy 5: Develop and employ procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes.

Consistent with Mitigation Incorporated. Acoustical analysis was performed as part of the environmental review process (see section 3.11 in the ADEIR) and mitigation measures in the ADEIR ensure implementation of such measures as noise-reducing construction practices (Mitigation Measure N-1a), preparation of a Noise Control Plan (Mitigation Measure N-1b) and employment of noise control practices (Mitigation Measure N-2a).

Table 8-2: Sanctuary Master Development Plan (MDP) Consistency with Stockton General Plan 2035

2035 Stockton General Plan Goals and Policies	Sanctuary MDP Consistency
Land Use Element	
General	
<p><i>LU-1.5 Future Urban Development</i></p> <p>Future urban development within the Planning Area should occur under the jurisdiction of the City. To this end, the City shall require that vacant unincorporated properties be annexed into the City prior to the provision of any City services, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City.</p>	<p><i>Consistent.</i> The Plan area would be annexed into the City prior to plan approval and development would occur under the City's jurisdiction.</p>
<p><i>LU-1.6 Building Intensity and Population Density</i></p> <p>The City shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the Land Use Element and the City's Development Code. [Adapted from 1990 GP, Urban Growth and Overall Development; Goal 1, Policy 6]</p>	<p><i>Consistent.</i> The proposed 2035 General Plan designates the Plan area as a "village," which allows for a maximum net residential density of 29 units per acre and a maximum floor area ratio of 0.6. The project confirms to these general residential and nonresidential development standards. Additionally, although the project provides new land use categories, they do generally conform to the village land use development standards listed in Table 7-1 of the proposed General Plan. See Table 8-3 for a comparison of the MDP and proposed General Plan development standards.</p>
<p><i>LU-1.11 Safe Development</i></p> <p>The City shall limit urban growth in areas with hazardous nuisance conditions such as noise, flooding or unstable soils.</p>	<p><i>Consistent with Mitigation Incorporated.</i> The ADEIR analyzes and includes mitigation measures to address hazardous nuisance conditions such as noise (though impacts from exposure of new noise-sensitive land uses to noise from offsite nontransportation noise sources are less than significant), flooding, and expansive soils. Mitigation Measure HYD-5a requires the preparation and implementation of a Drainage Master Plan, and Mitigation Measure HYD-13b would implement measures for levee protection (see section 3.8 in the ADEIR). Mitigation Measure GEO-5a specifies actions required to reduce to a less-than-significant level potential structural damage and injury from development on expansive or compressible or weak soils (see section 3.6 in the ADEIR).</p>
<p><i>LU-1.12 Commuting Distances</i></p> <p>The City shall strive to minimize the commuting distances between residential concentrations and employment centers by encouraging infill development and a mix of residential densities.</p>	<p><i>Consistent.</i> Although the MDP is not an infill project, it does provide a variety of residential, commercial, and employment densities that would help reduce commuting distances by providing employment opportunities near a residential concentration. The project would provide approximately 7,070 dwelling units, 483,984 square feet of office space, 208,272 square feet of retail space, and up to 100 hotel rooms (see MDP sections 2.3 and 2.6).</p>
<p><i>LU-1.13 Growth Phasing</i></p> <p>The City shall phase growth based on the availability of adequate water supplies, market forces, infrastructure financing capacity, and the timing of the design, approval, and construction of water supply transportation facilities and other infrastructure.</p>	<p><i>Consistent.</i> The adequacy of water supply has been determined to be consistent by the Sanctuary Water Supply Assessment (WSA), which is in the Sanctuary EIR as an appendix.</p>

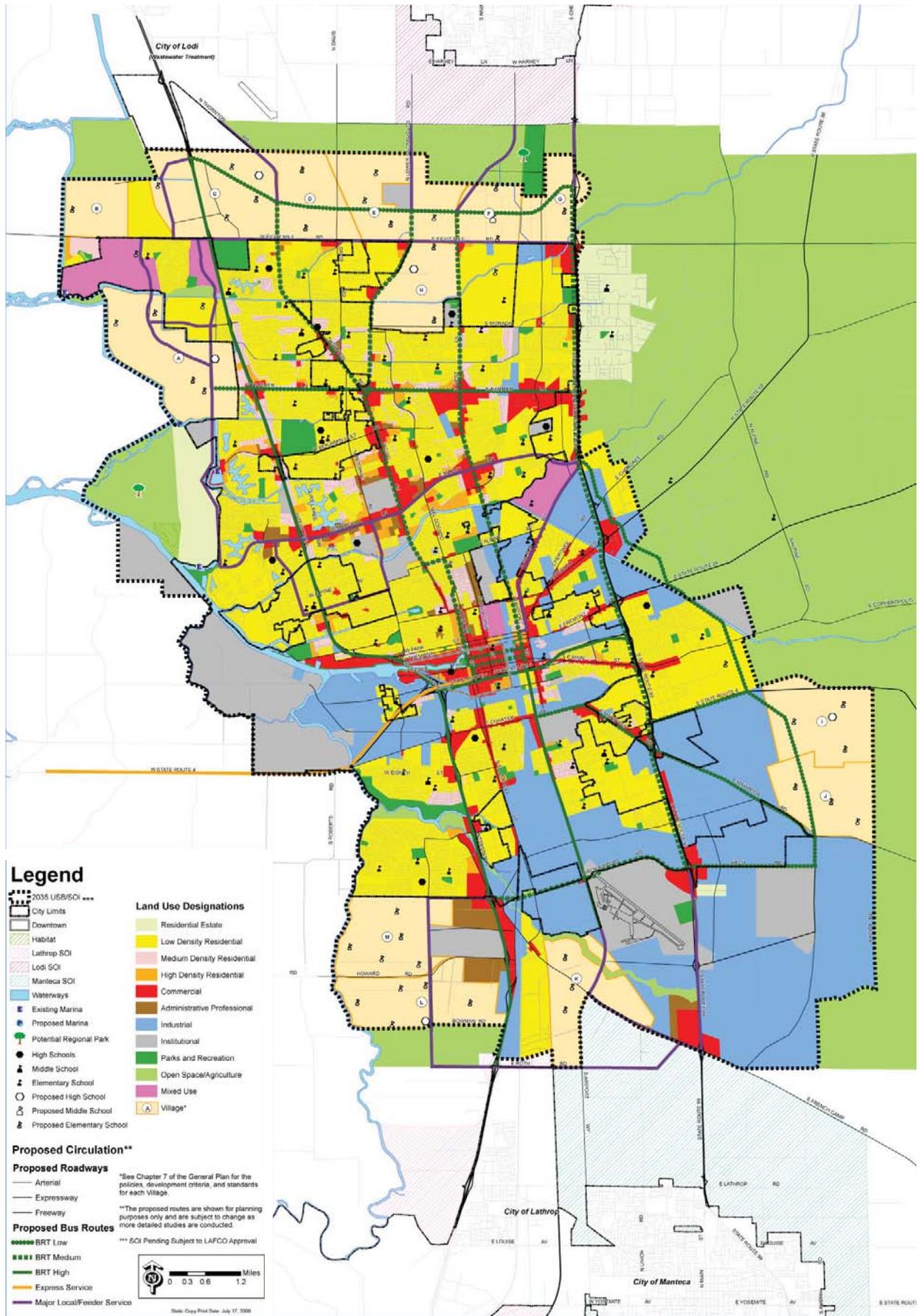


Figure 8-2: 2035 General Plan Land Use Map

2035 Stockton General Plan Goals and Policies Sanctuary MDP Consistency

Agriculture

LU-2.1 Agriculture Land Preservation

The City shall limit the wasteful and inefficient sprawl of urban uses into agricultural lands. *[Adapted from 1990 GP, Urban Growth and Overall Development; Goal 4, Policy 1]*

Consistent. The Plan area is located within the Urban Service Area and would require the conversion of agricultural land to urban uses; however, this conversion is consistent with the “village” land designation for the Shima Tract designated in the proposed 2035 General Plan, and is therefore not premature. In addition, the plan includes numerous provisions and policies that would promote the maintenance of environmental quality, including continued agricultural operations on lands until urbanization occurs. The MDP also includes the continued agricultural use of a 20-acre private vineyard for residents.

LU-2.3 Land Conversion within the Urban Service Area

The City shall discourage the premature conversion of agricultural land to urban uses within the Urban Service Area.

Consistent. The project is located within the Urban Service Area and would require the conversion of agricultural land to urban uses; however this conversion is consistent with the “village” land designation for the Shima Tract designated in the 2035 City General Plan, and is therefore not premature. In addition, the project includes numerous provisions and policies that would promote the maintenance of environmental quality, including continued agricultural operations on project lands until urbanization occurs. The project also includes the continued agricultural use of a 20-acre private vineyard for residents.

Residential Development

LU-3: To promote a variety of housing types and densities throughout the City that address the housing needs of various age and socio-economic groups. *[Adapted from 1990 GP, Residential Land Use; Goal 1]*

Consistent. One of the MDP’s objectives is to provide housing for various stages of family growth (singles, young couples, growing families, mature families and empty nesters). Accordingly, several different residential densities and types of single- and multi-family residential development will occur ranging from generous large custom lots and homes, to garden apartments, flats, and townhomes. This mix of residences will meet the needs of various age and socioeconomic groups.

LU-3.1 Single Family/Multifamily Balance

The City shall strive to maintain a ratio of 70 percent single family and 30 percent multifamily residential uses in the overall housing stock.

Inconsistent. The MDP provides a maximum of approximately 5,785 single-family and a minimum of 1,312 multi-family units, a total of 7,070 units. Accordingly, this unit scenario will result in a maximum of 81 percent single-family and 19 percent multi-family. Increasing the amount of multi-family housing will help implement this policy.

LU-3.3 Senior Housing Development

The City shall encourage the development of senior housing in areas that are accessible to public transportation, near commercial services, and health and community facilities. *[Adapted from 1990 GP, Residential Land Use; Goal 1, Policy 5]*

Consistent. The project includes the development of senior housing homes in an active adult neighborhood. The Mixed Use development will create a walkable community making community facilities, recreational opportunities and commercial centers accessible.

LU-3.4 Residential Open Space

The City shall provide for open space in residential development in either private yards or common areas to partially meet the residents’ recreational needs. *[Adapted from 1990 GP, Residential Land Use; Goal 2, Policy 3]*

Consistent. The MDP includes the development of 429 acres of public and private open space that will have active, passive, and formal recreation spaces and natural areas close to residential development (see MDP Chapter 4).

2035 Stockton General Plan Goals and Policies Sanctuary MDP Consistency

LU-3.7 Incompatible Uses

The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability). [Adapted from 1990 GP, Residential Land Use; Goal 2, Policy 6]

Consistent. The Bear Creek and Mosher Slough separate existing residential areas on the north and east side of the Plan area from incompatible land uses. These residential areas would also be protected by building compatible residential nearby. The mixed-use district located in the Northeastern Neighborhood will primarily include tenants which serve residents in the immediate area and be compatible with its predominantly residential and pedestrian friendly environs (see MDP section 3.1.3.2).

Noise and traffic impacts would be mitigated through neighborhood design standards such as building set backs, building neighborhoods near parks, and designing the low volume residential roads. Residential uses would not be exposed to significant environmental hazards (see MDP section.1.4).

LU-3.9 Conflicting Uses

The City shall designate new residential developments in areas that will not create conflicts with existing or planned industrial or intensive commercial uses.

Consistent. Currently, the MDP is surrounded by agricultural and residential land uses. No existing industrial or intensive commercial uses are currently located in the Plan area (see MDP Figure 1-2). Commercial uses are allowed north of the Plan area vicinity. This commercial use is compatible with the proposed residential and mixed uses under the MDP (see MDP Figure 1-7).

Commercial/ Mixed Use Development

LU-4.3 Commercial-Residential Integration/Compatibility

The City shall encourage the compatible integration of commercial and new residential uses. Existing residential areas shall be integrated with new commercial uses through the provisions of the Development Code.

Consistent. The MDP proposes mixed-use development and provides a variety of integrated commercial and residential facilities that would serve existing and future residential development.

LU-4.4 Commercial Area Access

The City shall require commercial projects to provide frontage roads and/or access controls to reduce traffic congestion.

Consistent. Streets serving the proposed commercial centers will follow a traditional grid street pattern and will connect to the main arterial of the development. See MDP Chapter 5, Circulation, for a complete description.

LU-4.5 Commercial Area Aesthetics

The City shall require that new commercial development incorporate landscaping and good design in accordance with Citywide Design Guidelines.

Consistent. The project will have a community character that will set design standards for commercial development and the overall Sanctuary development. The project will also incorporate the Citywide design guidelines in its community character. The general design standards of the development will include block development patterns, building guidelines, and streetwall (neighborhood form and character).

LU-4.6 Commercial Strip Centers

The City shall discourage the creation of new strip commercial areas along arterial streets to reduce traffic congestion and to enhance the visual appearance of the city.

Consistent. Commercial areas are designated in a mixed-use core village and will not include strip commercial areas (see MDP Figure 1-5).

LU-4.8 Neighborhood Serving Commercial

The City shall encourage small neighborhood-serving commercial uses adjacent to and within residential areas where such uses are compatible with the surrounding area and mitigate any significant impacts (i.e., traffic, noise, lighting).

Consistent. The project includes village commercial centers to serve residential areas. Noise impacts associated with construction, traffic and operational noise impacts to sensitive uses, and exposure of new noise sensitive land uses to noise from offsite non-transportation noise sources would be mitigated, and all commercial development will be subject to City landscaping and design controls.

2035 Stockton General Plan Goals and Policies Sanctuary MDP Consistency

LU-4.9 New Residential Uses in Commercial Areas

The City shall provide for the integration of new residential uses in commercial areas (existing or new) subject to multi-use provisions of the Development Code.

Consistent. The MDP's commercial areas will be integrated with higher-density residential, community facilities, parks and open space areas; development will be subject to the design and architectural provisions of the General Plan's general design guidelines and the City's Development Code where the MDP is silent.

LU-4.11 Mixed Use Development

The City shall authorize developments in the Mixed Use designation subject to approval of a Master Development Plan and rezoning the area to a MX zoning district. Land uses proposed for a mixed use development in the Mixed Use designation shall support each other by providing an integrated Master Development Plan that may include one or more industries, services, offices, retail uses, with residential uses for the common needs of the occupants and users of the mixed use development.

Consistent. The Plan includes a balanced range of mixed-use developments including a variety of housing types and densities (see MDP section 2.5.1). Employment opportunities include the 483,984 square feet of office space, 208,272 square feet of retail space and the hotel (see MDP section 2.6). Community facilities include a marina, two recreation centers, vineyards, 4 schools and religious facilities. These land use types will support each other as described in the MDP.

Housing Element

HE-1.2 Adequate Supply of Land

The City shall maintain an adequate supply of undeveloped land designated for low-, medium- and high-density residential uses.

Consistent. The project will provide approximately 1,026 acres of land for single-family residential development, 67 acres for multi-family residential development, and 30 acres for mixed use development which will contribute to the City's supply of residential land.

HE-1.3 Transit Oriented Development

The City shall encourage new residential uses near main transportation routes to ensure convenient access to employment centers, schools, shopping, and recreational facilities.

Consistent. Public transportation in the Plan area will be provided by San Joaquin Regional Transit District. Bus routes will be the primary public transportation service in the project. Bus turnouts and shelters will be provided. An extensive bicycle and pedestrian trail network will be integrated throughout the development offering convenient access to transit stops.

HE-1.4 Public Services Availability

The City shall insure that sites designated for new residential development are adequately served by public utilities, are minimally impacted by noise and blighting conditions, and are compatible with surrounding land uses.

Consistent. The project provides for the availability of public utilities to serve the Master Development Plan, adequate capacity is available at the existing solid waste facilities to accommodate the Plan. A Water Supply Assessment is pending. The project will be compatible with the surrounding land uses in the area.

HE-5.3 Housing Size and Affordability

The City shall encourage the provision of housing units to meet the needs of families of all sizes affordable to all income levels.

Consistent. The residential objectives of the Plan is to provide housing for the various stages of family growth (singles, young couples, growing families, mature families and empty nesters) as well as attainably priced housing for work force, young families and retirees by exploring higher density attached housing types such as condominiums, and townhomes.

HE-5.4 Special Needs Housing

The City shall promote housing that meets the special needs of the disabled and senior segments of the population. *[Adapted from 2003 Housing; H-5.4]*

Consistent. The Plan includes a variety of residential housing options to provide for a wide range of family size and income levels. An Active Adult neighborhood is also planned. While there are no homes proposed to meet special needs of disabled populations, all public facilities shall meet Americans with Disabilities Act requirements.

Economic Development Element

Employment

ED-2.5 Development of Executive Centers

The City shall support and encourage the development of executive centers in appropriate locations to stimulate small business development.

Consistent. The Plan provides for 483,984 square feet of office space for which will help the City stimulate small business development opportunities (see MDP section 2.6).

2035 Stockton General Plan Goals and Policies **Sanctuary MDP Consistency**

ED-2.7 Jobs/Housing Ratio

The City shall strive to maintain a jobs-to-housing ratio of greater than one.

Consistent. The Plan includes office uses and retail uses which will generate jobs in addition to the residential uses proposed (see MDP section 2.6).

Community Design Element

General

CD 1.1 Urban Design Plans

The City shall ensure that plans for districts, corridors and villages reflect citywide urban design concepts set out in the General Plan.

Consistent. The Plan incorporates the City's urban design concepts, including the village concept. Through mixed use development, the Plan will implement a village center that will be supported by accompanying residential housing. City urban design concepts will be implemented along with the Plan's general design guidelines (see MDP section 3.1.4).

CD 1.3 Travel Experience

To the extent possible, the City shall ensure that all public and private investments in Stockton's districts and villages contribute positively to the overall travel experience by automobile, rail, pedestrian and bicycle in the community.

Consistent. The circulation plan within the project area is designed to allow efficient and convenient transportation options through a pedestrian and bicycle trails network. The project will be served by San Joaquin Regional Transit District. Bus routes will be the primary public transportation service in the project area (see MDP Chapter 5).

CD 1.4 Transition to Rural Landscapes

Transitions between urban and rural areas at the edge of the community shall not diminish the visual quality of open space. Soundwalls and utilitarian edges of developments shall not be allowed as an interface between development and rural landscapes.

Consistent. The project boundaries incorporate an extensive open space network of parks, pathways and recreational areas. These open space amenities help to provide a buffer for the transition of rural landscapes. The project also provides lower density residential along the edges with higher density residential concentrated in the core areas.

CD 1.6 Open Space Features

The City shall promote community design that incorporates the open space features of Stockton's waterways, wetlands, and parks into the travel experience. This includes visual access to open space features and private and public investment that visually frames and complements natural landscapes and parks.

Consistent. The project includes the development of an extensive open space plan that includes approximately 429 acres that will have active, passive, formal recreation space and natural areas close to residential and commercial development.

Districts, Villages and Neighborhoods

CD 4.1 Creating Central Places

Stockton's citywide land use and transportation planning shall support the creation of "central places" that provide social, economic and identity of districts and villages.

Consistent. The project incorporates village concepts into its design and is supported by a circulation system that allows convenient access to the entire project area. The "central place" of the project is located in the mixed-use core village area located in the eastern portion of the project.

CD 4.2 Clear Organizational Structure

The City shall require that districts and villages incorporate a clear organizational design structure. The urban design concept for districts and villages shall make it a distinctive address with a clear hierarchy of streets and focal points.

Consistent. The project has a clear and distinctive organizational structure for both visual corridors and focal points outlined in the MDP through distinctive design guidelines and a bold vision for a walkable community with a mixed-use core, outstanding amenities and distinctive residential neighborhoods.

CD 4.3 District Gateways

The City shall require that districts and villages include a deliberate gateway and entrance design that is inviting, attracting and complementary to the overall design of the district or village.

Consistent. The project includes streetscapes, building designs and landscaping themes that are attractive and contribute to the overall design of the MDP. These gateway development features will be incorporated at the projects main entrance along Hammer Lane to help complement the overall design of the project (see MDP section 5.4.2.1, Figure 5-1).

2035 Stockton General Plan Goals and Policies Sanctuary MDP Consistency

CD 4.4 Integration of Village Centers

Commercial uses shall be integrated into the design of each village and neighborhood. Commercial and higher density residential development shall be planned to transition in scale and use to promote pedestrian and visual connections to residential neighborhoods. Village center commercial and residential uses shall interface around streets and open spaces to activate public places.

Consistent. Commercial land uses, as well as institutional land uses, are located within the MDP area and create village concepts outlined by the city. Commercial and higher density development will incorporate pedestrian scale block size to promote pedestrian use. Greenways and linear parks will be placed at key locations to connect the commercial and neighborhood development.

Districts and Villages Element

General

DV-1.1 Overall Civic Framework

Each district and village will be connected to the City’s overall circulation and open space systems. Transit armatures, open space corridors, waterways, streets, and other organizational features will link districts and villages to each other and the rest of the community. Each district and village will contribute to the design of the entire city.

Consistent. The project includes access from five locations identified in the City’s General Plan Circulation Element. Each of the villages will be served by connector roads and local street networks. See MDP Chapter 5, “Circulation” for a complete description. Each village within the Plan area will have unique neighborhood amenities and design features.

DV-1.2 Mixed-use and Mixed Density

A mix of housing and land uses will be realized in every district and village. Denser housing would be located along transit routes and adjacent to commercial areas. Land uses will be mixed and organized around public streets and spaces. Housing, employment, civic facilities, and commercial services would become part of mixed-use district and village centers. Institutional uses, such as churches and schools, would be located in residential areas providing an opportunity for joint use of park spaces and provide neighborhood social and physical focal points.

Consistent. The Plan provides for higher density residential land uses will be located along main streets that may become transit routes and adjacent to commercial land uses. Employment, recreation, civic facilities, and commercial services are all incorporated into the design of the project.

For additional information addressing consistency of joint schools and parks facilities, refer to text addressing consistency with Policy DV-5.17, below.

DV-1.3 Pedestrian and Transit Accessible

An underlying organization feature of the districts and villages will be their scale and pattern of development. Each will be designed and implemented to be conducive to walking and using transit. Designs will incorporate block patterns, walking routes and edges, social orientation of buildings, and streetscapes provide for pedestrian comfort and interest.

Consistent. The Plan includes the development of a diversity of housing types and densities. The Mixed Use development will create a walkable community making community facilities, transit, recreational opportunities and commercial centers accessible. Pedestrian and bicycle systems are proposed throughout the development. These circulation systems are seen as integral element of the overall plan for the Sanctuary, providing safe, attractive, and convenient connections to and between neighborhoods and activity areas.

DV-1.4 Part of Citywide Open Space System

Stockton has a variety of parks and waterways that transverse the city. Future parkways and civic corridors would add other citywide organizational features that will connect districts and villages and their neighborhoods together.

Consistent. Trails and walkways planned throughout the Plan provide walking and bike access from neighborhoods to local parks, the marina, the community lakes and to the Village Center, contributing to the comprehensive open space network (see MDP Chapter 5, Circulation).

DV-1.5 Commercial and Community Facilities

Each district and village will provide commercial and institutional services that support the local population. This would include a grocery store, shops, restaurants, elementary schools, post office and neighborhood parks. Some villages may also include uses that support larger portions of the city such as shopping centers, high schools, libraries, and regional or community parks.

Consistent. The Plan includes commercial and institutional services to support the population, including grocery stores, shops, restaurants, public (K-8 and high) schools, and a variety of community parks and recreational facilities.



2035 Stockton General Plan Goals and Policies *Sanctuary MDP Consistency*

General Village Policies/ Guidelines

DV-5.1 Village Specific Plans of Master Development Plans/ General Plan Amendment

The City shall require the completion and approval of a specific plan and associated General Plan Amendment prior to development of land within an area designated as a Village. (Additional policy text expands on this goal)

Consistent. The MDP (similar to a Specific Plan) covers the entire Plan area and is consistent with this goal. The Plan would be annexed into the City prior to project approval and development would occur under the City's jurisdiction. A specific site plan proposal would be required prior to development of planning areas.

DV-5.2 New Village Development Shall Benefit City Residents

The City shall require that all planned Village developments provide specific amenities and programs that will benefit all City residents where applicable.

Consistent. The Plan provides various public amenities available for both neighborhood and city-wide residents including schools, community facilities including recreation centers, the Levee walk, portions of Heritage Park, and the Marina (private facility open to public use). The Plan also creates new jobs and services associated with commercial and office development.

DV-5.3 Village Neighborhoods

The structure of each village will be designed to create a range of neighborhood types. The following neighborhood types will be required in each Village specific or master development plan. These neighborhood types are illustrated on Figure 7-3, and the land uses allowed in each neighborhood are shown on Table 7-2.

Consistent. The Plan includes each of the requirements for the various land use types for village master development plans. Each of the components is discussed in the MDP.

DV-5.4 Village Housing Mix

The City shall ensure that village areas maintain a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the villages with the surrounding area. Within each village, the land area designated for residential use will be distributed (on an acreage basis) using the ranges specified in Table 7-3 (below).

Consistent. Although exact location of housing types are not know at this time (to be later determined in the subdivision process), the Plan will provide a variety of new residential types and densities for each of the villages in the MDP. Although, the lot types and densities proposed in the MDP do not exactly match those in the General Plan, the Plan does provide for a variety of housing types and densities. Furthermore, the MDP, once adopted, can replace the City's Zoning regulations. The Zoning Designations shown in the General Plan will be utilized for requirements not specifically addresses in the MDP.

Percent of Residential Acreage

Village Residential Estates (VRE) – 5% min

•Customs and Semi-Customs are similar to VRE in terms of density and the plan includes approximately 15% of residential acreage - generally consistent.

Village Low Density Residential (VLDR) – 72-78% min

•SF Medium lots, SF Large lots and SF Small lots are all generally similar to VLDR in terms of density and the plan includes approximately 71% of residential acreage - generally consistent.

Village Medium Density Residential (VMDR) – 13-17% min.

•Green Courts and Paseos alley lots, Medium density alley lots and SF attached townhomes are similar to VMDR in terms of density and the plan includes approximately 12% of residential acreage - generally consistent.

Village High Density Residential (VHDR) – 4-6% min

•Multi-Family Residential lots are similar to VHDR in terms of density and the plan includes approximately 2.5% of residential acreage - generally consistent.

DV-5.5 Aesthetic Urban Development

The City shall promote aesthetically pleasing and environmentally sound urban development. [Adapted from 1990 GP, Land Use, City Concept, Goal 1, Policy 4]

Consistent. The Plan contributes to the City's goal to provide aesthetically pleasing and environmentally sound urban development by creating unique village amenities such as a private residential vineyard, a marina, greenway and linear parks, and by protecting sensitive wetlands and sensitive plant and animal habitats areas in the project area.

Circulation

DV-5.6 Connection to Citywide Transit System

New villages shall connect to and support a citywide transit system. Transit stops shall be located along major corridors and in each village center.

Consistent. Although exact bus routes will be determined by San Joaquin Regional Transit District, there are many opportunities for pedestrians to gain access to transit stops along major corridors and in each village center. A BRT Type 1 bus facility is planned by SJRTD through the Plan area.

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DV-5.7 Village-Scaled Roads

Village roadways shall be designed to provide redundant connections to arterials in order to reduce their size, speed, travel times, congestion, and the need for soundwalls.

Consistent. In order to reduce the roadway size, speed, travel times, congestion, and the need for soundwalls along the Parkway, the Plan provides for various connections from adjacent streets into village neighborhoods and the connection of street networks.

DV-5.8 Roads Support Adjacent Land Use

Road sizes shall reflect both their transportation and land use function. Road design and speed shall support village and neighborhood residential and commercial activities.

Consistent. Depending on the type and intensity of use, the Plan provides appropriate street types and layouts. For example, within the mixed use Village Center, the Plan provides an interconnected street grid appropriate for higher density residential and commercial activity. In the surrounding neighborhoods, the Plan provides short loop roads and cul-de-sacs.

DV-5.9 Shared Parking

Parking for commercial portions of Village Centers shall be shared among uses and have connected driveways, curb cuts, and pedestrian connections.

Consistent. The Plan currently includes on-street parking and opportunities exist for shared parking in mixed-use areas.

Infrastructure

DV-5.10 Infrastructure Master Plans

New development will be required to comply with the City's adopted infrastructure master plans and provide fair share contributions towards existing and future improvements necessary to serve the development. If developments vary in intensity and distribution from that assumed in the existing infrastructure master plans, the City master plans will be updated and approved by that development.

Consistent. Conceptual Master Plans for Water, Storm Sewer and Drainage are presented in MDP Chapter 6. The City will have oversight in assigning responsibility for financing each of the necessary infrastructure improvements required by the project. The financing option that is most viable for each improvement would be mutually agreed upon by the owner, developer, and/or successor in interest, and the City of Stockton (see MDP section 7.5).

DV-5.11 Area Infrastructure Master Plans

Prior to the approval of any Village specific plan, an Area Infrastructure Master Plan will be required. These master plans will lay out detailed plans for infrastructure improvements, phasing, and financing.

Consistency to be determined during Site Design Review. The infrastructure is shown for the sewer, stormwater, and water in the MDP, Chapter 6. Regional Master Plans for the sewer and water (performed by West Yost & Associates) have also been prepared which will be attached as exhibits to the EIR / MDP. A Storm Water / Lake systems plan is also underway.

Community Facilities

DV-5.12 Community Center

Every village will be required to provide one or more community centers based on a ratio of one center for every 10,000 population in that village. At least one community center will be located within the Village Center. Each community center will provide common meeting space and recreational amenities for village residents.

Consistent. Discussions are ongoing with Lodi Unified School District to include joint use facilities for Community Centers.

DV-5.13 Joint Locations of Facilities

Community facilities (such as community centers, schools, parks, libraries, fire stations with community rooms) are viewed as a key aspect of neighborhood identity and development. When proposed in the same area, these uses should be jointly located on the same or adjacent sites to form a stronger activity node within the neighborhood.

Consistent. Discussions are ongoing with Lodi Unified School District to develop neighborhood parks and community centers in conjunction with both elementary and high schools.

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Open Space and Parks*DV-5.14 Interconnected / Usable Open Space*

Within each village, a minimum of ten percent of the gross village area will be reserved for common open space.

Consistent. The MDP provides a total of approximately 445 acres of parks and open space equivalent to approximately 24% of the total gross areas (1,839 acres). Of these 445 acres, approximately 246 acres (13% of total gross area) are open to the general public.

DV-5.15 Joint Use of Detention Facilities

Detention facilities can be utilized in meeting part of a village's park requirements based on the usability of the basin for recreational purposes.

Consistent. Detention facilities can be utilized in meeting part of a village's park requirements based on the usability of the basin for recreational purposes.

DV-5.16 Credit for Common Space Areas and Detention Basins

Primarily for master planned communities, the City may allow a maximum 30 percent land credit toward parkland for usable acreage in detention basins, green belts and pocket parks subject to the discretion of the Director of Parks and Recreation Department, or designated representative, and provided that the improvements are fully accessible to the general public. The 30 percent portion is calculated considering all of the proposed parkland and open space acreage for the entire master planned development.

Consistent. The Plan is located within the 100-year floodplain and does not count common areas and detention basins within its parkland totals.

Criteria

- Portions not inundated during 100-year storm event = 100% park credit
- Inundated during 50-100-year storm event = 90% park credit
- Inundated between 10-50-year storm event = 75% park credit
- Inundated between 2-10-year storm event = 50% park credit
- Inundated during 2-year storm event and less = 0% park credit

DV-5.17 Joint Locations of Schools and Parks

The City shall promote the joint location of parks with school facilities for the purpose of enhancing available open space and recreation.

Consistent. Discussions are ongoing with Lodi Unified School District to develop neighborhood parks in conjunction with both elementary and high schools.

DV-5.18 Parkland Distribution

Parks within each village shall be distributed proportionally to match the distribution of population within the village. Park sizes and location shall be in keeping with serving the population within a walking distance of the park (1/4 mile). At least one community park shall be placed within walking distance (1/4 mile) of the Village Center Neighborhoods. Each Village development shall contribute to the creation of City regional parks.

Consistent. The Plan places a network of linked neighborhood and community parks throughout the project site and in close proximity to residential neighborhoods and schools. The Village Center Park and the Heritage Open Space are located within walking distance (1/4 mile) of the Village Center. The Marina, which is open to the public, provides a unique recreational amenity to city and region residents.

Trails*DV-5.19 Trail and Open Space Connections*

Each village, and the neighborhoods they contain, shall include trails, bikeways, and open spaces as an integral design component. These facilities shall create a network that links every neighborhood to each other and provide a convenient path to the Village Center.

Consistent. The Plan's open spaces are linked by bikeways and pedestrian walkways, located throughout the Plan area. These pathways provide a convenient link to the Village Center.

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Transportation Element

Street and Highways

TC-2: To develop a street and highway system that promotes safe, efficient and reliable movement of people and goods by multiple transportation modes and routes, and that reduces air quality impacts. [Adapted from 1990 GP, Transportation, Street and Highways, Goal 1]

Consistent. The Plan provides a hierarchical and interconnected street system with multiple on- and off-site travel routes for autos, bicycles and pedestrians that will conform to this standard.

TC-2.4 Dual Access

The City shall require at least two (2) independent access routes for all major development areas. [Adapted from 1990 GP, Transportation, Street and Highways, Goal 1, Policy 2]

Consistent. The Plan provides for multiple access points and will conform to this standard.

TC-2.5 Multiple Transportation Modes

The City shall require that significant trip-generating land uses be served by roadways and transit connections adequate to provide efficient access by multiple transportation modes with a minimum of delay. [Adapted from 1990 GP, Transportation, Street and Highways, Goal 1, Policy 3]

Consistent with Mitigation Incorporated. The Plan will be served by five separate, existing access roads, which either are major arterial roads or connect to major arterials. In addition, as detailed in section 3.15 of the ADEIR, a number of mitigation measures identified require a number of actions, including the expansion of existing roadways (e.g., Mitigation Measure TRA-9a, which would widen Interstate 5 to provide four mixed-flow travel lanes in each direction), the addition of capacity at intersections (e.g., Mitigation Measure TRA-7a, which would add a number of turn lanes at the Hammer Lane/Pershing Avenue intersection), and the restriping and modification of signals (Mitigation Measure TRA-6a, which refers to the Hammer Lane/Kelley Drive intersection).

TC-2.7 Efficient Traffic Flow

The City shall ensure that highways and arterial streets within its jurisdiction provide for the efficient flow of traffic. Therefore, the following shall be undertaken:

Consistent. The Plan incorporates the policy standards to ensure that arterial streets can accommodate flow of traffic with a minimum of delay. For example, Hammer Lane, which will provide the community entry connection to the Plan, will be extended to do so. The three entrances to the Great Park Village have been identified to help distribute trips evenly throughout the community, reducing the likelihood that traffic volumes will be too high on any one arterial.

- a. Minimize the number of intersections along arterials.
- b. Reduce curb cuts along arterials through the use of common access easements, backup lots and other design measures.
- c. Provide grade separations at all major railroad crossings with arterials.

[Adapted from 1990 GP, Transportation, Street and Highways, Goal 1, Policy 5]

TC-2.9 Arterial Streets

The City shall develop and maintain a network of arterial streets to facilitate efficient intra-city travel and to provide alternatives to state highways for local trips. [Adapted from 1990 GP, Transportation, Street and Highways, Goal 1, Policy 7]

Consistent. The Plan proposes Parkway as a new arterial streets to connect to existing arterial streets (i.e., Askland Drive, Hammer Lane, Regatta Drive) to provide efficient inner city travel (see MDP Figure 5-1).

TC-2.11 Inter-Neighborhood Traffic

Consistent with the goals of the City of Stockton Neighborhood Traffic Management Program, the City shall encourage inter-neighborhood traffic movement on arterial and collector streets and discourage such traffic from using neighborhood streets. [Adapted from 1990 GP, Transportation, Street and Highways, Goal 2, Policy 1]

Consistent. Local residential streets outside of the Village Center will be designed to discourage through traffic and excessive speeds. In the City of Stockton Street Design Guidelines, these streets are considered as low volume residential local streets (see MDP section 5.4.5).

TC-2.12 Neighborhood Street Design

The City shall ensure that neighborhood streets are designed to discourage through traffic and excessive speeds. [Adapted from 1990 GP, Transportation, Street and Highways, Goal 2, Policy 2]

Consistent. The Plan includes required traffic calming features, consistent with the City's adopted traffic calming guidelines.



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TC-2.15 Precise Road Plans

The City shall, where practical, protect future street and highway rights-of-way through the adoption of Precise Road Plans. [Adapted from 1990 GP, Transportation,, Street and Highways, Goal 3, Policy 4]

Public Transportation

TC-4: To develop an efficient, coordinated, integrated, and attractive public transit system that provides access to major activity centers in the City, and to the San Francisco Bay Area and Sacramento. [Adapted from 1990 GP, Transportation,, Public Transportation, Goal 1]

TC-4.2 Transit-Related Public Improvements

The City shall ensure that larger new developments along arterial and major collector streets provide transit-related public improvements (e.g., bus pullouts, bus shelters) to encourage transit use. [Adapted from 1990 GP, Transportation, Public Transportation, Goal 1, Policy 2]

TC-4.4 Transit-Related Design Features

The City shall strongly encourage new development projects to incorporate the following transit-related design features:

- a. A through roadway shall connect adjacent developments to permit transit circulation between developments.
- c. Transit operators shall be encouraged to post route and schedule information in major employment/commercial areas.

[Adapted from 1990 GP, Transportation, Public Transportation, Goal 1, Policy 5]

Pedestrian, Bicycle, and Other Non-Motorized Transportation

TC-5: To promote development of pedestrian and bikeway facilities for transportation and recreation. [Adapted from 1990 GP, Transportation,, Non-Motorized Transportation, Goal 1]

TC-5.1 Pedestrian and Bicycle Facilities

The City shall encourage pedestrian and bicycle travel as viable modes of movement throughout the City by providing safe and convenient pedestrian and bicycle facilities within and linking commercial areas, residential neighborhoods, and employment centers. [Adapted from 1990 GP, Transportation,, Non-Motorized Transportation, Goal 1, Policy 1]

TC-5.2 Pedestrian Facility Standards

The City shall require crosswalks and other pedestrian safety measures be designed and installed according to the City of Stockton Pedestrian Safety and Crosswalk Installation Guidelines. [Adapted from 1990 GP, Transportation,, Non-Motorized Transportation, Goal 1, Policy 1]

Consistent. Similar to a Precise Road Plan, the Plan's Circulation plan identifies the future rights-of-way requirements, roadway alignments, lane configurations, access restrictions, and intersection controls for the entire length or portions of the site's roadways.

Consistent. The circulation network within the Plan area is designed to allow efficient and convenient public transportation options through a pedestrian and bicycle trails network. Bus service within in the Plan area will be provided by San Joaquin Regional Transit District (see MDP section 5.2).

Consistent with Mitigation Incorporated. Mitigation Measure TRA-41a in the ADEIR (section 3.15) requires the provision of onsite transit facilities, including transit stops with supporting amenities. Chapter 16, "Transportation and Circulation," of this DEIR includes mitigation measures requiring that project development incorporate San Joaquin Regional Transit District (SJRTD) recommendations for transit facilities. Bus turnouts, shelters and walkways are included in the MDP as means of encouraging the use of public transportation (see MDP section 5.2).

Consistent. Public transportation will be encouraged within The Sanctuary by incorporating bus turnouts, shelters and walkways. Final design and locations will be subject to the approval of the SJRTD. These bus stops could be used for fixed route public bus service connecting other parts of the City of Stockton to The Sanctuary, private commuter bus services, or a shuttle system (see MDP section 5.2).

Consistent. An extensive bicycle and pedestrian trail network will be integrated throughout the development (see MDP section 5.3).

Consistent. Sidewalks will be constructed along all proposed streets. Specifically in the more urban setting such as the Village Center, wide sidewalks will be particularly convenient for pedestrian mobility because of the Plan's use of a traditional grid street pattern, providing several safe and convenient access routes for pedestrians. Crosswalks will also be provided at each major intersection.

Consistent. City of Stockton Pedestrian Safety and Crosswalk Installations Guidelines will be followed.

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TC-5.3 Pedestrian Walkways for New Residential Developments

The City shall require new subdivisions and planned unit developments to include safe pedestrian walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

Consistent. Pedestrian walkways in residential neighborhoods will be accommodated by sidewalks as identified in the City of Stockton’s Street Design Guidelines. In keeping with the spirit of these guidelines, many neighborhoods will include direct and safe pedestrian links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

TC-5.4 Pedestrian Walkways for Commercial Developments

The City shall encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways through landscaping, frontage improvements, and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

Consistent. The Plan provides sidewalks adjacent to commercial and office establishments and parking areas as well as landscaping and setbacks to enhance the pedestrian environment. It also provides for various pedestrian connections to the Levee Walk.

TC-5.5 Recreational Bikeways on Separate Rights-of-Way

The City shall ensure that recreational bikeways are developed and maintained on separate rights-of-way (i.e., Calaveras River path, East Bay Municipal Utility District easement path, French Camp Slough, and Shima Tract Levee). [Adapted from 1990 GP, Transportation,, Non-Motorized Transportation, Goal 1, Policy 2 and 3]

Consistent. The Plan is located on the Shima Tract Levee. The Levee walk recreational pedestrian/bike path is located along the levee and separated from the adjacent roadway.

TC-5.6 Right-of-Way Dedications

The City shall ensure dedication of adequate right-of-way for bicycle use in the development of new arterial and collector streets, and where feasible, in street improvement projects. [Adapted from 1990 GP, Transportation,, Non-Motorized Transportation, Goal 1, Policy 4]

Consistent. In addition to the Levee Walk (and bikeway), the Plan provides pedestrian/bike lanes on paved right-of-ways along Sanctuary Boulevard, 6-lane arterials, 4-lane arterials, and medium volume residential connector streets (with maximum right-of-ways). The bike lanes are separated from the adjacent roadways by planting strips. Bicycle mobility in neighborhoods of The Sanctuary will be accommodated by sidewalks as identified in the City of Stockton’s Street Design Guidelines (see MDP Figure 5-2 and 5-6).

Public Facilities & Services Element

General

PFS-1.5 Funding for Public Facilities

The City shall continue to utilize developer fees, the City’s public facilities fees, and other methods (i.e., grant funding and assessment districts) to finance public facility design, construction, operation, and maintenance. [Adapted from 1990 GP, Public Facilities, Goal 1, Policy 9]

Consistent. The City of Stockton will have oversight in assigning responsibility for financing and the determination of the most appropriate financing option for each public facility/infrastructure improvement (see text addressing consistency with Policy DV-5.10, above).

PFS-1.7 Neighborhood Services

The City shall encourage supporting neighborhood and branch governmental facilities (i.e., libraries and community centers) to locate on sites central to residential neighborhoods, accessible by collector and arterial streets, and convenient to public transportation. [Adapted from 1990 GP, Public Facilities, Goal 2, Policy 5]

Consistent. Discussions are ongoing with Lodi Unified School District to include joint use facilities for Community Centers.

PFS-1.8 Impact Mitigation

The City shall review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures if development reduces service levels. [Adapted from 1990 GP, Public Facilities, Goal 1, Policy 5]

Consistent. The ADEIR reviews potential impacts related to the following: fire services, police services, public schools, parks, libraries, or other public services; solid waste landfills; capacity of water services; construction-related water service interruptions; and stormwater drainage. Only the last two were found to have significant impacts before mitigation; however, Mitigation Measures PSU-7a (see section 3.13 in the ADEIR) and HYD-5a (see section 3.8 in the ADEIR) would reduce those impacts to less-than-significant levels.

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PFS-1.9 Conditions of Approval

During the development review process, the City shall not approve new development unless the following conditions are met:

- The applicant provides acceptable documentation demonstrating infrastructure capacity is available to serve the project;
- The applicant can demonstrate that all necessary infrastructure to serve the project is adequately financed and will be installed prior to occupancy;
- Infrastructure improvements are consistent with City or other service provider's infrastructure master plans; and
- Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement.

Water Supply and Delivery

PFS-2.1 Water Conservation

The City shall continue to implement water conservation programs that save significant amounts of water at a reasonable cost. [Adapted from 1990 GP, Water Facilities, Goal 1, Policy 7]

PFS-2.12 Water for Irrigation

The City shall encourage the use of non-potable water supplies for irrigation of landscape.

Wastewater

PFS-3.1 Sanitary Sewer Service Area

The City shall require that all new urban development is served by an adequate collection system to avoid possible contamination of groundwater from onsite wastewater disposal (septic) systems. [Adapted from 1990 GP, Water Facilities, Goal 1, Policy 3]

Consistent with Mitigation Incorporated. The Sanctuary will be served by new and existing infrastructure as described in MDP Chapter 6. The City will have oversight in assigning responsibility for financing each of the necessary infrastructure improvements required by the project (see text addressing consistency with DV 5-10, above). Mitigation Measure HYD-5a in the ADEIR requires the development of a Drainage Master Plan (see section 3.8 in the ADEIR); Drainage systems shall be designed in accordance with the City's and other applicable flood control design criteria. Additionally, a Water Supply Assessment is currently being prepared.

Consistent. The Plan will be required to comply with all City requirements regarding water waste and landscaping to ensure water efficiency, avoid runoff, and promote conservation in compliance with Sections 16-335 of the Municipal Development Code.

Consistent with Mitigation Incorporated. Irrigation water demand of public facilities such as public parks and open space areas within The Sanctuary Plan area will, as required by The City of Stockton, be supplied with the non-potable water from the adjacent waterways and The Sanctuary's lakes (see MDP section 6.2). Mitigation Measure HYD-9a in the ADEIR would require the implementation of measures to maintain surface and groundwater quality associated with recycled water use (see section 3.8 in the ADEIR).

Consistent. Sanitary sewer services for The Sanctuary Plan area will be provided by the City of Stockton, Municipal Utility Department's sewage collection system and Regional Wastewater Control Facility (see MDP section 6.3).

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Stormwater

PFS-4.2 Watershed Drainage Plans

The City shall require the preparation of watershed drainage plans for proposed developments within the urban services boundary. These plans shall define needed drainage improvements and estimate construction costs for these improvements. The plans will also identify a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.). [Adapted from 1990 GP, Water Facilities, Goal 1, Policy 10]

Consistent with Mitigation Incorporated. Mitigation Measure HYD-5a (see section 3.8 in the ADEIR) requires preparation and implementation of a Drainage Master Plan.

PFS-4.3 Best Management Practices

The City shall require, as part of watershed drainage plans, Best Management Practices (BMPs), to reduce pollutants to the maximum extent practicable. (Additional policy text expands on this goal) [Adapted from 1990 GP, Water Facilities, Goal 1, Policy 4]

Consistent with Mitigation Incorporated. Mitigation measures included in the ADEIR discussion of Hydrology and Water Quality (section 3.8 in the ADEIR) require the preparation and implementation of a Drainage Master Plan (Mitigation Measure HYD-5a), implementation of measures to maintain water quality after construction (Mitigation Measure HYB-6a), and development of a management plan for onsite water features (Mitigation Measure HYD-6b).

Law Enforcement

PFS-7: To provide protection to the public through effective law enforcement and the incorporation of crime prevention features in new development. [Adapted from 1990 GP, Public Facilities, Police Protection, Goal 1]

Consistent. The City of Stockton Police Department would provide protection to The Sanctuary. Design features such as lighting and lot layout incorporate crime prevention features, as described in more detail below.

PFS-7.5 Design Features for Crime Prevention and Reduction

The City shall continue to promote the use of building and site design features as a means for crime prevention and reduction. [Adapted from 1990 GP, Public Facilities, Police Protection, Goal 1, Policy 1 and 2]

Consistent. Lighting throughout the Plan will be designed to ensure the safety of residents and visitors. Single loaded residential lots facing open space areas located adjacent to the Levee Walk will provide visibility to these areas.

Fire Protection

PFS-8: To provide protection to the public through effective fire protection services and the incorporation of fire safety features in new development. [Adapted from 1990 GP, Public Facilities, Fire Safety, Goal 1]

Consistent. The City of Stockton Fire Department would be responsible for providing fire protection services to project.

PFS-8.3 Provision of Station Facilities and Equipment

The City should provide fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain the City's service standards (ISO rating and response time).

Consistent. The nearest fire station to project area is located east of Interstate 5 at the intersection of Hammer Lane and Alexandria Place. The City of Stockton anticipates that in order to maintain acceptable levels of service in the northwest section of the city, a new fire station or substation will be needed to serve the various proposed and existing developments in that area. However, as of yet, the City has not determined the precise location of the anticipated needed station. The Sanctuary will be able to accommodate a fire station if the City determines one is needed within the project area. If a fire station within the Sanctuary is required by the City, the timing of its construction and operation will be determined by the service analysis studies currently being undertaken by the City Fire Department. In the event that a fire house is needed, it will be located along the arterial road that stretches from the Hammer Lane entrance west towards Westlakes / Regatta Bridge. It will either be located at or near the religious site or within the mixed use site adjacent to the High School.

Schools

PFS-9.4 Elementary School Sites

The City shall encourage school districts to site elementary schools within residential neighborhoods with a walking radius of approximately 1.5 miles. Elementary schools should be located where students need not cross major arterial or collector streets. [Adapted from 1990 GP, Public Facilities, Goal 2, Policy 1]

Consistent. The proposed three elementary school sites have been located in cooperation with Lodi Unified School District to provide convenient access from local streets, and are in close proximity to parks and open space areas. These sites will generally conform to this policy.

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Recreation & Waterways Element

General

RW-1: To provide a full range of recreational facilities and services where they are accessible to the public and are compatible with the area in which they are located. *[Adapted from 1990 GP, Public Facilities, Goal 2]*

Consistent. The project proposes a number of diverse public recreational amenities ranging from a Levee Walk, which bounds the entire community, to sports fields and neighborhood pocket parks dispersed throughout. The project also provides a private marina facility open to public use.

City Park Facilities

RW-2.1 City Park and Recreation Standards

The City shall ensure that park and recreation facilities be provided at a level that meets the standards (net acres/1,000 residents, minimum net acres/park, service radius) for neighborhood parks, community parks, and regional parks indicated below:

- Neighborhood Park: 2 net acres per 1,000 residents, 15 mile min net acres per park, 1 mile to citywide service radius
- Community Park: 3 net acres per 1,000 residents, 5 mile min net acres per park, ½ mile service radius
- Regional Park: 3 net acres per 1,000 residents, 30+ min net acres per park, region-wide service radius
- Public Golf Courses: 1 course per 40,000 acres, 160-230 min net acres per park, region-wide service radius

[Adapted from 1990 GP, Parks and Recreations, Goal 1]

Consistent. The Plan will either provide appropriate park acreage to satisfy City park requirements or pay an in-leiu fee as mitigation.

RW-2.3 Siting to Maximize Security

The City shall require that new parks be located and designed in such a way as to facilitate their security and policing. *[Adapted from 1990 GP, Parks and Recreations, Goal 1, Policy 3]*

Consistent. Proposed public parks will conform to these standards. The proposed public parks will be oriented to have adequate visibility from public streets. Future visibility will be dependent on park site design and landscaping.

RW-2.4 Joint Park and School Facilities

Whenever possible, the City shall develop neighborhood parks adjacent to elementary and middle schools, subject to the discretion of the Director of Parks and Recreation, and develop shared facilities as feasible. *[Adapted from 1990 GP, Parks and Recreations, Goal 1, Policy 4]*

Consistent. Discussions are ongoing with Lodi Unified School District to develop neighborhood parks and community centers in conjunction with both elementary and high schools.

RW-2.9 Community and Regional Park Access to Public Roadways

The City shall locate new community and regional parks adjacent to an arterial or collector street so they are bordered by public streets, except where they are adjacent to another public facility. *[Adapted from 1990 GP, Parks and Recreations, Goal 1, Policy 5]*

Consistent. Community parks proposed for The Sanctuary are located such that they will be easily accessed by the proposed roadway system (see MDP Figure 4-1).

Other Recreational Facilities

RW-3.3 Development of Bikeways and Trails

The City shall construct bikeways and trails in existing public areas wherever feasible (i.e., Calaveras River path, EBMUD right-of-way). *[Adapted from 1990 GP, Parks and Recreations, Goal 1, Policy 6]*

Consistent. The Plan incorporates various linear parkways, walkways, and bikeways into its open space system, including the art walk along Sanctuary Boulevard, the Levee Walk (111 acres), and the Parkway. Trails and walkways planned throughout The Sanctuary provide walking and bike access from all neighborhoods to local parks, the marina, the community lakes, and to the Village Center, creating a comprehensive trail network (see MDP Chapter 5, Circulation).

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RW-3.5 Acquisition of Open Space

The City shall encourage developers to provide privately developed and maintained open space including, but not limited to: greenbelts (including along levees), pocket parks, trails, medians, and landscaped street right-of-ways. Some of this open space may be credited towards meeting a portion of the standards in Policy RW 2.1 as defined in guidelines prepared by the City of Parks and Recreation Department.

Consistent. All of the open space at the Sanctuary will be privately developed and maintained. The open spaces proposed at the Sanctuary comprise a top-quality system, unique to the project and to the region as a whole. As such, it is requested that the City please take note of these enhanced conditions when evaluating open space requirements overall, paying special attention to the fine amenities that will be provided to the Sanctuary’s residents and the greater community.

RW-3.6 Development of Utility Easements for Open Space

The City shall require developers to improve utility easement property as usable public open space. Such land would not be credited toward meeting the recreation standards in Policy-RW 2.1 nor would it be eligible for parkland fee reimbursement.

Consistent. The open space system will integrate open space uses with existing site features including easements (see MDP section 4.1). Heritage Open Space for example is 80 acres and runs the entire length of a utilities (powerline) easement. It is requested that full park credit be given for this unique park.

Waterways

RW-5.1 Incorporate Waterways Into Design of Parks and Trails

The City shall endeavor to preserve and restore the natural values of the San Joaquin and Calaveras Rivers, the Delta, and other local waterways, and incorporate them in the City’s park and trails system.

Consistent. The proposed Levee Walk will be a publicly accessible pedestrian and bicycle path that will circumnavigate The Sanctuary along the Delta, thereby providing access to waterways. The Marina will also provide water access.

Health and Safety Element

General

HS-1: To protect the community from injury and damage resulting from natural catastrophes and hazardous conditions. [Adapted from 1990 GP, Safety, General, Goal 1]

Consistent with Mitigation Incorporated. While the project site is not listed in any government databases as a site containing hazardous materials, the ADEIR includes mitigation measures that would reduce potential impacts from health and safety hazards (see text addressing consistency with HS-1.1, below).

HS-1.1 Development Constraints

The City shall permit development only in areas where the potential danger to the health and safety of people can be mitigated to an acceptable level. [Adapted from 1990 GP, Safety, General, Goal 1, Policy 1]

Consistent with Mitigation Incorporated. While the project site is not listed in any government databases as a site containing hazardous materials, the ADEIR includes mitigation measures that would reduce potential impacts from health and safety hazards. Specifically, the ADEIR chapter on Hazards and Hazardous Materials (section 3.7) addresses the mitigation of reasonably foreseeable upset and accident conditions involving release of hazardous materials, including the handling or emission of hazardous materials, substances or waste within 0.25 miles of an existing or proposed school (see Mitigation Measures HAZ-2a, HAZ-2b, HAZ-2c, HAZ-2d, and HAZ-2e).

The project site is not located near an airport, and it does not contain any wildlands; no impacts related to airport proximity or wildland fires were identified.

Noise

HS-2: To protect the community from health hazards and annoyance associated with excessive noise levels. [Adapted from 1990 GP, Noise, Goal 1]

Consistent with Mitigation Incorporated. Mitigation measures identified in the Noise chapter of the ADEIR (section 3.11) would reduce to a less-than-significant level the exposure of existing residences to excessive construction noise: Mitigation Measure N-1a would require noise-reducing construction practices; Mitigation Measure N-1b would require a Noise Control Plan; and Mitigation Measure N-1c would require the dissemination of essential information to residences and implement a complaint/response tracking program.



2035 Stockton General Plan Goals and Policies Sanctuary MDP Consistency

Geologic and Seismic Hazards

HS-3: To protect the community from the hazards of expansive soils, seismic dangers, including threats from liquefaction potential of soils, and other geologic activity. [Adapted from 1990 GP, Safety, Seismic and Other Geologic Hazards, Goal 1]

Consistent with Mitigation Incorporated. While structures built as part of The Sanctuary would be consistent with City policies related to development in geologically hazardous areas (see section 3.6 in the ADEIR), mitigation would be required: Mitigation Measure GEO-3a would implement liquefaction minimization methods to prevent localized liquefaction zones; Mitigation Measure GEO-5a, specifies that the corrective actions identified as part of the Geotechnical Report must be implemented to reduce to a less-than-significant level potential structural damage and injury from development on expansive or compressible or weak soils.

HS-3.6 Development within the Primary Zone of the Delta

The City shall continue to support the State policy restricting development within the primary zone of the Delta due to soil limitations and other hazards (e.g., liquefaction, subsidence, shrink-swell). [Adapted from 1990 GP, Safety, Seismic and Other Geologic Hazards, Goal 1, Policy 5]

Consistent. Although the policy prohibits development within the primary zone, the Plan is located within the secondary zone of the Delta. This development is consistent with the pattern of development in Stockton, which includes a range of existing development within the Secondary Zone.

Flood Hazards

HS-6: To minimize the risk to the community from flooding. [Adapted from 1990 GP, Safety, Flood Hazards, Goal 1]

Consistent. As detailed below, mitigation measures included in the ADEIR address protection from flood damage.

HS-6.1 New Urban Development

The City shall approve new urban development only when the project is shown to be protected from a 100-year flood. [Adapted from 1990 GP, Safety, Flood Hazards, Goal 1, Policy 1]

Consistent with Mitigation Incorporated. The following mitigation measures included in the Hydrology chapter of the ADEIR (section 3.8) address protection from 100-year flood events: HYD-4a (“Design and Construct Marina Facilities to Avoid Flooding Impacts”); HYD-5a (“Prepare and Implement a Drainage Master Plan”); and HYD-13b (“Implement Measures for Levee Protection”).

HS-6.5 Levee Maintenance

The City shall encourage reclamation districts to institute a levee maintenance program to reduce levee failures. [Adapted from 1990 GP, Safety, Flood Hazards, Goal 1, Policy 5]

Consistent with Mitigation Incorporated. As described in the ADEIR, Mitigation HYD-13b would implement measures for levee protection. The Reclamation District shall inspect levee condition on an ongoing (i.e., annual) basis for compliance with FEMA standards, and further maintenance shall be conducted as needed to ensure levee integrity and adequate flood protection (see section 3.8 in the ADEIR).

Emergency Operations Plan

HS-7: To develop and maintain emergency preparedness programs and emergency health services in order to protect the public. [Adapted from 1990 GP, Safety, Emergency and Disaster Planning, Goal 1]

Consistent. The Stockton Fire Department will provide emergency medical and technical rescue services, and response to hazardous materials spills. The American Medical Response, a private company, would provide emergency transport services. Sanctuary Boulevard includes unique design standards in order to accommodate emergency vehicle access (see MDP section 5.4.8).

HS-7.3 Access and Evacuation Corridors

The City shall ensure that major access and evacuation corridors are available and unobstructed in case of major emergency or disaster. [Adapted from 1990 GP, Safety, Emergency and Disaster Planning, Goal 1, Policy 3]

Consistent. The Sanctuary’s circulation plan is consistent with goals and recommendations in the City of Stockton’s Street Design Guidelines. Also, the hierarchical and interconnected street system provides multiple on- and off-site travel routes for autos, bicycles and pedestrians (see MDP Chapter 5).

2035 Stockton General Plan Goals and Policies Sanctuary MDP Consistency

Natural & Cultural Resources Element

General

NCR-1.5 Recreational Areas

The City shall reserve, preserve, and promote areas particularly suited for open space/recreational uses. Appropriate public access to these resources shall also be preserved, enhanced, and restored.

Consistent. The MDP provides a total of approximately 445 acres of parks and open space equivalent to approximately 24% of the total gross areas (1,839 acres). Of these 445 acres, approximately 246 acres (13% of total gross area) are open to the general public.(see MDP Chapter 4).

Biological Resources

NCR-2.15 Levee Vegetation

The City shall require disturbance of levee vegetation be minimized and vegetation replacement be consistent with flood control and reclamation district constraints. [Adapted from 1990 GP, Natural and Cultural Resources, Open Space, Goal 1, Policy 2]

Consistent with Mitigation Incorporated. As described in the ADEIR (section 3.4), construction of the proposed levee improvements would result in the removal or disturbance (trimming) of up to 30 valley oak trees, which grow near the top of the existing levees. Also, construction of the marina and placement of bank stabilization on the water side of levees could disturb special-status plants and/or habitat. Implementation of the following mitigation measures would reduce such impacts to less-than-significant levels: BIO-1a would protect sensitive biological resources adjacent to construction zones; BIO-1b would avoid/minimize potential indirect disturbance of oak trees; BIO-1c would conduct a preconstruction tree survey; BIO-1d would compensate for removal of oak trees; BIO-2a would conduct preconstruction surveys for special-status plants; and BIO-2b would avoid or compensate for impacts on special-status plant populations consistent with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

NCR-2.16 Fisheries and Riparian Habitat

The City shall protect the fisheries and riparian habitat of the Delta and waterways from damage caused by the operation of marinas or the Port of Stockton. [Adapted from 1990 GP, Natural and Cultural Resources, Open Space, Goal 1, Policy 3]

Consistent with Mitigation Incorporated. The Biological Resources chapter of the ADEIR (section 3.4) includes mitigation measures that would help to avoid impacts on fish and fish habitat (Mitigation Measures BIO-14a & BIO-19a), and avoid degradation of habitat (Mitigation Measures BIO-1a, BIO-2a, & BIO-2b).

Table 8-3: Comparison of General Plan Development Standards

<i>1990 General Plan</i>			<i>2035 General Plan</i>			<i>Master Development Plan</i>		
<i>Category</i>	<i>Max Res Density (du/gross acre)</i>	<i>Max FAR</i>	<i>Village Category</i>	<i>Average Res Density (du/net acre)*</i>	<i>Max FAR</i>	<i>Category</i>	<i>Density Range (du/net acre)</i>	<i>Max FAR</i>
Residential								
Low/Medium-Density Residential	17.4	N/A	Village Residential Estates	1	N/A	Custom and Semi-Custom Lots	0.75-4.25	N/A
			Village Low Density Residential	5.76	N/A	Single Family Large Traditional Lots	3.25-4.25	N/A
						Single Family Medium Lots	4.25-6.0	N/A
						Single Family Small Lots	6-10	N/A
			Village Medium Density Residential	10.6	N/A	Medium Density Alley Loaded Lots	6-9	N/A
						Green Courts	8-9	N/A
						Paseo	7-11	
						Single Family Attached Lot	9-18	N/A
High-Density Residential***	29	N/A	Village High Density Residential	25	N/A	Multiple-Family Residential	18-29	N/A
Mixed Use/Commercial								
Mixed Use	N/A**	N/A**	Village Mixed Use	16-29	N/A	Mixed Use	15-29	0.40
Limited Commercial	17.4	0.30	Village Administrative Professional	25	0.60	Office	N/A	0.43
Commercial***	29	0.30	Village Commercial	25	0.40	Neighborhood Commercial	N/A	0.35

*The proposed 2035 General Plan makes the following assumptions for percentage of rights-of-way to calculate gross to net: 10% in RE; 30% in LDR; 25% in MDR; and 20% in HDR. Gross density to calculate gross to net.

**The existing 1990 General Plan requires the MDP to meet the development standards of Chapter 16 of the Stockton Municipal Development Code, see 16-230.180 – MX (Mixed Use) Zoning District Standards.

*** Applies when located outside of downtown. Higher intensity of development allowed when located downtown.

Please note Appendices A and B are provided separately

**Appendix C:
Draft
Sanctuary Master Development Plan
Comparison with
Stockton Municipal Code -
Chapter 16 Development Code**

**Appendix C: Draft Sanctuary Master Development Plan Comparison with Stockton Municipal Code:
Chapter 16 Development Code**

Stockton’s Development Code/ proposed Sanctuary Master Development Plan (MDP) Guidance Document

This document is intended to act as a guide when implementing the Sanctuary Plan. The Planning Director is responsible for the interpretation of the Plan and application of the Development Code to the Plan (see Chapter 7, Section 7.2.2 of the Sanctuary Plan). In some cases, the Plan addresses portions of the Development Code article and is listed in the table. Where no corresponding section of the Plan is specified or “None” is written in the middle column, the Development Code governs.

Table C-1 Draft Sanctuary Master Development Plan Comparison with Stockton Municipal Code: Chapter 16 Development Code		
<i>Article</i>	<i>Corresponding Section in MDP</i>	<i>Consistency with MDP</i>
Article I		
Article I Division 16-110 <i>Purpose and Effect of Development Code</i> 16-110.010 - Title 16-110.020 - Purpose and Intent of Development Code 16-110.030 - Authority, Relationship to General Plan 16-110.040 - Responsibility for Administration 16-110.050 - Applicability of Development Code 16-110.060 - Partial Invalidation of Development Code	None	
Article I Division 16-120 <i>Purpose and Applicability</i> 16-120.010 - Purpose of Division 16-120.020 - Rules of Interpretation 16-120.030 - Procedures for Interpretations	None	
Article I Division 16-130 <i>Land Use Permit Requirements</i> 16-130.010 - Purpose of Division 16-130.020 - Requirements for Development and New Land Uses 16-130.030 - Exemptions from Development and Land Use Approval Requirements 16-130.040 - Additional Permits or Approvals May Be Required	None	

<p>Article II</p>		
<p>Article II Division 16-210 <i>Zoning Districts Established, Zoning Map Adopted</i> 16-210.010 - Purpose of Division 16-210.020 - Zoning Districts Established 16-210.030 - Zoning Map Adopted</p>	<p>None</p>	
<p>Article II Division 16-220 <i>Allowable Land Uses and Permit Requirements</i> 16-220.010 - Purpose of Division 16-220.020 - Allowable Land Uses and Permit Requirements</p>	<p>Section 2.5</p>	<p>The Development Code does not list allowable land uses for the MX zoning district. The MDP sets the allowable land uses for the Sanctuary including: residential, commercial, retail, office, hotel, mixed use, community facilities (schools, religious), parks, vineyards, orchards, a small winery and recreation facilities. Prohibited uses include tattoo parlors, fortune tellers and any business where products/ inventory are made on the premises.</p>
<p>Article II Division 16-230 <i>Zoning District Development Standards</i> 16-230.010 - Purpose of Division 16-230.020 - General Zoning District Development Standards 16-230.180 - MX (Mixed Use) Zoning District Standards <ul style="list-style-type: none"> • Min Area: 100 acres 16-230.030 - RE (Residential, Estates) Zoning District Standards <ul style="list-style-type: none"> • Lot Size: 1 acre min, width 150' min • Density: 1 du/acre • Front setback: 30' • Side setback: 10' • Side setback: 10' • Rear setback: 30' • Site Coverage: 25% • Height: 35' max 16-230.040 - RL (Residential, Low Density) Zoning District Standards <ul style="list-style-type: none"> • Lot Size: 5,000 sf min, width 50' min </p>	<p>Section 2.7 and Tables 2-5 and 2-6</p>	<p>The Plan proposes the following uses to be developed and approved as a MX (Mixed Use) Zoning District as part of the Master Development Plan process.</p> <p>MX (Mixed Use) Zoning District Standards <ul style="list-style-type: none"> • Area: 1,728 acres </p> <p>As the Plan will be zoned MX, the zoning district development standards listed in the adjacent column are presented for comparison purposes but do not govern the proposed site. A complete list of all residential and mixed-use development standards in the Sanctuary MDP are as follows:</p> <p><u>Custom and Semi-Custom Lots:</u> Density Range: 0.75-3.25 dwelling units/acre Lot Area (SF): 8,000-40,000 Minimum Lot Width (ft.): 70 Minimum Lot Depth (ft.): 100</p>

<ul style="list-style-type: none"> • Density: 0-8.7 du/acre, 1 du max per parcel • Front setback: 20' • Side setback: 5' • Side setback: 10' • Rear setback: 10' • Site Coverage: 50% • Height: 35' max <p>16-230.050 – RM (Residential, Medium Density) Zoning District Standards</p> <ul style="list-style-type: none"> • Lot Size: 5,000 sf min, width 50' min • Density: 8.8-17.4 du/acre, 1 du max per 2,500 sf • Front setback: 15' • Side setback: 5' • Side setback: 10' • Rear setback: 10' • Site Coverage: 50% • Height: 35' max <p>16-230.060 – RH (Residential, High Density) Zoning District Standards</p> <ul style="list-style-type: none"> • Lot Size: 7,500 sf min, width 50' min • Density: 17.5-29 du/acre, 1 du max per 1,500 sf • Front setback: 15' • Side setback: 5' • Side setback: 10' • Rear setback: 10' • Site Coverage: 50% • Height: 35' max <p>16-230.070 – CO (Commercial, Office) Zoning District Standards</p> <ul style="list-style-type: none"> • Lot Size: 7,500 sf min • Density: 0-29 du/acre, 1 du max per 1,500 sf • Front setback: 10' • Side setback: 5' • Side setback: 10' • Rear setback: 10' • Site Coverage: 60% • Height: 45' max with exceptions, 60' max <p>16-230.080 – CN (Commercial, Neighborhood) Zoning District Standards</p> <ul style="list-style-type: none"> • Density: 17.5-29 du/acre, 1 du max per 1,500 sf • Front setback: 10' • Side setback: 10' • Site Coverage: 100% • Height: 35' max <p>16-230.090 – CG (Commercial, General) Zoning District Standards</p> <ul style="list-style-type: none"> • Density: 0-29 du/acre • Site Coverage: 60% • Height: 45' max <p>16-230.100 – CD (Commercial, Downtown) Zoning District Standards</p>		<p>Minimum front yard setback, living (ft.): 20 Minimum front yard setback, porch (ft.): 15 Minimum front yard setback, garage (ft.): 20 Minimum rear yard setback (ft.): 20 Minimum side yard setback (ft.): 5 Minimum corner lot setback, living (ft.): 15 Minimum corner lot setback, porch (ft.): 12 Minimum corner lot setback, garage (ft.): 20 Maximum Height (ft.) (finished grade to highest ridge): 35</p> <p><u>Single Family Large Traditional Lots:</u> Density Range: 3.25-4.25 dwelling units/acre Lot Area (SF): 6,000-8,000 Minimum Lot Width (ft.): 55 Minimum Lot Depth (ft.): 100 Minimum front yard setback, living (ft.): 15 Minimum front yard setback, porch (ft.): 12 Minimum front yard setback, garage (ft.): 20* Minimum rear yard setback (ft.): 20 Minimum side yard setback (ft.): 5 Minimum corner lot setback, living (ft.): 12 Minimum corner lot setback, porch (ft.): 10 Minimum corner lot setback, garage (ft.): 20* Maximum Height (ft.) (finished grade to highest ridge): 35</p> <p><i>*In applications where the lots are located on private streets**, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway. ** Public streets in the community include Hammer Lane extension, Otto Drive extension, Aksland Drive extension and the north-south Parkway. All other roads and streets will be private.</i></p> <p><u>Single Family Medium Lots:</u> Density Range: 4.25-6.0 dwelling units/acre Lot Area (SF): 4,000-6,000 Minimum Lot Width (ft.): 45 Minimum Lot Depth (ft.): 85 Minimum front yard setback, living (ft.): 15 Minimum front yard setback, porch (ft.): 12 Minimum front yard setback, garage (ft.): 20* Minimum rear yard setback (ft.): 15 Minimum side yard setback (ft.): 5 Minimum corner lot setback, living (ft.): 12 Minimum corner lot setback, porch (ft.): 10 Minimum corner lot setback, garage (ft.): 20* Maximum Height (ft.) (finished grade to highest ridge): 35</p>
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<ul style="list-style-type: none"> • Density: 0-87 du/acre • Site Coverage: 100% <p>16-230.110 - CL (Large-Scale) Zoning District Standards</p> <ul style="list-style-type: none"> • Site Area: 25 acre min <p>6-230.120 - CA (Commercial, Auto) Zoning District Standards</p> <ul style="list-style-type: none"> • Site Area: 3 acre min • Structure: 7,500 sf min <p>16-230.130 – IL (Industrial, Limited) Zoning District Standards</p> <p>16-230.140 – IG (Industrial, General) Zoning District Standards</p> <p>16-230.150 – PT (Port) Zoning District Standards</p> <p>16-230.160 - PF (Public Facilities) Zoning District Standards</p> <ul style="list-style-type: none"> • None specified <p>16-230.170 – OS (Open Space) Zoning District Standards</p> <ul style="list-style-type: none"> • None specified <p>16-230.190 - UC (University/College) Zoning District Standards</p> <p>Site Area: 100 acre min</p>	<p><i>*In applications where the lots are located on private streets**, then the front yard and corner lot setback from garage to back of walk can be 18’ or greater or 5’ or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway. ** Public streets in the community include Hammer Lane extension, Otto Drive extension, Aksland Drive extension and the north-south Parkway. All other roads and streets will be private.</i></p> <p><u>Medium Density Alley Loaded Lots:</u> Density Range: 6-9 dwelling units/acre Lot Area (SF): 2,400-4,000 Minimum Lot Width (ft.): 32 Minimum Lot Depth (ft.): 70 Minimum front yard setback, living (ft.): 10 Minimum front yard setback, porch (ft.): 12 Minimum rear yard setback (ft.): Living setback 6’ from edge of alley pavement* Minimum rear yard setback, garage (ft.): Garage setback 6’ from edge of alley pavement* Minimum side yard setback (ft.): 4 (8’ building separation) Minimum corner lot setback, living (ft.): 10 Minimum corner lot setback, porch (ft.): 8 Maximum Height (ft.) (finished grade to highest ridge): 35 Minimum garage face to garage face (ft.): 32</p> <p><i>*Setbacks will increase to 10’ at single lane alley (as shown in Chapter 5, circulation).</i></p> <p><u>Alley Loaded Green Court Lots:</u> Density Range: 8-9 dwelling units/acre Lot Area (SF): 2,100-2,600 Minimum Lot Width (ft.): 32 Minimum Lot Depth (ft.): 68 Minimum front yard setback, living (ft.): 8 Minimum front yard setback, porch (ft.): 6 Minimum rear yard setback (ft.): Living setback 6’ from edge of alley pavement Minimum rear yard setback, garage (ft.): Garage setback 6’ from edge of alley pavement Minimum side yard setback (ft.): 4 (8’ building separation) Minimum corner lot setback, living (ft.): 10 Minimum corner lot setback, porch (ft.): 8 Maximum Height (ft.) (finished grade to highest ridge): 35 Minimum garage face to garage face (ft.): 32 Courtyard minimum width: 50’ Minimum Paseo width: 26’ Minimum sidewalk setback: 6’</p>
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	<p><u>Alley Loaded Paseo Lots:</u> Density Range: 7-11 dwelling units/acre Lot Area (SF): 2,100-3,400 Minimum Lot Width (ft.): 32 Minimum Lot Depth (ft.): 68 Minimum Paseo width: 15' Minimum building front separation at Paseo: 30' Minimum front yard setback, living (ft.): 7.5 Minimum front yard setback, porch (ft.): 3.5 Minimum rear yard setback (ft.): Living setback 6' from edge of alley pavement Minimum rear yard setback, garage (ft.): Garage setback 6' from edge of alley pavement Minimum side yard setback (ft.): 4 (8' building separation) Minimum corner lot setback, living (ft.): 10 Minimum corner lot setback, porch (ft.): 8 Maximum Height (ft.) (finished grade to highest ridge): 35 Minimum garage face to garage face (ft.): 32</p> <p><u>Single Family Small Lots (Type A):</u> Density Range: 8 – 10 dwelling units/acre Lot Area (SF): 2,600 - 2,800 Minimum Lot Width (ft.): 40 Minimum Lot Depth (ft.): 65 Minimum front yard setback, living (ft.): 12 Minimum front yard setback, porch (ft.): 7 Minimum front yard setback, garage (ft.): 20* Minimum rear yard setback (ft.): 5 Minimum side yard setback (ft.): 3 (6' building separation) Minimum corner lot setback, living (ft.): 8 Minimum corner lot setback, porch (ft.): 8 Minimum corner lot setback, garage (ft.): 20* Maximum Height (ft.) (finished grade to highest ridge): 35</p> <p><i>*In applications where the lots are located on private streets, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.</i></p> <p><u>Single Family Small Lots (Type B):</u> Density Range: 6 – 8 dwelling units/acre Lot Area (SF): 2,500 - 4,000 Minimum Lot Width (ft.): 35 Minimum Lot Depth (ft.): 72 Minimum front yard setback, living (ft.): 10 Minimum front yard setback, porch (ft.): 8 Minimum front yard setback, garage (ft.): 20*</p>
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	<p>Minimum rear yard setback (ft.): 5 Minimum rear yard setback, garage (ft.): 5 Minimum side yard setback (ft.): 4 (8' building separation) Minimum corner lot setback, living (ft.): 12 Minimum corner lot setback, porch (ft.): 10 Minimum corner lot setback, garage (ft.): 20* Maximum Height (ft.) (finished grade to highest ridge): 35</p> <p><i>*In applications where the lots are located on private streets, then the front yard and corner lot setback from garage to back of walk can be 18' or greater or 5' or less. This will either enable parking use of the driveway or completely discourage parking use in the driveway.</i></p> <p><u>Single Family Attached Lots:</u> Density Range: 9-18 dwelling units/acre Minimum front yard setback, living (ft.): 12 Minimum front yard setback, porch (ft.): 10 Minimum rear yard setback (ft.): Living setback 6' from edge of alley pavement* Minimum rear yard setback, garage (ft.): Garage setback 6' from edge of alley pavement* Minimum side yard setback (ft.): 15 with sidewalk, 12 without sidewalk Minimum corner lot setback, living (ft.): 10 Minimum corner lot setback, porch (ft.): 8 Minimum garage face to garage face (ft.): 32 Minimum Paseo width: 26' Minimum building front separation at Paseo (ft.): 30 Minimum front yard setback, living at Paseo (ft.): 7.5 Minimum front yard setback, porch at Paseo (ft.): 4 Maximum height (finished grade to highest ridge) (ft.): 45 (for use with 3-story tuck-under only)</p> <p><i>*Second or third floor living area may encroach into alley setback up to 2 feet: 28' minimum building face to building face</i></p> <p><u>Multi-Family Residential:</u> Density Range: 18-29 dwelling units/acre Minimum front yard setback, living (ft.): 12 (at street) Minimum front yard setback, porch (ft.): 10 (at street) Minimum rear yard setback (ft.): Living setback 6' from edge of alley pavement* Minimum rear yard setback, garage (ft.): Garage setback 6' from edge of alley pavement* Minimum side yard setback – no openings (ft.): 10 building separation Minimum corner lot setback, living (ft.): 10 Minimum corner lot setback, porch (ft.): 8</p>
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		<p>Building separation primary entry: 25' Building separation primary entry to building side: 15' Maximum Height (finished grade to highest ridge) (ft.): 35 Minimum garage face to garage face (ft.): 32</p> <p><i>*Second or third floor living area may encroach into alley setback up to 2 feet: 28' minimum building face to building face.</i></p> <p><u>Single Family Attached Lots (mixed-use):</u> FAR Max. (includes only mixed commercial uses): .40 Density Range (includes residential): 15-29 dwelling units/acre Minimum Lot Depth (ft.): 80 Front setback: A minimum of 50% of the building frontage should be built up to the front property line with a zero front setback. The remainder of the building may have a 10' maximum setback. Maximum Height (ft): Neighborhood Commercial: 45' (4 stories) Office: 45' (4 stories), Hotel: 60' (5 stories). Min. Required Parking Townhomes: 2 spaces/unit (including garage) Restaurants: 1 space/200 square feet of development Retail and/or office: 1 space/250 square feet of development</p> <p><u>Neighborhood Commercial:</u> FAR Max: .30 Front setback: A minimum of 25' from the main parkway, A minimum of 15' from other roadways. Maximum Height (ft): 2 Story (35') Min. Required Parking: 1 space/250 square feet of development</p> <p><u>Office:</u> FAR Max: .43 Front setback: A minimum of 25' from the main parkway, A minimum of 15' from other roadways. Maximum Height (ft): 5 stories (60') Min. Required Parking: 1 space/200 square feet of development</p>
<p>Article II Division 16-240 <i>Overlay Zoning District Land Use and Development Standards</i> 16-240.010 - Purpose of Division 16-240.020 - Purpose and Applicability of Overlay Districts 16-240.030 - Aircraft Operations (-AIR) Overlay District 16-240.040 - Channel Area (-CHA) Overlay District 16-240.050 - Design Review (-DES) Overlay District 16-240.060 - Magnolia Historic (-MHD) Overlay District</p>	<p>None</p>	

<p>16-310.100 - Screening and Buffering 16-310.110 - Setback Regulations and Exceptions 16-310.120 - Site Coverage Measurements and Exceptions 16-310.130 - Solid Waste/Recyclable Materials Storage 16-310.140 - Traffic Sight Area</p>	<p>Section 2.5</p>	<p>Buffers and Setbacks: Adjacent to the surrounding levee, all homes will be setback 25 feet from the levee tow on the land side as illustrated in Figure 2-3 of the MDP. This condition will occur along the three sides of the project surrounded by water. Along the eastern boundary of the property, along the dry levee, there will be a green-belt buffer of varying widths.</p>
<p>Article III Division 16-315 <i>Affordable Housing Incentives/Density Bonus Provision</i> 16-315.010 - Purpose 16-315.020 - Eligibility for Bonus and Incentives 16-315.030 - Types of Bonuses and Incentives Allowed 16-315.040 - Requirements for Projects with Affordable Units 16-315.050 - Continued Availability 16-315.060 - Location of Bonus Units 16-315.070 - Development Standards for Targeted Units 16-315.080 - Processing of Bonus Requests 16-315.090 - Density Bonus Agreement</p>	<p>None</p>	
<p>Article III Division 16-320 <i>Communications Facilities</i> 16-320.010 - Purposes 16-320.020 - Criteria for Minor and Major Communications Facilities 16-320.030 - Review and Approval Process 16-320.040 - Abandonment of Communication Facilities 16-320.050 - Satellite Antennas, Amateur Radio Communication Facilities & Citizen Band (CB) Radio Antennas 16-320.060 - Existing Nonconforming Communication Facilities</p>	<p>None</p>	
<p>Article III Division 16-325 <i>Fences, Hedges and Walls</i> 16-325.010 - Purpose 16-325.020 - Applicability 16-325.030 - General Height Limitations 16-325.040 - Exceptions to Height Limitations 16-325.050 - Measurement of Fence or Wall Height 16-325.060 - Walls Required Between Different Zoning Districts 16-325.070 - Special Wall and Fencing Requirements 16-325.080 - Prohibited Fence Materials</p>	<p>Section 3.8 Section 3.1.4</p>	<p>Section 3.8: <i>Walls</i>, presents the following general requirements for walls and fences as elements within the Plan.</p> <ul style="list-style-type: none"> • Long continuous lengths of community walls are to be avoided. • Walls shall be articulated. • View or agricultural fences are encouraged. • When applicable, low berms shall be used to reduce the height of walls. • Wrought-iron fencing along main roadways shall be encouraged
<p>Article III Division 16-330 <i>Infill Development Standards</i> 16-330.010 - Purpose</p>	<p>None</p>	

<p>16-330.020 - Applicability 16-330.030 - Standards and Requirements 16-330.040 - Design Review 16-330.050 – Land Use</p>		
<p>Article III Division 16-335 <i>Landscaping Standards</i> 16-335.010 - Purpose 16-335.020 - Areas Required to be Landscaped 16-335.030 - Landscape Plans 16-335.040 - Landscape Standards 16-335.050 - Water Waste Prohibited 16-335.060 - Maintenance Required 16-335.070 - Public Education</p>	<p>Section 3.6</p>	<p>Section 3.6: <i>Landscape</i>, discusses how landscaping will provide a common thread weaved throughout the Plan. A sequence of landscape elements is envisioned to frame views and welcome the resident or visitor into The Sanctuary. Where feasible, native vegetation will be planted.</p>
<p>Article III Division 16-340 <i>Noise Standards</i> 16-340.010 - Purpose 16-340.020 - Activities Exempt from Noise Regulations 16-340.030 - Activities Deemed Violations of this Division 16-340.040 - Standards 16-340.050 - Acoustical Study 16-340.060 - Evaluation of Proposed Projects 16-340.070 - Noise Attenuation/Mitigation Measures 16-340.080 - Enforcement of Regulations</p>	<p>None</p>	
<p>Article III Division 16-345 <i>Off-Street Parking and Loading Standards</i> 16-345.010 - Purpose 16-345.020 - Applicability 16-345.030 - General Parking Regulations 16-345.040 - Number of Parking Spaces Required Parking Requirements (Table 3-9)</p> <ul style="list-style-type: none"> • Townhome: 2 covered spaces per du • Restaurants: <ul style="list-style-type: none"> ○ Table service: 1 space per 200 sf ○ Fast food: 1 space per 100 sf ○ With Dancing or live entertainment: 1 space per 500 sf • Business and Professional Uses: 1 space per 200 sf (1 st 50,000 sf) • Retail Trade 	<p>Chapter 2 Section 2.8.1, Table 2-6</p>	<p>Parking Requirements Number of Spaces</p> <ul style="list-style-type: none"> • Mixed Use <ul style="list-style-type: none"> ○ Townhomes: 2 spaces per du ○ Restaurants: 1 space per 200 sf ○ Retail/Office: 1 space per 250 sf • Neighborhood Commercial: 1 space per 250 sf • Office: 1 space per 200 sf

<ul style="list-style-type: none"> ○ General: 1 space per 250 sf ○ Convenience stores: 1 space per 150 sf ○ Furniture and appliance stores (small): 1 space per 500 sf ○ Nurseries: 1 space per 250 sf ● Services <ul style="list-style-type: none"> ○ General: 1 space per 200 sf ○ Hotels and motels: 1 space per quest room + 4 ancillary <p>16-345.050 - Adjustments to Off-Street Parking Requirements 16-345.060 - Parking Assessment Districts 16-345.070 - Disabled/Handicapped Parking Requirements 16-345.080 - Development Standards for Off-Street Parking Parking spaces & aisle dimensions: <ul style="list-style-type: none"> ● Standard: 9' wide, 19' long ● Compact: 9' wide, 15' long (25% total spaces max) 16-345.090 - Parking in Residential Zoning Districts 16-345.100 - Bicycle Parking Requirements and Development Standards 16-345.110 - Off-Street Loading Space Standards</p>	<p>Chapter 5 (cross-sections – Figures 5-3 -5-8)</p>	<p>Parking spaces & aisle dimensions: Sanctuary Boulevard: <ul style="list-style-type: none"> ● Urban Residential: 8' wide max ● Heritage Open Space: 8' wide max ● Residential Condition: 8' wide max Local Commercial Street: <ul style="list-style-type: none"> ● Mixed Use: 7' wide, ● Multifamily: 7' wide </p>
<p>Article III Division 16-350 <i>Planned Development (Permit) Standards</i> 16-350.010 - Purpose 16-350.020 – Applicability 16-350.030 - Development Standards 1. Size. 2 acre min 13. Development phasing.</p>	<p>Section 1.1 Section 7.4</p>	<p>Development Standards: Size. 1,967 acres (1,728 developable) According to Section 7.4: Development Phasing, development of the Sanctuary site will likely consist of four phases expected to be implemented over a number of years in conjunction with the housing market. The infrastructure will be developed as required by the City of Stockton. Some infrastructure such as back bone transportation improvements (bridges, etc.) will need to occur prior to adjacent development. These facilities will be implemented in a cost-efficient manner that will not have adverse fiscal impacts on the City of Stockton (refer also to Appendix A: Fiscal and Economic Impact Analysis). The proposed public infrastructure phasing plan shall be subject to City review and approval. In lieu of the 20% common open space requirement the project may elect to implement the proposed policy of providing 3 acres of common open space per 1,000 population.</p>
<p>Article III Division 16-355 <i>Public Improvements</i> 16-355.010 - Purpose of Division 16-355.020 - Applicability 16-355.030 - Conformity 16-355.040 - Environmental Impact 16-355.050 - Area of Benefit</p>		<p>The Sanctuary MDP is not intended to address all of these in the detail found in the Development Code. While it is the goal of implementing this Division of the Development Code, detail specific variations may be proposed for implementation. Only after approval by the City, shall variations occur. The following public improvements are accounted for in the MDP:</p>

<p>16-355.060 - Dedications and Exactions 16-355.070 - Improvements (Plans, Agreements, and Security) 16-355.080 - Subdivision Design and Improvement Requirements 16-355.100 - Grading, Erosion, and Sediment Control 16-355.110 - Access, Circulation, Streets 16-355.120 - Street Improvements 16-355.130 - Bridges 16-355.140 - Railroad Crossings 16-355.150 - Traffic Signals 16-355.160 - Street Lighting 16-355.170 - Street Names 16-355.180 - Street Signs 16-355.190 - Street Trees 16-355.200 - Drainage Canals 16-355.210 - Storm Drainage Facilities 16-355.220 - Water Supply</p>	<p>Section 4.3.2.4 Section 6.4 Section 6.1, 6.2</p>	<p>Section 4.3.2.4 discusses the Plan’s comprehensive sign program to be prepared as an appendix to the MDP.</p> <p>Section 6.4: Storm Drainage discusses planned storm drainage facility improvements.</p> <p>Potable water service will be supplied to The Sanctuary Plan area by the City of Stockton, Municipal Utilities Department water system. Proposed extensions and connections to the City’s water system include four locations: 1) the 16-inch diameter water main near Mariners Drive and Hammer Lane, 2) the 12- inch water main stubbed out at the south end of Lighthouse Drive, approximately 300 feet north of Five Mile Slough, 3) the 16-inch water main stubbed out at the west end of Otto Drive, which is located approximately 1,500 feet north of The Sanctuary Plan area boundary (Mosher Slough), and 4) the future Westlake Villages’ 16-inch water main to run within Street 2 (a.k.a. Regatta Drive), which will require a water main crossing of Disappointment Slough. Within The Sanctuary Plan area the primary water transmission main will be routed along the north-south arterial street with distribution loops branching off into adjacent area development and with interconnected distribution loops. The estimated average daily potable water demand for the full build out of The Sanctuary Plan area is approximately 2.75 million gallons per day (MGD) with the public park and open space areas being irrigated with non-potable water from the lakes via a separate distribution system, as required by the City of Stockton. A Water Supply Assessment (WSA) has been prepared for The Sanctuary project that addresses water and non-potable water supplies and demand (refer to the Sanctuary EIR appendices for the complete WSA). Figure 6-1 shows the preliminary layout of the proposed water distribution system within The Sanctuary Plan area. The required infrastructure will be installed as necessary to accommodate actual project phasing. The Parkway alignment from the Trinity/Aksland Bridge to the Fourteen Mile Slough Bridge will serve as a utility corridor to accommodate the proposed West Side Water Transmission Main.</p>
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<p>Article III Division 16-360 <i>Sign Standards</i> 16-360.010 - Purpose 16-360.020 - Applicability 16-360.030 - Prohibited Signs 16-360.040 - Sign Permits 16-360.050 - Comprehensive Sign Program 16-360.060 - General Provisions for All Signs 16-360.070 - Nonconforming Signs 16-360.080 - Abandoned Signs 16-360.090 - Illegal Signs 16-360.100 - Standards for Specific Types of On-Premise Signs 16-360.110 - Standards for Off-Premise Signs</p>	<p>Section 4.3.2.4</p>	<p>Section 4.3.2.4 discusses the Plan’s comprehensive sign program which will be submitted at a later date.</p>
<p>Article III Division 16-365 <i>Standards for Specific Land Uses</i> 16-365.010 - Purpose and Applicability 16-365.020 - Accessory Uses and Structures 16-365.030 - Adult-Related Establishments 16-365.035 - Alcoholic Beverage Sales (Off-Sale) 16-365.040 - Amusement Devices 16-365.050 - Animal Regulations 16-365.055 - Auto and Vehicle Sales/Leasing/Rental Lots 16-365.060 - Bed and Breakfast Inns 16-365.070 - Child Care Facilities 16-365.080 - Christmas Tree/Holiday Sales Facilities 16-365.090 - Condominium Conversions 16-365.100 - Community Gardens 16-365.110 - Convenience Stores 16-365.120 - Drive-In and Drive-Through Facilities 16-365.130 - Home Occupations 16-365.140 - Industrial Uses 16-365.150 - Live Entertainment 16-365.160 - Mini-Storage Facilities 16-365.170 - Mobile Home Parks and Subdivisions 16-365.180 - Multi-Family Development 16-365.190 - Multi-Use Facilities 16-365.210 - Offices Adjacent to Residential Zoning Districts 16-365.220 - Outdoor Dining and Seating Areas 16-365.230 - Outdoor Display and Sales 16-365.240 - Problem Uses 16-365.250 - Produce Stands 16-365.260 - Recycling Facilities</p>	<p>Figure 5-5</p>	<p>Figure 5-5 illustrates a 10-14 feet walk/tree well/ light for outdoor dining and seating for mixed use buildings located on local commercial streets. Portions of sidewalks in excess of the City’s 10’ width requirement will be privately maintained by the adjacent property.</p>

<p>16-365.270 - Religious Facilities</p> <ul style="list-style-type: none"> Parcel Size: 15,000 sq ft min <p>16-365.280 - Residential Care Home 16-365.290 - Secondary Dwelling Units 16-365.300 - Service Stations (Fueling Stations) 16-365.310 - Shopping Centers and Large-Scale Commercial Retail Uses 16-365.320 - Tow Truck Operations 16-365.330 - Transitional Housing 16-365.340 – Utility Equipment 16-365.350 - Veterinary Hospitals</p>	<p>Sections 2.4, 2.6.4, 3.5 and Table 2-4</p>	<p>Religious Facilities / Houses of Worship</p> <ul style="list-style-type: none"> Parcel Size: 10 acres (which can accommodate multiple facilities) Houses of worship shall be developed based on a maximum FAR of 0.35
<p>Article IV</p>		
<p>Article IV Division 16-410 <i>Application Filing, Processing and Fees</i> 16-410.010 - Purpose of Division 16-410.020 - Review Authority for Land Use and Zoning Decisions 16-410.030 - Pre-application Conference 16-410.040 - Application Filing 16-410.050 - Initial Application Review and Environmental Assessment 16-410.060 - Application Withdrawal 16-410.070 - Expiration of Completed Application 16-410.080 - Fees</p>	<p>Chapter 1 Section 1.1.3</p>	<p>CEQA Compliance will ensure compliance with the Initial Application Review and Environmental Assessment requirement</p>
<p>Article IV Division 16-420 <i>Review Procedures</i> 16-420.010 - Purpose of Division 16-420.020 - General Provisions 16-420.030 - Public Hearing Notices 16-420.040 - Environmental Determination 16-420.050 - Procedures for Review of Applications</p>	<p>Section 1.13</p>	<p>According to environmental determination, the Plan is “Subject to CEQA” and its potential environmental impacts will be analyzed through an Environmental Impact Report.</p>
<p>Article IV Division 16-430 <i>Implementation Procedures, Condition, and Requirements</i> 16-430.010 - Purpose of Division 16-430.020 - Applicability 16-430.030 - Appeals 16-430.040 - Approval Based on Section 65956 16-430.050 - Building Permit 16-430.060 - Business License 16-430.070 - Certificate of Occupancy 16-430.080 - Changes to an Approved Project 16-430.090 - Effective Date 16-430.100 - Expiration/Extension</p>	<p>None</p>	

<p>16-430.110 - Maintenance 16-430.120 - Owner Responsibility 16-430.130 - Performance Guarantees 16-430.140 - Resubmittals 16-430.150 - Review of Project 16-430.160 - Revocations/Modifications 16-430.170 - Runs with the Land 16-430.180 - Use of Property</p>		
<p>Article IV Division 16-440 <i>Expirations and Extensions</i> 16-440.010 - Purpose of Division 16-440.020 - Expiration of Permits or Entitlements 16-440.030 - Extensions of Time</p>	<p>None – subject to extensions of permits and entitlements pursuant to approved Development Agreements.</p>	
<p>Article IV Division 16-450 <i>Appeals</i> 16-450.010 - Purpose of Division 16-450.020 - Appeal of Action 16-450.030 - Environmental Determination 16-450.040 - Filing and Processing of Appeals</p>	<p>None</p>	
<p>Article IV Division 16-460 <i>Changes to an Approved Project</i> 16-460.010 - Purpose of Division 16-460.020 - Applicability 16-460.030 - Types of Changes 16-460.040 – Procedure</p>	<p>None</p>	
Article V		
<p>Article V Division 16-505 <i>Administrative Exception</i> 16-505.010 - Purpose of Division 16-505.020 - Review Authority 16-505.030 - Applicability 16-505.040 - Application Filing, Processing, and Review 16-505.050 - Findings and Decision 16-505.060 - Notice of Decision 16-505.070 - Conditions of Approval 16-505.080 - Post Approval Procedures</p>	<p>None</p>	

<p>Article V Division 16-515 <i>Design Review</i> 16-515.010 - Purpose of Division 16-515.020 - Applicability 16-515.030 - Exemptions 16-515.040 - Applicable Review Authority 16-515.050 - Application Filing, Processing, and Review Procedures 16-515.060 - Findings 16-515.070 - Conformance to Plans 16-515.080 - Post Issuance Procedures</p>	<p>Section 7.2.1</p>	<p>All development project applications will be submitted to and approved by The Sanctuary Design Review Board prior to their submittal to the Community Development Director and the City of Stockton for Site Plan and Design Review. The internal review process by the Sanctuary Design Review Board will apply to development as it initially occurs by developers and will also apply to any future changes to property by individual business and homeowners.</p>
<p>Article V Division 16-520 <i>Design Review Districts</i> 16-520.010 - Purpose of Division 16-520.020 - Review Authority 16-520.030 - Applicability 16-520.040 - Initiation 16-520.050 - Application Filing, Processing, and Review 16-520.060 - Standards of Review</p>	<p>None</p>	
<p>Article V Division 16-525 <i>Development Agreements</i> 16-525.010 - Purpose of Division 16-525.020 - Authorization 16-525.030 - Review Authority 16-525.040 - Applicability 16-525.050 - Initiation 16-525.060 - Preparation and Content 16-525.070 - Application Filing, Processing, and Review 16-525.080 - Findings and Decision 16-525.090 - Execution and Recordation 16-525.100 - Environmental Review 16-525.110 - Periodic Review 16-525.120 - Modification or Termination of Development Agreement 16-525.130 - Compliance 16-525.140 - Effect of Development Agreement 16-525.150 - Subsequently Enacted State and Federal Laws 16-525.160 - Emergency Situations 16-525.170 - Enforcement 16-525.180 - Benefits and Burdens to Successors 16-525.190 - Approved Development Agreements</p>	<p>Chapter 1 Section 1.1.3</p>	<p>The Grupe Company will be entering into a development agreement with the City of Stockton for the Sanctuary project.</p> <p>CEQA Compliance will ensure compliance with the Environmental Review requirement</p>
<p>Article V Division 16-530</p>	<p>None</p>	

<p><i>Home Occupation Permits</i> 16-530.010 - Purpose of Division 16-530.020 - Review Authority 16-530.030 - Applicability 16-530.040 - Exempt Activities 16-530.050 - Allowable Home Occupations 16-530.060 - Prohibited Home Occupation Uses 16-530.070 - Preparation and Content 16-530.080 - Application Filing, Processing, and Review 16-530.090 - Findings and Decision 16-530.100 - Post Approval Procedures</p>		
<p>Article V Division 16-535 <i>Land Development Permits</i> 16-535.010 - Purpose of Division 16-535.020 - Review Authority 16-535.030 - Applicability 16-535.040 - Exemptions 16-535.050 - Application Filing, Processing, and Review Procedures 16-535.060 - Findings and Decision 16-535.070 - Notice of Decision 16-535.080 - Conditions of Approval 16-535.090 - Approved Plans 16-535.100 - Post Approval Procedures</p>	<p>None</p>	
<p>Article V Division 16-540 <i>Master Development Plans</i> 16-540.010 - Purpose of Division 16-540.020 - Review Authority 16-540.030 - Applicability 16-540.040 - Initiation and Presubmittals 16-540.050 - Preparation and Content 16-540.060 - Application Filing, Processing, and Review 16-540.070 - General Standards 16-540.080 - Findings and Decision 16-540.090 - Notice of Decision 16-540.100 - Conditions of Approval 16-540.110 - Post Approval Procedures</p>	<p>Chapter 8 Tables 8-1, 8-2, and 8-3</p>	<p>A Master Development Plan (MDP) for the Sanctuary has been prepared.</p> <p>Table 8-1 through Table 8-3 in the MDP compares Plan policies and development standards to those of the existing and proposed general plans.</p>
<p>Article V Division 16-545 <i>Planned Development Permits</i> 16-545.010 - Purpose of Division 16-545.020 - Review Authority</p>	<p>None</p>	

<p>16-545.030 - Applicability 16-545.040 - Development Standards 16-545.050 - Application Filing, Processing, and Review 16-545.060 - Findings and Decision 16-545.070 - Notice of Decision 16-545.080 - Conditions of Approval 16-545.090 - Approved Plans 16-545.100 - Post Approval Procedures</p>		
<p>Article V Division 16-550 <i>Precise Road Plans</i> 16-550.010 - Purpose of Division 16-550.020 - Review Authority 16-550.030 - Applicability 16-550.040 - Initiation of Precise Road Plans 16-550.050 - Preparation and Content 16-550.060 - Filing, Processing, and Review of Precise Road Plans 16-550.070 - Findings and Decision 16-550.080 - Method of Adoption 16-550.090 - Implementation and Amendments</p>	<p>None</p>	
<p>Article V Division 16-555 <i>Site Plan Review</i> 16-555.010 - Purpose of Division 16-555.020 - Review Authority 16-555.030 - Applicability 16-555.040 - Exemptions 16-555.050 - Application Filing, Processing, and Review Procedures 16-555.060 - Conformance to Plans 16-555.070 - Post Issuance Procedures</p>	<p>Section 7.2.2</p>	<p>Site Plan Reviews shall be processed as provided in the Section 16-555, Site Plan Review of the Stockton Municipal Code. As part of the Site Plan Review, the applicant will identify how the Site Plan meets the intent of this Sanctuary Plan and is compatible with the terms of the Development Agreement and the EIR Mitigation Monitoring Report. As provided in Section 16-555.020 Review Authority, the Planning Director is the review authority for Site Plans based on the recommendation of the Site Plan Review Committee (SPRC).</p>
<p>Article V Division 16-560 <i>Specific Plans</i> 16-560.010 - Purpose of Division 16-560.020 - Authorization 16-560.030 - Review Authority 16-560.040 - Applicability 16-560.050 - Initiation of Specific Plans 16-560.060 - Preparation and Content 16-560.070 - Filing, Processing, and Review of Specific Plans 16-560.080 - Findings and Decision 16-560.090 - Method of Adoption 16-560.100 - Implementation and Amendments</p>	<p>None</p>	

<p>Article V Division 16-565 <i>Street Name Changes</i> 16-565.010 - Purpose of Division 16-565.020 - Review Authority 16-565.030 - Initiation 16-565.040 - Process 16-565.050 - Cost for Change of Street Name Signs</p>	<p>None</p>	
<p>Article V Division 16-570 <i>Temporary Activity Permits</i> 16-570.010 - Purpose of Division 16-570.020 - Review Authority 16-570.030 - Temporary Activities 16-570.040 - Application Filing, Processing, and Review 16-570.050 - Findings and Decision 16-570.060 - Development Standards 16-570.070 - Conditions of Approval 16-570.080 - Post Approval Procedures</p>	<p>None</p>	
<p>Article V Division 16-575 <i>Use Permits</i> 16-575.010 - Purpose of Division 16-575.020 - Review Authority 16-575.030 - Type and Applicability 16-575.040 - Application Filing, Processing, and Review 16-575.050 - Findings and Decision 16-575.060 - Notice of Decision 16-575.070 - Conditions of Approval 16-575.080 - Post Approval Procedures</p>	<p>None</p>	
<p>Article V Division 16-580 <i>VariANCES</i> 16-580.010 - Purpose of Division 16-580.020 - Review Authority 16-580.030 - Applicability 16-580.040 - Application Filing, Processing, and Review 16-580.050 - Findings and Decision 16-580.060 - Notice of Decision 16-580.070 - Conditions of Approval 16-580.080 - Post Approval Procedures</p>	<p>Section 7.2.4</p>	<p>When compliance with the Development Standards (outlined in this Plan) for a particular land use designation creates practical difficulties or unnecessary physical hardships, the City of Stockton’s variance criteria shall be followed (as contained in the City’s Municipal Code, Chapter 16: Development Code-Division 16-580: VariANCES). If it can be shown that the requirements in this Plan concerning placement and design of uses, design guidelines and neighborhood crafting, would create practical difficulties or unnecessary physical hardships due to an unforeseen future occurrence, and alternative design approaches would still meet the goals of the Master Development Plan, the City may allow for variances consistent with the requirements of the Development Code.</p> <p>Note: The MDP is proposing to follow the general city process for</p>

		variances except to change the decision making body to eliminate Planning Commission approval.
Article VI		
Article VI Division 16-610 <i>Applicability and Administration of Subdivision Regulations</i> 16-610.010 - Title 16-610.020 - Purpose 16-610.030 - Authority 16-610.040 - Applicability 16-610.050 - Responsibility for Administration 16-610.060 - Review Authority for Subdivision Decisions 16-610.070 - Enforcement	None	
Article VI Division 16-620 <i>Requirements to File Subdivision Maps</i> 16-620.010 - Purpose of Division 16-620.020 - Type of Subdivision Approval Required 16-620.030 - Exemptions from Subdivision Approval Requirements	None	
Article VI Division 16-630 <i>Tentative Map and Tentative Parcel Map Filing and Processing</i> 16-630.010 - Purpose of Division 16-630.020 - Review Authority 16-630.030 - Preparation and Contents 16-630.040 - Application Filing, Referrals, and Review 16-630.050 - Review and Decision 16-630.060 - Findings and Decision 16-630.070 - Conditions of Approval 16-630.080 - Vesting Tentative Maps 16-630.090 - Effective Date of Tentative Map and Tentative Parcel Map Approval 16-630.100 - Post Approval Procedures 16-630.110 - Completion of Subdivision Process	None	
Article VI Division 16-640 <i>Parcel Maps and Final Maps</i> 16-640.010 - Purpose of Division 16-640.020 - Filing and Processing Requirements 16-640.030 - Supplemental Information Sheets 16-640.040 - Recordation of Maps 16-640.050 - Amendments to Recorded Maps	None	

<p>Article VI Division 16-650 <i>Condominiums and Condominium Conversions</i> 16-650.010 - Purpose of Division 16-650.020 - Condominiums - New Construction 16-650.030 - Condominiums - Conversions</p>	<p>None</p>	
<p>Article VI Division 16-660 <i>Lot Line Adjustments, Lot Mergers and Reversions to Acreage</i> 16-660.010 - Purpose of Division 16-660.020 - Lot Line Adjustments 16-660.030 - Lot Mergers 16-660.040 - Reversions to Acreage</p>	<p>None</p>	
<p>Article VI Division 16-670 <i>Certificate of Compliance</i> 16-670.010 - Purpose of Division 16-670.020 - Applicability 16-670.030 - Application Contents 16-670.040 - Review and Approval 16-670.050 - Recorded Final or Parcel Map</p>	<p>None</p>	
<p>Article VI Division 16-680 <i>Surveys and Monuments</i> 16-680.010 - Purpose of Division 16-680.020 - Survey Procedure and Practice 16-680.030 - Monuments 16-680.040 - Survey Information on Final or Parcel Map</p>	<p>None</p>	
<p>Article VII</p>		
<p>Article VII Division 16-710 <i>Administrative Responsibility</i> 16-710.010 - Purpose of Division 16-710.020 - Planning Agency 16-710.030 - City Council (Council) 16-710.040 - Planning Commission (Commission) 16-710.050 - Development Review Committee (DRC) 16-710.060 - Site Plan Review Committee (SPRC) 16-710.070 - Community Development Director (Director) 16-710.080 - City Engineer</p>	<p>None</p>	

16-710.090 - City Attorney 16-710.100 - Municipal Utilities Director		
Article VII Division 16-720 <i>Boundary Changes</i> 16-720.010 - Purpose of Division 16-720.020 - State Law 16-720.030 - Local Agency Formation Commission (LAFCO) 16-720.040 - Review Authority 16-720.050 - Initiation 16-720.060 - Criteria 16-720.070 - Annexation Process 16-720.080 - Detachment and Reorganization Process	None	
Article VII Division 16-730 <i>Cultural Resources</i> 16-730.010 - Purpose of Division 16-730.020 - Council Findings 16-730.030 - Review Authority 16-730.040 - Cultural Heritage Board 16-730.050 - Historic District Advisory Committee 16-730.060 - Certificates of Appropriateness 16-730.070 - Landmarks 16-730.080 - Historic Preservation District 16-730.090 - Historic Sites 16-730.100 - Structures of Merit 16-730.110 - Amendment or Rescission 16-730.120 - Maintenance 16-730.130 - Economic Hardship 16-730.140 - Enforcement	None	
Article VII Division 16-740 <i>Enforcement</i> 16-740.010 - Purpose of Division 16-740.020 - Responsibility for Enforcement 16-740.030 - Violations and Remedies 16-740.040 - Inspection 16-740.050 - Initial Enforcement Action 16-740.060 - Reinspection Fees	None	
Article VII Division 16-750 <i>Nonconforming Uses, Structures and Parcels</i>	None	

<p>16-750.010 - Purpose of Division 16-750.020 - Legal Nonconformity 16-750.030 - Creation of a Nonconforming Use, Structure, or Parcel 16-750.040 - Provisions for Nonconforming Uses, Structures, and Parcels 16-750.050 - Use Permit Requirement 16-750.060 - Loss of Nonconforming Status</p>		
<p>Article VII Division 16-770 <i>Williamson Act Regulations</i> 16-770.010 - Purpose of Division 16-770.020 - Nonrenewal of Williamson Act Contract 16-770.030 - Cancellation of Williamson Act Contract 16-770.040 - Subdivision of Property Under Williamson Act Contract</p>	<p>Section 7.4.1</p>	<p>The parcels that make up the Plan Area are currently under Williamson Act contract with San Joaquin County. Notices of non-renewal for all of these contracts have been filed pursuant to California Government Code Section 51245. The contracts will expire in 2013. The Sanctuary Plan is proposing not to succeed to the Williamson Act parcels for the early phases of the project and to thereafter await expiration by way of non-renewal for the remaining properties under contract.</p>
<p>Article VIII</p>		
<p>Article VIII Division 16-800 <i>Glossary (557k)</i> 16-800.010 - Purpose of Division 16-800.020 - Definitions of Specialized Terms and Phrases</p>	<p>None</p>	

Abbreviations used:

CEQA: California Environmental Quality Act

du: dwelling unit

FAR: Floor Area Ratio

max.: maximum

min.: minimum

MDP: Master Development Plan

sf: square feet