Tidewater Crossing

Master Development Plan

MDP 2-05

City of Stockton
March 2008

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Glossary of Terms[1]

Assessment District
A financing district that requires property owners to pay based on the benefit each property receives from the construction of public infrastructure.

Berm
A raised path or mound of earth.

Capital Improvement
The building of infrastructure or public works projects.

California Environmental Quality Act
(CEQA) A state law that (1) defines state environmental goals and the responsibilities of local governments to assist in achieving those goals; and (2) sets forth the requirements for the environmental analysis of proposed public and private projects, including the preparation and/or review of environmental impact reports or issuance of exemptions and negative declarations.

Community Facilities District
(CFD) Districts created by cities, counties, and school districts under the Mello-Roos law to finance the construction of needed community infrastructure. The CFD is empowered to levy additional property taxes on land located inside the district, thus creating a dependable revenue stream that can be used in issuing bonds to pay for the new infrastructure.

Council of Governments
(COG) An association of cities and counties that often acts as a regional planning agency with some power under state and federal law.

Design Review
The process by which a decision-making body considers a project's consistency with the design standards and guidelines established for new development.

Development Agreement
A contract between a city or county and a developer, which may specify conditions, terms, restrictions, and regulations pertaining to all aspects of a development.

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1 Definitions excerpted from William Fulton's *Guide to California Planning* (1999).

Environmental Impact Report
A detailed informational document prepared by the public agency responsible for carrying out a project as part of the CEQA process that describes and analyzes a project's significant environmental effects and discusses ways to mitigate or avoid those effects.

Existing General Plan (AKA 1990 General Plan)
The adopted General Plan for the city of Stockton, which provides land use and transportation policy.

Floor-Area Ratio
A formula set by local ordinance that establishes the maximum permitted building volume as a multiple of the area of the lot.

General Plan Amendment
A change or addition to a community's General Plan.

Local Agency Formation Commission
(LAFCO) A county commission that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve these proposals.

Master Development Plan
A special set of development standards that apply to a particular geographic area.

Mello-Roos Bond
A bond issued pursuant to the establishment of a community facilities district created for a new development.

Mitigation
Actions or project design features that reduce environmental impacts by avoiding adverse effects, minimizing adverse effects, or compensating for adverse effects.

Proposed General Plan (AKA 2035 General Plan)
The proposed land use and transportation policy document prepared to replace the existing adopted plan.

Site Planning
The physical layout of building and landscape design.

Sphere of Influence
The probable ultimate physical boundaries and service area of a city as determined by the local agency formation commission (LAFCO) of each county.

Urban Service Area
An area in which the city has prepared and adopted infrastructure master plans, and an area in which the City intends to direct future growth during and beyond the time horizon of its General Plan.

List of Abbreviations

ACE	Army Corps of Engineers
ADT	Average Daily Traffic
APN	Assessor's Parcel Number
BMP	Best Management Practices
Cal Water	California Water Services Company
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Stockton
County	County of San Joaquin
dB	Decibel
EIR	Environmental Impact Report
FAR	Floor-Area Ratio
FEMA	Federal Emergency Management Agency
FGA	Future Growth Area
HDR	High-Density Residential
LAFCO	Local Agency Formation Commission
LDR	Low-Density Residential
LOS	Level of Service
LSA	LSA Associates, Inc.
MUSD	Manteca Unified School District
MDP	Master Development Plan
MDR	Medium-Density Residential
MGD	Millions of Gallons per Day
MUD	Municipal Utilities District
NPDES	National Pollutant Discharge Elimination System
PACE	Pacific Advanced Civil Engineering, Inc.
PD	Planned Development
PG&E	Pacific Gas & Electric
RE	Residential Estates
ROW	Right(s)-of-Way
RWCQB	Regional Water Quality Control Board
SEWD	Stockton East Water District
SJCOG	San Joaquin County Council of Governments
SJRTD	San Joaquin Regional Transit District
SMC	Stockton Municipal Code
Sq.Ft.	Square Feet
SR	State Route
UPRR	Union Pacific Railroad

CHAPTER ONE: INTRODUCTION

What is a Master Development Plan?
Purpose of the Master Development Plan
Elements of the Master Development Plan
Planning Process
Consistency with the Tidewater Crossing Master Development Plan
Master Development Plan Organization
Development Agreements & Implementation Measures
Policies

Chapter One: Introduction

1.1 WHAT IS A MASTER DEVELOPMENT PLAN?

A master development plan is the regulatory and vision document that guides the development of a specific geographic area. The City of Stockton uses the master development plan to "provide a comprehensive framework for the development of property which have a Mixed Use or University designation on the General Plan or for a specified geographical area that will be developed as a single concept" (Section 16-540.010 of the Stockton Municipal Code).

Section 16-540.050, Master Development Plans Preparation and Content of the City of Stockton Development Code, mandates that a Master Development Plan include at a minimum the following information:

A. **Proposed land use.** The distribution, location, and extent (e.g., density, intensity, etc.) of land uses proposed within the area covered by the Master Development Plan, including open space areas;

B. **Infrastructure.** A description of the major components of public and private facilities, including circulation/transportation, energy, sanitary sewage, solid waste disposal, water, storm water drainage, and other essential facilities to be located within the Master Development Plan Area and needed to support the proposed land uses;

C. **Land use and development standards.** Criteria, guidelines, and standards by which development would proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

D. **Implementation measures.** A program of implementation measures and environmental mitigation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the proposed land uses, infrastructure, development and conservation standards and criteria, and;

E. **Relationship to General Plan.** A discussion of the relationship of the Master Development Plan to the objectives, policies, general land uses, and programs of the City's General Plan.

Section 16-540.050(f) of the Stockton Municipal Code (SMC) provides that a Master Development Plan shall also include such additional information, based on the characteristics of the area to be covered by the Plan, applicable policies of the General Plan, or any other issue(s) that are determined by the Community Development Director to be significant. The Municipal Code requires the use of a Development Agreement to implement the Master Development Plan.

1.2 PURPOSE OF THE MASTER DEVELOPMENT PLAN

The Tidewater Crossing Master Development Plan ('Master Development Plan') is intended to be a land use and regulatory document establishing the planning principles, policies, and standards to guide the future development of Tidewater Crossing. The Tidewater Crossing Master Development Plan presents a "vision" for the development of the Tidewater Crossing Community, including single-family and higher density residential neighborhoods, neighborhood serving commercial uses, recreation/open space, and institutional uses. The Master Development Plan vision also includes a land use component addressing regionally-scaled industrial land uses.

The Master Development Plan provides land developers, merchant homebuilders, planners, and decision-makers with the information that is necessary to guide and manage the development of Tidewater Crossing. The Master Development Plan includes practical planning concepts that will provide planners and developers of future development projects with the ability to meet changes in market demand.

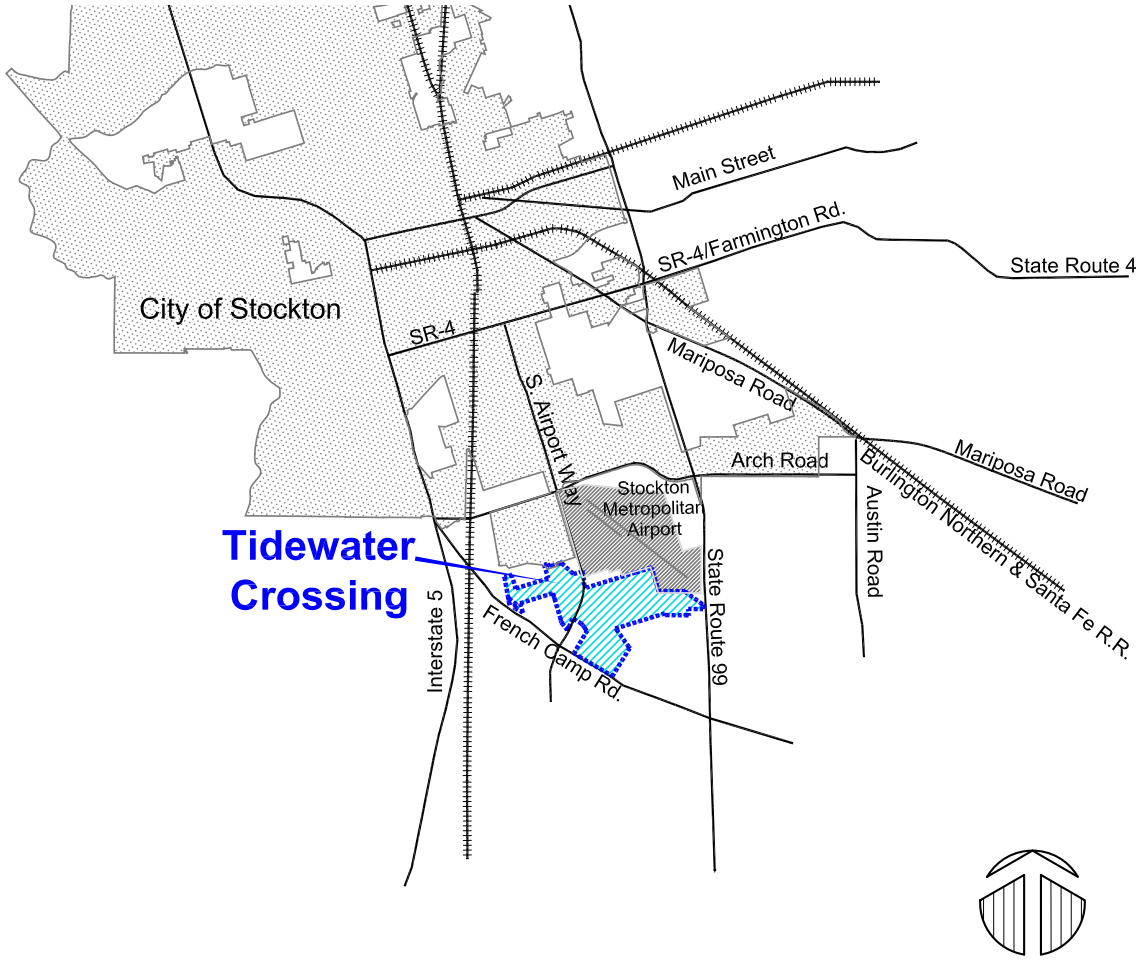
The Master Development Plan includes an implementation program that describes regulatory mechanisms and amendment procedures, strategies for financing, and the phasing of public facilities and services required by the Master Development Plan.

1.2.1 The MDP and the General Plan

The City of Stockton's General Plan sets the overall land use and planning policy affecting development in the City, including the Tidewater Crossing Master Development Plan Area. The General Plan serves as the City's "vision" for long-range growth and economic development.

The Tidewater Crossing Master Development Plan is written to be consistent with the goals, objectives, and policies contained in the adopted 1990 General Plan. The City of Stockton is in the process of updating its General Plan. The proposed updated plan has a planning time horizon of 2035. The Tidewater Crossing Master Development Plan is consistent with the planning principles used to guide the preparation of the 2035 General Plan.

FIGURE 1.1 REGIONAL MAP



The Tidewater Crossing Master Plan Area is presently located within the unincorporated area of San Joaquin County, and is currently designated as General Agriculture. When approved, the Tidewater Crossing Master Plan Area will include General Plan designations of Low-Density Residential, Medium-Density Residential, High-Density Residential, Commercial, Industrial, Institutional, and Parks and Recreation.

Upon approval by the City of Stockton, the Tidewater Crossing Plan will be consistent with the policies, general land uses, and programs of the City's General Plan. The Tidewater Crossing Master Plan specifies a range of land uses, development intensities, and densities that will be implemented within the proposed development.

1.2.2 The MDP and the Village Concept

Villages have been introduced as a component of the Draft 2035 General Plan. Villages will be used to "organize new development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity."[1] Tidewater Crossing, a new development at the southeastern edge of the Stockton community, has been identified as a village in the draft City of Stockton 2035 General Plan. Tidewater Crossing will conform to the Village Concept by:

- Developing new neighborhoods that combine a mix of residential, commercial, school, public, and recreation uses;
- Promoting a mix of residential densities resulting in a more efficient use of land; and
- Providing an enhanced circulation system that encourages alternative forms of movement, including transit, bicycles, and pedestrians.

1 Excerpted from DV-5, page 7-17 of the Goals and Policies Report (12-01-06).

1.3 ELEMENTS OF THE MASTER DEVELOPMENT PLAN

1.3.1 Location

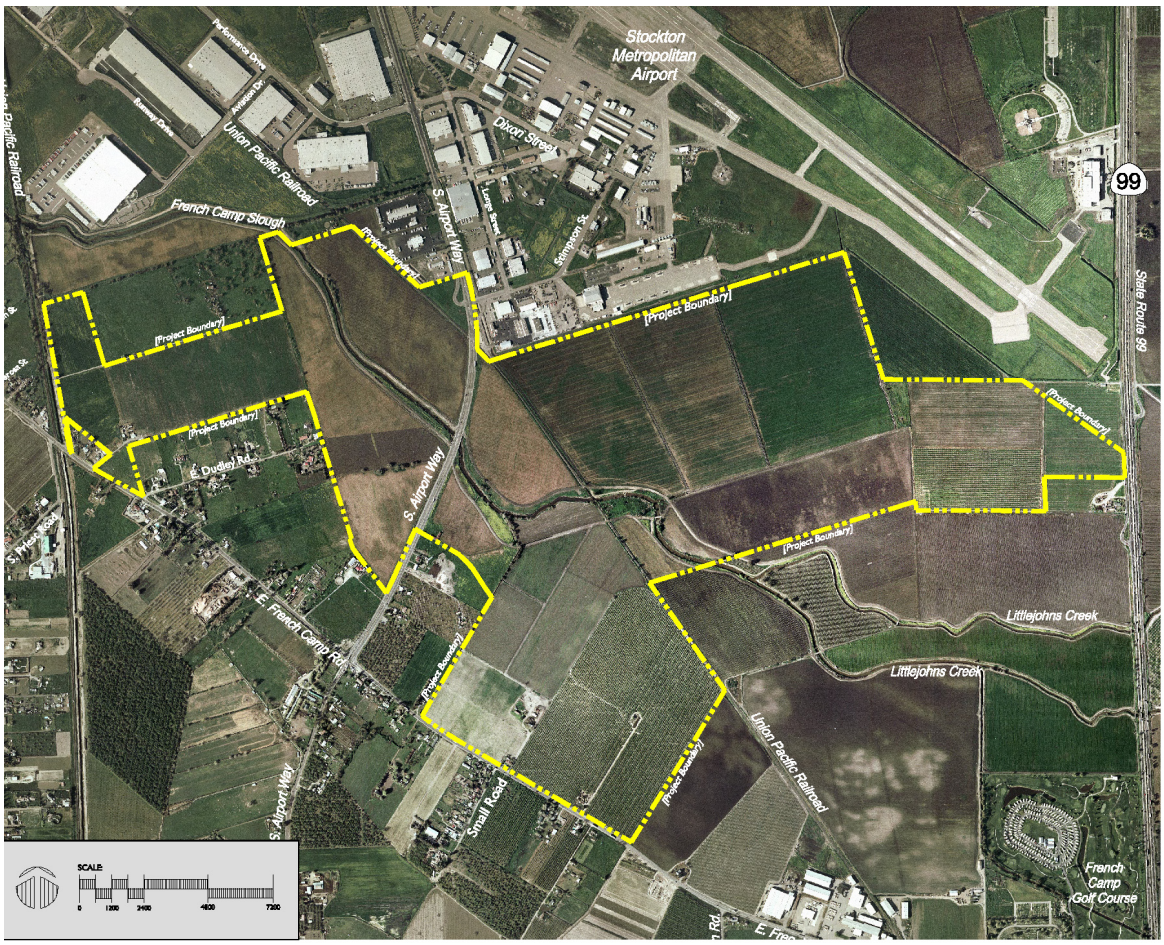
The Tidewater Crossing Master Development Plan Area consists of approximately 909± acres located within San Joaquin County and within the southeast portion of the City of Stockton, California. The project site is generally bounded by the Stockton Metropolitan Airport to the north, State Route 99 to the east, Union Pacific Railroad to the west, and East French Camp Road to the south.

1.3.2 Vision and Goals

Vision

The Tidewater Crossing Master Development Plan proposes a cohesive community that fulfills the commercial, residential, and industrial needs of South Stockton and the French Camp community. Residential areas will feature community gathering places and open spaces; commercial areas will provide jobs and shopping opportunities within the community. The large industrial portion of Tidewater Crossing will benefit the Stockton Metropolitan Airport by providing additional space for warehouses and other similar uses.

FIGURE 1.2 SITE MAP



Goals

Tidewater Crossing has been designed as a master planned community. Every aspect of the project was thoughtfully considered. Tidewater Crossing, when complete, will provide an interesting community for its residents and an economic benefit to the City of Stockton. Goals included in the Draft 2035 General Plan have been incorporated into the Tidewater Crossing design. Specific goals include:

DV-5: To organize new development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity.

TC-7: To promote an airport system capable of accommodating the future growth of air commerce while minimizing adverse airport-related environmental impacts and safety hazards.

LU-5: To encourage, facilitate, and assist the location of new industry, and the expansion of existing industry.

ED-2: To expand job opportunities in the community, providing a full range of quality career choices, serving entry level as well as highly-trained workers.

1.3.3 Guiding and Planning Principles and Influences

The goals described above formed the basis for Tidewater Crossing's design. The goals were incorporated into design principles, which are included below.

Principle 1: Create a community designed to enhance social interaction.

Principle 2: Minimize impacts to existing neighborhoods.

Principle 3: Recognize the historic/cultural resources within the community of French Camp, and minimize conflicts with incompatible neighboring uses.

Principle 4: Promote the use of open space to provide a convenient and safe destination for families to congregate and for children to play and explore.

Principle 5: Protect and enhance the economic viability of the Stockton Metropolitan Airport.

Principle 6: Minimize land use and operational conflicts between existing and planned residential uses and proposed industrial uses.

Principle 7: Provide a jobs/housing relationship, which can result in the reduction of commuting distances between residential concentrations and employment opportunities.

1.3.4 Application of Village Concept

Tidewater Crossing conforms to goals and policies set forth in Chapter Seven of the GPAT Goals and Policies Report. Specifically, the Tidewater Crossing MDP will promote enhancement of the entire Plan Area (Goal DV-1) and has been designed as a vibrant, mixed-use village (Goal DV-5).

1.4 PLANNING PROCESS

The development described in this Master Development Plan will be phased over a number of years. The Master Development Plan was developed to anticipate many of the changes in housing markets and the creation of jobs that may occur in the coming years. This Master Development Plan can be modified, but any changes will require a Tidewater Crossing Master Development Plan Amendment and must be approved by the Stockton Planning Commission and City Council.

Adoption of the Master Development Plan and certification of the Environmental Impact Report (EIR) establishes the planning criteria and mitigation measures for other stages of the planning process. These include:

- An Amendment of the existing Stockton General Plan,
- A Development Agreement,
- A Water Supply Assessment,
- An Amendment to the City of Stockton Sphere of Influence (LAFCO),

- Prezoning of the project area,
- Annexation to the City of Stockton,
- Tentative Subdivision Map(s),
- Wastewater Master Plan Amendment, and
- An Integrated Water Management Plan.

1.5 CONSISTENCY WITH THE TIDEWATER CROSSING MASTER DEVELOPMENT PLAN

The Tidewater Crossing Master Development Plan is prepared pursuant to Division 16-540 of the Stockton Municipal Code. All future development applications within the Tidewater Crossing Plan Area, including site plans, tentative maps, and other plans and uses, must demonstrate that the proposed development is consistent with policies of this Master Development Plan and the City's General Plan. Future development applications should include plans, reports, etc. that enable planners and decision-makers to determine if the proposed project is consistent with the Master Development Plan.

1.6 MASTER DEVELOPMENT PLAN ORGANIZATION

The Tidewater Crossing Master Development Plan consists of twelve chapters:

Chapter One: Introduction
Provides an introduction to the plan, describes the Plan Area, and the project's relationship to the City of Stockton.

Chapter Two: Existing Conditions & Constraints
Describes the location in detail and focuses on the conditions currently present in the Plan Area.

Chapter Three: Master Development Plan
Explicitly states the land uses involved in the Master Development Plan and describes the density and intensity of the proposed development.

Chapter Four: Housing
Discusses the number of housing units planned for the Tidewater Crossing Plan Area, including the range of housing types and mix of densities.

Chapter Five: Transportation Plan
Illustrates the circulation plan for the Plan Area and specifies street widths, traffic calming measures, trails, and streetscapes.

Chapter Six: Public Facilities, Services, & Utilities
Describes the projected need for or generation of water, wastewater, storm drainage, flood control, and solid waste disposal, as well as planned delivery. Also discusses the project's impact on police services, fire and emergency services, and local schools.

Chapter Seven: Parks, Recreation, & Open Space
Describes the distribution, location, and intensity of open space and recreation areas. Also describes the Plan Area's relationship to existing or planned recreation facilities.

Chapter Eight: Resource Management and Conservation
Discusses the concepts and policies regarding resources present within the Tidewater Crossing Plan Area. Also describes the conservation plan for agricultural lands and riparian corridors.

Chapter Nine: Project Development Standards
Presents the site development and performance standards for the Tidewater Crossing Plan Area.

Chapter Ten: Design Guidelines
Illustrates the overall design concept and specific guidelines that will apply to development within the Tidewater Crossing Plan Area.

Chapter Eleven: Implementation and Administration
Lists the processes involved with the adoption of the Master Development Plan and the steps required to properly administer the Plan. Also discusses the phasing of build-out and the mechanisms that will be used to finance public infrastructure improvements.

Chapter Twelve: Environmental Review
Describes the CEQA process and incorporates discussions from the Environmental Impact Report. Summarizes the environmental impacts and issues as well as mitigation measures implemented in the Tidewater Crossing Master Development Plan.

Additional technical information is included in the appendices, most of which are published under separate covers.

1.7 DEVELOPMENT AGREEMENTS & IMPLEMENTATION MEASURES

Whenever this Plan refers to the City codes, that reference shall be to the Stockton Municipal Code Chapter 16 as it applies to Tidewater Crossing, pursuant to the Development Agreement prepared pursuant to Section 16-525 of the Development Code between the City, the Owner, and developer or successor-in-interest. The Development Agreement, with certain exceptions set forth in said 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 Project's General Plan Amendment approved at the same time, is consistent with the City's Adopted General Plan.

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, excluding all utility infrastructure, which shall be designed and constructed in accordance with the Stockton Municipal Code, City Standard Plans and Specifications, and local building codes.

1.8 POLICIES

Policy 1.1: The Tidewater Crossing Master Development Plan shall be the primary land use policy and regulatory document used to guide the development of the proposed Master Development Plan (MDP) Area.

Policy 1.2: The Tidewater Crossing Master Development Plan shall implement the overall policies of the City of Stockton's General Plan and establish clear direction for the development of the Planning Area. The MDP is both a policy and a regulatory document, in that it establishes zoning designations for the property and includes standards to guide the detailed design of individual projects within the Plan Area.

Policy 1.3: The intent of the Tidewater Crossing Master Development Plan is to promote the systematic and orderly development of the Tidewater Crossing area. All subsequent development projects and related activities in this area shall be required to be consistent with the Plan, excluding the design and construction of utility infrastructure, which shall be designed and constructed in accordance with the Stockton Municipal Code, City Standard Plans and Specifications, and local building codes.

Policy 1.4: The Tidewater Crossing Master Development Plan will constitute the basis for a Development Agreement between the Developer/Applicant and the City of Stockton.

CHAPTER TWO: EXISTING CONDITIONS

Introduction
Master Development Plan Area
Existing Site Conditions
Environmental Characteristics
Existing Circulation
Existing Utilities & Public Services
Existing Ownership
Relationship to Other Planning Documents

Chapter Two: Existing Conditions

2.1 INTRODUCTION

Chapter Two includes seven subsections. The first subsection describes the geographic setting for the Tidewater Crossing Master Development Plan Area. The second subsection describes the existing land uses present in the Plan Area. The third subsection presents information regarding environmental characteristics of the Master Development Plan Area. Subsection Four describes the existing circulation within and surrounding the Plan Area. Subsection Five describes the existing provision of services and utilities. The sixth subsection discusses the ownership of parcels within the Master Development Plan Area. The seventh subsection discusses the Plan's relationship to other City documents.

2.2 MASTER DEVELOPMENT PLAN AREA

2.2.1 Regional and Local Setting

Tidewater Crossing is located west of State Route 99 and generally south to southwest of the Stockton Metropolitan Airport. Access to the Tidewater Crossing Community is provided by South Airport Way, which bisects the project area in a north-south direction, and East French Camp Road, which abuts portions of the southern boundary of the planning area in an east-west direction. East French Camp Road provides access to State Route 99 and Interstate 5, providing direct access from the Tidewater Crossing Community to the cities of Lathrop, Tracy, Ripon and Modesto to the south, and the cities of Lodi, Galt, Elk Grove, Sacramento, and other destinations to the north. Figures 2.1 and 2.2 depict the Tidewater Crossing project site in relation to the land use designations and boundaries for the City of Stockton 1990 and Draft 2035 General Plans. Figures 2.3 and 2.4 depict the Tidewater Crossing project site in relation to the County of San Joaquin's land use and zoning designations.

The Tidewater Crossing Plan Area is east of the historic community of French Camp, one of the oldest settlements in San Joaquin County.

2.2.2 City of Stockton Boundaries

The Tidewater Crossing site is currently under the jurisdiction of San Joaquin County, but is within the City of Stockton's Urban Service Area boundaries and partially within the City's Sphere of Influence. The Urban Service Area defines "the portion of the planning area available for urbanized

FIGURE 2.1 CITY OF STOCKTON 1990 LAND USE MAP

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REMOVE

FIGURE 2.2 CITY OF STOCKTON 2035 LAND USE MAP

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FIGURE 2.3 COUNTY OF SAN JOAQUIN LAND USE MAP

11 X 17

REMOVE

FIGURE 2.4 COUNTY OF SAN JOAQUIN ZONING MAP

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REMOVE

development."[1] Before the project can be annexed into the City boundary, the Local Agency Formation Commission (LAFCO) must evaluate an annexation proposal submitted by the City and project applicant. The annexation proposal does not include territory that is not a component of this Master Development Plan.

2.2.3 Visual Character

The relatively level topography, existing agricultural uses, and the other site characteristics described in this chapter establish the visual character of the Plan Area. The Plan Area has no significant visual features, and thus provides limited scenic value.

Photo of Existing Agriculture

2.3 EXISTING SITE CONDITIONS

2.3.1 Existing Land Uses

Agriculture is the primary existing land use within the Tidewater Crossing Master Development Plan Area. Large-scale agricultural practices occur within the eastern and southeastern portions of the Plan Area. Smaller agricultural practices occur within the western and northwestern portion of the Plan Area. The Plan Area is bounded on its southwestern boundary by agricultural-residential properties, consisting mostly of hobby-farms and other smaller agricultural pursuits. The Plan Area is bounded on the north by lands zoned for industrial purposes. The Stockton Metropolitan Airport abuts the Plan Area on its northeastern boundary. Rural/low-density residential land uses can be found west and southwest of the project site.

1 Section 3.2 of the Goals and Policies Report (page 3-8).

The agricultural lands to the south and east of the Plan Area are separated from Tidewater Crossing by East French Camp Road, Union Pacific Railroad tracks, and some rural/low-density residential homes. These blended land uses act as a physical barrier, and therefore little or no conflict between proposed and adjacent land uses is expected. All future residents will be duly notified with purchase agreements that the City of Stockton and County of San Joaquin each have a Right-to-Farm Ordinance which set out to preserve, protect and encourage the use of viable agricultural lands for food and agricultural production and the keeping of livestock; support the right of persons and entities to farm; reduce the loss of agricultural operations by limiting the circumstances under which an agricultural operation may be considered a nuisance; and advise prospective purchasers, residents, and tenants of property adjoining or near agricultural operations of the inherent conflicts associated with the purchase of a residence near an agricultural operation including the presence of chemicals, dust, light, noise, odors, and traffic that may occur near agricultural operations.

Existing Trees

2.3.2 Opportunities and Constraints

The Plan Area for Tidewater Crossing includes a number of factors that had to be incorporated and carefully considered when formulating the Master Development Plan. Some of these opportunities and constraints are described below.

Railroad Tracks

Heritage Trees

The Tidewater Crossing Plan Area includes existing trees scattered throughout and alongside the site. Refer to Section 2.4.3 of the MDP for a description of trees present in the development area. Provisions for protecting the existing trees are included in Section 8.2.8 of the MDP. While the existing trees may affect the location of amenities and design of the community, the trees will also enhance Tidewater Crossing's environment.

Home near Plan Area

Railroad Tracks

As described in previous sections of the MDP, an agricultural spur line of occasional use by the Union Pacific Railroad bisects the Plan Area. The Tidewater Crossing Project area has used the railroad spur line as a boundary separating the residential portion of the community from the industrial portion.

Existing Residential
A few single-family residences are located outside of the Plan Area. Tidewater Crossing will have a low-density residential area in the land adjacent to the existing homes, which will act as a buffer from the more intensive land uses planned in the project.

Stockton Metropolitan Airport
Stockton Metropolitan Airport is located north/northeast of the Tidewater Crossing Plan Area.

French Camp Slough
French Camp Slough crosses through the middle of the Tidewater Crossing Plan Area. The Slough is a community amenity available for nature exploring activities.

French Camp Slough

2.4 ENVIRONMENTAL CHARACTERISTICS

2.4.1 Land Form/Topography

The existing topography within the Tidewater Crossing Master Development Plan Area is generally described as level or flat. Very little topographical differences occur over the region. French Camp Slough transects the Plan Area and separates into two segments near the site's eastern boundary (i.e., north and south forks of South Littlejohns Creek). Numerous willows, oaks, and native ash trees grow along both sides of the slough. The slough is contained within low levees on both sides.

2.4.2 Soils and Geology

The geology of the Master Development Plan Area is similar to that found within the greater San Joaquin Valley, being comprised primarily of delta fluvial and alluvial fan deposits. Soil conditions within the Plan Area consist of poorly drained to moderately drained clay (i.e., Jackstone and Stockton Clay; Hollenback Silty Clay). Soil conditions in a portion of the Plan Area consist of moderately well drained sandy loam (i.e., Veritas Fine Sandy Loam). Generally, ground water depth is approximately 40 feet below existing grade.

The City of Stockton is located in an area that is characterized by low to moderate seismic activity. The Master Development Plan Area is not located within or adjacent to any Alquist-Priolo Zones. Additionally, the Master Development Plan Area is not located within an area with faults

Example of an Oregon Ash

that displace valley alluvium. However, there are a number of active and potentially active faults located approximately 20 to 30 miles to the east and west of the Master Development Plan Area that may subject proposed development to ground shaking.

2.4.3 Vegetation and Wildlife

The waterways located within the Plan Area boundaries include irrigation canals, French Camp Slough, and Weber Slough. French Camp Slough is a narrow creek with steep banks that flows southeast to northwest through the project area. Weber Slough is a narrow channelized waterway located between the Airport and the northern boundary of the project area.

The banks of French Camp and Weber Sloughs are steep and are dominated by herbaceous weedy species. Along French Camp Slough, a scattering of trees grow along the upper- and mid-slopes of the levee and between agricultural fields. Trees growing along French Camp Slough include valley oaks, box elder, and Oregon ash. Only a few willows and cottonwoods are present. Oregon ash trees grow at the edge of the slough and large valley oaks occasionally grow between the fields.

All the parcels in the project area have been converted to agricultural uses. There is very little native habitat in the project area to support special status plants listed as potentially occurring in the area. No valley grassland habitat was observed in the project area. Because the banks of French Camp Slough are steep, and the water flows are high, there is very little marsh habitat.

2.5 EXISTING CIRCULATION

Existing vehicular access to the Master Development Plan Area is provided by South Airport Way, which has a current ROW of 110 feet and transects the project area in a north-south direction, and East French Camp Road, which has a current ROW of 80 feet and abuts the southern boundary of the planning area in an east-west direction. East French Camp Road provides access to State Route 99 and Interstate 5. The West Frontage Road associated with State Route 99 provides access to the eastern portion of the Plan Area, including direct access to the highway via a southbound on-ramp. The West Frontage Road also provides access north, linking the Plan Area with Arch Road and the Arch Road/State

Route 99 Interchange. An agricultural spur line of occasional use which was formerly owned and operated by the Tidewater Southern Railroad Company was purchased by the Union Pacific Railroad Company in 1983. Since 1983, several sections of the spur line have been abandoned; especially sections of the railroad transecting downtown Modesto The portion of the rail line transecting the project area remains active and is served by a train approximately 3-4 times a week. These trains consist of a limited number of box cars and travel at very slow speeds (approximately 20 mph).

2.6 EXISTING UTILITIES & PUBLIC SERVICES

2.6.1 Existing Utilities

Existing residents within the Tidewater Crossing Master Development Plan Area obtain potable water from private wells and dispose of sewage via septic tank systems.

2.6.2 Existing Public Services

Police

Existing law enforcement services are provided by the San Joaquin County Sheriffs Department.

Fire Protection

Fire protection depends upon the specific parcel. French Camp Fire District protects most parcels, except for APNs 201-020-01 and 177-110-04 & 05. These parcels are unprotected. Parcel 177-100-03 is served by the Lathrop-Manteca Fire District.

2.7 EXISTING OWNERSHIP

The Tidewater Crossing Master Development Plan Area consists of ten (10) parcels The assessor parcel numbers within the Master Development Plan include 177-050-05, 08, 09, 25; 177-100-02, 03, 07; 177-110-04 and 05; and 201-020-01. Figure 2.5 shows the parcels within the Plan Area.

2.7.1 Williamson Act Contracts

No property within the Plan Area participates in the State of California Land Conservation program (i.e., Williamson Act).

2.8 RELATIONSHIP TO OTHER PLANNING DOCUMENTS

2.8.1 Stockton General Plan

The Tidewater Crossing Master Development Plan Area is partially within the City of Stockton Sphere of Influence. The proposed development shall be consistent with the objectives, policies, general land uses, and programs of the City of Stockton 1990 General Plan and the proposed 2035 General Plan. The City of Stockton's General Plan serves as the "constitution for development" and defines the use of land within the City and the larger planning area. As mandated by the California Government Code, the General Plan must be a comprehensive, long-term document detailing proposals for the physical development of the City. In addition, the Plan must analyze issues of importance to the community, set forth policies in text and diagrams for conservation and development, and outline specific programs for implementing these policies.

All Specific and Master Development Plans, including the Tidewater Crossing MDP, shall be an extension of the General Plan and shall include an analysis of important issues and established policies and implementation measures for development within the City of Stockton.

A comprehensive General Plan provides a city with a consistent framework for land use decision making. The General Plan has been called the "constitution" for land use development to emphasize its importance to land use decisions. Under California law, no specific plan, area plan, zoning subdivision map, master development plan, or public works project may be approved unless the city finds that it is consistent with the adopted General Plan.

The City of Stockton is currently updating its 1990 General Plan. It is anticipated that the new 2035 General Plan will be adopted in the near future. Therefore, the Tidewater Crossing Master Development Plan shall be consistent with the 2035 General Plan, per Government Code Sec. 65454, but shall supplement these policies with project specific information and/or direction.

In anticipation of annexation to the City of Stockton, the Tidewater Crossing Master Development Plan complies with Stockton's

FIGURE 2.~~3~~5 PARCELS WITHIN TIDEWATER CROSSING

11 X 17

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Development Code, Street Design Guidelines, and Traffic Calming Guidelines.

2.8.2 Stockton Metropolitan Airport Land Use Plan

The Tidewater Crossing project is located within the "Area of Influence" of the Stockton Metropolitan Airport and is subject to review for its compatibility and consistency with the Stockton Metropolitan Airport Land Use Plan, a policy document adopted by the San Joaquin County Airport Land Use Commission (ALUC) pursuant to the State of California Aeronautics Act (Public Utilities Code, Section 21670 et seq.).

The industrial development of Tidewater Crossing partially falls within the noise contours for the Stockton Metropolitan Airport, as illustrated in Figure 2.4. The commercial, residential, institutional, and recreational areas within the Plan Area are entirely outside of the noise contour.

The Airport Land Use Plan prepared for the Stockton Metropolitan Airport includes an Area of Influence, which is divided into nine zones (Figure 2.6). Each zone is subject to certain permitted uses and restrictions. In each zone, different land use standards apply.

As illustrated on Figure 2.6, the proposed Tidewater Crossing Project is located in the Horizontal and Conical zones. Because of the distance of uses in these zones from the airport runways, few restrictions are necessary and no special construction standards are required.

The Tidewater Crossing Master Development Plan has proposed two school sites in the plan area which are within two miles of the Stockton Metropolitan Airport. Pursuant to state law requirements, written approval for the sites was sought and granted by the Caltrans Division of Aeronautics and the California Department of Education. Any future correspondence regarding the review and approval of the school sites can be directed to:

-Caltrans Division of Aeronautics, Aviation Safety Officer, 1120 N Street, Room 3300, Sacramento, CA 94273-0001.
-California Department of Education, Field Representative, School Facilities Planning Division, 1430 N Street, Sacramento, CA 95814-5901

FIGURE 2.~~4~~6 STOCKTON METROPOLITAN AIRPORT NOISE CONTOURS

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FIGURE 2.57 STOCKTON METROPOLITAN AIRPORT AREAS OF INFLUENCE

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CHAPTER THREE: MASTER DEVELOPMENT PLAN

Introduction
Tidewater Crossing Land Use Plan
Land Use Policies
Permitted Land Uses

Chapter Three: Master Development Plan

3.1 INTRODUCTION

Tidewater Crossing is a master planned community comprised of a maximum of 2,663 dwelling units on 909± acres. The community consists of a mix of residential, commercial and industrial land uses conveniently linked together by a variety of transportation modes for ease of access and internal mobility. The residents of Tidewater Crossing will be able to enjoy neighborhood parks, open space, and trail systems along French Camp Slough.

The subdivision layout pattern depicted on various exhibits within this chapter is conceptual. The actual subdivision layout is subject to the findings of the internal traffic analysis, a component of the Traffic Impact Analysis.

3.2 TIDEWATER CROSSING LAND USE CONCEPT

Tidewater Crossing incorporates a range of residential densities into a pedestrian-friendly development organized around a Village Center that will include both residential and commercial uses. The lot sizes and housing densities reflect the City's desire for diverse and compact development focused around a Village Center, with services, transit, and open space readily accessible to all residents. Parks, linear open space greenways and trail systems will link neighborhoods. Storm water management features including lakes and swales will be integrated into the open space system. *(See Figure 3.1 Land Use Diagram.)*

The Tidewater Crossing Community is anchored by a commercial Village Center, a walkable commercial area, which includes public uses and high density residential uses. The community includes housing in a range of densities and unit types to assure ownership opportunities to a wide variety of residents. Parks and open space will be readily accessible to all residents.

Residential land uses occupy approximately 370± acres, and accommodate a maximum of 2,660 dwelling units, 2,347 of which have been allocated to specific neighborhoods (refer to Table 3.3 and Chapter 3.7.1). The project's two single-family neighborhoods are separated by Airport Way into two neighborhoods referred to as the eastern and western neighborhoods. Each neighborhood is fully amenitized and each

FIGURE 3.1 TIDEWATER CROSSING LAND USE DIAGRAM

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FIGURE 3.2 TIDEWATER CROSSING ILLUSTRATIVE DIAGRAM

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FIGURE 3.3 TIDEWATER CROSSING 1990 GENERAL PLAN AMENDMENT

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FIGURE 3.4 TIDEWATER CROSSING 2035 GENERAL PLAN AMENDMENT

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FIGURE 3.5 TIDEWATER CROSSING PREZONING

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includes elements traditionally found in a neighborhood setting. One K-8 school, under the jurisdiction of the Manteca Unified School District, will serve the needs of the Tidewater Crossing Community. The school site is over 19 acres, and is located adjacent to a community park. A second K-8 school site within Tidewater Crossing is being evaluated by the Manteca Unified School District. Each school is centrally located within the community to provide easy access.

The French Camp Slough Corridor comprises the backbone of the open space system. The community is linked to the Corridor via greenways and trails. The open space system and park network is designed to maximize accessibility and amenity value to residents.

The eastern portion of the Tidewater Community is comprised of a large industrial park capable of providing warehousing, logistics and light manufacturing uses. *(See Table 3.1, Land Use Summary.)*

TABLE 3.1 LAND USE SUMMARY

LAND USE	GROSS ACRES
Low Density Residential	265.3
Medium Density Residential	94.1
High Density Residential	10.4
Commercial	16.6
Schools	19.4
Industrial	224.3
Public Parks	24.3
Open Space	11.0
Existing Slough & Easement	62.0
Flood Control	93.1
Weber Slough Diversion	2.3
Basins/Lakes	16.0
Pump/Lift/PG&E Substation	5.8
Existing Railroad ROW	8.0
Public Road ROW	56.5
Total	**909.1**

3.3 OBJECTIVES

The Tidewater Crossing Community is designed to enable its residents to meet their daily needs locally, including the opportunity to live and work in the same community. Residents will enjoy neighborhood parks, and use the linear open space greenways and trail systems for walking and cycling to destinations within and outside the community. The community includes housing in a range of densities and unit types to assure ownership opportunities to a wide variety of residents.

3.4 GOALS

The goals that guided the development of the Tidewater Crossing Master Development Plan include:

- Create a community designed to enhance social interaction.
- Minimize impacts to existing neighborhoods.
- Recognize the historic/cultural resources within the community of French Camp, and minimize conflicts with incompatible neighboring uses.
- Promote the use of open space to provide a convenient and safe destination for families to congregate and for children to play and explore.
- Protect and enhance the economic viability of the Stockton Metropolitan Airport.
- Minimize land use and operational conflicts between existing and planned residential uses and proposed industrial uses.
- Provide a jobs/housing relationship, which can result in the reduction of commuting distances between residential concentrations and employment opportunities.

3.5 LAND USE CATEGORIES

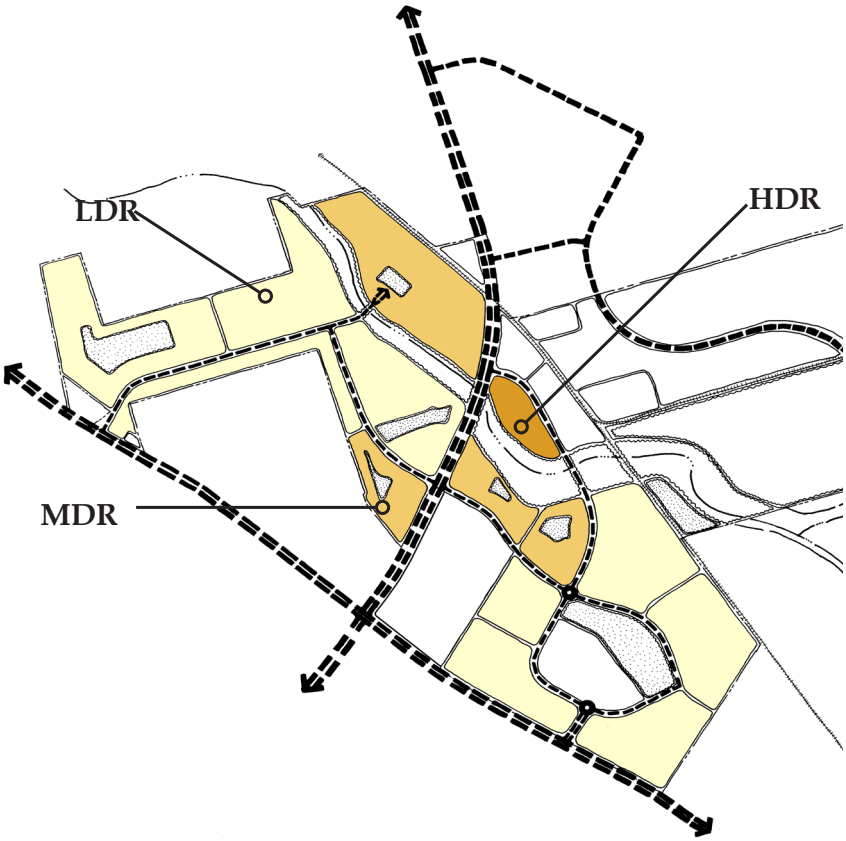
3.5.1 Residential Land Use

The various lot sizes and housing densities will generate a housing product that is affordable to individuals and families. Residential areas will include Low-Density, Medium-Density, and High-Density neighborhoods. *(Refer to Figure 3.6.)* The following sections describe the different types, lot sizes, and housing densities for the various neighborhoods. The overlay distinction of "planned developments" is also explained.

Low-Density Residential Development

The 265± gross acres of low-density residential development (LDR) will contain an estimated 1,331 units of single-family housing. Residential estates (RE) are permitted in the LDR area, however no areas are specifically designated as such. The low-density neighborhoods within Tidewater Crossing are Neighborhoods A, B, D, F, G, H, I, J, and K. Proposed lots will be a minimum of 5,000 square feet with an average master planned density of 7.2 dwelling units per net acre. Actual densities may be lower, taking into account site constraints (streets, parks, open space, etc.). Low-density homes in Neighborhoods G, H, I, J, and K encircle an elementary school and a community park. Connections between the neighborhoods and the park will be assured where feasible, following consultation with and review by the City of Stockton Police Department. Homes adjacent to the railroad in Neighborhoods G and H have been designed with a masonry wall and sufficient depth appropriate to mitigate for sound as specified in the Tidewater Crossing Environmental Impact Report. Habitable residential buildings adjacent to any railroad track shall be located a minimum of 85 feet from the outer rail of the track. Neighborhoods A, B, D, and F will be located between

FIGURE 3.6 RESIDENTIAL AREAS



Examples of Low-Density Neighborhoods

Examples of Medium-Density Neighborhoods

the Union Pacific Railroad, East French Camp Road, and South Airport Way.

Medium-Density Residential Development

Medium-density residences (MDR) will occupy approximately 94± gross acres of land in Neighborhoods C, E, L, and N, as depicted in Figure 3.7. The 752 medium-density residences will be comprised of either clustered homes or traditional single-family homes on small lots. Traditional single-family lots will vary from 2,450 to 3,600 square feet in size. Medium-density residential neighborhoods will have an approximate density of 8.0 dwelling units per net acre. The homes will be oriented around small parks and green areas.

Residential areas with lot sizes smaller than 5,000 square feet have been given the additional designation of Planned Development (PD). PD neighborhoods will be developed in Neighborhoods C, E, L, and N. Planned Development areas are similar to other residential areas except that there is an additional open space requirement. The City of Stockton has developed the following standards for all residential projects seeking PD status (Stockton Municipal Code 16-350).

1. Housing types and number. The type of housing in a planned development may include a variety of housing types, including single-family dwellings, duplexes, triplexes, small-lot homes, and multi-family.

2. Parking requirements. Parking shall comply with the required parking standards in Division 16-345 (Off-street Parking and Loading Standards). Projects consisting of both residential and nonresidential uses may deviate from parking standards.

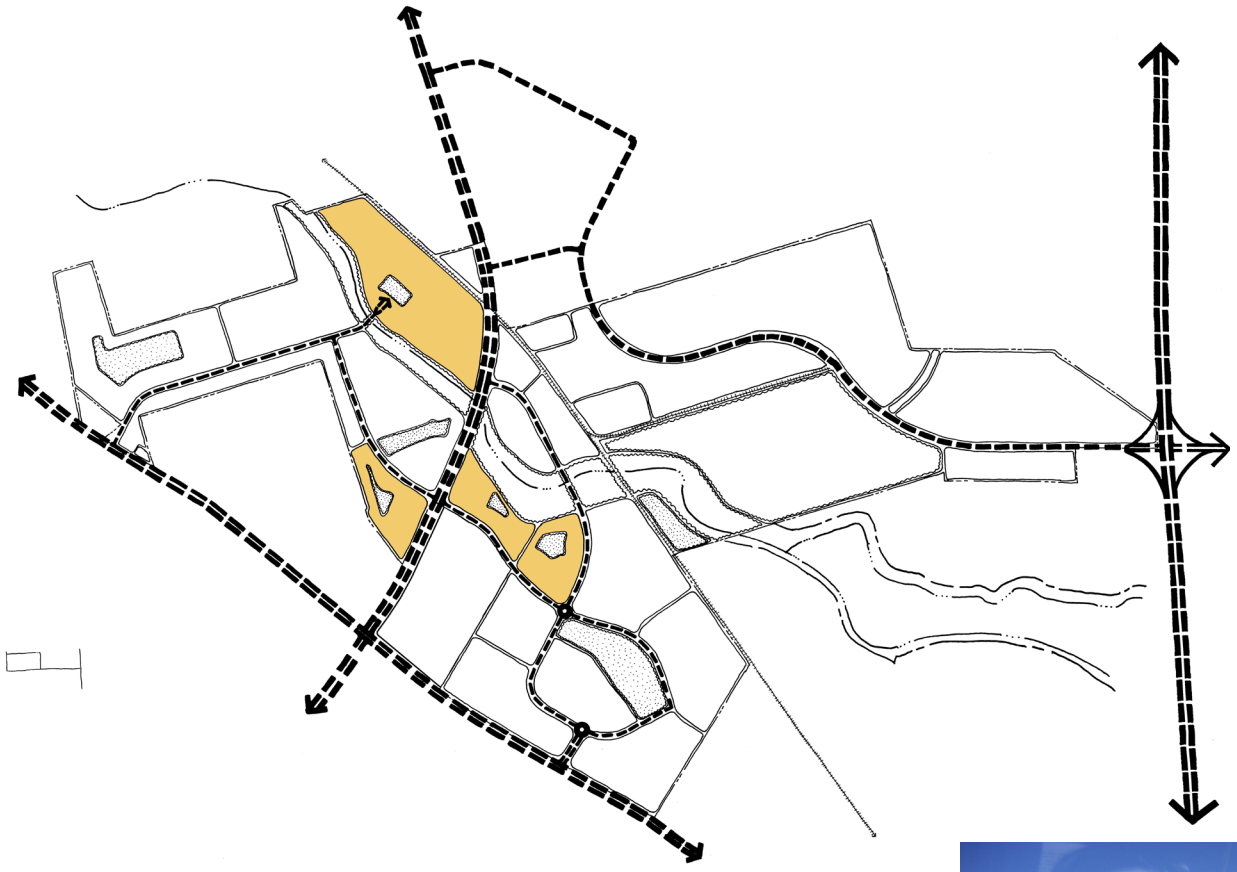
3. Common open space requirements. Common open space will be provided at a ratio of three acres per 1,000 residents of a medium-density neighborhood (e.g., greenbelts, riparian corridors, and pedestrian trails.)

Additionally, the open space area shall contain one amenity, such as recreation facilities, community meeting halls, parks and play fields, tot lots, swimming pools, enhanced right-of-way treatments, special

identity architectural elements, water features, and similar amenities of a permanent nature.

To compensate for the smaller lot sizes, three acres of common open space must be provided per 1,000 residents of a PD area. According to the policy proposed by the City of Stockton in June 2007, these areas can include "greenbelts, riparian corridors, amenity footprints, and pedestrian trails." Planned Development neighborhoods will conform to these guidelines when tentative maps are filed.

FIGURE 3.7 MEDIUM DENSITY RESIDENTIAL NEIGHBORHOODS



Example of A High-Density Neighborhood

High-Density Residential Development

The high-density housing will be located in Neighborhood M (*refer to Figure 3.6, Residential Areas*). The housing density within Neighborhood M will be much greater than other neighborhoods at approximately 25.4 dwelling units per net acre. The 264 multi-family units will be located on approximately 10± net acres next to the commercial center and will

Examples of Commercial Areas

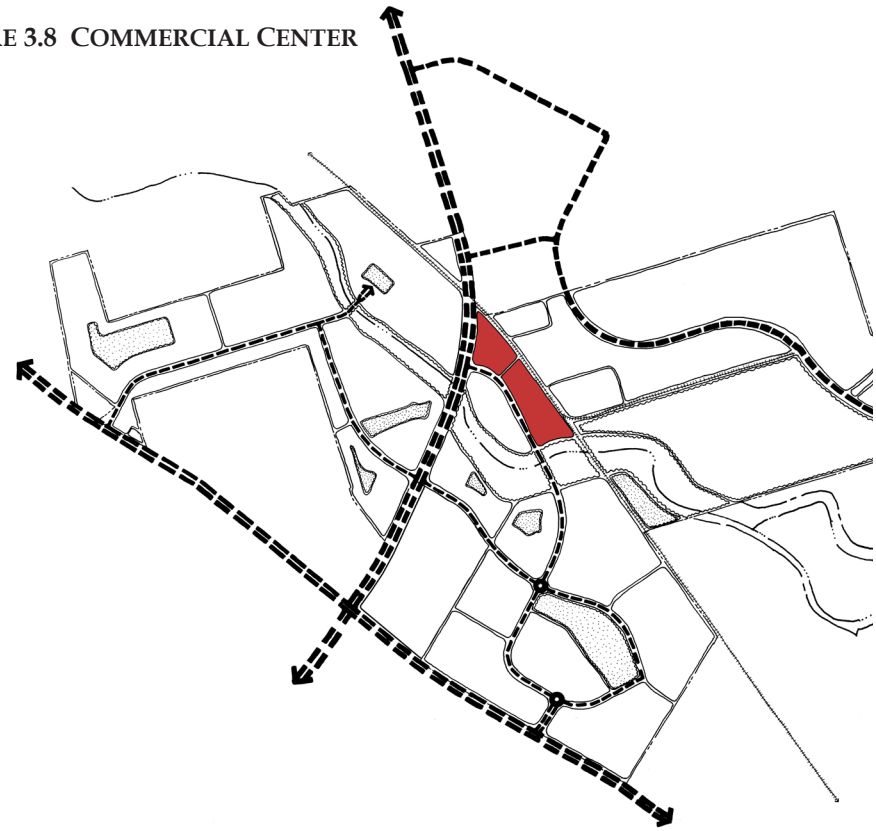
include views of French Camp Slough. It is anticipated that these units will be garden apartments or condominium-type apartments.

3.5.2 Commercial Land Use

The Tidewater Crossing community includes commercial development within Retail/Commercial A and Retail/Commercial B. The Environmental Impact Report analyzed the impact associated with 186,200 square feet of commercial. This Master Development Plan proposes 186,200-square feet of commercial space on 16.6± acres (~0.25 floor to area ratio). The City of Stockton's maximum building density (floor to area ratio or FAR) is 0.40; the FAR for the Tidewater Crossing commercial center is below the City's maximum.

The commercial center will provide a variety of services for residents, such as bookstores, grocery stores, personal services, and financial institutions. Medical and dental offices may also be built within the commercial center. It is anticipated that the retail/commercial center will provide approximately 370 jobs. *(See Figure 3.8, Commercial Center.)*

FIGURE 3.8 COMMERCIAL CENTER

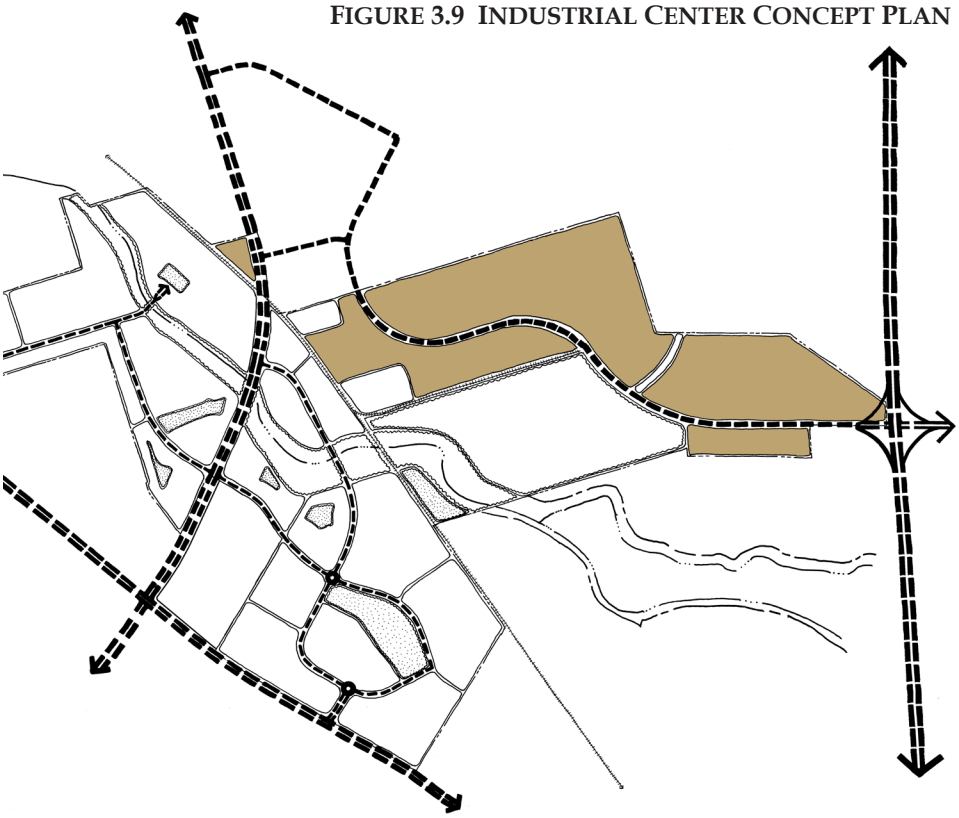


3.5.3 Industrial Land Use

The Tidewater Crossing project area will have approximately 224 acres of light industrial and warehouse development (*refer to Figure 3.9, Industrial Center Concept Plan*). The Environmental Impact Report analyzed the impact associated with approximately 5.2 million square feet of industrial development. Approximately 4.4 million square feet of leasable space is proposed within this Plan. The plan proposes access into the Industrial Plan Area from the north via Stimson Street and an extension of R.A. Bridgeford Street from the Airport into the Industrial Park. Additionally, the industrial area can also be accessed from the east via a frontage road along the west side of State Route 99. While these access points are preferred, additional access alternatives have been considered *(see Chapter 5.3 and Figure 5.5-A)*. The Stockton 2035 Draft General Plan proposes a future interchange along State Route 99 and intersecting with an east/west roadway associated with the industrial park. The time frame associated with the construction of the interchange is still to be determined. The northeast corner of the development will be ideal for large warehouses. Proximity to the Stockton Metropolitan Airport, State Route 99, and the Union Pacific Railroad will ensure that businesses are easily able to transfer and distribute goods stored in these sites. Assuming a FAR of 0.45, the industrial portion of Tidewater Crossing will

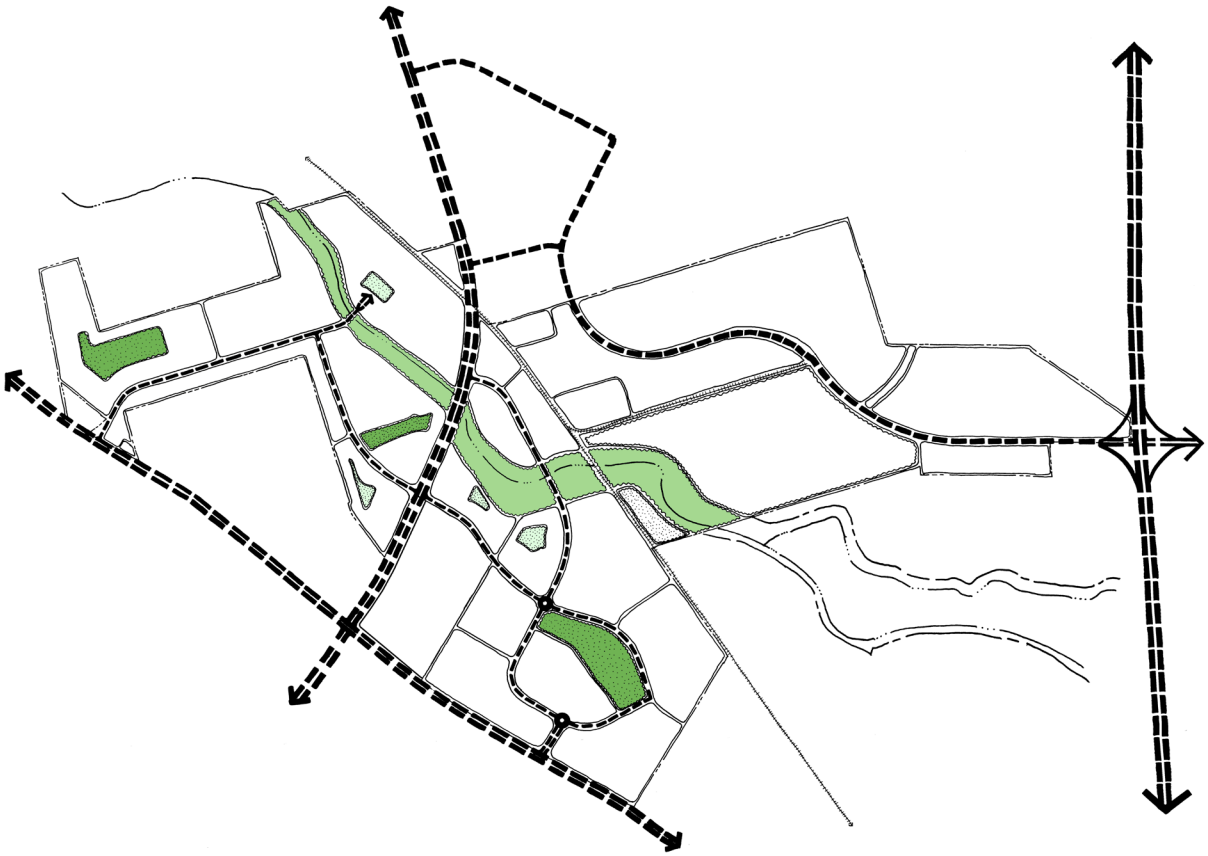
Examples of Industrial Areas

FIGURE 3.9 INDUSTRIAL CENTER CONCEPT PLAN



generate approximately 4,240 jobs. *(See Figure 3., Industrial Center Concept Plan.)*

FIGURE 3.10 PARKS AND OPEN SPACE IN TIDEWATER CROSSING



3.5.4 Parks, Recreation, & Open Space

French Camp Slough Open Space

French Camp Slough meanders through Tidewater Crossing and has some environmentally sensitive wildlife habitat areas and a thin band of riparian vegetation. The slough area will be developed as a linear open space corridor. Where appropriate, the slough corridor will be enhanced with the addition of native riparian plant materials to create a transition between the residential development and the slough area. A narrow band of ornamental landscaping, where appropriate, will front on the residential lots. Meandering pedestrian trails, nature walks, and bike paths link single-family residential areas with the slough and open space corridor. Where French Camp Slough is crossed by Airport Way, pedestrians, such as school children and bicyclists will be directed from the pedestrian trails to the nearest intersections for safe crossing.

Neighborhood Parks / Community Parks

Neighborhood parks will provide a variety of recreational amenities within residential neighborhoods. Two neighborhood parks will be located in the single-family residential areas along the western community; another neighborhood park will be in the center of the

FIGURE 3.11 NEIGHBORHOOD PARK AND LAKE/DETENTION BASIN

eastern neighborhood. Additionally, a large community park will be located next to the elementary school.

Table 3.2 shows the distribution of parks and open space within Tidewater Crossing. Connections between the neighborhoods and the park will be assured where feasible, following consultation and review by the City of Stockton Police Department._

TABLE 3.2 PARKS & OPEN SPACE	
Parks & OS	**Acreage**
Parks	24.3
*Bike Trail (on top of levees)	3.0
*Lakes outside of PD Nbhds	7.0
*Usable Slough Space	14.2
Total	**48.5**
**Open space amenities that qualify towards park space requirement*	

3.6 LAND USE POLICIES

Policy 3.1: Provide a balance of residential land uses, retail/commercial uses, community services, and systematically constructed infrastructure that adequately and responsibly support the overall development.

3.6.1 Residential Land Use Policies

Policy 3.2: Provide a centrally located mixed-use commercial center that establishes the community's identity.

Policy 3.3: Residential uses shall be divided into three land use classifications, in accordance with the 2035 General Plan: low-, medium-, and high-density. Each of the density categories shall contain a mix of lot types and dimensions in order to allow for a variety of housing types.

Policy 3.4: The highest density neighborhoods within the

Tidewater Crossing Master Development Plan Area will be located near major community amenities, services, and major transportation connectors.

Policy 3.5: Planned Development, as defined within Chapter 16 Section 16-545 of the Stockton Municipal Code (SMC) is a permitted use within this master development plan. A Planned Development can be proposed concurrently with the adoption and approval of this Master Development Plan or as an amendment to this Plan.

Policy 3.6 A proposal for a Planned Development must conform to the development standards and design criteria outlined in SMC Section 16-350 and further detail contained in Chapter Nine of this master development plan. Processing of a Planned Development as a component of this master development plan shall conform to SMC Section 16-545, with the exception of the necessity to file and process additional applications. The review of Planned Developments shall proceed under Section 16-540 as part of this master development plan, or an amendment thereto.

Policy 3.7 Prior to the issuance of any building permit within any Planned Development of this master development plan, a layout plan illustrating the configuration and location of each product type within the Planned Development, and architectural plans illustrating the exterior elevation of each product type shall be submitted for review and approval by the City's Architectural Review Committee.

3.6.2 Commercial Land Use Policies

Policy 3.8: Encourage the development of community- and neighborhood-serving retail, service, and office uses within the commercial center to better serve residents in the surrounding area and contribute to the identity and character of the area.

Policy 3.9: Provide pedestrian and bicycle linkages to the commercial center and provide for the possibility of future transit service in an effort to reduce the number and length of daily vehicle trips from the Tidewater Crossing Master Development Plan Area.

3.6.3 Park Policies

Policy 3.10: Establish a comprehensive, integrated park and open space system that meets the recreational needs of future residents, and gives structure and identity to the overall development.

Policy 3.11: Provide park facilities to satisfy a full range of recreational activities from intense active sports to passive open space enjoyment.

Policy 3.12: Establish a hierarchy of open spaces that gives structure and identity to Tidewater Crossing.

Policy 3.13: Parks should be located strategically at entrances and along key travel routes to provide attractive visual features that will give a distinctive identity to the surrounding community.

Policy 3.14: A convenient network of pedestrian and bicycle trails, including bike lanes and sidewalks, should link Tidewater Crossing parks, greenbelts, schools, commercial centers, and major open space areas to each other and to the surrounding community.

3.7 LAND USE TABLE

3.7.1 Residential Dwelling Unit Allocation

A total of 2,663 dwelling units are allocated to the plan area, as established by the Master Development Plan and analyzed in the project Environmental Impact Report. As reflected in *Table 3.3 Residential Dwelling Unit Allocation*, a total of 2,083 single-family dwelling units and 264 multi-family dwelling units have been designated within the Plan Area resulting in 316 "unallocated units".

It is the intent of this Master Development Plan to permit flexibility in adjusting the unit mix to reflect market demand and to allow the 316 "unallocated" units to potentially be absorbed within the Plan Area. To further this intent, the number of units within any single-family village may be permitted to increase or decrease by up to ten percent (10%). The increase or decrease in lots must be consistent with goals and policies of this Master Development Plan, City of Stockton General Plan and the project development agreement. Additionally, an increase or decrease in dwelling unit allocation must not result in impacts beyond those identified in the project Environmental Impact Report. Should increases in dwelling unit allocation result in impacts beyond the EIR's analysis, amendments will be required to the EIR, its analysis and the MDP." Refer to page 11-8 section 11.1.5 regarding amendment procedures to the MDP.

3.7.2 Residential Dwelling Unit Transfer

The Project Developer or successor-in-interest shall be entitled to transfer dwelling units among neighborhoods to the extent that the unit transfer does not exceed the maximum density of the zoning designation. Should increases in dwelling unit allocation result in impacts beyond the EIR's analysis, amendments will be required to the EIR, its analysis and the MDP." Refer to page 11-9 section 11.1.5 regarding amendment procedures to the MDP.

3.7.3 Non-Residential Intensity

The Tidewater Crossing Community includes approximately 5.5 million square feet of land zoned for non-residential land uses (i.e., industrial and commercial). *Table 3.4 Non-Residential Intensity by Land Use*, provides non-residential intensity by land use as established by the Master Development Plan and analyzed in the project Environmental Impact Report.

TABLE 3.3 RESIDENTIAL DWELLING UNIT ALLOCATION			
Neighborhoods	**Allocated Dwelling Units**	**Gross Acres**	**Gross Density**
Neighborhood A	226	48.4	4.7
Neighborhood B	177	34.2	5.2
Neighborhood C	298	47.2	6.3
Neighborhood D	163	35.5	4.6
Neighborhood E	165	15.3	10.8
Neighborhood F	74	21.9	3.4
Neighborhood G	185	34.0	5.4
Neighborhood H	164	29.7	5.5
Neighborhood I	131	24.1	5.4
Neighborhood J	127	22.5	5.6
Neighborhood K	84	15.0	5.6
Neighborhood L	150	14.6	10.3
Neighborhood M	264	10.4	25.4
Neighborhood N	139	17.0	8.2
Subtotal	2,347		
Unallocated Dwelling Units	316		
TOTAL UNITS	**2,663**		

TABLE 3.4 NON-RESIDENTIAL INTENSITY BY LAND USE	
Land Use	**Allowed Square Footage**
Shopping Center	186,200
Light Industrial	529,300
Warehouse	4,763,300
TOTAL	**5,478,800**

3.8 PERMITTED LAND USES

The tables on the following pages describe the permitted land uses within Tidewater Crossing. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

TIDEWATER CROSSING – Development Standards

This section regulates the permitted and conditionally permitted uses and development standards for such uses within the community. Uses not specifically identified shall be subject to a determination by the Community Development Director that the use is permitted, conditionally permitted or prohibited.

RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
CG (Commercial, General), **OS** (Open Space), **IL** (Industrial, Limited)

ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						Specific Use Standards
	RL	RM	RH	CG	OS	IL	
AGRICULTURAL AND RESOURCE-RELATED USES							
Agricultural activities and facilities					A		16-365.050
Conservation areas	L	L	L	L	L		
Mining						A	
BUSINESS AND PROFESSIONAL USES							
Banks and financial services				P		P	
Business support services				P		P	
Offices				P		P	16-365.210
INDUSTRY, MANUFACTURING & PROCESSING USES							
Electronics, equipment & appliance manufacturing						P	16-365.140
Fabric product manufacturing						P	16-365.140
Food and beverage product manufacturing						P	16-365.140
Furniture and fixtures manufacturing						P	16-365.140
Handcraft industries, small-scale manufacturing						P	16-365.140
Laundries and dry cleaning plants						P	16-365.140
Manufacturing							
Light						P	16-365.140
Heavy							
Metal products fabrication, machine/welding shops						P	16-365.140
Petroleum storage and distribution							
Printing and publishing						P	16-365.140
Recycling and waste facilities							
Collection facility						P	16-365.140, 260
Redemption centers						P	16-365.140, 260
Recycling facility							
Scrap and dismantling yards							
Transfer stations							
Research and development (R&D)						P	16-365.140
Storage yards						P	16-365.140
Warehouses						P	16-365.140
Wholesaling and distribution						P	16-365.140

Key: P = Use permitted C= Conditionally permitted use L = Land Development Permit required
A = Administrative Use Permit required Empty box = Use not allowed

Note: See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent proposed land uses different from the existing City of Stockton permitted uses.

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ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
RECREATION, EDUCATION, AND PUBLIC ASSEMBLY USES							
Activity centers	A	A	A	A	C		
Adult Related Establishments							16-365.030
Auditoriums, meeting halls, and theaters				A			
Bridge clubs and non-gambling board games				P			
Card rooms/pool halls/billiard parlors							16-365.040, 240
Clubs, lodges, and private meeting halls				A			
Commercial amusement facilities				A			
Educational facilities							
Academic schools - Private	A	A	A				
Academic schools - Public	P	P	P		P		
Colleges and Universities - Private							
Equipment repair and maintenance training				P		P	
Specialized education and training				P		P	
Vehicle repair and maintenance training						P	
Equestrian facilities					C	A	
Golf courses/country clubs	C	C	C	A	A	A	
Health/fitness facilities				P		P	
Indoor recreation facilities				A		A	
Libraries and museums	C	C	C	P	A	L	
Live entertainment				A			16-365.150
Marinas							
Outdoor commercial recreation facilities				C		C	
Parks and playgrounds	P	A	A		C		
Private entertainment facilities				C		C	
Private residential recreation facilities	A	A	A				16-365.040, 240
Recreational vehicle parks				A		A	
Religious facilities	A	A	A				16-365.270
Studios				P			

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TIDEWATER CROSSING – Development Standards

This section regulates the permitted and conditionally permitted uses and development standards for such uses within the community. Uses not specifically identified shall be subject to a determination by the Community Development Director that the use is permitted, conditionally permitted or prohibited.

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ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
RESIDENTIAL USES							
Caretaker and employee housing				L	L	L	
Duplexes	A	P	P				16-230.040
Mobile home parks	A	A	A	A			16-365.170
Multi-family dwellings		A	A	C			16-365.180
Organizational houses			A				
Residential care facilities							
Assisted living facilities		C	A		C		16-365.280
Care homes, 6 or fewer clients	P	P	P				
Family care homes, 7 or more clients			C				16-365.280
Senior care facilities, 7 or more clients		A	A				16-365.280
Rooming and boarding houses			A				
Senior residential project	A	A	A				16-365.180
Single-family dwellings	P	P	P				16-310
Townhouses	A	P	P				16-365.180
Triplexes		P	P				16-365.180

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Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.*
Home occupations require a Home Occupation Permit (Division 16-530).

TIDEWATER CROSSING – Development Standards

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ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
RETAIL TRADE							
Alcoholic beverage sales							
Bars and night clubs - On sale				C			16-365.240
Sale of alcohol - Off-sale				C			16-365.240
With another use - On-sale				A			
Artisan shops				P			
Auto and vehicle sales/leasing/rental - New							16-230.120, 365.310
Auto and vehicle sales/leasing/rental - Used							
Auto parts sales				P			
Building material stores				A		P	16-365.310
Construction, farm & heavy equipment sales						P	16-365.310
Convenience stores				C		C	16-365.110, 240
Furniture, furnishings, and appliance stores				P		P	16-365.310
Mobile home sales						P	16-365.310
Nurseries and garden supply stores				P		P	16-365.310
Outdoor retail sales and activities				A		A	16-365.230
Pet shops				P			
Recreational vehicle & boat sales - New/used						L	16-365.310
Restaurants				P		P	16-365.220
Retail stores				P			16-365.310
Second hand stores/pawn shops							
Shopping centers							
Neighborhood				P			16-365.310
Community				A			16-365.310
Regional							16-365.310
Warehouse retail stores				C		L	16-365.310

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ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
SERVICES							
Adult day care facilities				P			
Animal services							
Kennels and boarding facilities							
Pet grooming				P			
Training facilities				L		L	
Veterinary clinics and animal hospitals				L		L	16-365.350
Auto/vehicle services							
Car washes				A		A	
Fueling stations				L		L	16-365.300, 320
Inoperable vehicle storage							
Maintenance/minor repair				P		P	16-365.300
Major repair/body work						P	16-365.320
Parking facilities	C	C	C	P		P	16-345.080
Vehicle storage							
Child care facilities							
Child care centers	C	C	C	A	L		16-365.070
Large family child care homes	A	A		A	A		16-365.070
Small family child care homes	P	P	P	P	P		
Equipment rental						P	
Funeral facilities and services							
Cemeteries					C		
Mortuaries and funeral homes							
Lodging facilities							
Bed and breakfast							
Extended-stay facilities							
Single room occupancy facilities (SROs)							
Hotels and motels				A		P	
Medical services							
Ambulance service				P		P	
Clinics and laboratories				P			
Extended care	C	C	A	A			
Hospitals							
Medical-related facilities				P			

Services continue on next page.

Key: P = Use permitted C = Conditionally Permitted use L = Land Development Permit required
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Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses. See Article 8 for definitions of the listed land uses.*

TIDEWATER CROSSING – Development Standards

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ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
SERVICES							
Personal services – Restricted				C			
Personal services – Unrestricted				P			
Personal storage facilities (mini-storage)						P	16-365.160
Repair services				P		P	
Social services facilities							
Drug abuse, alcohol recovery/treatment facility							
Feeding centers							
Homeless shelters							
Transitional housing							
TRANSPORTATION AND COMMUNICATIONS USES							
Broadcasting studios						P	
Communications facilities							
Minor	E	E	E	P	P	P	16-320
Major				A		A	16-320
Transit stations and terminals				C		C	
Vehicle and freight terminals						P	
OTHER USES							
Live-work space				P		P	
Major impact facilities							
Motion picture production						P	
Multi-use facilities				A		A	16-365.190
Public and semi-public utility facilities	A	A	A	P		P	
Public institutions	C	C	C	C		C	
Signs - Off-premise				E		E	16-360.110

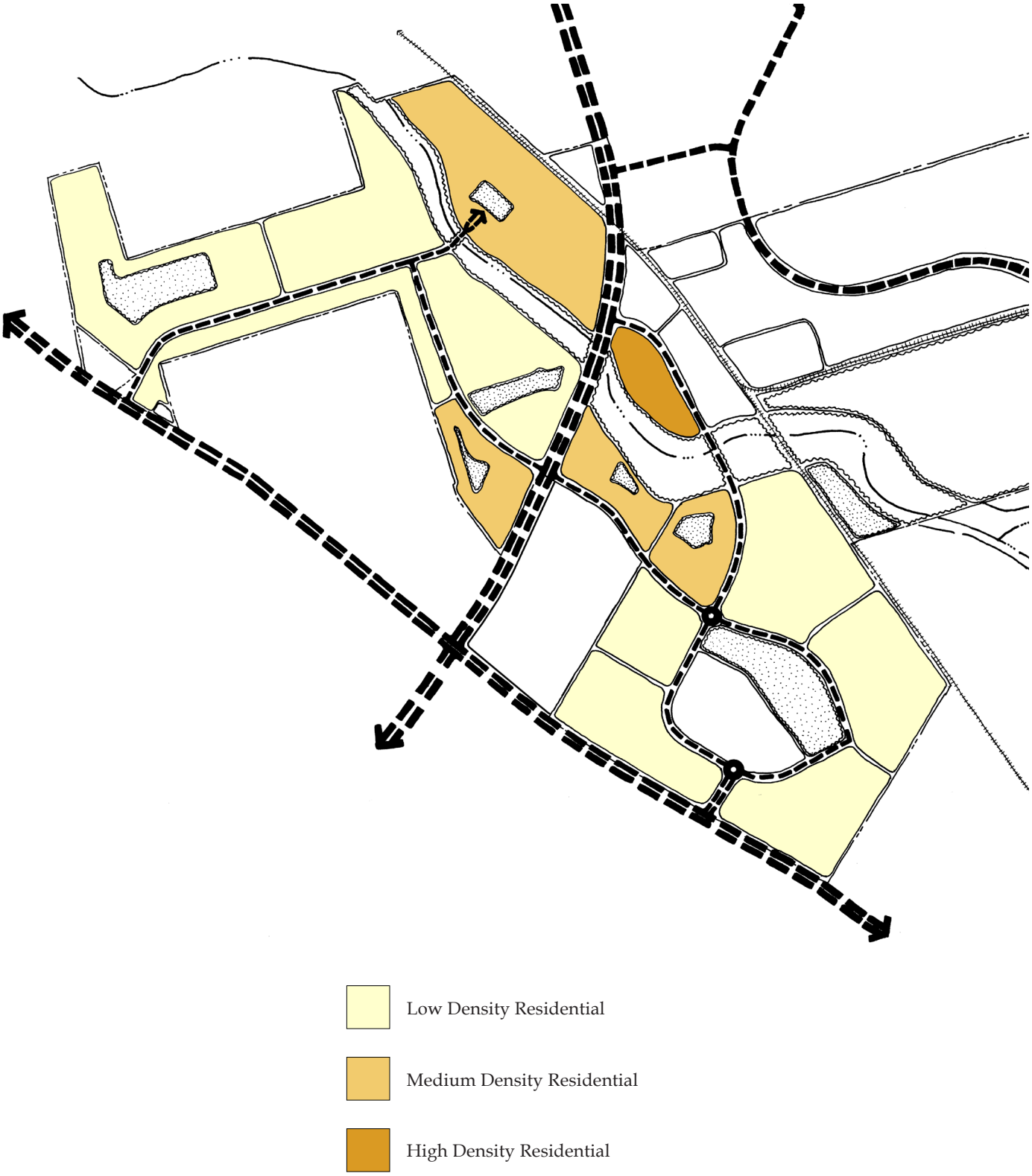
Key: P = Use permitted C = Conditionally Permitted Use L = Land Development Permit required
A = Administrative Use Permit required E = Use not allowerd except under special circumstances
Empty box = Use not allowed

Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.*

CHAPTER FOUR: HOUSING PLAN

Concept
Goals and Policies
Consistency with the General Plan Housing Element
Consistency with the Proposed Stockton General Plan (2035)

FIGURE 4.1 RESIDENTIAL AREAS WITHIN TIDEWATER CROSSING



Chapter Four: Housing Plan

4.1 CONCEPT

Housing densities and lot sizes within Tidewater Crossing will reflect the City's desire for diverse and compact development, with services, transit, and open space readily accessible to all residents.

TABLE 4.1 ESTIMATED POPULATION BY HOUSING TYPE

	Gross Acres	Units	People
LDR	265.3	1,331	4,144
MDR	94.1	752	2,341
HDR	10.4	264	822
TOTAL	**369.8**	**2,347**	**7,307**

The Tidewater Crossing Community will provide housing for Stockton's projected growth areas in the southern portion of the City. The residential portion of the project will have a generous amount of recreational facilities, parks, and open spaces. The Master Development Plan includes lot sizes and housing densities that will generate housing products that are affordable to individuals and families. Densities in the residential neighborhoods will vary from 7.2 to 25.4 dwelling units per net acre.

TABLE 4.2 COMPARISON OF RESIDENTIAL DENSITIES

DENSITY (PER NET ACRE)	CITY OF STOCKTON	STOCKTON VILLAGE CONCEPT	TIDEWATER CROSSING
	range	*avg net density*	*avg net density*
Low-Density	0-8.7	5.7	7.2
Medium-Density	8.8-17.4	10.6	10.6
High-Density	17.5-29	25	31.8

Higher and lower density neighborhoods have been intermixed throughout the Plan Area, permitting the entire range of development within the community similar proximity and equal enjoyment of the Tidewater Crossing amenities.

4.2 GOALS AND POLICIES

4.2.1 Goals

Goal 4.1: Ensure the adequate provision of sites for housing of all types, recognizing the importance of a jobs-to-housing ratio that encourages living and working in our community. (HE-1)

Goal 4.2: Promote housing opportunities for all residents. (HE-5)

4.2.2 Policies

Policy 4.1: Tidewater Crossing shall contribute to meeting the City of Stockton's goal of providing affordable housing to all income levels by planning for small-lot and multi-family neighborhoods.

Policy 4.2: Locate higher density housing in the Plan Area in such a way that it benefits from the proximity to community services and amenities, is easily accessible from primary collector and arterial streets, and is designed to be compatible with surrounding development and available throughout all phases of development.

4.3 CONSISTENCY WITH THE GENERAL PLAN HOUSING ELEMENT

The City's Housing Element, adopted by Stockton in 2003, suggests that diverse housing types will make housing more affordable to all segments of the population. Approximately 40% of the total units anticipated in Tidewater Crossing will be within medium- or high-density neighborhoods.

4.3.1 Provisions for Economic Segments

The range of housing densities results in a product mix that targets a variety of economic segments. Higher density areas will include more affordable multi-family units (e.g., apartments, condominiums, or townhomes). Medium density areas will offer cluster housing, duplexes, alley-loaded units, zero-lot lines, and small-lot single family detached homes for mid-range economic segments. The higher end housing products will be in the low density areas.

4.4 CONSISTENCY WITH THE PROPOSED STOCKTON GENERAL PLAN (2035)

Chapter Seven of the 2035 Stockton General Plan Goals and Policies Report identifies the Tidewater Crossing Master Development Plan Area as part of Village L. The residential land distribution within Tidewater Crossing is similar to the suggested Village Housing Mix.

TABLE 4.3 COMPARISON TO SUGGESTED VILLAGE HOUSING MIX

Designation	Acres	% of Acreage	Suggested Village Housing Mix
RE	0.0	0%	> 5%
LDR	265.3	72%	72 - 78%
MDR	94.1	25%	13 - 17%
HDR	10.4	3%	4 -6%
TOTAL	**369.8**	**100%**	

The majority of residential development will be in low-density neighborhoods. Tidewater Crossing will have 25% of its residential acreage in medium-density neighborhoods, and 3% in high-density neighborhoods.

CHAPTER FIVE: TRANSPORTATION PLAN

Introduction
Transportation and Circulation
Street Sections
Intersections
Traffic Calming
Public Transit
Trails
Public Landscape and Streetscape
Circulation Policies

Chapter Five: Transportation Plan

5.1 INTRODUCTION

Chapter Five discusses transportation and circulation in and around the Tidewater Crossing Master Development Plan Area. Internal circulation is discussed in this chapter, including descriptions of road widths and illustrations of street sections. Other methods of circulation, including mass transit, are discussed as well.

The subdivision layout pattern depicted on various exhibits within this chapter is conceptual. The actual subdivision layout is subject to the findings of the internal traffic analysis, a component of the Traffic Impact Analysis.

5.1.1 Transportation Goals and Objectives

The Tidewater Crossing transportation plan reflects the following goals and objectives.

Goal

Circulation within the Tidewater Crossing Master Development Plan shall allow for the efficient movement of vehicular traffic while maintaining neighborhood character.

Objectives

- Construct and upgrade roadways to serve Tidewater Crossing residents.
- Provide for multiple modes of transportation, including private vehicle, bicycle, pedestrian, and public transit.
- Design and scale circulation routes to reflect hierarchy of use within the community.
- Design the community such that the daily needs can be met within the Plan Area, thus minimizing external trips.

5.2 TRANSPORTATION AND CIRCULATION

Development within the Tidewater Crossing Master Development Plan Area will require both new and upgraded roadways to meet the needs of vehicular, bicycle, and pedestrian traffic. The key elements of the transportation and circulation system for vehicles is described in the following sections and illustrated by the Circulation Diagram. *(See Figure 5.1, Circulation Diagram.)*

All streets within the Plan Area will be constructed in accordance with the phasing of the project area. One-half (50%) of the streets shown along Plan Area boundaries will be constructed as part of the Tidewater Crossing project. The remainder of the street frontage improvements will be constructed when adjacent property develops. Additional land will be dedicated in order to expand streets and roadways, as indicated by traffic analysis prepared by Fehr and Peers. The additional land may be purchased or obtained through eminent domain in areas adjacent to the project boundaries.

As part of the annexation of the Tidewater Crossing Master Development Plan Area, consideration shall be made for the City of Stockton assuming jurisdiction and maintenance responsibility of the entire roadway right-of-way where the project limits are adjacent to current County roadways.

5.2.1 Pedestrians and Bicycles

A system of paths for pedestrians and bicyclists will provide access to and between important destinations within the Plan Area, such as the residential neighborhoods and the retail center and parks. The components of the proposed circulation system include an eight-foot (8′) wide meandering pedestrian and bicycle path located within landscaped corridors adjacent to streets. Pedestrian access is provided within neighborhoods by concrete sidewalks. Bicycle path connections to neighborhoods is indicated on Figure 5.2 with a symbol (O).__*(See Figure 5.2, Pedestrian and Bicycle Circulation.)*

This meandering sidewalk is separated from the street by a landscape strip.

Trails are discussed in Section 5.7 of this chapter.

5.2.2 Regional Circulation

Regional access to the Tidewater Crossing Master Development Plan Area is facilitated by East French Camp Road. East French Camp Road provides access to State Route 99 and Interstate 5. State Route 99 provides direct access from the Plan Area to the City of Manteca and the City of Modesto to the south, and the cities of Lodi, Galt, Elk Grove, Sacramento, and other destinations to the north. Interstate 5 provides direct access to the cities of Elk Grove and Sacramento to the north, and the cities of Lathrop, Manteca, and Tracy to the south. Additional regional circulation is provided via South Airport Way linking the Plan Area to the Arch Road corridor and the interchange at State Route 99. Access along South Airport Way is also provided to the City of Manteca.

5.3 STREET SECTIONS

The Tidewater Crossing Master Development Plan Area includes a hierarchy of roadways, including major and minor arterials, collector roadways, and local streets. The Plan Area also includes some private streets and alleyways. This chapter presents a description of each type of roadway and provides an illustration showing a typical street cross-section. Roads will be built or expanded as described in the subsequent sections, where applicable.

FIGURE 5.1 CIRCULATION DIAGRAM

11 X 17

REMOVE

FIGURE 5.2 PEDESTRIAN AND BICYCLE CIRCULATION

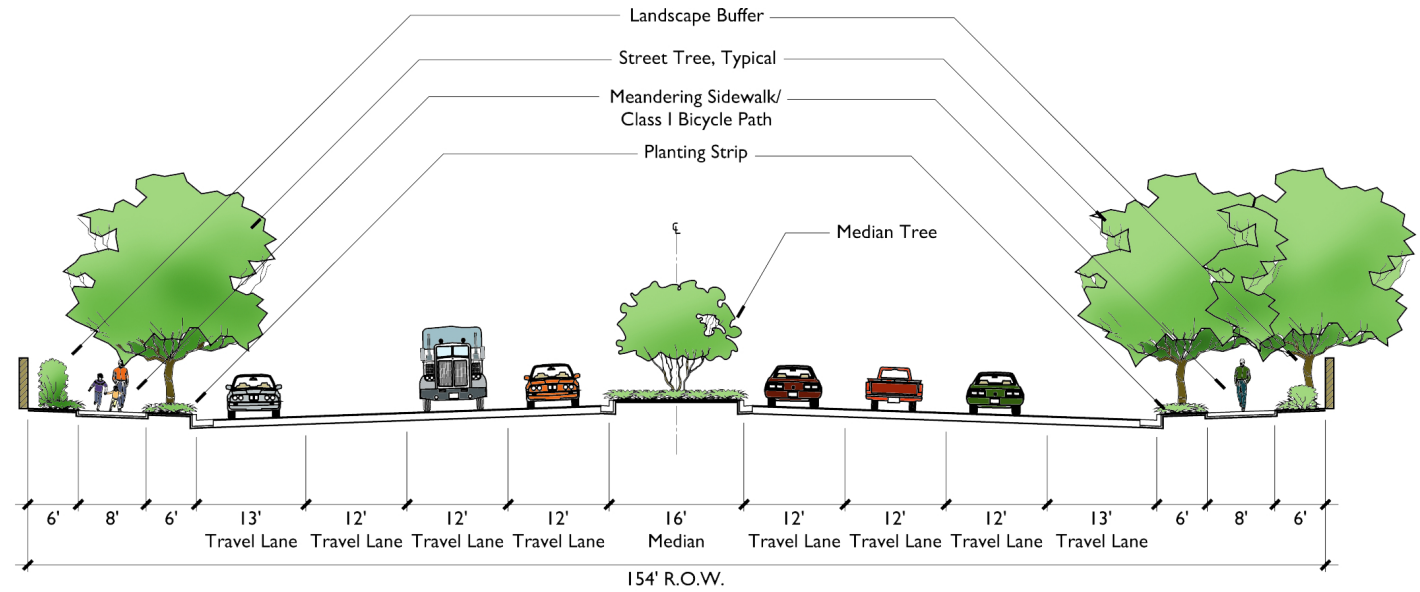
11 X 17

REMOVE

East French Camp Road

The established City standard right-of-way for East French Camp Road is 142-feet. This Master Development Plan proposes an ultimate right-of-way for East French Camp Road of 154-feet (See Figure 5.3). East French Camp Road is planned as a major arterial with four travel lanes in each direction with a 16-foot planted center median. A 20-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway separated from the street by six feet (6′) of planting. The land owner, developer and/or successor-in-interest of property abutting East French Camp Road will have the responsibility to dedicate the right-of-way for the roadway and construct an interim roadway section or full half-section of the roadway based on requirements determined by the City Engineer. With future transitions of right-of-way from 80 feet to the ultimate right-of-way width, there is a likelihood of future impacts to adjacent properties along East French Camp Road. Right-of-way expansions may need to be analyzed outside of the review requirements of this Master Development Plan to minimize impacts to adjacent properties.

FIGURE 5.3 SECTION–EAST FRENCH CAMP ROAD

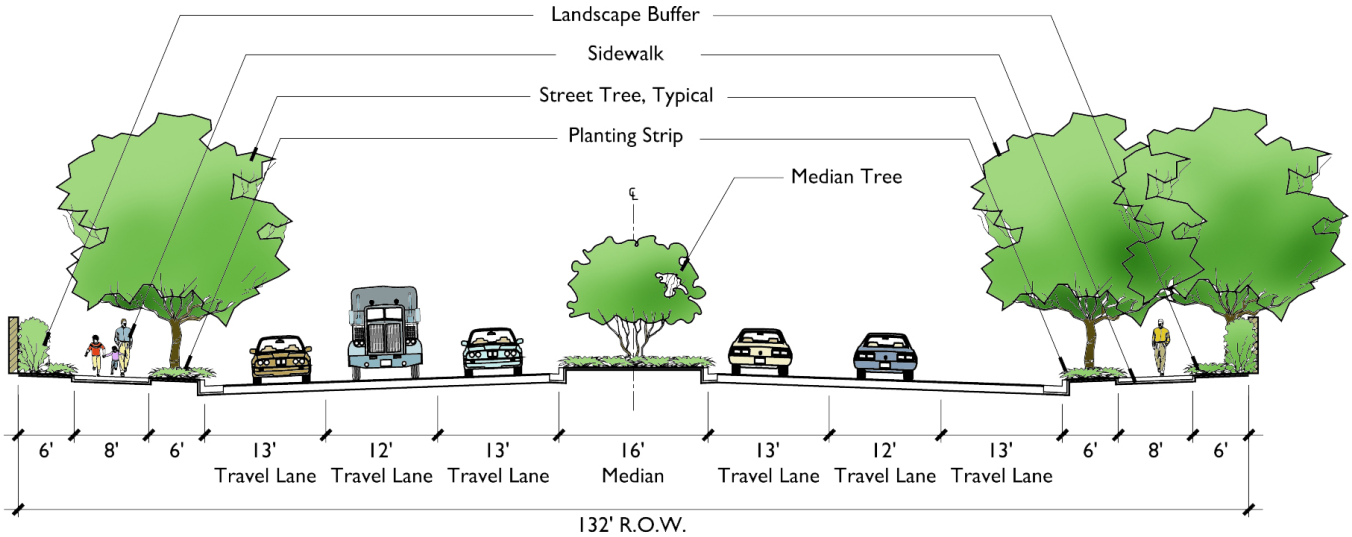


Note: Joint trench facilities to be located within franchise area where soundwalls are required.

South Airport Way

The established City standard right-of-way for South Airport Way is 120-feet. The Master Development Plan proposes an ultimate right-of-way for South Airport Way of 132-feet, which conforms to the findings of the interior site analysis conducted as part of the Traffic Impact Analysis for the Tidewater Crossing Plan. (*See Figure 5.4*). The proposed street cross section conforms with the 2035 General Plan for the length of South Airport Way between East French Camp Road and Stimson Street. South Airport Way is planned as a major arterial with three travel lanes in each direction with a 16-foot planted center median. A 20-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway. The land owner, developer and/or successor-in-interest of property abutting South Airport Way have the responsibility to dedicate the right-of-way for the roadway and construct an interim roadway section, full half-section, or complete cross-section of the roadway based on requirements determined by the City Engineer. With future transitions of right-of-way from 110 feet to the ultimate right-of-way width, there is a likelihood of future impacts to adjacent properties along South Airport Way. Right-of-way expansions may need to be analyzed outside of the review requirements of this Master Development Plan to minimize impacts to adjacent properties.

FIGURE 5.4 SECTION–SOUTH AIRPORT WAY



Note: Joint trench facilities to be located within franchise area where soundwalls are required.

Industrial Access

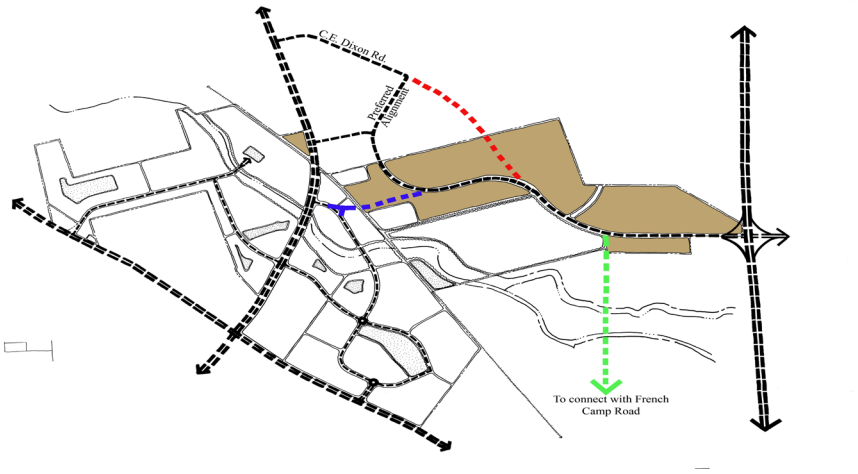
Access to the industrial area would be provided at the intersections of South Airport Way and C.E. Dixon Street and South Airport Way and Stimson Street. R. A. Bridgeford Street is proposed to be extended through the Airport and National Guard vehicle maintenance facility and into the industrial park. An additional connection will be provided through the use of the existing State Route 99 West Frontage Road which connects to Quantas Lane and Arch Airport Road. The Stockton Draft 2035 General Plan proposes a future interchange along State Route 99 intersecting with an east/west roadway associated with the industrial park. Intersection improvements are necessary at the C.E. Dixon Street and Stimson Street intersections with Airport Way to accommodate project traffic. The extension of R.A. Bridgeford Street through the National Guard vehicle maintenance facility remains the preferred alignment for access into the Airport property. Refer to Figure 5.6-B for a conceptual illustration of the proposed alignment. If R.A. Bridgeford can not be extended through the National Guard vehicle maintenance facility as proposed in this Master Development Plan, the project proponent, landowner or successor-in-interest will be required to secure another means of access and conduct the appropriate technical and environmental analyses to address any potential significant project impacts to streets and intersections not fully considered in the current Environmental Impact Report. Figure 5.6-B presents a conceptual illustration of access alternatives including:

- the extension of C.E. Dixon Street from the airport/industrial park through the proposed industrial portion of Tidewater Crossing connecting to State Route Highway 99;

- the extension of an east/west roadway through the industrial portion of Tidewater Crossing connecting South Airport Way to State Route Highway 99;

- the extension of a north/south roadway from the industrial portion of Tidewater Crossing connecting to East French Camp Road.

FIGURE 5.5-A INDUSTRIAL ACCESS EXHIBIT



C.E. Dixon Street

Existing C.E. Dixon Street is a four-lane collector roadway that would provide access to the industrial portions of the project site via R.A Bridgeford Street. High traffic volumes are projected at the C.E. Dixon Drive/R.A. Bridgeford Street intersection, which is currently at a 90 degree angle. Improvements at this intersection to facilitate the turning movements of STAA trucks may be necessary to discourage the use of Stimson Street as the major access to the industrial area of the project. The existing pavement width of C.E. Dixon is sufficient to accommodate projected traffic volumes. Data to support the roadway's capacity can be found within the Tidewater Crossing Traffic Impact Analysis.

Stimson Street

Stimson Street connects South Airport Way to R.A. Bridgeford Street. Stimson Street would operate acceptably with one travel lane per direction, provided signage directs vehicles to C.E. Dixon Drive and the use of Stimson Street is discouraged. This roadway may need to be improved to accommodate STAA trucks. The proposed alignment of R.A. Bridgeford Street, as depicted in Figure 5.5, would discourage the use of Stimson Street. The City of Stockton's long-range plans suggest the need for a grade separation along South Airport Way just south of Stimson Street. As a result of the planned grade separation there will be a need to relocate and potentially close the connection of Stimson Street at South Airport Way in the future.

FIGURE 5.5-B R.A. BRIDGEFORD STREET EXTENSION

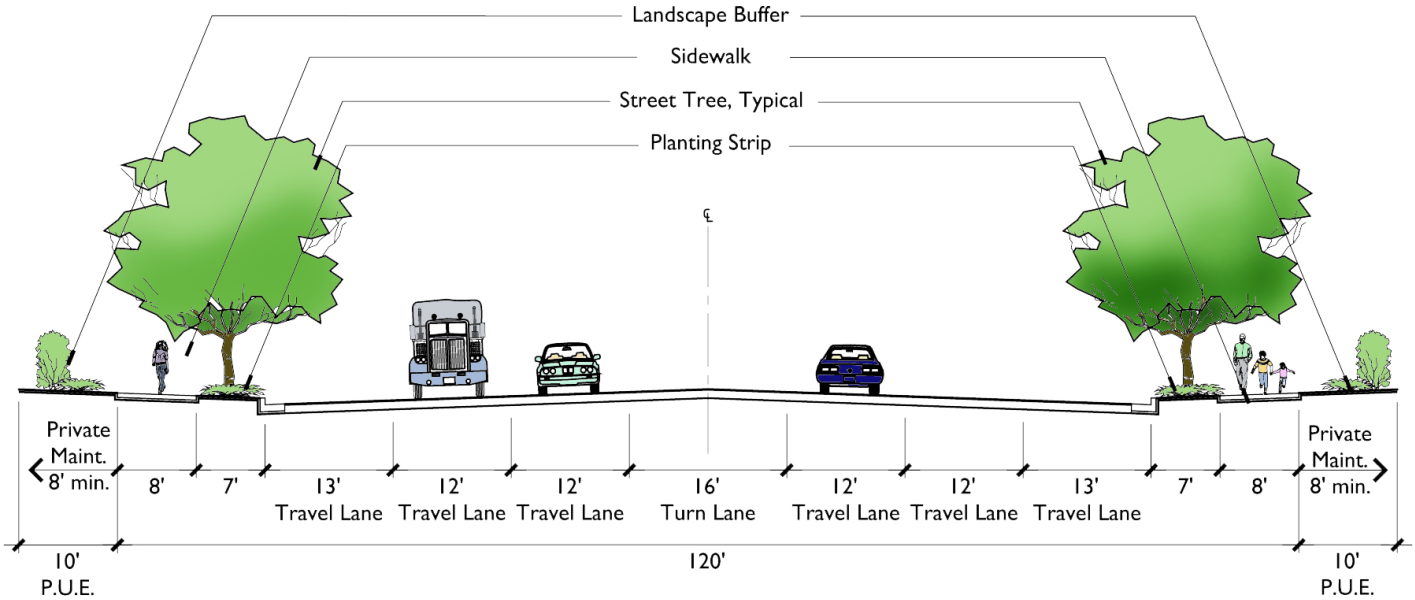
11 X 17

REMOVE

R.A. Bridgeford Street

R.A. Bridgeford Street is an existing four lane collector roadway within an industrial portion of the Stockton Metropolitan Airport. The existing pavement width of R.A. Bridgeford is sufficient to accommodate projected traffic volumes. Data to support the roadway's capacity can be found within the Tidewater Crossing Traffic Impact Analysis. The ultimate right-of-way is 120-feet (*See Figure 5.5*). R.A. Bridgeford includes three travel lanes in each direction with a 16-foot center turn lane *(See Figure 5.6)*. A 15-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway, which is further enhanced by a privately constructed and maintained minimum 8-foot wide landscaped area. The landowner, developer and/or successor-in-interest have the responsibility to obtain the right-of-way for the roadway and construct an interim roadway section, full half-section, or complete cross-section of the roadway based on requirements determined by the City Engineer.

FIGURE 5.6 SECTION–R.A. BRIDGEFORD



The Master Development Plan envisions extending R.A. Bridgeford Street into the Plan Area from the north, crossing property owned by the National Guard. Extension of R.A. Bridgeford Street through the National Guard property will require coordination with the National Guard and the County of San Joaquin to determine the best way to address issues associated with security and potential conflicts associated with automobile traffic and traffic control. If R.A. Bridgeford can not be extended through the National Guard Armory as described in this Master Development Plan, the project proponent, landowner or successor-in-interest will consider the following options: 1) conduct an analysis to determine how much of the industrial area can be developed based on the use of State Route 99 West Frontage Road as a primary access; 2) Amend the plan and conduct all necessary additional environmental analysis to approve an agreeable alternative.

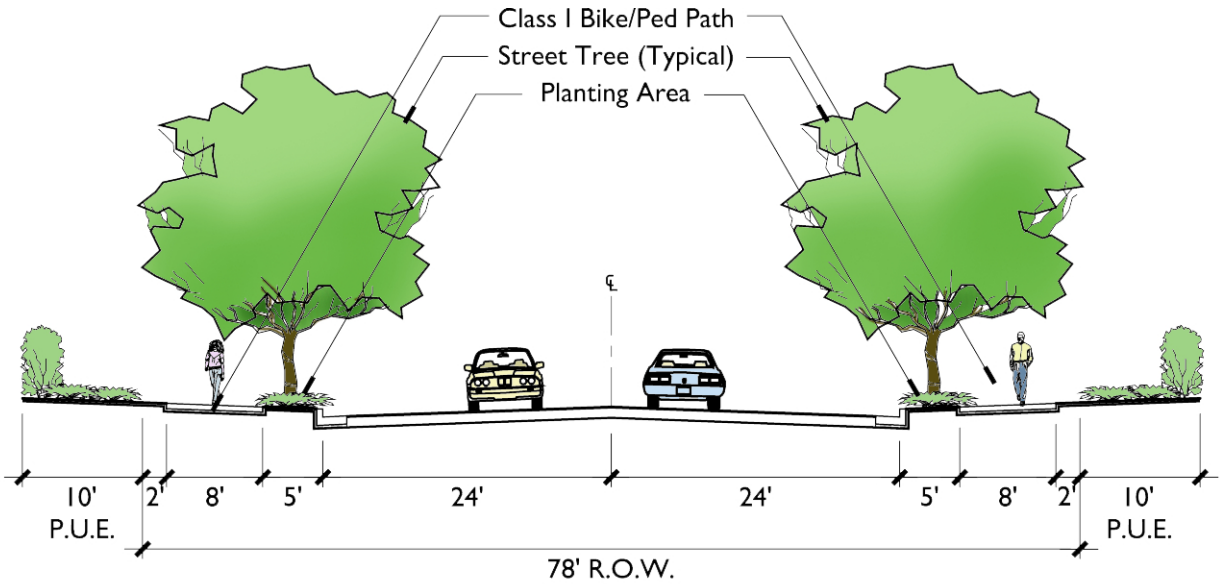
5.3.1 Collector Streets

Commercial Collector Street

The Master Development Plan proposes an ultimate right-of-way for its Commercial Collector Street of 78-feet (*See Figure 5.7*). The project's Commercial Collector Street is planned with one 24-foot travel way in each direction. A 15-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway, which is further enhanced by a privately constructed and maintained minimum 8-foot wide landscaped area, as well as a 10 foot PUE.

The land owner, developer and/or successor-in-interest of property abutting the Commercial Collector have the responsibility to dedicate the ultimate right-of-way for the roadway and construct an interim roadway section, full half-section, or complete cross-section of the roadway based on requirements determined by the City Engineer.

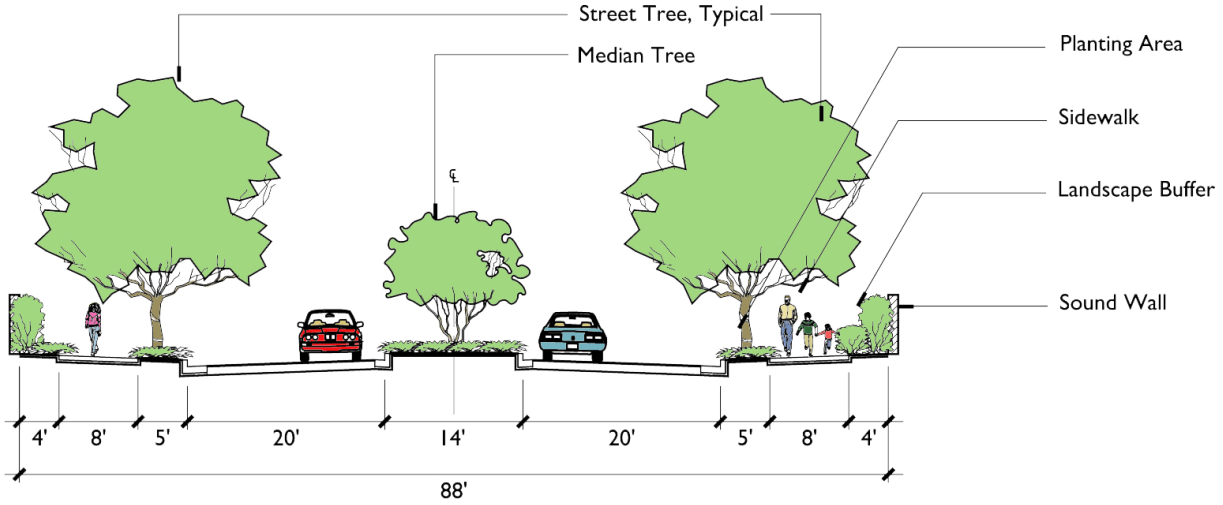
FIGURE 5.7 SECTION–COMMERCIAL COLLECTOR STREET



Entry Collector Street

The Master Development Plan proposes an ultimate right-of-way for its Entry Collector Street of 88-feet (*See Figure 5.8*). The project's Entry Collector Street is planned with one 20-foot travel way in each direction with a 14-foot planted center median. A 17-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway. Screening for the Entry Collector Street surpasses City standards, which call for 15-feet from back-of-curb to soundwall. The land owner, developer and/or successor-in-interest of property abutting the Commercial Collector have the responsibility to dedicate the ultimate right-of-way for the roadway and construct an interim roadway section, full half-section, or complete cross-section of the roadway based on requirements determined by the City Engineer.

FIGURE 5.8 SECTION–ENTRY COLLECTOR STREET

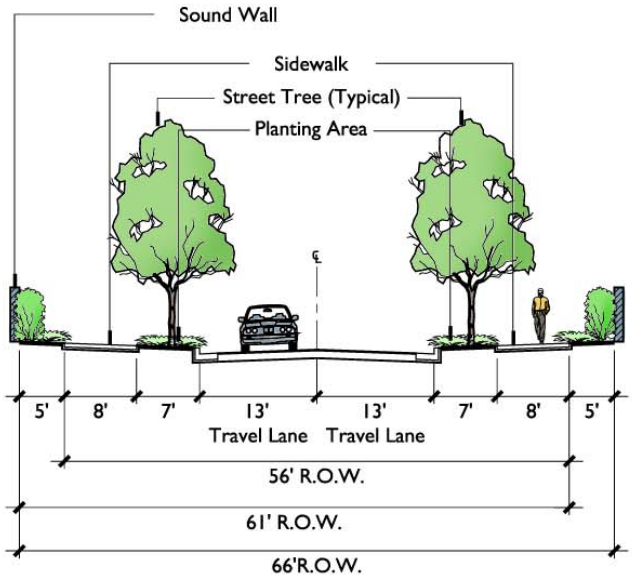


Note: Joint trench facilities to be located within franchise area where soundwalls are required.

Neighborhood Collector Streets

The Master Development Plan envisions Neighborhood Collector Streets to have three ultimate right-of-ways: 56-feet, 61-feet, and 66-feet (*See Figure 5.9*). The differences in the width of the right-of-way is attributed to whether or not adjacent residential units back-up to or front-on the roadway, which in the case of back-up lots, a masonry wall is used to separate the roadway from the residential use. All residential units fronting a neighborhood collector shall only be allowed with rear loaded access with no direct driveway access to the collector roadway. All three types of Neighborhood Collector Streets are planned with one 13-foot travel lane in each direction. When no masonry wall is used to separate residential uses from the roadway, a 15-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway. A 20-foot wide landscaped area is provided at the back of curb, including an 8-foot detached meandering sidewalk/Class I Bicycle Pathway when a masonry wall is used on one or both sides of the road to separate residential uses from the roadway. Where appropriate in the Plan, the roadway right-of-way has been flared out to accommodate a 10-foot wide left turn lane as needed at intersections. The land owner, developer and/or successor-in-interest of property abutting the Neighborhood Collector Street have the responsibility to dedicate the ultimate right-of-way for the roadway and construct the complete cross-section of the roadway based on requirements determined by the City Engineer.

FIGURE 5.9 SECTION–NEIGHBORHOOD COLLECTOR STREETS

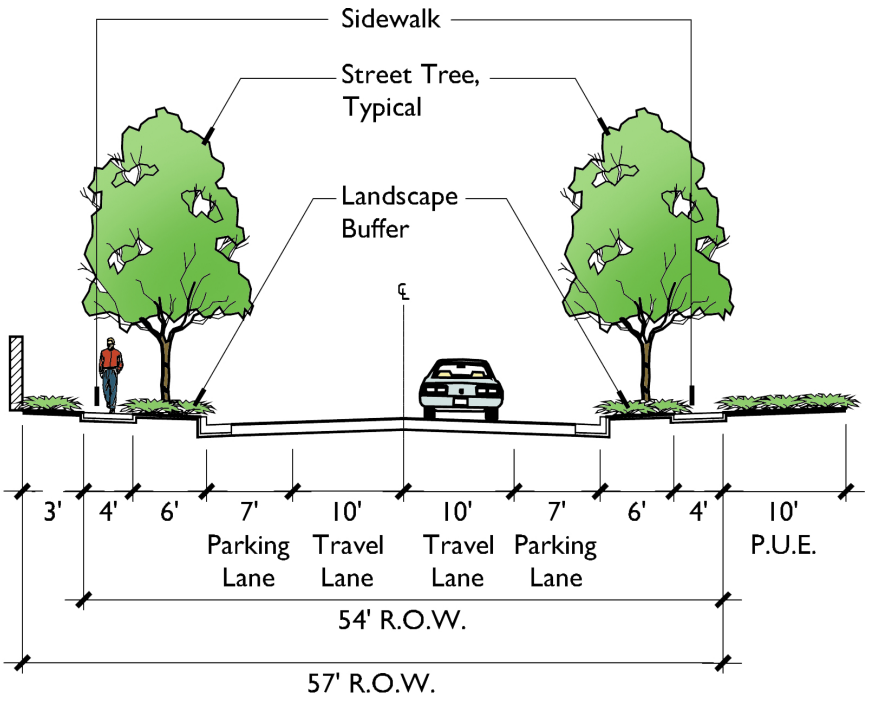


5.3.2 Residential Streets

Local Streets – Medium and Low Volume Traffic

The Master Development Plan envisions local streets to have two ultimate rights-of-way: 57-feet and 54-feet (*See Figure 5.10*). The differences in the width of the right-of-way is attributed to whether or not adjacent residential units back-up to or front-on the roadway. When lots back up to a road, a masonry wall is used to separate the roadway from the residential use. Residential streets within medium- and low-volume traffic areas are planned with one 10-foot travel lane in each direction, including a 7-foot parking lane. When no masonry wall is used to separate residential uses from the roadway, a 10-foot wide landscaped area is provided at the back of curb. When a masonry wall is used to separate residential uses from the roadway, a 13-foot wide landscaped area is provided at the back of curb. The land owner, developer and/or successor-in-interest of property abutting the residential street have the responsibility to dedicate the ultimate right-of-way for the roadway and construct the complete cross-section of the roadway based on requirements determined by the City Engineer.

FIGURE 5.10 SECTION–LOCAL STREETS (MEDIUM AND LOW VOLUME TRAFFIC)

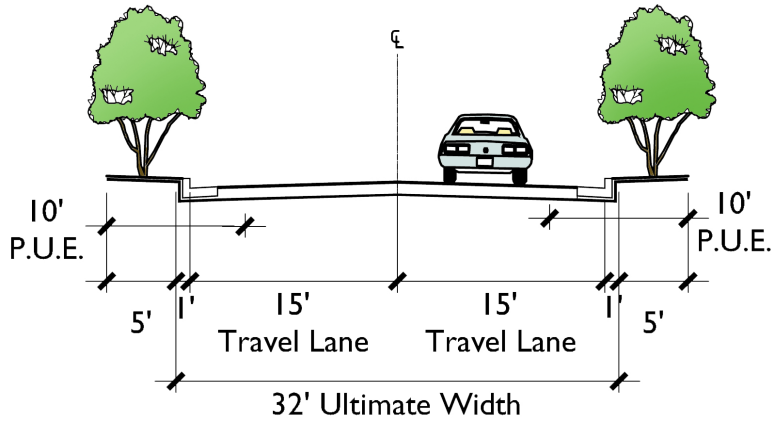


Private Residential Street

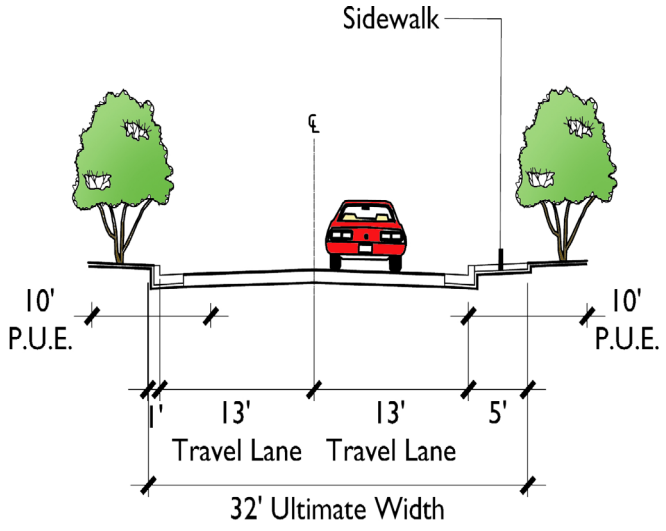
There are two options for private residential streets within the MDP. Both options have an ultimate width of 32-feet. The first section, presented as Section A in Figure 5.11, shows one 15-foot travel lane in each direction and no sidewalk. Concurrence from all potential utility providers to be located in the easement area is required and subject to the approval of the City Engineer.

The second option for private residential streets is also presented in Figure 5.11, as Section B. The ultimate width is 32-feet and includes two travel lanes of 13-feet and a 5-foot sidewalk. CC&Rs would be required to restrict parking under this option. Concurrence from all potential utility providers to be located in the easement area is required and subject to the approval of the City Engineer.

FIGURE 5.11 SECTION A –PRIVATE RESIDENTIAL STREET



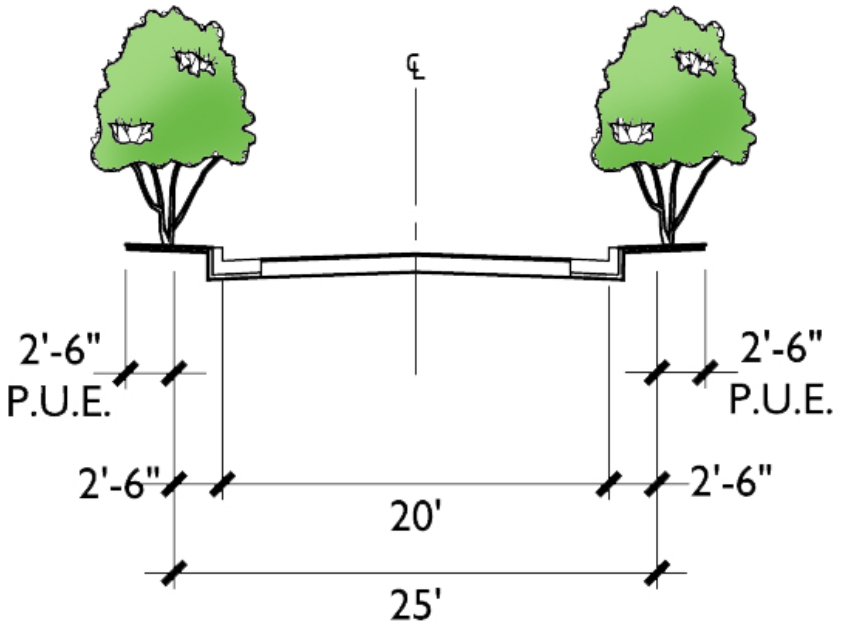
SECTION B –PRIVATE RESIDENTIAL STREET



5.3.3 Alleys

Homes on smaller lots may use private alleys for garage access. The Master Development Plan envisions alleys to have a typical right-of-way width of 25-feet. The 20-foot wide travel lane will be edged by 2 ½ -feet landscape buffer (*See Figure 5.12*). Concurrence from all potential utility providers to be located in the easement area is required and subject to the approval of the City Engineer.

FIGURE 5.12 SECTION–ALLEY



Proposed circulation within the Tidewater Crossing Plan Area is illustrated in Figure 5.13. The internal street layouts are subject to City review and acceptance of the Final Traffic Study.

FIGURE 5.13 PROPOSED INTERNAL CIRCULATION

11 X 17

REMOVE

5.4 INTERSECTIONS

5.4.1 Standard Intersections

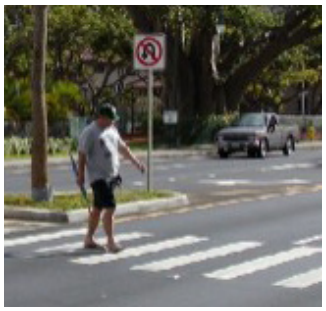
All intersections will conform to the City of Stockton Department of Public Works Standards.

5.5 TRAFFIC CALMING

The traffic calming measures described in this section come from the City of Stockton's Traffic Calming Guidelines, produced by Fehr & Peers. The traffic calming measures will be implemented throughout the Plan Area at the discretion of the City Engineer.

5.5.1 Crosswalks

Crosswalks are an integral part of pedestrian safety. Crosswalks will be placed at intersections of arterial and collector roadways throughout the Tidewater Crossing community. Additional crosswalks may be placed in the middle of blocks or at other locations, as needed. The location and installation of all crosswalks on public streets will be subject to City review and approval.



Crosswalks will be installed according to City of Stockton regulations.

Special Paving

Special paving may be used to mark a pedestrian crosswalk. Special paving can also add to the aesthetic value of an area, especially commercial districts or community focal points.

5.5.2 Traffic Circles

Traffic circles are raised islands in the middle of intersections. Traffic cannot proceed directly through the intersection; instead, it must circulate around the island. In addition to slowing traffic, traffic circles can provide aesthetic value to a neighborhood and present landscaping opportunities. The City of Stockton recommends that traffic circles have "a square inner curb and a mountable apron," which will facilitate turns for larger vehicles.

Traffic circles assist in slowing traffic, especially in residential areas.

5.5.3 Traffic Chokers

Traffic chokers are curb extensions that narrow the width of a street. Narrowing the street is accomplished through widening the sidewalk or the center median/planting strip. Chokers also provide the opportunity for mid-block crosswalks, which can reduce the physical and visual impact of a long block.

Typical traffic choker.

Typical bulbout.

5.5.4 Bulbouts

Bulbouts are curb extensions that are generally placed at intersections, however they can be used in the middle of blocks as well. Intersection bulbouts are popular traffic-calming devices as they slow traffic and provide greater pedestrian freedom at the same time.

5.6 PUBLIC TRANSIT

The San Joaquin Regional Transit District (SJRTD) is the principal public transportation provider within San Joaquin County and the City of Stockton. SJRTD currently provides a fixed-route bus service and a dial-a-ride response function for elderly or disabled persons that cannot use the regularly scheduled vehicles. The Tidewater Crossing Master Development Plan Area will support the provision of transit service by incorporating bus turnouts and shelters along South Airport Way, and East French Camp Road. The proposed locations for bus stop/turnouts will be coordinated with SJRTD.

The Stockton Draft 2035 Transit System proposes major local/feeder bus service along East French Camp Road and South Airport Way. The Draft 2035 Transit System prepared by the City of Stockton shows a new transit hub near the Stockton Metropolitan Airport along South Airport Way. The project proponent, land owners, and/or successors-in-interest will coordinate with SJRTD during the formulation of any large lot tentative maps to determine the best suited locations for bus turn-outs.

5.7 TRAILS

5.7.1 Creek/River Trails

A 12-foot wide pedestrian/bike trail will be on the top of the levee. The trail will meander along French Camp Slough throughout the residential areas, will cross South Airport Way, and continue through the eastern neighborhood. Pedestrians and bicyclists will be directed to the nearest intersection for the safe crossing of Airport Way. The trails will terminate at the project boundary west of Airport Way and at the spur line of the Union Pacific Railroad east of Airport Way. Signage will indicate the end of the pedestrian/bike trail. Only a levee maintenance road will cross the railroad tracks and continue to State Route 99. Trails are depicted in Figure 5.2.

FIGURE 5.14 ENTRIES AND ARRIVALS

11 X 17

REMOVE

FIGURE 5.15 DIAGRAM OF SOUNDWALL LOCATIONS

11 X 17

REMOVE

5.7.2 Bike Routes & Off-Street Paths

Off-street trails will provide for bicycle and pedestrian circulation. Trails will be located within the greenbelts and parkways that link neighborhoods with the school sites, parks, and commercial areas. Bike routes will be designed so that they are usable year-round. Connections between the pedestrian/bike trail will occur at all bridge locations and selected locations with access to some of the neighborhood parks. All of the pedestrian/bike pathways conform to the City of Stockton Street Guidelines, the City of Stockton Standard Plans and Specifications, and the Bikeway Master Plan as part of the 2035 General Plan. Standards for bicycle routes and other off-street paths are shown in Figure 5.2.

5.8 PUBLIC LANDSCAPE AND STREETSCAPE

5.8.1 Entries and Arrivals

The entries and arrivals points to the community and its neighborhoods create a visual image that reinforces the character of the Plan Area. Through planting and other landscape features such as paving and signage, the entries will create a visual hierarchy that helps transition people from the community scale to the neighborhood scale. (*See Figure 5.14, Entries and Arrivals Plan*.)

5.8.2 Walls and Fences

Walls and fences provide safety, security, privacy, property definition, and noise attenuation. Walls and fences can also be included in gateway features and can provide separation between residential areas and more intensive uses.

Sound walls will be located adjacent to arterial streets. Sound walls shall be constructed of either masonry or other permanent, durable, low maintenance material. They shall have a minimum height of 7-feet unless additional height is required for sound attenuation as directed by the City of Stockton subject to the findings of an acoustical study. Where cul-de-sacs end adjacent to arterials, openings in the sound walls will allow for pedestrian and bicycle access, as well as visual access. (*See Figure 5.15 for locations of sound walls*.)

Good neighbor fencing will be used for residential side and rear yards in other locations. Where homes back up to the greenways, the use of view fencing is encouraged. Chain link fencing may not be used.

Examples of soundwalls and exterior fences.

5.8.3 Landscape / Streetscape

The Streetscape Master Plan will reflect a circulation hierarchy that emphasizes neighborhood-scaled streets and pedestrian and bicycle connections. A suggested tree palette is located in Appendix D. Landscapes and streetscapes in the Tidewater Crossing Master Development Plan Area will comply with Stockton Citywide Design Guidelines. A non-potable water source will be used to irrigate the street landscaping and park sites. Refer to Chapter 6.3 of this MDP and the Integrated Water Management Plan, a technical report provided as an appendix to this Plan.

Design Guidelines

1. Tidewater Crossing, its commercial areas, and each of its neighborhoods shall have attractive entry features appropriate to the importance of the entry.
2. Soundwalls will be of attractive masonry construction and should be only as tall as necessary to meet required acoustic and privacy needs.
3. Landscaping and sidewalks will be provided on all public streets.
4. In parks, medians, other landscaped areas and streetscapes, a variety of trees, shrubs, and groundcover will be used to provide color, texture, and seasonal interest.

Exterior Fences and Walls

Soundwalls will be located adjacent to arterial streets. Soundwalls shall be constructed of masonry or other permanent, durable, low maintenance material. Soundwalls shall have a minimum height of 7′ unless additional height is required for noise attenuation, as approved by the City of Stockton subject to the findings of an acoustical study. Where cul

de sacs end adjacent to arterials, openings in the soundwalls should be planned, where appropriate, to allow for pedestrian and bicycle access. Chain link fencing may not be used.

Interior Fences and Walls

Good neighbor fencing may be used for residential side and rear yards. Where homes back up to greenways, view fencing (such as tubular steel) may be used. Chain link fencing may not be used.

Furniture and Fixtures

Street furniture and fixtures shall be of sturdy construction. Metals should be powder-coated or anodized rather than painted. Fixtures shall be of a single uniform color.

The residential portions of Tidewater Crossing may utilize cobra-style light fixtures or ornamental lighting. The type, scale, and illumination of street lights shall be appropriate to the neighborhood. All poles, bases, and fixtures shall be of a similar design to reinforce a single community theme.

5.9 CIRCULATION POLICIES

Policy 5.1: Circulation within the Tidewater Crossing Master Development Plan Area shall allow for the efficient movement of vehicular traffic while maintaining neighborhood character.

Policy 5.2: Each point of site access shall have sufficient separation to facilitate safe and efficient traffic movement, while providing enough points of access to ensure connections between uses and circulation options for the motorist, pedestrian, and bicyclist.

Policy 5.3: Road sections utilized in the Master Development Plan shall be compatible with existing City road and design standards, though project-specific conditions may necessitate some variation with the approval of the City Engineer.

Policy 5.4: Greenways along arterial and collector streets will be owned and maintained by the City through a Landscape Maintenance District or through a Homeowner's Association.

Policy 5.5: Provide convenient and logical access and safety for SJRTD stops for residents, visitors, and travelers.

Policy 5.6: The owners, developers, project proponents, land owners, and/or successors-in-interest will be required to coordinate with SJRTD during formulation of any large lot tentative map to determine best suited locations for bus turn-outs.

Policy 5.7: Prior to the recordation of the first final map the owners, developers, and/or successors-in-interest shall prepare an improvement/ development phasing plan to determine the level of project development that can occur within established level of service standards prior to the completion of said improvements. Said plan shall form the basis for on-site nand off-site improvements described in the subdivision agreement.

Policy 5.8: Policy 5.8: The owners, developers, land owner and/or successor-in-interest shall comply with the requirementss of the Stockton Municipal Code Section 16-630.030 regarding content to be shown on a Tentative Map, including those specified items that address the roadway network plus the interconnects of all traffic signals.

Policy 5.9: The owners, developers and/or successors-in-interest shall coordinate with the County of San Joaquin and/or Caltrans to gain plan approval and secure additional right-of-way, if necessary, for the implementation of mitigation measure improvements to roadway facilities and/or intersections within the unincorporated area or within established Caltrans right-of-way.

CHAPTER SIX: PUBLIC FACILITIES, SERVICES, & UTILITIES

Introduction
Potable Water
Non-Potable Water
Wastewater
Stormwater
Regional Flood Control
Solid Waste
Energy
Communication
Public Services
Schools
Library
Child Care

Chapter Six: Public Facilities, Services, & Utilities

6.1 INTRODUCTION

Chapter Six includes a discussion of the infrastructure components required to serve and support development within the Tidewater Crossing Master Development Plan Area. The infrastructure components discussed in this chapter include utilities (potable and non-potable water, sewer, storm drainage); flood control, solid waste collection and disposal, energy, and communication services and facilities. Not withstanding the information presented in this chapter, all utility infrastructure shall be designed and constructed in accordance to the Stockton Municipal Code, City Standard Plans and Specifications, and local building codes.

6.1.1 Infrastructure Phasing

A phasing plan for each of the utility infrastructure (i.e. sewer, water, non-potable water, storm drainage, electricity, gas, telephone and cable television) has been incorporated into the master utility plans in this chapter and coincides with the development phasing plan (*Figure 11.1*). The phasing of infrastructure will assist in evaluating the implementation of the utilities for the purpose of developing a general schedule of utility milestone phasing.

6.2 POTABLE WATER

6.2.1 Demand

Potable water demands for the Tidewater Crossing development are calculated based on the preliminary land uses and land use areas provided by Randall Planning & Design, Inc., using the projected water demand values, peaking factors, and fire flow requirements presented in the South Stockton Water Master Plan Update, adopted November 30, 2004. The calculated potable water demand values for only the land uses requiring potable water supply are presented in Table 6.1 and include all potable water demands. The estimated total maximum day and peak hour demands for the Tidewater Crossing Project are 3.21 million gallons per day (MGD) and 5.79 MGD, respectively.

Please refer to the Tidewater Crossing Development Water Distribution System Hydraulic Network Analysis, dated February 6, 2007 completed by Stantec Engineers and attached as an appendix to the Master Development Plan (published under a separate cover). A water master plan for the site completed by Stantec Engineers estimates the following water demand:

TABLE 6.1 ESTIMATED POTABLE WATER DEMANDS

				Water Demand		
Site Index	**Land Use**	**Gross Acres**	**Water Duty[1]**	**Average Day**	**Maximum Day**	**Peak Hour**
			AF/AC	**MGD**	**MGD**	**MGD**
A	Low-Density Residential	48.4	2.8	0.12	0.25	0.44
B	Low-Density Residential	34.2	2.8	0.09	0.19	0.33
C	Med-Density Residential	47.2	2.8	0.12	0.25	0.44
D	Low-Density Residential	35.5	2.8	0.09	0.19	0.33
E	Med-Density Residential	15.3	2.8	0.04	0.08	0.14
F	Low-Density Residential	21.9	2.8	0.05	0.11	0.19
G	Low-Density Residential	34.0	2.8	0.08	0.17	0.30
H	Low-Density Residential	29.7	2.8	0.07	0.15	0.26
I	Low-Density Residential	24.1	2.8	0.06	0.13	0.23
J	Low-Density Residential	22.5	2.8	0.06	0.13	0.23
K	Low-Density Residential	15.0	2.8	0.04	0.08	0.14
L	Med-Density Residential	14.6	2.8	0.04	0.08	0.14
M	High-Density Residential	10.4	3.8	0.04	0.08	0.14
N	Med-Density Residential	17.0	2.8	0.04	0.08	0.14
	School A	19.4	2.0	0.03	0.06	0.11
	Retail/Commercial	16.6	1.5	0.02	0.04	0.08
	Industrial	224.3	1.5	0.30	0.60	1.20
	Parks/Open Space	34.3	3.0	0.09	0.19	0.33
	Ex. Railroad ROW[2]	8.0	2.8	0.02	0.04	0.07
	Public Roads ROW[2]	57.5	2.8	0.14	0.29	0.51
	P.G.&E. Substation[2]	5.8	2.8	0.01	0.02	0.04
	Basins/Lakes/Slough	173.4	0.00	0.00	0.00	0.00
	TOTALS	**909.1**		**1.55**	**3.21**	**5.79**

1. City of Stockton South Stockton Water Master Plan Update, West Yost Associates, 11/2004.

2. A unit demand factor of 2.8 AF/AC for low- and medium-density residential land uses is assigned to major roads, right-of-ways, and public utility land use areas, as water duties are based on gross acreages.

6.2.2 Objectives

The objective of the potable water plan is to ensure an adequate supply of potable water to meet the needs of the Tidewater Crossing Master Development Plan Area.

6.2.3 Policies

The following policies have guided the design of the infrastructure systems:

1. Per the Development Code, an adequate water supply, including mains of sufficient size and having a sufficient number of outlets to furnish adequate water supply for each lot of the subdivision and providing adequate fire protection for the development system will be provided. Fire flow shall be determined by the Municipal Utilities Department and fire hydrants will be installed in compliance with plans approved by the City Fire Marshall.

American Water Works Association

2. The water system will be designed in compliance with State water standards and American Water Works Association (AWWA) standards. The water system shall comply with the City's Standard Specifications and Plans and the requirements of the State Department of Health Services.

3. The water system will conform to the Master Water Plan developed as part of the City of Stockton 2035 General Plan. If the Master Water Plan is not adopted by the City Council, the Tidewater Crossing Project will be required to revise the South Stockton Water Master Plan, dated November 2004 (subject to City Council approval). The water system will be constructed and be dedicated to the City in compliance with Section 5 of the City Water Rates and Regulations.

4. The owners, developers, or successor-in-interest shall submit master plans for potable water, sewer, and storm drainage for the project for review and approval by the Director of the Municipal Utilities Department prior to the approval of improvement plans.

6.2.4 Plan

Potable water supply for the Tidewater Crossing development will be provided by the City of Stockton. An existing 24-inch water main traverses the development area. Connections to the existing City of Stockton water distribution system will occur at French Camp Road, Dudley Road, and Airport Way, as illustrated on the Tidewater Conceptual Master Potable Water Plan (*Figure 6.1*). The existing 24" water line will located within City right-of-way. The distribution system for the Tidewater development incorporates the planned 24-inch and 12-inch water mains that traverse the project site, consistent with the Proposed 2035 General Plan and Water Master Plans prepared by West Yost Associates dated November 2004. All potable water main sizing as depicted on Figure 6.1 and any mains not currently shown that conform to the 2035 General Plan-Water Master Plans prepared by West Yost that differ from those as depicted in the Tidewater Crossing Development Water Distribution System Hydraulic Network Analysis will be subject to a reimbursement agreement with the City of Stockton Municipal Utilities Department. There will, however, be no reimbursement for over-sizing if such facilities are required to properly serve a project within the Master Development Plan area. All Reimbursements shall be in accordance with the Stockton Municipal Code.

Infrastructure phasing has been incorporated into Figure 6.1 to reflect the phasing of the project as depicted in Figure 11.1, Tidewater Crossing Phasing Diagram. The build-out of the actual infrastructure will be subject to market demands and the physical necessity to provide services to the various neighborhoods under construction by the project proponent.

6.2.5 Water Supply Assessment

The City of Stockton Municipal Utilities District (COSMUD) has prepared a Water Supply Assessment in conjunction with the proposed project. The City of Stockton provides domestic potable water through a combination of surface and ground water. Stockton East Water District (SEWD) provides approximately 45 million gallons per day (MGD) of treated surface water to the region's urban areas through its three urban contractors: City of Stockton Municipal Utilities District (MUD), CalWater, a private company, and San Joaquin County. Currently, groundwater from portions of the regional aquifer underlying each

purveyor and surface water from SEWD satisfy the urban contractors water demands.

Water demands for Tidewater Crossing are based on the proposed Project's preliminary land uses and land use areas, and estimating projected water demand values, peaking factors, and fire flow requirements. The estimated total maximum day and peak hour demands for the proposed Project are 3.21 MGD and 5.79 MGD *(Table 6.1 Estimated Potable Water Demands).*

The Tidewater Crossing Water Supply Assessment (WSA) prepared by the City of Stockton Municipal Utilities Department (COSMUD) and dated, August 30, 2006 concludes that the COSMUD has sufficient water supplies to meet the water demands of the Project.

The COSMUD makes this determination based on the information contained in the WSA and on the following specific facts:

- The existing near-term and long-term reliable supplies of SEWD surface supplies and indigenous groundwater supplies can deliver a sustainable reliable water supply without impacting environmental values and/or impacting the current stabilization of the groundwater basin underlying the COSMA.
- The existing conjunctive use program of using SEWD surface water and COSMA groundwater supplies shows that sufficient water rights and available groundwater supplies exist for the project.
- The project will be served by water supplies made available through the existing COS conjunctive use program within the COSMA.
- The COSMA has a conjunctive use water supply program that can meet water demands beyond the WSA demand level to 2035 based on the results of the 2035 General Plan Update Water Supply Evaluation..

FIGURE 6.1 TIDEWATER CONCEPTUAL MASTER POTABLE WATER PLAN

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6.3 NON-POTABLE WATER

The City of Stockton requires the installation of a recycled water distribution system in new developments for the irrigation of public areas where feasible and cost effective.

6.3.1 Objectives

The objective of the non-potable water plan is to provide for the provision of a non-potable water supply to the project site, when and/or if available.

6.3.2. Policies

The following policies are meant to guide the design and implementation of a non-potable water system within the project site:

1. The owners, developers, and/or successor-in-interest shall prepare and submit a master plan for a Non-Potable Water Delivery System within the project site for review and approval by the Director of the Municipal Utilities Department prior to the approval of improvement plans.

2. Consistent with the City's adopted Non-potable Water Ordinance, the owner, developer and/or successor-in-interest shall install non-potable infrastructure, in conformance with the City approved Non-Potable Water Delivery System Master Plan, for irrigation of large public landscaped areas where feasible and cost effective. Conditions of approval will require connection and use of non-potable water supplies when available to the site.

3. The owners, developers, and/or successor-in-interest will participate in a City-wide Consolidated Non-potable Water Supply Assessment District prior to the recordation of any small-lot final map for the purpose of development.

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FIGURE 6.2 TIDEWATER CONCEPTUAL MASTER NON-POTABLE WATER PLAN

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6.3.3 Plan

The Tidewater Conceptual Master Non-Potable Water Plan is illustrated on Figure 6.2. Infrastructure phasing has been incorporated into Figure 6.2 to reflect the phasing of the project as depicted in Figure 11.1, Tidewater Crossing Phasing Diagram. The build-out of the actual infrastructure will be subject to market demands and the physical necessity to provide services to the various neighborhoods under construction by the project proponent.

6.3.4 Integrated Water Management Plan

The project applicant has prepared an Integrated Water Management Plan (IWMP), which addresses in detail the elements of the non-potable water system for the project. The purpose of the Plan is to address the projected uses and management of all water for the development while emphasizing conservation, re-use and good management practices. The IWMP addresses (1) infrastructure, (2) project water demands, (3) groundwater management issues, (4) available water supply inventory, (5) plan alternatives and water delivery, and (6) non-potable water. The intent of the Plan is to adequately satisfy the City of Stockton requirements for the formulation of an effective plan for the management of the project water demands. In addition, an Engineer's report will be developed to evaluate the maintenance and operation costs with the non-potable water. The IWMP will be submitted, reviewed and approved by the City's Municipal Utilities Department prior to the start of any related infrastructure design. The details regarding the quality of several potential sources of make-up water and pumping locations for the non-potable water system are discussed within the Tidewater Crossing Water Source Use Analysis, which is submitted as an appendix to this plan.

6.4 WASTEWATER

6.4.1 Demand

Wastewater demands for the Tidewater Crossing development are calculated based on the preliminary land uses and land use areas provided by Randall Planning & Design, Inc., using average flow demand values and peaking factors presented in the City of Stockton Wastewater Collection System Master Plans and the City of Stockton Standard Specifications. The calculated ultimate wastewater flow values for the land uses in the Plan Area are presented in Table 6.2.

TABLE 6.2 ESTIMATED ULTIMATE WASTEWATER FLOWS					
Land Use	**Gross Acres (+ / -)**	**Flow Generation (Ave. Flow + I/I) (gpd/ac)[1]**	**Ave. Flow + I/I Generation (MGD)**	**Peak Factor**	**Design Flows (MGD)**
Low / Medium Density Residential	359.4	2500	0.899	2.660	2.391
High Density Residential	10.4	7200	0.075	5.000	0.375
Schools	19.4	2500	0.049	5.000	0.245
Commercial	16.6	2800	0.047	5.000	0.235
Industrial	224.3	3400	0.763	2.720	2.075
Total	**630.2**		**1.833**	**2.260**	**5.321**

1. City of Stockton Sanitary Sewer Design Data – Planning Values
2. Inflow / Infiltration (I/I): 400 Gal/Day/Ac = .0004 MGD/ac
3. Peak Factor => PF=2.50 (Ave. Flow)^-0.216
4. Design Flow: (Ave Flow + I/I) Peak Factor

6.4.2 Objectives

The wastewater plan has been designed to ensure the adequate collection, treatment, and safe disposal of wastewater.

6.4.3 Policies

The owners, developers, or successor-in-interest shall submit a master plan for sewer for the project prior to the approval of improvement plans.

6.4.4 Plan

The wastewater facilities for the Tidewater Crossing project will be developed in accordance with the City of Stockton Wastewater Collection System Master Plans and the City of Stockton Standard Specifications. Wastewater generated from the Tidewater Crossing project will be conveyed via a network of gravity flow and force main lines designed to serve portions of the development areas identified in the City's Sanitary Sewer Master Plan as Existing System 8 and FGS 13 (Future Grow System 13, per 2035 General Plan). In accordance with that plan the medium-density neighborhood known as Neighborhood C along with the high-density and commercial areas will be temporarily served via connection to the existing system (*Figure 6.3*). As designed, this area would utilize a combination of 10-inch and 12–inch diameter pipes for sewer conveyance to serve the area. Flows from this area would be conveyed northward via an 8-inch force main line that would be located in Airport Way. The line will connect to the existing 18-inch line currently serving System 8. The connection to System 8 will be an interim solution. At the time that the French Camp Slough crossing and connection to the existing 66-inch line at Industrial Drive is complete, the temporary pump station will be abandoned and

flows rerouted to the regional sewer-pump station located on French Camp Road.

Wastewater flows generated from the 224± acre industrial park located on the eastern portion of the project will be conveyed westerly via a combination of 15-inch to 24-inch gravity lines, while the residential areas to the west will be served with a combination of 10-inch diameter and 30-inch diameter lines. All flows will connect to a regional lift station located at the western boundary of the project site. Flows emanating from the lift station will be conveyed to the north by two 24-inch force mains where they will tie into the City's existing 66-inch wastewater line located at the intersection of Industrial Avenue and McKinley Avenue. It should be noted that the pump station and sewer trunk lines have been sized to handle the entire FGS 13 area and have been stubbed accordingly.

The Conceptual Wastewater Master Plan is illustrated on Figure 6.3. Infrastructure phasing has been incorporated into Figure 6.3 to reflect the phasing of the project as depicted in Figure 11.1, Tidewater Crossing Phasing Diagram. The build out of the actual infrastructure will be subject to market demands and the physical necessity to provide services to the various neighborhoods under construction by the project proponent.

The Wastewater Collection System for the Tidewater Crossing Plan Area will conform to the Master Wastewater Plan developed as part of the Proposed 2035 General Plan. If the Master Wastewater Plan is not adopted by the City Council, the Tidewater Crossing Project will revise the current Wastewater Collection System Master Plan, dated August 1987, by Nolte and Associates. The System is designed to serve per the City's proposed 2035 General Plan.

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FIGURE 6.3 TIDEWATER CONCEPTUAL MASTER WASTE WATER PLAN

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6.5 STORMWATER

6.5.1 Objectives

The Stormwater Plan has been designed to ensure the adequate collection, treatment, and safe discharge of onsite stormwater.

6.5.2 Policies

The owners, developers, or successor-in-interest shall submit a master plan for stormwater for the project prior to the approval of improvement plans.

6.5.3 Overview

The Tidewater Crossing project will incorporate a variety of drainage facilities in addition to water quality treatment elements to create an urban stormwater system. The project stormwater facilities will operate independently of the "regional" flood protection proposed for the project. Levees associated with French Camp Slough require that the interior drainage associated with the Project be designed to provide 100-year flood protection with the urban drainage system. The flood control protection required for the Tidewater Crossing project is described in Section 6.6.

The stormwater system includes four subwatersheds each with an independent urban stormwater pump station, temporary stormwater storage for the entire 24-hour 100-year runoff volume, naturalized stormwater quality treatment features, and unique man-made ponds. The four subwatersheds, include appropriately sized infrastructure to accommodate treated and detained flow from adjacent future plan areas as part of the storm drainage master planning for the Update of the City of Stockton 2035 General Plan. For further detailed analysis of the adjacent drainage areas, refer to the "Tidewater Crossing Interior Drainage Technical Assessment" submitted under separate cover as an Appendix to this plan. Figure 6.4, Stormwater Management / Water Quality Elements reflects the associated 2035 adjacent drainage areas.

The man-made ponds will allow water quality treatment and reuse of dry-weather/nuisance flows typically encountered with urban development. The water quality treatment elements have been designed as active ecosystems and naturalized aesthetic features for the development, which provides a visual amenity for the community while also providing a primary stormwater infrastructure element. The proposed unique naturalized stormwater quality features offer a combination of many unique advantages

for infrastructure planning and other benefits that are not available in conventional stormwater quality facilities, including:

1. Continuous year-round natural treatment process,
2. Storm water conveyance and storage,
3. Exceptional water quality,
4. Flood protection,
5. Combined land use elements,
6. Significantly reduced infrastructure costs,
7. Dry weather flow treatment,
8. Landscape and aesthetic treatment with natural water system,
9. Increased surrounding land values,
10. Natural ecosystem benefits,
11. Recreational design feature, and
12. Urban design element for communities.

6.5.4 Stormwater Quality Treatment System

All runoff generated from the project will receive some form of water quality treatment through a variety of different treatment features prior to discharging from the project. All discharges at the terminal pump stations are designed to be in accordance with the stormwater NPDES regulations. The pump stations will be designed consistent with the requirements of the City of Stockton, including the appropriate telemetry, electrical, wet well, secondary power supply, and discharge force main. Additional redundant pumps would be provided as a safety factor. All of the treatment facilities will meet the City of Stockton minimum water quality treatment requirements outlined in the municipal Storm Water Quality Control Program guidance document. The different proposed stormwater quality treatment facilities to be utilized within the project include:

1. Recirculating man-made stream system with treatment pools and wetland planters,
2. Constructed linear recirculating wetlands corridor,
3. Man-made permanent ponds or aquascape feature, and
4. Dry detention basin with pre-treatment constructed wetlands.

The water quality of the engineered ponds, recirculating stream systems, and wetlands are designed to recreate the natural biological processes and develop a managed ecosystem that provides water quality treatment

through naturally occurring biological processes. The Tidewater Crossing Water Source Use Analysis, submitted as an appendix to this plan, addresses the quality of several potential sources of make up water for the engineered ponds.

6.5.5 Description of Project Urban Watershed Systems Units

The onsite development project drainage area was subdivided into four different independent urbanized watersheds based on area tributary to the four different terminal stormwater pump stations. These watersheds are hydraulically independent and the drainage boundaries correspond to the proposed surface drainage patterns associated with the grading. Watershed No. 1 corresponds to the easterly residential area located on the south side of the slough. Watershed No. 2 corresponds to the western residential area on the south side of the slough. Watershed No. 3 consists of the western residential and commercial area on the north side of the slough. Watershed No. 4 includes the eastern industrial area located on the northern side of the slough.

The proposed project stormwater quality facilities identified for this project exceed the minimum requirements outlined in the City of Stockton NPDES program with Stockton's Storm Water Quality Control Criteria Plan (SWQCCP) and represent current state-of-art to more effectively treat stormwater while "recycling" nuisance or dry-weather flows. However, as part of the additional engineering analysis for the stormwater system, a separate SWQCCP will be prepared for the project that evaluates the stormwater treatment function of the different facilities. An Engineers Report will be prepared that identifies the approximate maintenance and operation costs, including a maintenance program. The owners, developers, or successor-in-interest (ODS) will establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices. The proposed storm water quality facilities to be utilized within the project shall be consistent with the treatment control measures of the SWQCCP. The ODS shall comply with all requirements and pay all associated fees as required by the City's Storm Water pollution Prevention Plan as set forth in its NPDES Storm Water Permit.

Design characteristics for each of the four watersheds are described in Tables 6.3-6.6, respectively. Figure 6.4, Stormwater Management / Water

Quality Elements and Figure 6.5, Conceptual Master Stormwater Plan present a conceptual illustration of the Plan.

TABLE 6.3 WATERSHED SYSTEM NO.1 - CHARACTERISTICS	
Stormwater Pump Station Capacity (100-year volume evacuation within 24-hour period)	34 cfs
Area of open water ponds	3 acres
Average depth of ponds	10 feet
100-year 24-hour detention storage volume	37 acre-feet
Temporary flood storage area beyond stream, including ponds	12 acres
Water quality treatment volume	10.6 acre-feet
Water quality treatment facility	Recirculating stream corridor with wetland pockets and interconnected permanent treatment ponds with permanent pools

The force main specific to Watershed System No. 1 is discussed in more detail in "Tidewater Crossing Interior Drainage Technical Assessment," submitted under a separate cover as an appendix to this plan.

TABLE 6.4 WATERSHED SYSTEM NO.2 - CHARACTERISTICS	
Stormwater Pump Station Capacity (100-year volume evacuation within 24-hour period)	32 cfs
Area of open water pond	4.0 acres
Average depth of pond	8 feet
100-year 24-hour detention storage volume	24 acre-feet
Maximum detention basin storage depth	6 feet
Water quality treatment volume	6.9 acre-feet
Water quality treatment facility	Treatment pond with downstream recirculating wetlands connected to downstream dry detention basin

TABLE 6.5 WATERSHED SYSTEM NO.3 - CHARACTERISTICS	
Stormwater Pump Station Capacity (100-year volume evacuation within 24-hour period)	8.0 cfs
Area of open water ponds	1.1 acres
Average depth of ponds	10 feet
100-year 24-hour detention storage volume	12 acre-feet
Lake temporary surcharge storage height	6 feet
Water quality treatment volume	3.4 acre-feet
Water quality treatment facility	Constructed pond system with permanent aquascape pool feature

TABLE 6.6 WATERSHED SYSTEM NO.4 - CHARACTERISTICS	
Stormwater Pump Station Capacity (100-year volume evacuation within 24-hour period)	25 cfs
Pretreatment wetland area	5 acres
Average depth active water treatment	2 feet
100-year 24-hour detention storage volume	48.5 acre-feet
Detention basin minimum bottom area	9 acres
Detention basin average storage depth	6 feet
Water quality treatment volume	10.0 acre-feet
Water quality treatment facility	Recirculating stream corridor with wetland pockets and interconnected permanent treatment ponds with permanent pools

The use of four terminal stormwater pump stations has been carefully analyzed in the project design. The specific issues requiring the use of the four stormwater pump stations include:

- Physical constraints of the French Camp Slough dividing the project into two distinct watersheds. It is not feasible to gravity drain the storm drainage runoff across French Camp Slough.

- The south side of the project drains to two different terminal drainage facilities based on the natural grade (1) easterly portion to French Camp Slough, and (2) westerly portion to the South San Joaquin Irrigation District Discharge Channel.

- If the number of pump stations is reduced then it would require extremely large diameter underground pipes to provide drainage in the opposite direction of the natural drainage patterns or back drainage for different portions of the site. For further detail analysis of the use of four terminal pump stations, as well as potential discharging constraints into French Camp Slough and SSJID Canal,

Refer to the "Tidewater Crossing Interior Drainage Technical Assessment" submitted under separate cover as an Appendix to this plan.

- The stormwater pumps are small pumps since the system is not designed as a "peak flow" pump, but designed only to evacuate the basin within a 24-hour period.

The new requirements for stormwater treatment of the project runoff mandate more creative stormwater facility master planning that integrate the most effective treatment system, not necessarily limited by the number of pump stations. The project proponent and the City of Stockton Municipal Utilities Department will ensure that the regional storm drainage solution for the Tidewater Crossing plan area, along with adjacent properties as shown in Figure 6.4, will conform to the Storm Drainage Master Plan as part of the Draft 2035 General Plan.

6.6 REGIONAL FLOOD CONTROL

6.6.1 Objective

The objective of the Flood Control Plan is to ensure the health and safety of people and protect property and structures within the community from the risk of flooding.

6.6.2 Policy

Prohibit development of residential land uses, critical emergency response facilities, and streets that provide access to such properties within a floodway or floodplain that is subject to the risk of a 100-year flood event.

6.6.3 Plan

A regional flood control system has been designed to protect the proposed project uses from potential flooding hazards. As a result of the relationship of the project/applicant holdings to adjacent non-applicant parcels, the flood protection requirements were expanded to reduce flood hazards for an area larger than defined by the project site. Figure 6.6 illustrates the Flood Control Master Plan improvements and features proposed for the project. The project flood control facilities will operate independently of the on-site storm drainage proposed for the project, which in itself is designed to handle the 24-hour 100-year on site storm runoff.

FIGURE 6.4 STORMWATER MANAGEMENT / WATER QUALITY ELEMENTS

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FIGURE 6.5 CONCEPTUAL MASTER STORM WATER PLAN

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The Tidewater Crossing Draft Hydrologic / Hydraulic Analysis and Pre-Design Report dated September 15, 2006 is an appendix to this Plan (published under a separate cover). The North Littlejohns Creek Drainage Study, updated May 2003 by A.R. Sanguinetti & Associates, was referenced in the analysis of Weber Slough and its' impacts to the flood control improvements incorporated into the hydraulic model for the project.

The following describes the components of the flood control system:

Flood Control Basin & Weir

1. The flood control plan includes providing a 93 +/- acre detention basin along French Camp Slough to store floodwater and eliminate the existing floodplain areas outside of the existing levees. The detention basin will be a flow-by basin with a total storage volume of 1,700 ac-ft. The 25-foot deep flood control basin is regional detention associated with the French Camp Slough watershed, which is independent of the project local onsite drainage system. The design features of the basin, 3 to 1 slopes and an annual maintenance to remove vegetation around the perimeter and bottom, will eliminate the basin as a source of habitat to migratory bird species.

2. The regional watershed is associated with runoff generated offsite and upstream of the project. The regional basin does not have specific evacuation design criteria because of the size of the watershed it serves and the flood flows required to be detained. After a major storm event, the basin will be emptied via a pump station which will be sized to evacuate the entire basin volume in an appropriate number of days in conformance with an agreed upon standard which will be determined by the entity assigned to maintain the flood control basin. The City of Stockton Municipal Utilities Department's Pump Station Design Standards and Guidelines will be used as a template for all elements of the flood control pump station, and basin should it be agreed upon that the City maintain specific elements of the flood control system.

3. The Tidewater Crossing Project's flow-by detention basin

incorporates the use of a weir, approximately 1,000 feet long, so flood flows will not spill overland, through and beyond the project limits. Peak overflow, of approximately 1,000 cfs, will spill only 0.5-feet deep over the weir, or 0.5-feet below the 100-year high water channel elevation, additionally providing assurance that excessive fish loss will not occur. For proper operation of the basin overflow weir, grade control across the French Camp Slough channel is recommended as part of the project components. A hard surface at grade crossing the channel (approximately 6- to 8-feet wide) will maintain the grade and configuration of the channel over time. This hard surface can be comprised of concrete, a strip of rock, or a less visible earthen filled interlocking matrix of concrete blocks.

Weber Slough Overflow Channel

4. An overflow channel for Weber Slough, to the detention basin, will be constructed to convey approximately 200 cfs. The channel will be 30-feet wide if earthen lined, or as narrow as 15-feet wide of concrete lined with vertical walls.

Weber Slough Culvert

5. The culvert on Weber Slough, at the Army National Guard driveway, will be upsized to convey flow, approximately 350 cfs, to meet the capacity of the existing downstream channel in Weber Slough.

Levee Improvements

6. In addition to the detention basin, three levee projects are required to achieve the flood control objectives. Using fill from the detention basin, existing levees will be raised and/or reconstructed to provide freeboard protection above the 100-year flood water surface profile, floodwalls may be needed where there is tight access. The height of the levees will range from three to five feet. On Lone Tree Creek, from State Route 99 to the confluence of South Littlejohns Creek, new levees will be constructed. The new levees will range in height

from four to seven feet, and some areas will likely require floodwalls to avoid filling under large oak trees. The above levee improvements will be tied into existing and proposed roadway crossings, including State Route 99, Tidewater Railroad, Airport Way, UPRR and any other proposed bridges. The tie-ins will be transitioned from the levee to the structure with floodwalls or fill to match roadway grade.

The primary purpose of the flood control basin is to detain flood waters during a 100-year flood event. However, when not being used for flood control the 93± acre basin has the potential to accommodate a variety of active and passive uses. Since the occurrence of Hurricane Katrina in 2005, federal, state and local standards and regulations in regard to flood plain management and flood control have been in a state of flux. It is highly likely that these regulations and standards will evolve during the construction of the flood control basin and may play a role in the determination of how the flood control basin can be utilized when not being used for detaining flood waters caused by a 100-year flood event. While under private ownership, it is likely that the floor of the flood control basin will accommodate the farming of row crops or vineyards. It is foreseeable that the flood control basin could serve as a publicly owned and operated multi-use facility should local funds from the City, County or other sponsoring agency become available and future regulations and standards do not prohibit such use. Any use of the basin will be regulated through a flood control easement administered by a responsible maintenance entity.

The Federal Emergency Management Agency, FEMA, will be responsible to accredit the levees through the approval of a Conditional Letter of Map Revision, CLOMR.

The Flood Control Master Plan improvements and features are illustrated on Figure 6.6

6.7 SOLID WASTE

6.7.1 Objective

The objective of the solid waste disposal plan is to ensure the safe and efficient disposal or recycling of solid waste from the Tidewater Crossing community.

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FIGURE 6.6 FLOOD CONTROL MASTER PLAN

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6.7.2 Policy

The Tidewater Crossing Master Development Plan shall ensure the provision of appropriate solid waste removal, storage, handling, and collection.

6.7.3 Plan

The City of Stockton provides domestic solid waste collection to all areas within the city limits through Waste Management, Inc. and Stockton Scavengers. The City's current and future provision for refuse collection will be made available to Tidewater Crossing once the site is annexed. The City of Stockton implemented a new solid waste system on June 1, 2004 (Ordinance #015-03). Residents receive three containers: one 30-gallon garbage cart, one 60-gallon recycling cart, and one 90-gallon recycling cart (used for food and yard waste). The three-cart system serves to help the City of Stockton recycle or "divert" 50% of its waste from landfills.

6.8 ENERGY

6.8.1 Objective

The objective of the energy plan is to ensure the adequate provision of electric and gas services for all residents with the Tidewater Crossing Master Development Plan Area.

6.8.2 Policies

The project developer or successor-in-interest and the City shall coordinate with the service provider of electricity services in planning and expansion of those services to serve the future needs of all residents within the Tidewater Crossing Plan Area.

The project developer or successor-in-interest and the City shall coordinate with the service provider of gas services in planning and expansion of those services to serve the future needs of all residents within the Tidewater Crossing Plan Area.

6.8.3 Electricity

The development of the Tidewater Crossing Community will create new electrical demands for PG&E facilities. PG&E facility planners have indicated the need to extend a new electric transmission line to the project area. Additionally, facility planners have also identified the need for an electric substation to be located within the project area.

As part of its commitment to provide electrical power to the project area PG&E plans to tap into its existing Tesla-Stockton Cogen Junction 115 kilovolt (KV) electric transmission line located at Sperry Road and McKinley Road or near French Camp Road and Lombard Street. PG&E plans to construct a new 115 KV double-circuit tubular steel overhead transmission pole line within a 50-foot wide dedicated electric transmission right-of-way (ROW), either (1) southeast along the French Camp Road from near Lombard Street and then north into the planned business/industrial area or (2) southeast from Sperry Road and McKinley Road parallel to the UPRR right of way into the planned business/industrial area. The tubular steel pole line will support two sets of overhead transmission wires and two sets of overhead distribution wires. The steel poles will be approximately 100-feet tall. Twenty-four hour all-weather access to the pole line will be planned for maintenance and operations. Also within the electric transmission ROW, provisions will be made to allow for the installation of underground electric distribution lines as required.

The Tidewater Crossing Project will be required to provide a three to five acre (rectangular in shape) parcel within the planned business/industrial area in the northeast portion of the project for the installation of an electric substation. The substation will convert the 115 KV transmission voltage down to either a 21 KV or 12 KV distribution voltage level. The electric substation site will require year-round, 24-hour, all-weather access. Moreover, roadway access to the site will need to accommodate very large trucks and cranes with a large turning radius.

PG&E facility planners have indicated that a public utility easement will be required on both sides of all roadways throughout the entire project for the installation of gas and electric distribution feeders along with other utilities as required.

The Conceptual Master Electrical Plan is illustrated on Figure 6.7, which shows existing facilities in and around the project and planned backbone distribution routes.

6.8.4 Gas Service

The development of the Tidewater Crossing community will create new gas demands for PG&E facilities. PG&E facility planners have indicated their intent to utilize a series of existing gas mains located within East

French Camp Road and Airport Way to feed the various phases of the plan. The distribution mains will be sized and built according to phased development and looped where necessary. The project proponent and or landowner will be required to work with PG&E in coordinating any necessary relocation of existing facilities. Underground facilities will be contained within a joint utility trench. The joint trench location will conform to City of Stockton Standard Details 5A-F or as approved by the City Engineer. Proper trench placement will take into consideration proper separation between utility services and street trees.

The Conceptual Master Gas Plan is illustrated on Figure 6.8. The plan shows existing facilities in and around the project and planned backbone distribution routes.

6.9 COMMUNICATION

6.9.1 Objectives

The objective of the telecommunication plan is to ensure the adequate provision of telephone and internet services for all residents within the Tidewater Crossing Plan Area.

The objective of the cable television plan is to ensure the adequate provision of cable television and internet services for all residents with the Tidewater Crossing Plan Area.

6.9.2 Policies

The project developer or successor-in-interest and the City shall coordinate with the service provider of telephone and internet services in planning and expansion of those services to serve the future needs of all residents within the Tidewater Crossing Plan Area.

The project developer or successor-in-interest and the City shall coordinate with the service provider of cable television and internet services in planning and expansion of those services to serve the future needs of all residents within the Tidewater Crossing Plan Area.

6.9.3 Telephone Service/Fiber Optics

Telephone and internet service to the project area will be made available by AT&T California. AT&T planners have indicated that a new trunk fiber optic cable will need to be extended from the closest AT&T central office located at 7700 McKinley in French Camp to the project site. The

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FIGURE 6.7 CONCEPTUAL MASTER ELECTRIC PLAN

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FIGURE 6.8 CONCEPTUAL MASTER GAS PLAN

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future trunk facilities will follow an existing aerial pole line along the south side of East French Camp Road to Airport Way. The facilities will proceed north along Airport Way to the project. A site will be required to provide for the placement of a Controlled Environment Vault (CEV). The location of the CEV will be negotiated with the project proponent. The CEV will serve as the hub for fiber optic and copper cables providing services to the development and surrounding area.

Extending from the CEV location will be a series of fiber optic and copper cables. The fiber optic distribution cables will serve a series of Primary Flexibility Points (PFP) for the residential neighborhoods. The number of PFPs will be determined based upon phased construction and neighborhood population. Currently each PFP cabinet is designed to serve up to a maximum of 864 homes. At locations where copper facilities may need to be placed, Video Capable Remote Access Devices (VRAD) may be required. VRAD cabinets currently have the capabilities to serve up to a maximum of 576 units.

The project proponent and or landowner will be required to work with AT&T in coordinating any necessary relocation of existing facilities. Underground facilities will be contained within a joint utility trench. The trench layout generally consists of multi-duct facilities within the backbone areas, and duct plus direct buried facilities within the collector and service streets**.** The joint trench location will conform to City of Stockton Standard Details 5A-F or as approved by the City Engineer. Proper trench placement will take into consideration proper separation between utility services and street trees. The Conceptual Master Telecommunications Plan is illustrated on Figure 6.9. The plan shows existing facilities in and around the project and planned backbone distribution routes.

6.9.4 Cable Television

Cable television and internet services to Stockton are provided by Comcast. The provision of cable service is subject to Part IV of the Stockton Municipal Code entitled "Cable Television Franchises Procedures, Specifications and Terms." Comcast plans on extending fiber optic trunk facilities from French Camp along East French Camp Road. The future trunk facilities are planned to follow an existing aerial pole line along East French Camp Road to Airport Way. The facilities will proceed north along Airport Way to the project. The distribution of Comcast facilities will generate from a series of fiber

nodes capable of serving up to 1,200 units. The location of the nodes will be dependent upon project phasing and construction.

The project proponent and or landowner will be required to work with Comcast in coordinating any necessary under-grounding of facilities. Underground facilities will be contained within a joint utility trench. The trench layout generally consists of multi-duct facilities within the backbone areas, and duct plus direct buried facilities within the collector and service streets. The joint trench location will conform to City of Stockton Standard Details 5A-F or as approved by the City Engineer. Proper trench placement will take into consideration proper separation between utility services and street trees.

The Conceptual Master Cable Television Plan is illustrated on Figure 6.10. The plan reflects only planned backbone distribution routes. There are no existing Comcast facilities in the project area other than coaxial cable along Dudley Road.

6.10 PUBLIC SERVICES

6.10.1 Fire Protection

Demand

Per the General Plan Goals and Policies report, the City should provide fire station facilities (engines and other apparatus) and staffing necessary to maintain the City's service standards.

Objectives

The objective of the fire and emergency services plan is to provide adequate protection and response times to the Tidewater Crossing community.

Policies

1. The circulation plan of Tidewater Crossing shall provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes.

2. Adequate fire flow requirements will be maintained throughout the Plan Area.

FIGURE 6.9 CONCEPTUAL MASTER TELECOMMUNICATION PLAN

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FIGURE 6.10 CONCEPTUAL MASTER CABLE TELEVISION PLAN

11 X 17

REMOVE

Plan

The City of Stockton Fire Department will be responsible for providing fire protection services to the Plan Area. The Department is evaluating the construction of a fire station within the commercial portion of the Plan Area. If the department decides to purchase land to build a new fire station pursuant to City policies, the project proponent will make available a one acre site within the commercial area that is acceptable to the City of Stockton Fire Department. Construction could occur during the second or third phase of development. The Fire Department will also provide emergency medical, transport services, and technical rescue services, and response to hazardous materials spills.

6.10.2 Police Protection

Demand

The General Plan Goals and Policy Report suggests a new staffing ratio policy of 1.5 sworn officer per 1,000 residents served. With an estimated population of 7,600 people, the Tidewater Crossing will necessitate the addition of 11 additional law enforcement officers.

Objectives

The objective of the policing plan is to ensure adequate police protection and service to the Tidewater Crossing community.

Policies

In support of the law enforcement goals, the Tidewater Crossing Plan Area will use building and site design features as a means for crime prevention and reduction whenever possible.

Facility and Equipment Needs

1. The City of Stockton shall provide additional police personnel as needed to adhere to City standards , as approved by the Council in the adopted 2035 General Plan.
2. The Community Development Department will inform the Police Department as to the pace of development activities within the plan area and surrounding vicinity in order that the department can prepare for the expansion of services to the plan area.
3. The owners, developers, and/or successors-in-interest shall pay all required Public Facility Fees to defray capital facilities costs associated with expanding police protection services.

Safety and Security Concerns

1. The owners, developers, and/or successors-in-interest are encouraged to utilize strategies defined by the National Crime Prevention Institute, which address Crime Prevention through Environmental Design.
2. Prior to the submittal of subdivision plans and/or site plans for non-residential uses, the owners, developers, and/or successors–in-interest shall consult with the appropriate police department staff regarding subdivision and site plan design focusing on features within the built environment that maximize the visibility of people, parking areas, and building entrances.
3. The City shall ensure the proper and timely maintenance of publicly landscaped areas to enhance visibility caused by plant overgrowth and obstructive or inoperable lighting.
4. The Police Department, with the assistance of any homeowners association and/or business association, shall coordinate the formation of Neighborhood and/or Business Watch Programs within the community.

Crime Prevention/Target Hardening during Construction

1. The owners, developer, and/or successors-in-interest are strongly encouraged to take an active role in regard to crime prevention during the construction stage of development, and should consider the following measures:
   - Utilize the services of a licensed, uniformed security guard during evening hours, Monday through Friday, and 24 hours on weekends and holidays to secure the construction site.
   - Fence construction areas so that they are not accessible to the public after normal working hours, weekends and holidays.
   - Utilize effective nighttime lighting to illuminate the construction site; especially locations where equipment and building materials are stored.
   - Withhold installing appliances in residential units until nearing the final walkthrough by owners, or if installed, ensure the residence is securely locked.

Plan

The City of Stockton Police Department will provide protection to the Plan Area once the site has been annexed to the City.

6.11 SCHOOLS

6.11.1 Demand

The Manteca Unified School District provided student generation factors to be used in estimating the number of future students generated by the build-out of the Tidewater Crossing project (see Table 6.7).

TABLE 6.7 STUDENT GENERATION RATES			
ZONE	**K-6**	**7-8**	**9-12**
LDR	0.429	0.111	0.199
MDR	0.429	0.111	0.199
HDR	0.099	0.026	0.046

The student population of Tidewater Crossing is expected to have 919 elementary school students, 238 middle school students, and 427 high school students.

Applying the generation rates presented in Table 6.7, the various residential areas are expected to produce a total of 1,584 students. The estimated student population is represented in Table 6.8.

TABLE 6.8 ESTIMATED STUDENTS IN TIDEWATER CROSSING				
LAND USE	**K-6**	**7-8**	**9-12**	**Total**
LDR	570	148	265	983
MDR	323	83	150	556
HDR	26	7	12	45
Total	**919**	**238**	**427**	**1,584**

The Tidewater Crossing Plan Area is currently served by French Camp Elementary School (located at 241 East French Camp Road) and East Union High School (located at 1700 North Union Road).

6.11.2 Objectives

The objective of the school plan is to provide sufficient school capacity to serve the anticipated population of the Tidewater Crossing community.

6.11.3 Policies

1. Schools will be located within the Plan Area such that they are easily accessible by motorized vehicles, bicycles, pedestrians, and public transportation.

2. The locations of the schools will minimize the need for students to cross arterial and collector streets, when feasible.

6.11.4 Plan

A 19.4-acre school site will be located in the middle of the eastern Tidewater Crossing neighborhood. The Manteca Unified School District has also expressed interest in a 17-acre school site in the western neighborhood to serve as a school annex. Approximately 96 teachers and staff members will be needed to educate the student population.

Because the proposed school sites are within two miles of the Stockton Metropolitan Airport, they must undergo a review by Caltrans Division of Aeronautics and the Department of Education. The proposed school sites are not within 1,500 feet of the railroad right-of-way. Both Caltrans and the Department of Education approved the proposed school sites in April 2007.

6.12 LIBRARY

The Tidewater Crossing Community will be served by Stockton's existing and future public libraries outside the project area. The nearest library is the Maya Angelou Branch located at 2324 Pock Lane. A Weston Ranch/ Southwest Branch Library occupying 7,000 square feet was constructed along French Camp Road in 2006. No libraries are included in this plan.

The estimated population for Tidewater Crossing will generate the need for approximately 5, 480 square feet of library space, 36 seats, and 30 books.

6.13 CHILD CARE

Child care within the Tidewater Crossing Community will be addressed as a private commercial venture. Child care facilities are a permitted use in the Community's commercial zone.

CHAPTER SEVEN: PARKS, RECREATION, & OPEN SPACE

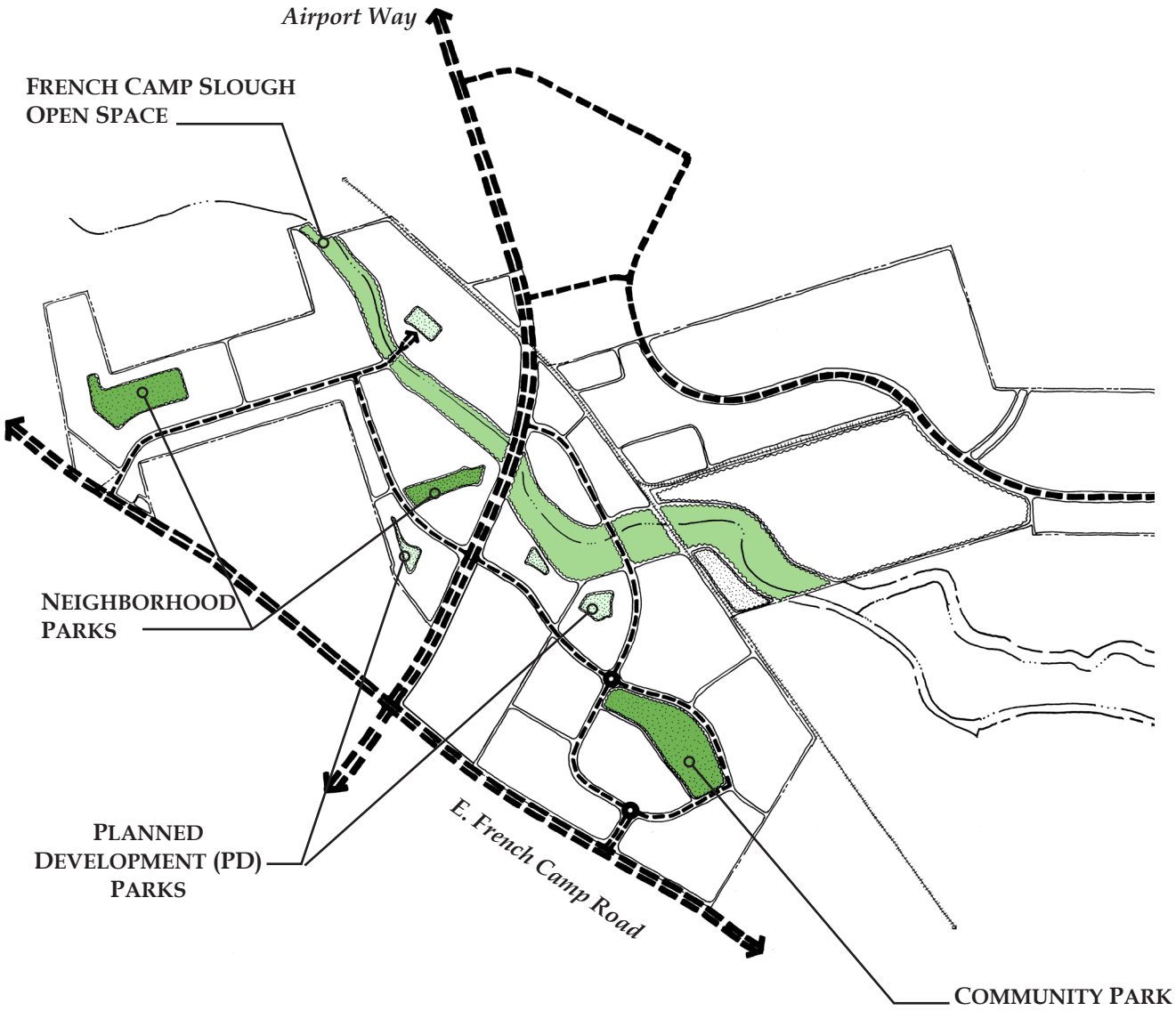
Introduction
Parks
Open Space
Standards
Recreation & Open Space Land Use Design Principles

Chapter Seven: Parks, Recreation, & Open Space

7.1 INTRODUCTION

The Master Development Plan features a variety of parks and open spaces to provide for the social and recreational needs of the Tidewater Crossing community. Recreation and open spaces are essential to the development of a balanced, healthy living environment and to the promotion of a sense of community. These areas will provide for the full spectrum of recreational activities from active sports to passive open space enjoyment.

FIGURE 7.1 PARKS AND OPEN SPACE IN TIDEWATER CROSSING



Parks are strategically located throughout Tidewater Crossing to provide open space within walking distance from all homes. Smaller neighborhood parks are integrated into the neighborhoods themselves, offering residents convenient open space close to home.

7.1.1 Objectives

The City's current adopted General Plan requires 3 acres of parkland per 1,000 individuals. However, the current General Plan update recommends park acreage dedication standards of 5 acres per 1,000 persons. This breaks down into 2 acres per 1,000 persons for neighborhood parks (5-15 acres in size) and 3 acres per 1,000 for community parks (over 15 acres in size). Based on the residential component, Tidewater Crossing will require 36.5 acres of usable park space to accommodate the project-related park demand per the 2035 Stockton General Plan.

TABLE 7.1 PARKS DEMAND	
Units (planned):	2,347
People (3.11 people per household):	7,307
Parks Required:	36.5 acres*
** The 36.5 acres is per the 2035 General Plan.*	

7.1.2 Location and Intensity of Park Areas

Parks will be distributed throughout the Plan Area, as shown in Figure 7.1. Parks will be designed in conjunction with the City of Stockton Parks and Recreation Department. Final programming for all publicly accessible and City-maintained parks will require approval from the Parks and Recreation Department.

7.1.3 Relationship to Existing Parks

The nearest neighborhood and community parks to the Tidewater Crossing Master Development Plan Area are the Weston, Van Buskirk, Long, and Shropshire Parks. All of the parks listed are located north of the project site. The closest neighborhood park is Long Park, approximately two miles northwest of the Plan Area boundary. The closest community park is Van Buskirk Park, which is approximately 2½ miles northwest of Tidewater Crossing.

7.2 PARKS

Parks will be developed according to the phasing diagram presented in Chapter 11. Park and open space are accounted for in Table 7.2 and depicted in Figure 7.2.

TABLE 7.2 PARKS IN TIDEWATER CROSSING	
Parks Requirements	
Units:	2,347
People:	7,307
Park Req't:	**36.5**
Parks on Plan:	24.3
Under:	-12.2
*Bike Trail atop of levees	3.0
*Lakes outside of PD Neighborhoods	7.0
*Usable Open Space within Slough Riparian Corridor:	14.2
Parks on Plan:	24.3
Total Parks	**48.5**
Over/(Under)	**12.0**

*Open Space Amenities that Qualify towards Park Space Requirement

Open Space	
Land Use	Acreage
Open Space in LDR Neighborhoods	4.5
Ex. Slough & Easement	62.0
Total OS	**66.5**

FIGURE 7.2 LOCATIONS OF PARKS AND OPEN SPACE IN TIDEWATER CROSSING

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REMOVE

7.2.1 Pocket Parks

Example of a Pocket Park

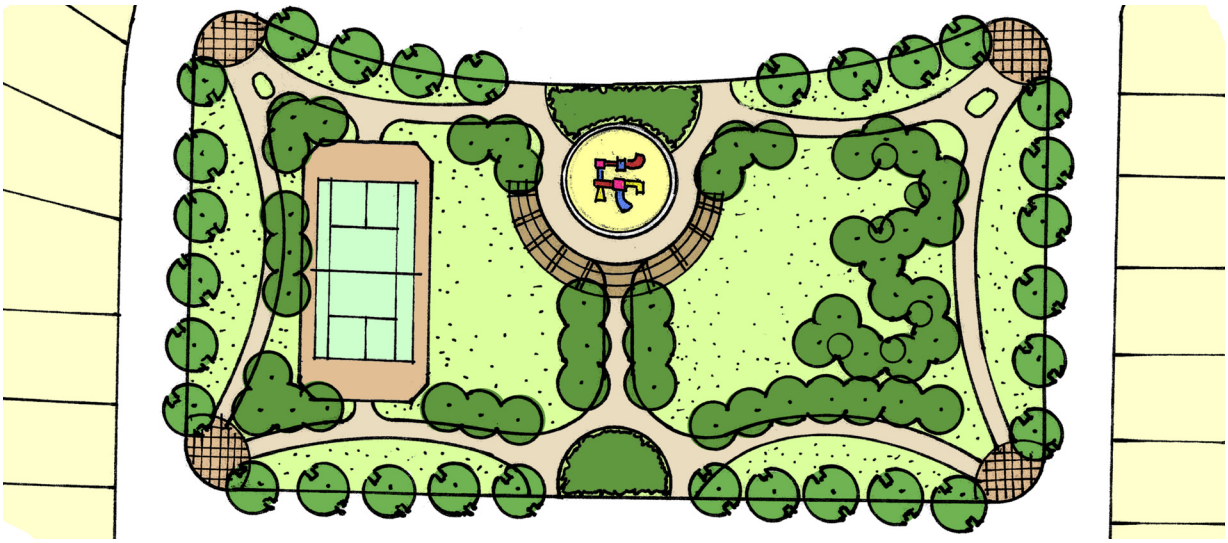
Approximately five (5) acres of parks space will be included in the PD neighborhoods. It is expected that Neighborhoods C, E, L, and N will be gated and the park space within the gates will not be available to the entire Tidewater Crossing Community.

At the discretion of the Director of Parks and Recreation (or appointed representative) and consistent with department parkland dedication working guidelines, pocket parks that are publicly accessible, privately developed, and privately maintained, to the satisfaction of the Director may be counted towards the overall 5 acres per 1,000 parkland requirement if they are larger than ½ acre in size and include amenities such as:

- 5-foot wide meandering concrete pathways,
- Ornamental lighting to provide ½ foot-candle illumination over walking paths,
- Play equipment,
- Drinking fountain(s),
- Picnic tables and benches, and
- Turf with appropriate ground contouring.

Typical pocket parks are illustrated in Figure 7.3.

FIGURE 7.3 TYPICAL POCKET PARK



7.2.2 Neighborhood Parks

The City of Stockton defines neighborhood parks as parks between five and fifteen acres (5-15) with a service radius of ½ mile. Amenities within neighborhood parks will be coordinated to provide a mixture throughout Tidewater Crossing. Facilities may include (but are not limited to) tot lots, children's play areas, sitting areas, and lawn areas.

FIGURE 7.4 TYPICAL NEIGHBORHOOD PARK

Example of a Neighborhood Park

7.2.3 Community Parks

Community parks within Stockton are generally medium sized (between 15 and 30 acres) and have a service radius greater than one mile. Community parks often include facilities for baseball, tennis, soccer, basketball, and children's play, as well as space for picnics or multi-use lawn areas. The largest community park within Tidewater Crossing is located adjacent to the 19.4-acre school site, which will allow for joint-use of recreational facilities. The school property is large enough to accommodate the school's outdoor athletic field requirements and the shown net acreage for the park does not include land needed for the school. The park and school sites will be separated in a manner determined by and acceptable to the Manteca Unified School District and City of Stockton Department of Parks and Recreation.

FIGURE 7.5 COMMUNITY PARK AND ADJACENT SCHOOL

7.3 OPEN SPACE

7.3.1 Greenbelts

Greenbelt acreage may be applied toward a percentage of the overall project's parkland acreage requirements provided they are at least 50-feet wide and 300-feet long and have a street along one side (assuming a levee or waterway is on the other side). With the exception of overhead utility easements, they must be outside of any easements and they must be privately developed. Furthermore, they must meet the Parks and Recreation Department's definition of "usable" land and are subject to acceptance by the Director of Parks and Recreation.

7.3.2 French Camp Slough Linear Open Space

Linear open space will transect the length of French Camp Slough. The open space will include nature trails, walkways, and open turf areas. The linear open space will buffer and separate residential areas while enhancing the community's network of sidewalks. A 12-foot wide pedestrian/bike path will be located on top of the levees from the Union Pacific Railroad at the western boundary to the Union Pacific spur line east of Airport Way. Refer to Figure 5.2 and Section 5.7 for a more detailed description of bike path connectivity between French Camp Slough Linear Open Space and the surrounding neighborhoods.

Planned improvements that involve impacts to water ways and wetlands will require approval(s) from the California Department of Fish and Game and the US Army Corps of Engineers, among other agencies.

7.3.3 PD Parks and Open Space Assessment

Four neighborhoods within Tidewater Crossing qualify as Planned Developments (PDs) and will be required to provide additional open space. The Tidewater Crossing Master Development Plan complies with the guidelines put forth by City Staff in June 2007. The guidelines state that three acres of common open space are required for every 1,000 population within the specific neighborhood. Within the guidelines, open space may be provided within or contiguous to the neighborhood containing the compact lots and front yard landscaping do not count towards the requirements.

Table 7.3 accounts for the open space and parks in the four PD neighborhoods.

TABLE 7.3 OPEN SPACE IN PD NEIGHBORHOODS

Open Space Requirements (3 ac/1,000 people)		
PD Neighborhood	Population	OS Req't (ac.)
C	927	2.8
E	514	1.5
L	467	1.4
N	433	1.3

Open Space Assessment			
PD Neighborhood	Req't	Planned	Over/(Under)
C*	2.8	7.2	4.4
E	1.5	2.1	0.6
L	1.4	2.9	1.5
N	1.3	2.6	1.3

* Does not include 1.4 Acre Lake

7.4 STANDARDS

Park design standards will follow the City of Stockton requirements. Trail standards require 8-foot wide trails separated in each direction or 12-foot wide trails that combine travel in both directions.

7.5 RECREATION & OPEN SPACE LAND USE DESIGN PRINCIPLES

1. Use parks, plazas, and greenways to visually organize and physically connect the community.
2. Provide parks and open space that allow for both active and passive recreation opportunities for all residents.
3. Locate parks adjacent to schools to maximize their recreational benefits.
4. Design parks to provide for a variety of users, with amenities such as shade trees and structures, multi-use lawn areas, children's play areas, sport courts and fields, and picnic and barbecue areas.
5. Emphasize drought tolerant, riparian, and native plantings in appropriate areas.

6. To maximize the usefulness of amenities and enhance visual aesthetics, orient homes to parks and greenways when possible.
7. The project proponent, land owner, and/or successors-in-interest will be required to provide all necessary utility stub-outs to all of the landscaped open space and public parks.

CHAPTER EIGHT: RESOURCE MANAGEMENT AND CONSERVATION

Introduction
Federal, State, and Local Acts
Conservation Plan
Permitting Requirements

Chapter Eight: Resource Management and Conservation

8.1 INTRODUCTION

The project applicant will need to comply with all Federal, State, and local laws, regulations, and ordinances with respect to biological resources. Special status species that are determined to be impacted by the proposed project will require mitigation as indicated in the environmental document.

Special status plants and wildlife are those species that are (1) listed as rare, threatened, or endangered by USFWS or CDFG under State or federal endangered species acts (see below), (2) are on formal lists as candidates for listing as threatened or endangered, (3) are on formal lists as species of concern, or (4) are otherwise recognized at the Federal, State, or local level as sensitive. The following section provides information on all applicable legislation and ordinances.

8.2 FEDERAL, STATE, AND LOCAL ACTS

8.2.1 California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires every significant project to evaluate the impacts of the proposed development on the community and environment. There are at least six objectives of CEQA, including:

1. To disclose to decision makers and the public the significant environmental effects of proposed activities.
2. To identify ways to avoid or reduce environmental damage.
3. To prevent environmental damage by requiring implementation of feasible alternatives or mitigation measures.
4. To disclose to the public reasons for agency approvals of projects with significant environmental effects.
5. To foster interagency coordination.
6. To enhance public participation.

Environmental Impact Report

California law defines the Environmental Impact Report (EIR) as a process by which environmental issues are reviewed and processed under CEQA. The EIR will address the six objectives noted above as well look

into various alternatives to the development. These objectives can be summarized into seven direct impact investigations. These are:

1. Direct Impacts,
2. Indirect Impacts,
3. Short-Term Impacts,
4. Long-Term Impacts,
5. Cumulative Impacts,
6. Unavoidable Impacts, and
7. Growth Inducing Impacts.

Specific impacts will be discussed in the EIR and submitted to the City of Stockton under a separate cover. The EIR is a parallel document to the MDP and is supported by information supplied by the developer.

8.2.2 Federal and California Endangered Species Acts

Under the Federal Endangered Species Act (FESA), it is unlawful to "take" any species listed as threatened or endangered. "Take" is defined as to "harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct." An activity is defined as a "take" even if it is unintentional or accidental. "Take" provisions under FESA apply only to listed fish and wildlife species under the jurisdiction of the USFWS and/or the National Oceanic & Atmospheric Administration, National Marine Fisheries Service (NOAA Fisheries). Consultation with USFWS or NMFS is required if a project "may affect," or result in "take" of, a listed species.

When a species is listed, the USFWS and/or NOAA Fisheries, in most cases, must officially designate specific areas as critical habitat for the species. Consultation with USFWS and/or the NMFS is required for projects that include a federal action or federal funding if the project will modify designated critical habitat.

Under the California Endangered Species Act (CESA), it is unlawful to "take" any species listed as rare, threatened, or endangered. "Take" means to "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill." CESA "take" provisions apply to fish, wildlife, and plant species. "Take" may result whenever activities occur in areas that support a listed species. Consultation with CDFG is required if a project will result in "take" of a listed species.

8.2.3 Magnuson-Stevens Fishery Conservation and Management Act

Under the Magnuson-Stevens Fishery Conservation and Management Act (MSA), essential fish habitat (EFH) must be designated in every fishery management plan. EFH includes "…those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The MSA requires consultation with NOAA Fisheries for projects that include a federal action or federal funding and may adversely modify EFH.

8.2.4 Migratory Bird Treaty Act and California, Department of Fish and Game Code (Breeding Birds)

The Migratory Bird Treaty Act (MBTA) prohibits actions that will result in "take" of migratory birds, their eggs, feathers, or nests. "Take" is defined in the MBTA to include by any means or in any manner, any attempt at hunting, pursuing, wounding, killing, possessing or transporting any migratory bird, nest, egg, or part thereof.

Migratory birds are also protected, as defined in the MBTA, under Section 3513 of the California Fish and Game Code. In addition, Section 33503 of the California Fish and Game Code prohibits the take, possession, or needless destruction of the nest or eggs of any bird, except as otherwise provided by the California Fish and Game Code or other regulation.

8.2.5 Army Corps of Engineers Jurisdictional Waters

Under Section 404 of the Clean Water Act (CWA), the Army Corps of Engineers (Corps) regulates the discharge of dredged or fill material into waters of the U.S. Waters of the U.S. are those waters that have a connection to interstate commerce, either direct via a tributary system or indirect through a nexus identified in the Corps regulations. In non-tidal waters, the lateral limit of jurisdiction under Section 404 extends to the ordinary high water mark (OHWM) of a waterbody or, where adjacent wetlands are present, beyond the OHWM to the limit of the wetlands. The OHWM is defined as "that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding area" (33 CFR 328.3). In tidal waters, the lateral limit of jurisdiction extends to the high tidal line (HTL) or, where adjacent wetlands are present, beyond the HTL to the limit of the wetlands.

Wetlands

Wetlands are defined as "those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for a life in saturated soil conditions."

Nonwetland Waters

Nonwetland waters essentially include any body of water, not otherwise exempted, that displays an OHWM.

8.2.6 Regional Water Quality Control Board

Under Section 401 of the CWA, the State Water Resources Control Board must certify all activities requiring a 404 permit. The Regional Water Quality Control Board (RWQCB) regulates these activities and issues water quality certification for those activities requiring a 404 permit. In addition, the RWQCB has authority to regulate the discharge of "waste" into waters of the State pursuant to the Porter-Cologne Water Quality Control Act (P-C).

8.2.7 California Department of Fish and Game Jurisdiction (CDFG)

CDFG, through provisions of Sections 1600-1616 of the State of California Code of Regulations, is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be substantially adversely affected. Streams (and rivers) are defined by the presence of a channel bed and banks, and the conveyance of at least ephemeral flows. CDFG regulates wetland areas only to the extent that those wetlands are part of a river, stream, or lake as defined by CDFG.

CDFG generally includes, within the jurisdictional limits of streams and lakes, any riparian habitat present. Riparian habitat includes willows, cottonwoods, and other vegetation typically associated with the banks of a stream or lake shoreline. In most situations, wetlands associated with a stream or lake would fall within the limits of riparian habitat. Thus, defining the limits of CDFG jurisdiction based on riparian habitat will automatically include any wetland areas. CDFG has not defined wetlands for jurisdictional purposes. Wetlands not associated with a lake, stream, or other regulated area are generally not subject to CDFG jurisdiction.

8.2.8 City of Stockton Heritage Tree Ordinance

The City of Stockton Heritage Tree Ordinance (City of Stockton Municipal Code, Section 5-039) regulates the removal of heritage trees. Under the City tree ordinance, a heritage tree is defined as any valley oak (*Quercus lobata*), coast live oak (*Quercus agrifolia*), or interior live oak (*Quercus wislizenii*) that is located on public or private property within the limits of the City of Stockton, and which has a trunk diameter of sixteen inches or more, measured at twenty-four inches above actual grade. Any person desiring to remove one or more heritage trees must obtain a permit from the City Department of Parks and Recreation. Any heritage trees removed must be replaced at a 1:1 ratio at the discretion of the City Landscape Architect. The size of the replacement tree will be determined by the City Landscape Architect based on the size of the tree that is removed. If possible, the replacement tree or trees should be planted on the same parcel as the trees that were removed. Otherwise, the replacement tree or trees should be planted in a City park or some other suitable location as determined by the City Landscape Architect.

8.2.9 San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

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

The SJMSCP is implemented by SJCOG in coordination with the plan participants.

8.3 CONSERVATION PLAN

8.3.1 Agricultural Lands

To reduce agricultural/residential land use incompatibilities, the following measures shall be undertaken as part of the Tidewater Crossing Master Development Plan:

- The Developer(s) shall inform and notify prospective buyers in writing, prior to purchase, about existing and on-going agricultural activities in the immediate area in the form of a disclosure statement. The language and format of the notifications will be approved by the Community Development Department and the disclosure statement will be signed by each homeowner.
- The perimeter of the Tidewater Crossing site affected by potential conflicts in land use shall be appropriately buffered by a landscaped open space buffer area, fences, or walls to minimize conflicts between residents, non-residential uses, and adjacent agricultural uses.

8.3.2 Biological Resources

Preconstruction surveys will be conducted to determine whether special status bird species are nesting within the Plan Area boundaries. If surveys determine that these bird species are nesting, the project proponents will comply with the Habitat Conservation Plan.

8.4 PERMITTING REQUIREMENTS

The following permits may be required for development of Tidewater Crossing. The permitting authority is in parentheses following the name of the permit.

- Deed of Avigation & Hazard Easement (Airport Land Use Commission),
- Flood Plain Letter of Map Revision (Federal Emergency Management Agency),

- Storm Water Discharge Pump Station (Regional Water Quality Control Board, State Lands Commission, and State Reclamation Board),
- Section 401 Permit: NPDES Permit (Regional Water Quality Control Board),
- Streambed Alteration (California Department of Fish and Game),
- Habitat Conservation Plan Amendment (San Joaquin Council of Governments),
- Section 404 Nationwide Permit (US Army Corps of Engineers), and
- Encroachment Permit (State Reclamation Board).

CHAPTER NINE: PROJECT DEVELOPMENT STANDARDS

Introduction
Residential Development Standards
Commercial Land Use
Industrial Land Use
Performance Standards

Chapter Nine: Project Development Standards

9.1 INTRODUCTION

Chapter Nine presents the Development Standards and Performance Standards applicable to the development within the Tidewater Crossing Master Development Plan Area.

The content of this chapter shall define the development standards for the residential and non-residential uses within the Tidewater Crossing Plan Area and shall supersede any conflicting requirements of the City of Stockton Chapter 16, Development Code. Where standards are not specified, the standards of said Chapter 16 shall apply. Storm Water Quality Control Criteria Plan practices shall be used in all site design.

The Project Development Standards are intended to address the following architectural and planning objectives:

- Create residential neighborhoods that are of high quality and are visually pleasing;
- Use architectural and streetscape features consistently throughout Tidewater Crossing; and
- Build neighborhoods that feature a variety of lot types, home sizes, housing types, designs, and building materials.

Section 16-540.010 of the Stockton Municipal Code states that the intent of a Master Development Plan is to provide minimal review of subsequent approvals if they are consistent with the adopted plan and to provide a comprehensive framework for the development of property. Section 16-540.020 provides that the City Council is the Review Authority for Master Development Plans, rather than the Planning Commission, which provides a recommendation.

Tables 9.1 and 9.2 present the development standards applicable to the land use zones within the Tidewater Crossing Master Development Plan Area.

TABLE 9.1 DEVELOPMENT STANDARDS

Development Feature	Requirement by Zoning District						
	RE	RL	RM	RH	CG	IL	PF
Minimum lot size	*Minimum area and width for new parcels. For a minimum specific zoning district area size requirement, see SMC §16-210.020 (Zoning Districts Established).*						
Area	1 acre	5,000 sq.ft.	1,960 sq.ft.	7,500 sq.ft.	No minimum		
Width	150 ft	45 ft	28 ft	N/A	No minimum		
Density	*Number of dwelling units permitted in a residential subdivision or in a multi-family residential project on an acre (net) of land.*						
Dwelling units per net acre (minimum - maximum)	1	0 - 8.7	8.8 - 17.4	17.5 - 29	0 - 29	Not applicable	0
Maximum dwelling units per parcel	1	1	1	1 per 1,500 sq.ft.	No minimum		
Setbacks	*Minimum setbacks required. See SMC Article 9 for definition. See SMC §16-310.110 for setback measurement, allowed projections into setbacks, and exceptions.*						
Front	*Refer to Table 9.2 for standards specific to residential zones.*				10 ft	10 ft	
Side(s)					None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses.		
Sides, street					10 ft	10 ft	
Rear					None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses.		
Site coverage	*Maximum percentage of site that may also be covered by structures. See Article 8 for definitions. See SMC §16-310.050 for exceptions.*						
Maximum coverage	25%	65%	60%	50%	60%	60%	50%
Height limit	*Maximum height for primary structures. See 16-310.100 for height measurement and exceptions.*						
Maximum height	35 ft	35 ft	35 ft	35 ft	45 ft	60 ft *	60 ft *
Landscaping	See Division 16-335 (Landscaping Standards)						
Parking and loading	See Division 16-345 (Off-Street Parking and Loading Standards)						
Signs	See Division 16-360 (Sign Standards)						

** Height of structure will be subject to FAA review if exceeding guidelines as stated in Airport Land Use Restrictions section of the San Joaquin County Council of Governments, "Airport Land Use Plan," dated 1993.*

Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

TABLE 9.2 RESIDENTIAL ZONING STANDARDS

Development Feature	Requirement by Zoning District			
	RE	RL	RM	RH
Front Yard Setback Minimums				
Interior Living Area	20 ft	15 ft	15' ft / 9 ft*	10 ft
Porch	15 ft	7 ft	7 ft	6 ft
Garage	30 ft	18 ft	18 ft / 5 ft **	N/A
Swing-In Garage	15 ft	12.5 ft	N/A	N/A
Side Entry Garage	15 ft	15 ft	N/A	N/A
Side Setback Minimums				
Interior Living Area	13 ft	5 ft	5 ft	5 ft
Non-Enclosed Porch	5 ft	5 ft	5 ft	5 ft
Street Side	20 ft	10 ft	10 ft	10 ft
Detached Garage	5 ft	0 ft***	0 ft***	0 ft***
Zero Lot Line Side Yards	N/A	10 ft	10 ft	N/A
Rear Setback Minimum				
Interior Living Area	20 ft	10 ft	10 ft	10 ft
Street Side	30 ft	15 ft	10 ft	10 ft
Attached/Detached Garage with Front Access	10 ft	10 ft	N/A	N/A
Garage with Rear Access	N/A	5 ft	5 ft	4 ft
Patio Cover	N/A	7 ft	7 ft	N/A
Accessory Structure Rear Setback Minimum	5 ft	5 ft	5 ft	5 ft
Minimum Building Separation	10 ft	10 ft	10 ft	20 ft

* Front living area from public street (external to motor court) 15 feet minimum. Front living area from private street (motor court) 9 feet.
** Garages along private street shall be reduced to 5 feet.
***One hour fire wall required and no no opening for the zero building setbacks.

Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

9.2 RESIDENTIAL DEVELOPMENT STANDARDS

The Tidewater Crossing Community is designed to offer a variety of single-family residential units and varying lot sizes. The Community includes traditionally sized single-family residential lots with dimensions of 50′ x 100′, equating to a lot area of 5,000 square feet. To enhance affordability, the Tidewater Crossing Community includes single-family residential lots with dimensions ranging from 40′ x 90′ (i.e., 3,600 square feet) to lot sizes of 35′ x 70′ (i.e., 2,450 square feet) and 28′ x 68′ (i.e., 1,904 square feet).

9.2.1 Overall Development Standards

Streetscape Diversity

Tidewater Crossing shall have a residential streetscape that provides architectural visual quality while including a variety of styles. High quality and varied design can be accomplished by building different housing plans and orienting them towards the street and each other so as to avoid repetition. Articulated building massing and enhanced elevations shall be used to promote a unique mix of architectural styles.

This streetscape avoids repetition of floor plans and elevations.

Builders shall combine different floor plans and elevations using the following as guidelines:

- Offer at least one single-story floor plan for at least 20% of the neighborhood.
- Do not build homes with the same floor plan and elevation next to each other.
- Vary the floor plans and elevations so that any particular style does not represent more than 25% of the housing types on a block.
- Where possible, architectural features such as roof designs, building massing, color schemes, materials, and textures shall vary to create streetscape diversity.

Corner Lots

Homes located on the intersection of two streets are more noticeable than other houses. Home builders are encouraged to utilize additional design standards that will ensure that these visually prominent homes will add to the overall visual character of the block and neighborhood.

This corner-lot home features a porch that wraps around two sides of the facade.

Long, uninterrupted walls are discouraged on corner-lots. Home builders are encouraged to use a finished treatment along side elevations, including:

- Wrap-around porches,
- Bay windows,
- Picture windows,
- Chimney pop-outs, or
- Other elements architecturally significant to side facades.

Blank walls, small windows, and items that are not appropriate on front elevations should not be included on the side elevation of corner lot homes.

9.2.2 Standard Lot Single-Family Residential

The standard lot size within Tidewater Crossing is 5,000 square feet (50′ x 100′). Garages shall be setback from the residential areas so that they are not the dominant architectural element. Low-density residential (LDR) neighborhoods should have 18-foot setbacks to the garage and 15-foot setbacks to living areas. All setbacks are from the property line.

All architectural plans for residential development will be submitted to the City's Architectural Review Committee for review.

Setbacks, Height, & Site Coverage

All units shall be constructed in accordance with requirements as shown in Table 9.2: Residential Zoning Standards.

Garages

Garages in low-density residential neighborhoods may be wide enough to accommodate three cars. Pedestrian use of sidewalks shall not be blocked by cars.

Accessory Structures

Any building detached from the main unit must not be taller than two (2) stories in height.

9.2.3 Small Lot Detached Single-Family Residential

Single family home on small lot

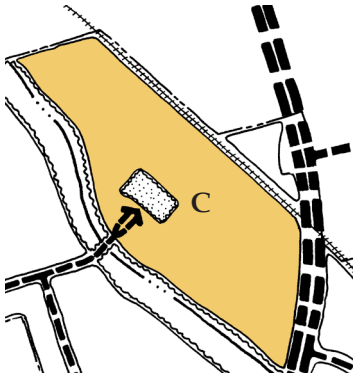
The Tidewater Crossing Community contains four residential neighborhoods in which lot size is less than 5,000 square feet. These residential neighborhoods will be treated as Planned Developments. Planned Development, as defined within Chapter 16 Section 16-545 of the Stockton Municipal Code (SMC), is a permitted use within this master development plan. A Planned Development can be proposed concurrently with the adoption and approval of this Master Development Plan or as an amendment to this Plan.

A proposal for a Planned Development must conform to the development standards and design criteria outlined in SMC Section 16-350 and further detail contained in this master development plan. Processing of a Planned Development component of this master development plan shall conform to Section 16-545, with the exception of the necessity to file and process additional applications. The review of Planned Developments shall proceed under Section 16-540 as part of the Master Development Plan, or an amendment thereto.

Prior to the issuance of any building permit within any Planned Development Area, a layout plan illustrating the configuration and location of each product type within the Planned Development Area, and architectural plans illustrating the exterior elevation of each product type shall be submitted for review and approval by the City's Architectural Review Committee.

The subsections below provide a review of each small lot detached single-family residential neighborhood, including a description of the lot layout pattern, a description of how the open space requirement is calculated, and a set of illustrative plot plans showing how buildings will be oriented on each lot. In some cases, architectural concepts may be shown to reflect bulk and height of future development.

FIGURE 9.1
NEIGHBORHOOD C



Planned Development Residential Neighborhood C

Planned Development Residential Neighborhood C encompasses approximately 47± gross acres in the northeastern portion of the Tidewater Crossing community (*See Figure 9.1, Neighborhood C location Diagram*). Neighborhood C is uniquely situated to take advantage of the French Camp Slough linear corridor along the neighborhood's western boundary. Lot size within Neighborhood C is proposed at 40′ x 90′ (i.e., 3,600 square feet). Approximately 298 small lot detached single-family residential units are planned within Neighborhood C.

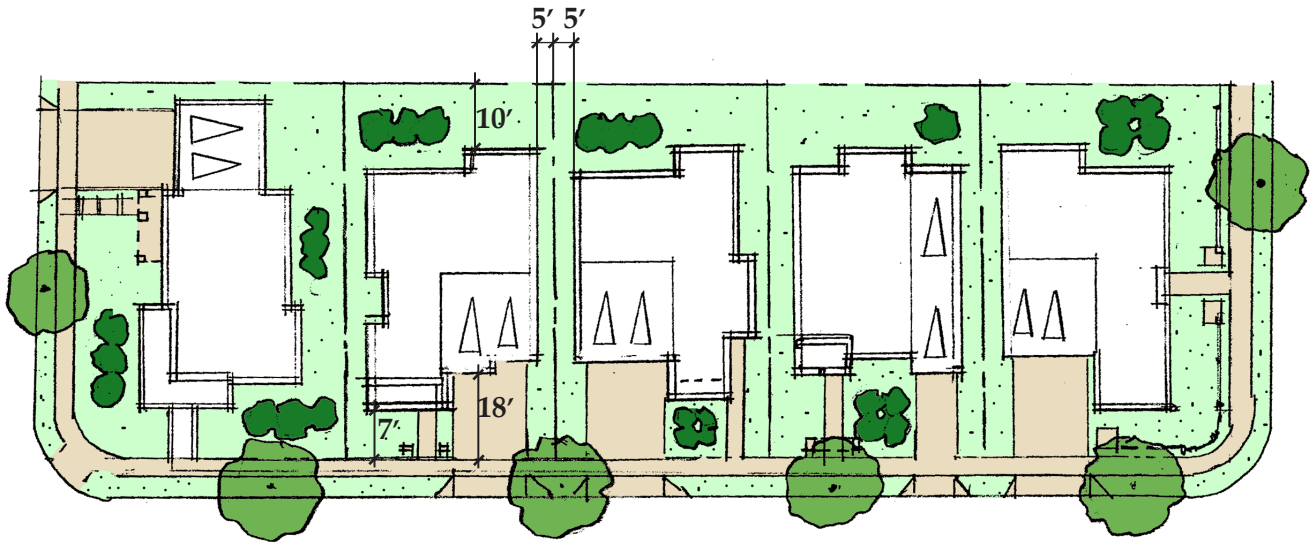
Table 9.3 illustrates the open space requirement for Neighborhood C. If 3 acres of open space are required per 1,000 residents, then 2.8 acres of open space will be required within the PD neighborhood. Neighborhood C exceeds this requirement by providing 7.0 acres of open space.

TABLE 9.3 OPEN SPACE CALCULATION (C)

Open Space	Acres
Requirement	2.8
Planned	7.0
Over	4.2

Figure 9.2 presents a set of conceptual plot plans for the size of residential units contemplated for Neighborhood C. The conceptual plot plan illustrates setbacks (i.e., front, side and rear), and illustrates the location of porches, garages, and driveways.

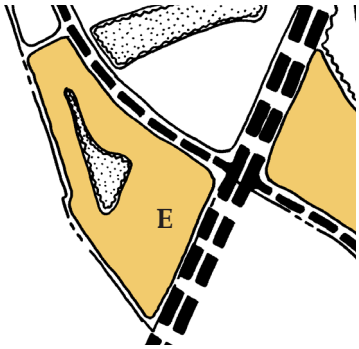
FIGURE 9.2 CONCEPTUAL PLOT PLAN FOR NEIGHBORHOOD C



Planned Development Residential Neighborhood E

Planned Development Residential Neighborhood E occupies 15.3± acres. *(See Figure 9.3, Neighborhood E Location Diagram.)* Neighborhood E is in the western neighborhood of the Tidewater Crossing community. A park is located within the neighborhood, providing opportunities for recreation and social interaction.

FIGURE 9.3
NEIGHBORHOOD E



Neighborhood E will consist of "cluster" homes, which are groups of single-family detached houses that share a single driveway. The proposed lot size for a single cluster unit is 45′ x 50′ (i.e., 2,250 square feet). Approximately 165 small lot detached single-family residential units are planned within Neighborhood E.

TABLE 9.4 OPEN SPACE CALCULATION (E)

Open Space	Acres
Requirement	1.5
Planned	2.1
Over	0.6

Table 9.4 illustrates the open space requirement for Neighborhood E. If 3 acres of open space are required per 1,000 residents, then 1.5 acres of open space will be required within the PD neighborhood. Neighborhood E exceeds this requirement by providing 2.1 acres of open space.

Figure 9.4 presents a set of conceptual plot plans for the size of residential units contemplated for Neighborhood E. The conceptual plot plan illustrates setbacks (i.e., front, side, and rear), and illustrates the location of porches, garages, and driveways.

FIGURE 9.4 CONCEPTUAL PLOT PLAN FOR NEIGHBORHOOD E

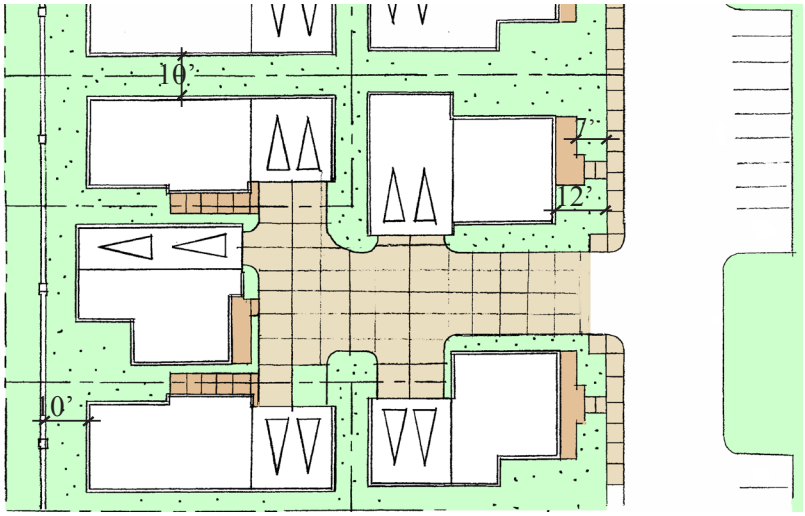


FIGURE 9.5
NEIGHBORHOOD L

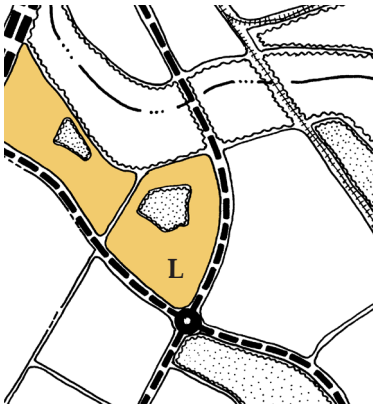


TABLE 9.5 OPEN SPACE CALCULATION (L)	
Open Space	Acres
Requirement	1.4
Planned	2.9
Over	1.5

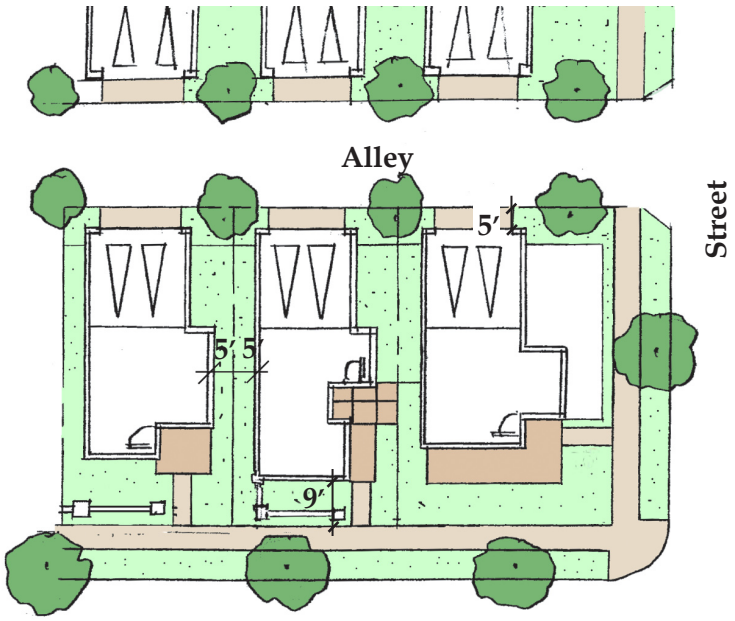
Planned Development Residential Neighborhood L

Planned Development Residential Neighborhood L encompasses approximately 15± acres in the southern portion of the Tidewater Crossing Community. *(See Figure 9.5, Neighborhood L Location Diagram).* Neighborhood L is adjacent to the French Camp Slough linear corridor, which defines part of the neighborhood's northern boundary. Lot size within Neighborhood L is proposed at 35′ x 70′ (i.e., 2,450 square feet). Approximately 150 small lot detached single-family residential units are planned within Neighborhood L.

Table 9.5 illustrates the open space requirement for Neighborhood L. If 3 acres of open space are required per 1,000 residents, then 1.4 acres of open space will be required within the PD neighborhood. Neighborhood L exceeds this requirement by providing 2.9 acres of open space.

Figure 9.~~7~~6 presents a set of conceptual plot plans for the size of residential units contemplated for Neighborhood L. The conceptual plot plan illustrates setbacks (i.e., front, side, and rear), and illustrates the location of porches, garages, and driveways.

FIGURE 9.6 CONCEPTUAL PLOT PLAN FOR NEIGHBORHOOD L



Planned Development Residential Neighborhood N

Neighborhood N encompasses approximately 17± acres in the central portion of the Tidewater Crossing Community. *(See Figure 9.7, Neighborhood N Location Diagram.)* Residents of Neighborhood N will be able to easily access the French Camp Slough linear corridor along the neighborhood's eastern boundary. The Master Development Plan proposes cluster homes for Neighborhood N, similar to Neighborhood E. Lot size within Neighborhood N is proposed at 45' x 50' (i.e., 2,250 square feet). Approximately 139 small lot cluster homes are planned within Neighborhood N.

FIGURE 9.7
NEIGHBORHOOD N

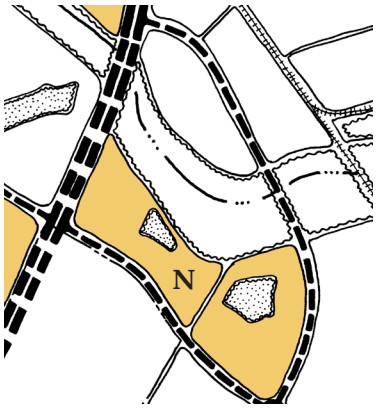


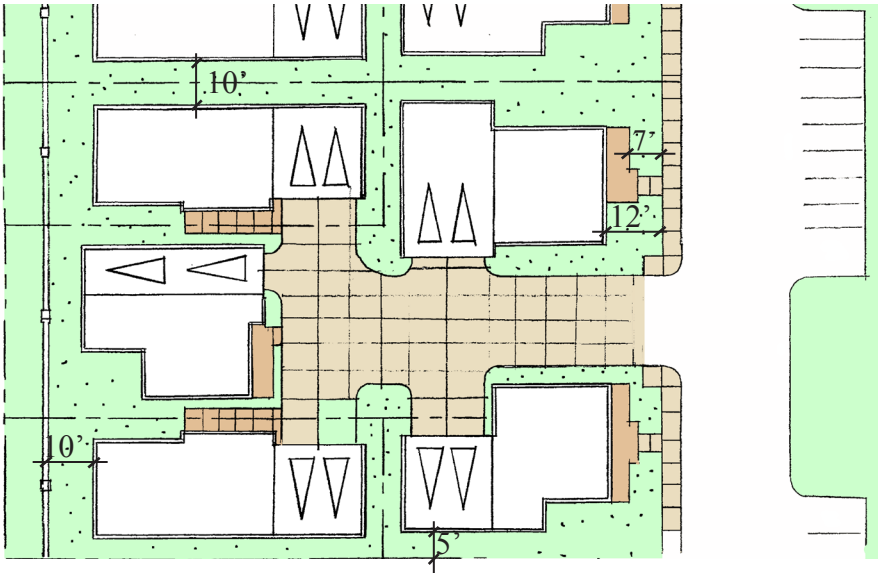
Table 9.6 illustrates the open space requirement for Neighborhood N. If 3 acres of open space are required per 1,000 residents, then 1.3 acres of open space will be required within the PD neighborhood. Neighborhood L exceeds this requirement by providing 2.6 acres of open space.

TABLE 9.6 OPEN SPACE CALCULATION (N)

Open Space	Acres
Requirement	1.3
Planned	2.6
Over	1.3

Figure 9.8 presents a set of conceptual plot plans for the size of residential units contemplated for Neighborhood N. The conceptual plot plan illustrates setbacks (i.e., front, side, and rear), and illustrates the location of garages and driveways.

FIGURE 9.8 CONCEPTUAL PLOT PLAN FOR NEIGHBORHOOD N



9.3 COMMERCIAL LAND USE

The Tidewater Crossing Master Development Plan Area includes approximately 16.6± acres planned for commercial land use. Table 9. 1 presents the development standards applicable to the commercial land use zone. All architectural plans for commercial development will be submitted to the City's Architectural Review Committee for review.

FIGURE 9.9 ILLUSTRATIVE CONCEPT FOR COMMERCIAL AREA

9.4 INDUSTRIAL LAND USE

The Tidewater Crossing Master Development Plan Area includes approximately 224.3± acres planned for industrial land use. Table 9.1 presents the development standards applicable to the industrial land use zone. All architectural plans for industrial development will be submitted to the City's Architectural Review Committee for review.

FIGURE 9.10 ILLUSTRATIVE CONCEPT FOR INDUSTRIAL AREA

9.5 PERFORMANCE STANDARDS

9.5.1 Noise Generation and Mitigation

This Master Development Plan will comply with noise limitations and requirements as set forth in Stockton Municipal Code, Division 16-340, Noise Standards, and will incorporate any noise mitigation required by the Tidewater Crossing Environmental Impact Report.

9.5.2 Light and Glare

The Tidewater Crossing Master Development Plan will comply with the regulations established in SMC 16-305.060 and conditions specified in the *Airport Land Use Plan*, August 1993. These regulations include:

1. Exterior lights shall be located so as to eliminate spillover illumination or glare onto adjoining properties and to prohibit any interference with the normal operation or enjoyment of adjacent property.

2. Exterior lights shall be made up of a light source, reflector, and shielding devices so that, acting together, the light beam is controlled and not directed across a property line or upward into the sky. Bare bulbs shall not be allowed.

3. Lighting fixtures used to illuminate an outdoor advertising display shall be mounted on the top of the advertising structure and be directed downward.

4. Exterior light fixtures existing and legally installed prior to the effective date of this Development Code are exempt from the requirement of this Section. When existing luminaries are reconstructed or replaced, the reconstruction or replacement shall comply with this Section.

5. Lights used for holiday decorations are exempt from the requirements of this Section.

6. Portable temporary lighting used by law enforcement or emergency services personnel to protect life or property, are exempt from the requirements of this Section.

9.5.3 Energy Conservation

In accordance with SMC Section 16-355.260, the Tidewater Crossing Master Development Plan will incorporate energy conservation measures to the maximum extent feasible, including building orientation and shading, landscaping, and the use of active and passive solar heating and water systems if said systems do not conflict with the flight operation at the Stockton Metropolitan Airport.

The use of solar panels will be encouraged and will be required to comply with future design standards, which will pertain to visibility and roof plan orientation, such as:

1. Solar panels should be placed on roofs or other locations that are the least visible from public streets, public facilities, and neighboring properties.

2. Accessory equipment located on the ground should be screened from off-site view through careful placement and/or the use of landscaping or fencing.

3. Roof-mounted solar collectors should match the roof pitch and be placed in close proximity to the surface of the roof below them. When possible, panels should be installed at the same angle as the roof and the top of the solar panel should not be more than eight inches higher than the surface of the roof below it.

4. Ground-mounted solar collectors and accessory equipment shall comply with setback requirements and should be screened from off-site view through careful placement and/or the use of landscaping or fencing.

5. Install deciduous trees on the south and west side of buildings to provide shade in summer and allow heat absorption in the winter.

6. Consider the life cycle energy requirements for siting, orientation and location of residential and commercial buildings.

7. Promote the use of high-efficiency double-paned windows within residences.

8. Promote the use of glazing for windows to reduce heat transmission and provide cooler interior spaces while reducing energy costs.

9.5.4 Exceptions

Any exceptions to these standards will be made by variance per the procedures set forth in SMC Division 16-580 (Variances).

CHAPTER TEN: DESIGN GUIDELINES

Single-Family Design Guidelines
Multi-Family Design Guidelines
Commercial Land Use
Industrial Land Use
Signage Guidelines
Lighting Guidelines
Landscape Guidelines

Chapter Ten: Design Guidelines

This chapter presents design guidelines for the residential and non-residential land uses within the Tidewater Crossing Plan area. All development proposals shall comply with the MDP design guidelines. Project proposals shall be reviewed and approved by the City's Architectural Review Committee (ARC) prior to submittal of building permit application.

10.1 SINGLE-FAMILY DESIGN GUIDELINES

Residential Site Design Criteria

1. As appropriate, provide open space within neighborhoods~~,~~ to serve recreational and social needs.
2. Vary lot sizes to allow for a mix of housing types and to create visual interest.
3. Vary front setbacks to avoid long straight walls of buildings along the street. Vary the bulk and mass of buildings. Combine one and two story elements, and use elements such as porches and pop-outs to create interest.
4. Avoid garage-dominated streetscapes by using a variety of garage configurations, such as recessed, turned, detached or split garages.
5. Articulate the facades of buildings for visual interest from multiple directions. Emphasize front entries and de-emphasize garages.
6. Design and site buildings to maximize energy efficiency.
7. Enhanced elevations are required for side and rear elevations facing public rights-of-way or other public spaces.

10.1.1 Site Planning Guidelines

Driveways

Driveways should not overwhelm the street scene. Use of the following design concepts will minimize the visual impact of driveways:

- Hollywood driveways, which have two paved wheel tracks separated by a planted strip.
- Single-car width driveways that widen to two-car aprons at recessed or detached garages.
- Different paving treatments such as colored concrete, stamped concrete, paver stone insets, or other enhanced driveway material.

Garage doors should feature panels and/or windows.

Garage Design

Like driveways, garages should not be visually dominating. The following design concepts will help minimize the impact of garages and should be incorporated when appropriate:

- Garage doors should match the architecture of the main building.
- Porte-cocheres or trellises are encouraged on homes with front-loaded, mid-recessed, or deep-recessed garages to soften their appearance.
- Cut-in windows or other stylized improvements to the door façade to help reduce its mass and impact.
- Garage doors split into two entries separated by architectural elements.

Porte-Cocheres

Porte-cocheres provide enhanced access to front-facing garages while minimizing the visual impact of garage doors. Porte-cocheres provide an additional covered parking space and can serve as an outdoor private space when not in use as a parking space. Porte-cocheres are appropriately used with mid-recessed, deep-recessed, or detached garages.

Entries

Entries are a focal point of a dwelling's front elevation. Features that enhance the entry include (but are not limited to):

- Archways,
- Columns,
- Courtyards,
- Pilasters with lights
- Porches,
- Recesses or projections,
- Roof elements, and/or
- Windows.

Setbacks

All single-family housing units shall be constructed in accordance with applicable building setback requirements shown in the Development Standards Tables included in this Master Development Plan (*Tables 9.1 and 9.2*).

Height

No residential unit, excluding chimneys, shall exceed height limitations designated in the Development Standards Tables in this Master Development Plan (*Tables 9.1 and 9.2*).

10.1.2 Architectural Guidelines

Single-family residential units should be built in a variety of designs, elevations, roof configurations, colors, trim, and lot placement to avoid sameness in appearance. The following elements should be incorporated into the design of residential neighborhoods within Tidewater Crossing, when appropriate:

- Staggered building wall planes (particularly in front elevations),
- Projections and recesses that provide shadow and depth,
- Combinations of one- and two-story elements to vary mass and enhance building articulation, and
- Single-story elements on front elevations to enhance the pedestrian scale of residential areas.

This house exemplifies varied roof lines.

Consistent with the Citywide Design Guidelines, any elevation visible from arterial and collector streets should include enhanced elevations. Enhanced elevations should also be used for rear and side lots. Elements that should appear on side and rear facades include, but are not limited to, window treatments, trim, and stone materials used on the front facade of the house.

Roofs

All roofs should be of tile, cement, fiberglass, asphalt shingles, or other roofing materials that simulate traditional tile and wood shingles. Wood shingles and flat roofs are not permitted in residential neighborhoods.

Variation in roof lines, ridge heights, roof forms, and direction of gables is encouraged. Broken roof pitches extending over porches, patios, or other similar features are encouraged where appropriate to the architectural style.

Exterior Materials

Exterior materials may be of wood, masonite or its equivalent, stucco, copper, stone, and brick. No usage of plywood, aluminum, unpainted metal, vinyl, or plastic finish should be used as exterior wall finishes, with the exception of garage doors. Door and window frames should be of wood, vinyl, or metal materials, but in no case bright aluminum or other bare metal color.

Finishes

No reflective finishes should be used on exterior surfaces (other than hardware furnishes). No reflective finishes will be permitted on roofs, any projections above roofs, retaining walls, doors, trim, fences, pipes, equipment, mail boxes, and newspaper tubes.

Color

Except for doors and roofs, the exterior of all units should be painted in white, light pastels, or earth tones. Wood may be finished in stains.

Mechanical Screening

All air conditioning, swimming pool, spa equipment, or other mechanical equipment located on the exterior of a housing unit should be screened so as not to be visible from the ground level of adjacent lots, streets, or common areas.

Window Treatments

Principal window treatments are enhanced windows that create a focal point on the residence. Front elevations should feature at least one principal window treatment, where appropriate. Rear and side elevations that are visible from streets should have principal window treatments as well.

Varied window treatment and garage door.

Principal windows are defined as having one or more of the following characteristics:

- Recessed window or pop-out surround;
- Enhanced sills with corresponding roof elements and corbels;
- Decorative shutters;
- Decorative window grilled projecting forward of the wall plane;
- Bay windows with projection and detailing appropriate to the architectural style of the residence; and
- Overhead trellis elements.

A house with a grand porch.

Porches

Porches provide pedestrian-scaled elements to homes while creating areas for residents to enjoy the outdoor climate. Porches should be an integral component of the building's architecture and function.

10.2 MULTI-FAMILY DESIGN GUIDELINES

10.2.1 Site Planning Guidelines

Multi-family dwellings and attached housing products should be oriented parallel to the public street or to the neighborhood's internal streets. Setbacks should be varied. Buildings should be organized around open spaces and gathering areas whenever possible, and courtyard arrangements are encouraged.

10.2.2 High-Density Residential

The Tidewater Crossing Master Development Plan Area includes approximately 10± acres planned for 264 high-density residential units (Neighborhood M).

High-Density Residential Site Design Criteria

1. Site design of multi-family residential projects should promote safety and neighborhood cohesiveness.
2. Building setbacks from public rights-of-way for residential structures may vary between detached buildings to avoid a consistent repetitious line of structures. Orientation of buildings may also be varied so that interesting outdoor spaces are created. The arrangement of structures should encourage interest and variety.
3. Private patios and balconies should be sited to ensure privacy and minimize views from adjacent buildings.
4. Recreation amenities should be sited so that residents have convenient and safe access to them.
5. Parking areas should be designed so that there are a balanced number of spaces for each building. Parking areas should be located close to residential units so that residents have convenient access to them.
6. Project entries should create a strong sense of arrival. Signage and landscaping of entries should incorporate elements that are repeated throughout the project. Reoccurring and unifying materials used in the entry should be incorporated in other features within the project.

7. Landscaping within a high-density residential development should provide opportunities for both active and passive recreation. Trees should be planted with enough density and in proper relationship to buildings to provide shaded areas and to reduce solar gain on structures.
8. Site design should accommodate both pedestrian and bikeway circulation systems. On-site circulation systems should provide safe and convenient linkage to the community wide pedestrian and bikeway systems.

Open Space

Common and private open space are important features of multi-family developments. Common open space may include swimming pools, patios, decks, or lawns. Required setbacks may not be used to fulfill the open space requirement. Builders are encouraged to centralize the open space or connect a series of open spaces that vary in shape, appearance, and usage.

Building Scale

Buildings should incorporate smaller-scale architectural forms such as bays, balconies, and dormers to visually reduce the height and scale of multi-family buildings. Builders are encouraged to set second floors further back than first floors to give the buildings a more pedestrian scale. Building heights should be varied to give the appearance of a collection of smaller buildings.

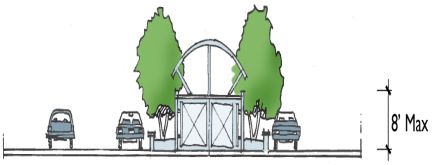
Parking Lots

Parking should be screened from perimeter streets and adjacent land uses. Parking layouts should be as close as reasonably possible to the residential unit.

10.3 COMMERCIAL LAND USE

10.3.1 Design Guidelines

1. Achieve a high level of quality development by ensuring that development fits within the context of its surroundings; does not negatively impact adjacent uses; provides superior architectural detailing; incorporates high quality, durable materials; includes significant landscape improvements; and achieves an efficient and aesthetic arrangement of onsite facilities.
2. Maintain a strong sense of continuity along street frontages to strengthen the visual image of commercial corridors.
3. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties and arterial and collector streets.
4. Ensure that the arrangement of on-site facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
5. Provide safe, convenient, and efficient vehicular access, circulation, parking, loading, and maneuvering. Encourage pedestrian activity by providing convenient access and safe pedestrian routes.
6. Maintain a high level of architectural design through appropriate detailing; use of quality/durable materials; and the avoidance of blank, uninteresting roof designs consistent with the overall design of the building and surrounding quality development.
7. Encourage the extensive use of landscaping to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening unattractive elements (e.g., trash enclosures, parking areas, etc.).
8. Parking standards will be followed as part of the City of Stockton's Standard Plans and Specifications.



Refuse bins should be contained within trash enclosures and match project architecture in residential, commercial and industrial areas.

10.3.2 Site Planning Guidelines

The building architecture, site layout, and overall landscape plan of the commercial area should create a cohesive commercial environment that is scaled to the needs of pedestrians as well as vehicular traffic *(See Figure 10.1)*. The commercial area should appear as an urban center yet be complementary to and conform with surrounding properties. The following guidelines will be useful in designing an aesthetically pleasing, pedestrian-friendly commercial environment:

- Commercial areas should be buffered from adjacent non-commercial land uses by a combination of landscaping, setbacks, drainage easements, open space easements, streets, or grade separations.

FIGURE 10.1 ILLUSTRATIVE DIAGRAM OF COMMERCIAL AREA

- The commercial area should be integrated with the surrounding residential areas through use of landscaping, plazas, and buildings oriented away from major vehicular thoroughfares.
- Site development and landscaping should provide a variety of spaces for visitors by incorporating elevation changes, courtyards, breezeways, arbors, fountains, sculpture, or dense landscaping.
- Loading and storage areas should be screened from view and at the rear of the building. Screening can include mounds, planting, fences, walls, or a combination of these elements.
- Loading docks and delivery points should be located away from major pedestrian and vehicular circulation areas, as well as nearby residences and meeting places.

Commercial areas will incorporate bike parking.

Circulation and Access

The Tidewater Crossing commercial area will be accessible by a collector road with a right-of-way of 78-feet. The road will be designed to accommodate traffic generated by this land use. The commercial area should also be accessible by public transportation, pedestrian, and bicycle routes. Bicycle parking will be incorporated into the commercial design.

The following guidelines should be incorporated into the circulation and access of commercial areas:

- Provide clear vehicular entries for ease of circulation. Incorporate signage, landscaping, and architectural elements to highlight and enhance entries. Ensure sufficient stacking room to minimize traffic disruption.
- Locate parking to the side or rear of buildings, where possible. Break up large expanses of parking into smaller lots, separated by buildings or landscaping. Where parking is adjacent to a street, screen it with landscaping, low walls, and/or berms.
- Provide clear pedestrian connections among commercial uses to sidewalks, parking, and transit.
- Amenities such as bus shelters and benches should be provided along transit routes serving commercial areas.

Walkways

Commercial sites should be accessible from paved pedestrian accessways that encourage pedestrians to move throughout the commercial area. Walkways should have minimal conflict with interior auto circulation and meet all accessibility codes and requirements. Walkways should be designed to prevent pedestrian access through planted areas.

Interlocking Pavers

Materials such as stamped concrete, interlocking pavers, exposed aggregate, and other embellished paving materials are suggested for pedestrian areas. Materials and design of pedestrian walkways must meet with the satisfaction of the City Engineer.

10.3.3 Architectural Guidelines

Facades

Facades of large buildings (especially those visible from public streets) should include architectural features such as reveals, windows, openings, changes in color, texture, and material to add interest to the building elevation. Primary building entries should be easily identifiable and well-defined.

An example of acceptable exterior materials.

All sides of buildings shall be attractively designed, using high quality materials. Any accessory buildings and enclosures shall be of compatible design and materials.

Roofs

Roofs should be of tile, cement, fiberglass, asphalt shingles, or other roofing materials that simulate traditional tile and wood shingles. Wood shingles should not be used in commercial areas. All roof-mounted equipment should be screened from view.

Exterior Materials

Exterior materials may be wood, masonite or its equivalent, stucco, copper, stone, and brick. No usage of plywood, aluminum, unpainted metal, vinyl, or plastic finish should be used as exterior wall materials. Door and window frames should be wood, vinyl, or other metal material; in no case should door or window frames be aluminum or other bare metal.

Finishes

No reflective finishes should be used on exterior surfaces, specifically roofs, projections above roofs, retaining walls, doors, trim, fences, pipes, or other mechanical equipment.

Color

The exterior of commercial buildings should be painted in white, light pastels, or earth tones. Wood may be finished in stains.

Screening

All air conditioning or other mechanical equipment located on the exterior of buildings should be screened.

Parking

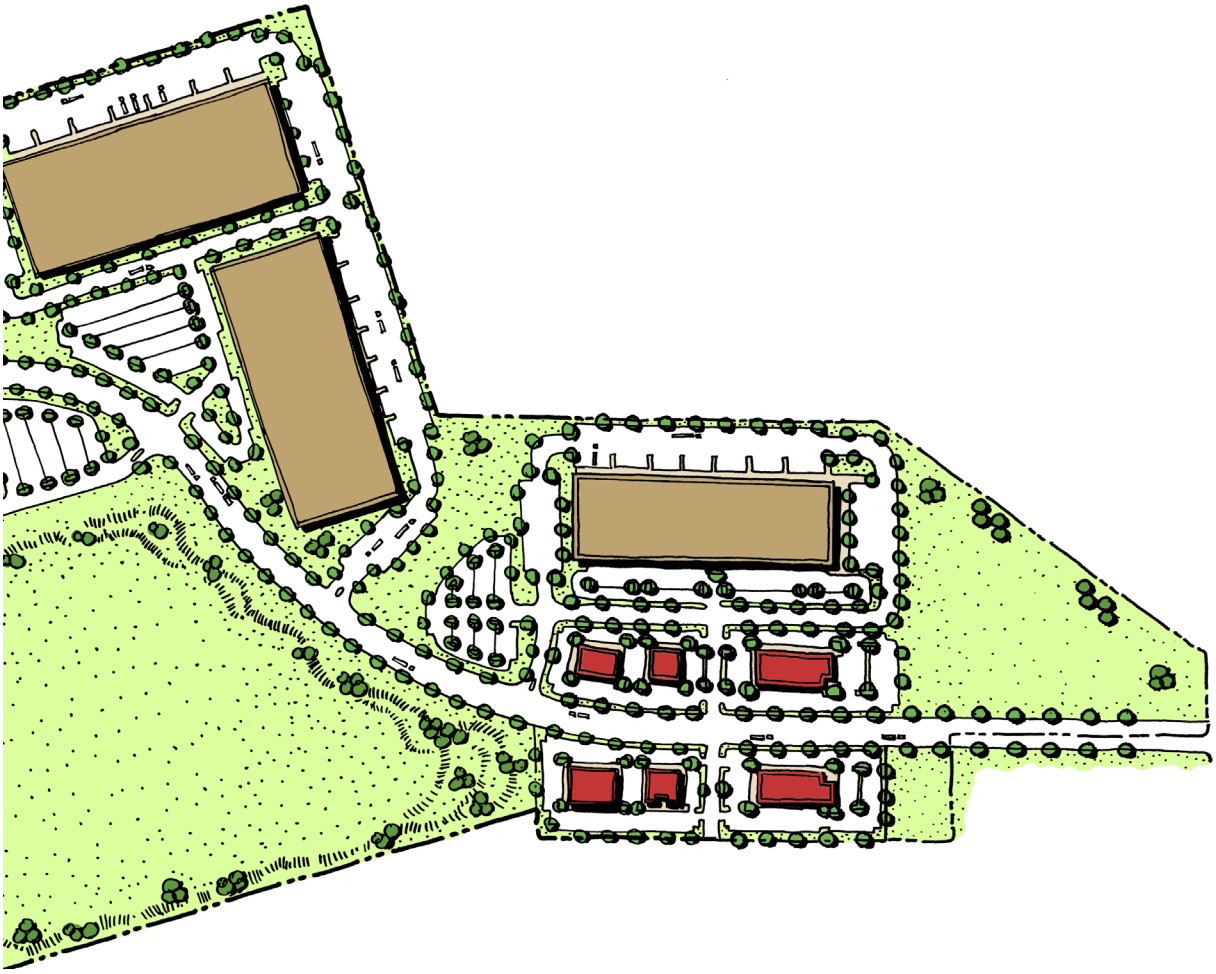
Minimum Off-Street Parking Standards shall be consistent with Division 16-345 of the Stockton Zoning Ordinance.

10.4 INDUSTRIAL LAND USE

10.4.1 Guidelines

1. Achieve a high level of quality development by ensuring that development fits within the context of its surroundings; does not negatively impact adjacent uses; provides superior architectural detailing; incorporates high quality, durable materials; includes significant landscape improvements; and achieves an efficient/aesthetic arrangement of on-site facilities *(See Figure 10.2)*.
2. Ensure that the arrangement of on-site facilities (e.g., buildings, parking areas, accessory uses, etc.) are planned appropriately to establish an efficient, safe, and aesthetically pleasing site layout.
3. Ensure that development is aesthetically pleasing, especially when viewed from adjacent properties and arterial and collector streets.

FIGURE 10.2 ILLUSTRATIVE DIAGRAM OF PARTIAL AREA OF INDUSTRIAL DEVELOPMENT



4. Provide safe, convenient, and efficient vehicular access, circulation, parking, loading, and maneuvering.
5. Maintain a high level of architectural design through appropriate detailing; use of quality/durable materials; and the avoidance of blank, uninteresting roof designs consistent with the overall design of the building and surrounding quality development.
6. Encourage the use of landscaping in order to achieve visually pleasing development, provide a unified development scheme through a cohesive arrangement of landscape and hardscape elements, provide pedestrian comfort, and enhance views of the site by screening potentially unattractive elements (e.g., trash enclosures, parking areas, etc.).
7. Maintain a high level of public safety through appropriate design of spaces and amenities, including pedestrian areas, parking/loading areas, landscaping, and lighting.
8. Parking standards will be followed as part of the City of Stockton's Standard Plans and Specifications.

10.4.2 Site Planning Guidelines

Industrial areas within Tidewater Crossing will be designed in accordance with City of Stockton Design Guidelines, adopted by the City Council in March 2004. Buildings should be organized in a manner that is "efficient, convenient, safe, and aesthetically pleasing." Employee parking and service areas should be located at the back or sides of the buildings. Visitor parking may be located in front of the buildings. Storage and work areas should be in the rear of the site.

Building, parking, and driveways should be arranged to emphasize the more aesthetically pleasing components of a site and disguise the less attractive elements. This can be accomplished through proper placement and design of buildings, screen walls, and landscaping.

Circulation and Access

The number of access points to the site should be minimized and located as far as possible from street intersections in order to minimize points of potential vehicle conflict. Primary entry drives should be enhanced with ornamental landscaping, low-level decorative walls, monument-type signs, and decorative paving.

The following guidelines should be incorporated into the circulation and access of commercial areas:

- Provide clear vehicular entries for ease of circulation. Incorporate signage, landscaping, and architectural elements to highlight and enhance entries. Ensure sufficient stacking room to minimize traffic disruption.
- Locate parking to the side or rear of buildings, where possible. Break up large expanses of parking into smaller lots, separated by buildings or landscaping. Where parking is adjacent to a street, screen it with landscaping, low walls, and/or berms.
- Provide clear pedestrian connections among uses to sidewalks, parking, and transit.

Walkways
On-site walkways should be at least 4-feet wide. Walkways should provide direct pedestrian connections to buildings and external circulation. Pedestrian paths and walkways should be designed to prevent pedestrian access through planted areas.

10.4.3 Architectural Guidelines

Facades
Facades of large buildings (especially those visible from public streets) should include architectural features such as reveals, windows, openings, changes in color, texture, and material to add interest to the building elevation. Primary building entries should be easily identifiable and well-defined.

All sides of buildings shall be attractively designed, using high quality materials. Any accessory buildings and enclosures shall be of compatible design and materials.

Exterior Materials
Exterior materials may be wood, masonite or its equivalent, stucco, copper, stone, and brick. No usage of plywood, aluminum, unpainted metal, vinyl, or plastic finish should be used as exterior wall materials. Door and window frames should be wood, vinyl, or other metal material; in no case should door or window frames be aluminum or other bare metal.

Examples of good signs.

From top to bottom: freestanding monument sign and channel cut sign.

Roofs

Proposed parapets may be integrated into the roof design and their function as screening devices for roof-mounted equipment should be considered early in the design process. All roof-mounted equipment should be screened from view.

Finishes

No reflective finishes should be used on exterior surfaces, other than surfaces of hardware fixtures, including (but not limited to) the exterior surfaces of any of the following: roofs, all projections above roofs, retaining walls, doors, trim, fences, pipes, and equipment.

Color

The exterior of all structures should be painted in white, light pastels, or earth tones.

Screening

All air conditioning or other mechanical equipment located on the exterior of industrial buildings should be screened.

Parking

Minimum Off-Street Parking Standards shall be consistent with Division 16-345 of the Stockton Zoning Ordinance.

10.5 SIGNAGE GUIDELINES

This portion of the Design Guidelines represents a selection of signage types. Standards that are equitable to all concerned will ensure the protection and enhancement of property values within the development and lend further to the overall cohesive look that is desired.

The City of Stockton requires a master signage program. Sign programs for Tidewater Crossing will be coordinated with development of the commercial and industrial areas. The timing for review and approval of the master signage program will be when the project proponent applies for architectural review for either the commercial and/or industrial sites. Sign colors and materials should be consistent with the architectural theme of the development. Flashing or moving signs are discouraged and signs should not obstruct or visually block entries.

All signage within the Tidewater Crossing Master Development Plan Area will conform to regulations established in SMC Section 16-360.

- All signs should be used in a uniform and consistent manner throughout the Plan Area.
- Signs should be well maintained, always clean, and free from graffiti or other disfigurements. The adjacent landscape should be maintained to allow for visibility and enhance the sign face and structure.

10.5.1 Permanent Signs

The primary purpose of permanent signs is to contribute to the overall sense of continuity of design quality and character for the community while providing location and directional information.

- Permanent signs should be designed as an integral element of the community character and should appear to be compatible with the site character, emphasizing quality and permanence.
- Permanent signs should be constructed of durable, long-lasting materials of high quality, such as stone, metal, or masonry.
- Accent materials or materials used to allow illumination may vary but should be compatible with the overall design.
- All permanent signs should conform to the City of Stockton ordinances regarding signage and the City's Zoning Ordinance.

Monument sign in an industrial area.

Examples of signage at entries and buildings

10.5.2 Community Monument Signs

Community monument signs generally occur at entrances and should be incorporated into the other monumentation that is planned for major intersections.

- Materials should complement those used in walls and other enhancements of the streetscape as well as be of high quality and durability.
- The Tidewater Crossing community name should be incorporated into all sign faces at community and neighborhood entries.
- Lighting for sign faces should be concealed at the base of the signs.

10.5.3 Residential Neighborhood Identification Signs

Residential neighborhood identification signs are used to identify separate neighborhoods or multi-family developments in the Plan Area. These signs should relate to the unique plan features of each separate neighborhood and be consistent with the overall design character.

- Neighborhood entry signs should be located in a center island at the entry or included as a design feature in the soundwall near the corner of the entry. It is appropriate to utilize landscaping to complement the image of the neighborhood as well as the actual sign.
- If illuminated, neighborhood entry signs should be lit with ground-mounted fixtures. Indirect area lighting or halo-lit letters may also be used.
- Signs should be constructed of durable, long-lasting materials, such as stone, masonry, wood, or concrete.
- The overall height of neighborhood entry signs should be in proportion to the size of the sign.
- Wording on sign faces should be limited to the neighborhood name and the Tidewater Crossing name and logo, if applicable.
- All proposals for community entry signage should be reviewed and approved by the City's Architectural Review Committee.

10.5.4 Commercial and Industrial Identification Signs

These guidelines apply to tenant signs in commercial and industrial areas.

- Freestanding identification signs should be used to identify single users. Building mounted identification signs should be used to direct on-site traffic to the business location. Building mounted signs should be clearly legible from the pedestrian and parking areas.
- Freestanding signs should be ground-mounted, constructed of materials compatible with the architecture of the development, and designed to be consistent with the overall signage program.
- Freestanding signs should be limited to one sign per parcel.
- Freestanding signs may be illuminated by ground

mounted indirect or internal light fixtures. Dark or opaque backgrounds and light colored letters should be used when signs are to be internally lighted.

- Freestanding signs should be integrated with the landscaping of the street setbacks.
- Building mounted signs should be located on the fascia above or near the tenant's entrance. Roof mounted signs are not allowed.
- Building mounted signs for multi-tenant developments should conform to an overall sign program as part of the proposed project development plans.
- One building sign should be allowed for each business establishment.
- All signage on buildings should conform with the City of Stockton's sign ordinances.

10.6 LIGHTING GUIDELINES

Street light standards on public or private streets should be planned in conformance with City of Stockton standards.

10.6.1 Streetscape Lighting Guidelines

Lighting within Tidewater Crossing should conform to the following guidelines:

- All light fixtures within public rights-of-way should conform to PG&E and City of Stockton standards.
- Photocell operation should be mandatory so as to ensure efficient use of energy and minimize unnecessary "on time".
- Site and street lighting should be implemented in such a way as to minimize glare to adjacent properties, buildings, and rights-of-way. Additionally, lighting should be installed in such a manner so as to reduce the effect of ambient lighting and light spillage.
- Bright colored or flashing lights are not allowed.
- Street lighting should conform to City of Stockton standards on all arterial and secondary streets.
- Light standard bases should be above grade and all electric service should be located below grade.

- Lights should blend with the architecture of all buildings, as well as streetscapes, scenic corridors, and natural open space environments.
- Lighting should conform to all local codes and ordinances, applicable safety and illumination requirements, as well as California Title 24 requirements.

10.6.2 Site Development Lighting

- Parking lot lighting, pedestrian lighting, and other types of lighting such as bollards, uplighting, and architectural accent lighting should be in character with the overall development.
- Landscape accent lighting should be encouraged so as to highlight prominent features, special plantings, and pathways. Light sources should be concealed so as to not distract from the actual object that is being illuminated.
- Flashing lights should be allowed only for holiday display.
- In areas where parking lots occur adjacent to lighted scenic corridors, lighting for the parking area should not be placed adjacent to the corridor lighting.
- Architectural lighting, from indirect or hidden sources, may be used for wall washing, overhead downlighting, and interior lighting that spills out into outdoor spaces.
- Pathway lighting should be used in a manner consistent with overall development. Lights should be human in scale and of materials that are consistent with the architecture and theme of the site.

10.7 LANDSCAPE GUIDELINES

Lots should be landscaped. Open areas that are not covered by patios, swimming pools, porches, driveways, flower beds, or other improvements should be planted in grass or other ground cover. Landscaping should include an underground sprinkler system controlled by automatic time valve system.

Yards that are visible from common areas should not be predominantly covered with rock, gravel, or other non-growing ground cover. Landscaping should not impair street visibility.

Landscape design should incorporate drought tolerant trees and shrubs, and should be maintained with an automatic irrigation system.

10.7.1 Landscaping for Streetscapes

Trees and other plantings will play a crucial role in beautifying the neighborhoods, providing wildlife habitat, and sheltering residents from the sun and wind. Trees and shrubs along streets are the most visually prominent of the plantings and must therefore be placed in attractive manner. Specific levels of the street hierarchy are treated differently, as shown below.

Arterials

The arterial streets in Tidewater Crossing, East French Camp Road, Airport Way and R.A. Bridgeford Street, will be lined with six foot parkways and shaded by street trees *(See Figure 10.3)*. Behind the parkways on each side, a meandering eight-foot wide path will be shaded by the street trees in the parkway and the trees in the landscape area adjacent to the sidewalk. Any walls along the rights-of-way of the arterials will be screened by trees and shrubs in this outer landscaped area. A 16-foot wide median will provide a visual green spine in the center of Airport Way and East French Camp Road. Benches, public art, stormwater quality facilities and entry monumentation may be included in the medians and landscaped areas.

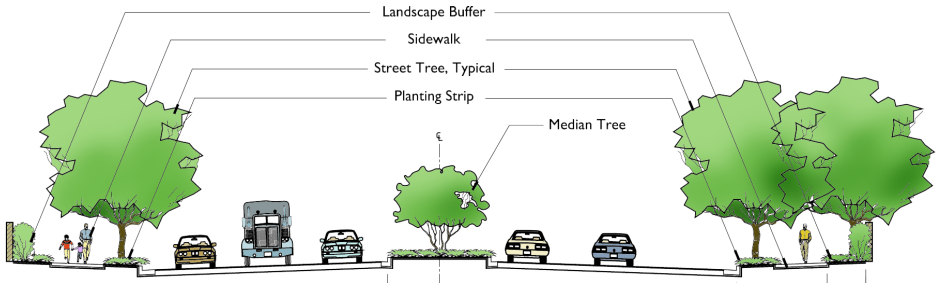
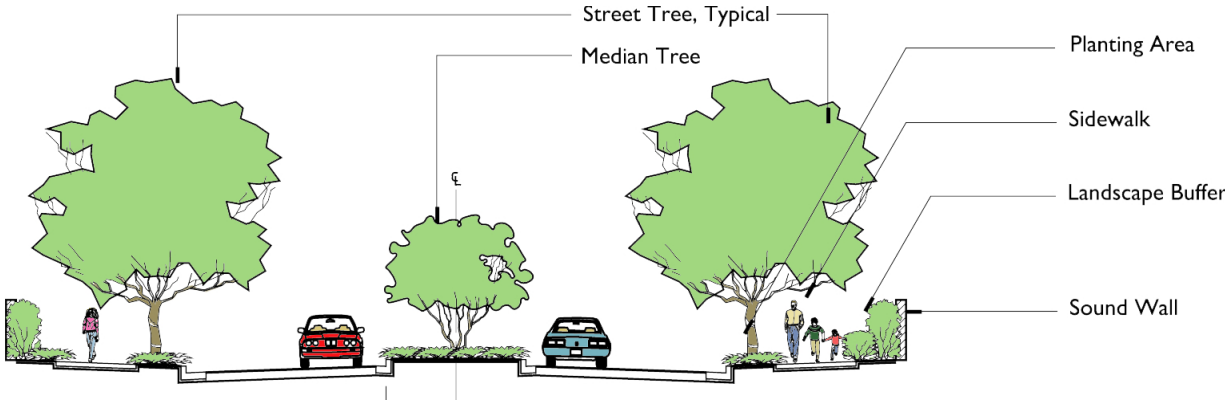


FIGURE 10.3 SOUTH AIRPORT WAY - BOULEVARD ARTERIAL

Entry Collectors

The entry collector street will serve as the gateway to the southeastern neighborhoods, school and community park and will create the visitor's first impression of the neighborhood *(See Figure 10.4)*. Thus a strong, inviting streetscape is necessary. The entry collector should be lined with canopy trees. A 14-foot wide median will be provided to allow the planting of both large canopy trees and accent trees.

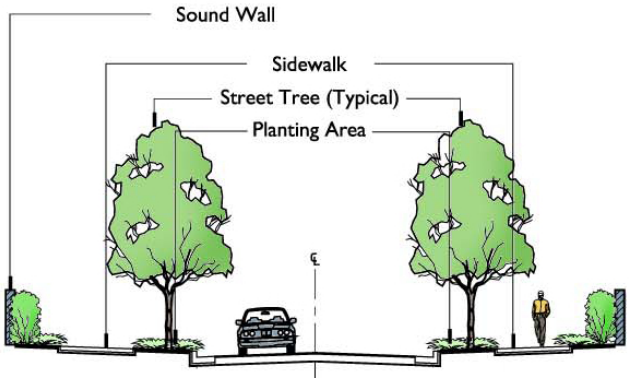
FIGURE 10.4 ENTRY COLLECTOR



Neighborhood Collectors

Neighborhood collectors have lesser rights-of-way than Entry Collectors, yet still pay an important role in the streetscape hierarchy, as these are the links between neighborhoods *(See Figure 10.5)*. Street trees in a parkway will line the street. An 8-foot wide sidewalk flanked by a 5-foot wide landscape area parallels the street. All walls are to be screened by trees and shrubs.

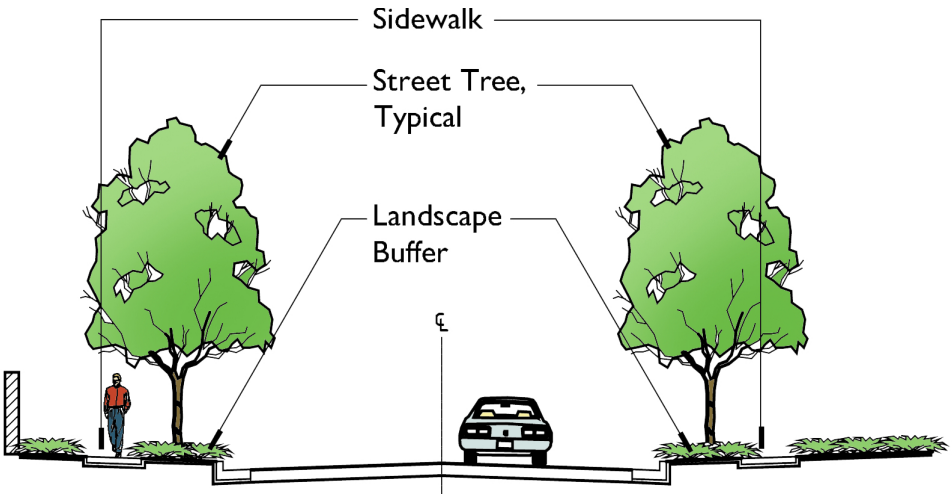
FIGURE 10.5 NEIGHBORHOOD COLLECTOR



Local and Private Residential Streets

Local and private residential streets will be lined with trees to provide canopy shading of the street. Each neighborhood may have an individual street tree palette assigned to differentiate the neighborhood from adjacent development.

FIGURE 10.6 LOCAL STREET



Parking Lots

Trees should be planted and maintained throughout parking lots to ensure that lots will be shaded over time. There should be one tree planted per every six parking spaces. If necessary, stormwater quality facilities, such as vegetated swales, may be incorporated into landscape plans for parking lots.

Additionally, for all streetscapes the following concepts should be adhered to:

a. The design of the streetscape should integrate, in a consistent and creative manner, plant materials, paths, landforms, soundwalls, lighting, furniture, and signage to produce an attractive and functional environment.

b. All landscaping should employ a mix of trees, shrubs, groundcovers, and turf where appropriate. The plant palette should be relatively limited and applied in groupings of similar species rather than a few plants of many different species planted together. At least one (1) tree shall be provided for each 2,500 square feet of landscaped area.

c. Street tree plantings shall be symmetrical and of the same species in the parkways on both sides of the streets.

d. One tree species or pattern of species shall be planted consistently at regular intervals along the entire length of a street for visual continuity. Spacing interval shall be no greater than twenty-five (25) feet on center (where practical).

e. Where trees are planted in medians, the plantings shall be continuous and at regular intervals. Spacing interval shall be no greater than twenty-five (25) feet on center (where practical).

f. Landscaping shall include canopy trees. The location and spacing of trees is dependent on the species and light fixture locations.

Refer to section 5.8.3, Landscape/Streetscape and appendix “D” Plant List

CHAPTER ELEVEN: IMPLEMENTATION AND ADMINISTRATION

Master Development Plan Implementation
Phasing/Triggering
Overview
Financing Measures Necessary For Funding City Public Services
Public Facilities Implementation Program
Master Development Plan Reimbursement Fees

Chapter Eleven: Implementation and Administration

11.1 MASTER DEVELOPMENT PLAN IMPLEMENTATION

11.1.1 Master Development Plan Adoption

Master Development Plan

The Master Development Plan establishes a comprehensive set of policies, land uses, infrastructure improvements, and development standards for the Master Development Plan Area sufficient to guide the review process for project applications.

The Tidewater Crossing Master Development Plan will be thoroughly reviewed by City Staff and City Council before being adopted by resolution. It will be reviewed by the Director of the Community Development Department, City Council, and will be submitted to the Planning Commission for public hearings.

Fiscal Impact Analysis

The Fiscal Impact Analysis is in preparation and will be submitted separately.

11.1.2 Concurrent Applications

General Plan Amendment

An application for a General Plan Amendment will be submitted concurrently with this Master Development Plan. This Master Development Plan, by virtue of the General Plan Amendment approved at the same time, is consistent with the City's General Plan.

Prezoning

Annexation of land into the City of Stockton boundaries requires that the land be "prezoned" before annexation. An applicant may apply by submitting the appropriate application and fees. It should be noted that in addition to meeting General Plan and zoning standards, each prezoning must obtain an environmental clearance. A separate application for environmental review must therefore accompany the request.

Development Agreement

Whenever this Plan refers to the City codes, that reference shall be to the Stockton Municipal Code as it applies to Tidewater Crossing pursuant to the Development Agreement between the City, the owner, and the

developer or succesor-in-interest. The Development Agreement, with certain exceptions set forth in said 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.

Sphere of Influence Amendment and Urban Service Area Amendment
The Tidewater Crossing Master Development Plan will require a Sphere of Influence amendment for 245.5 acres of the Plan Area. The proposed project includes 663.6 acres that are already a part of the City's Sphere of Influence.

Williamson Act Cancellation
No parcels in the Tidewater Crossing Plan Area are under Williamson Act contracts.

Annexation
The Stockton Municipal Code details the annexation process (SMC 16-720.070). The site must be located within the Urban Service Area boundary and conform to the General Plan Diagram and Policies. The annexation process consists of 11 steps:

1. Submittal of annexation request;
2. Concurrent processing of applications;
3. Prezoning of site;
4. Project cost/benefit analysis;
5. Preparation of agricultural conversion statement by either staff or independent consultants;
6. CEQA consideration;
7. Review of request by Development Review Committee;
8. Presentation of request to City Council;
9. Filing of annexation request with LAFCO;
10. Public hearings; and
11. Notification of approval.

11.1.3 Subsequent Entitlements & Review

Tentative Map
A tentative map is an application to divide land for the purpose of sale, lease, or financing. The Planning Commission approves tentative maps,

which are subject to a public hearing. To be approved, tentative maps must be consistent with the Tidewater Crossing Master Development Plan, Stockton Subdivision Ordinance, and State Subdivision Map Act.

Planned Developments

Stockton Municipal Code Section 16-350 defines Planned Developments and the requirements for PD designation. Please refer to Section 9.2.3 of this Master Development Plan for a description of Planned Developments as they relate to Tidewater Crossing.

Application Requirements

All applications submitted for project approval shall include such construction plans, site plans, soil reports, detailed building elevations, and technical studies that may, in the opinion of the Community Development Director, be required for the applicant to demonstrate consistency of the proposed project with the Tidewater Crossing Master Development Plan. In addition, such application must:

1. Demonstrate the existence/capability of all necessary off-site infrastructure necessary to accommodate the proposed development within the terms of the Tidewater Crossing Master Development Plan, if applicable;
2. Provide for the construction of such infrastructure and other elements affecting large portions of the Tidewater Crossing area to be developed in accordance with the terms of this Plan. Such infrastructure facility plans and other detailed plans shall meet the requirements of the City Engineer; and
3. Demonstrate how to implement the site-specific requirements of the Mitigation Monitoring Report of the Tidewater Crossing EIR.

Development Standards

Development standards for all land uses (residential, commercial, and industrial) are described in Chapter Nine of this Master Development Plan. The tables are repeated in this chapter on pages 11-5 and 11-6.

CC&Rs and Home Owners' Association

CC&Rs will be established for all development within the Master Plan Area. One or more Homeowners' Associations may be formed to handle maintenance of common areas within selected neighborhoods,

TABLE 11.1 DEVELOPMENT STANDARDS

Development Feature	Requirement by Zoning District						
	RE	LDR	MDR	HDR	CG	IL	PF
Minimum lot size	*Minimum area and width for new parcels. For a minimum specific zoning district area size requirement, see SMC §16-210.020 (Zoning Districts Established).*						
Area	1 acre	5,000 sq.ft.	1,960 sq.ft.	7,500 sq.ft.	No minimum		
Width	150 ft	45 ft	28 ft	N/A	No minimum		
Density	*Number of dwelling units permitted in a residential subdivision or in a multi-family residential project on an acre (net) of land.*						
Dwelling units per net acre (minimum - maximum)	1	0 - 8.7	8.8 - 17.4	17.5 - 29	0 - 29	Not applicable	0
Maximum dwelling units per parcel	1	1	1	1 per 1,500 sq.ft.	No minimum		
Setbacks	*Minimum setbacks required. See SMC Article 9 for definition. See SMC §16-310.110 for setback measurement, allowed projections into setbacks, and exceptions.*						
Front	*Refer to Table 9.2 for standards specific to residential zones.*				10 ft	10 ft	
Side(s)					None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses.		
Sides, street					10 ft	10 ft	
Rear					None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses.		
Site coverage	*Maximum percentage of site that may also be covered by structures. See Article 8 for definitions. See SMC §16-310.050 for exceptions.*						
Maximum coverage	25%	65%	60%	50%	60%	60%	50%
Height limit	*Maximum height for primary structures. See 16-310.100 for height measurement and exceptions.*						
Maximum height	35 ft	35 ft	35 ft	35 ft	45 ft	60 ft *	60 ft *
Landscaping	See Division 16-335 (Landscaping Standards)						
Parking and loading	See Division 16-345 (Off-Street Parking and Loading Standards)						
Signs	See Division 16-360 (Sign Standards)						

** Height of structure will be subject to FAA review if exceeding guidelines as stated in Airport Land Use Restrictions section of the San Joaquin County Council of Governments, "Airport Land Use Plan," dated 1993.*

Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

TABLE 11.2 RESIDENTIAL ZONING STANDARDS

Development Feature	Requirement by Zoning District			
	RE	LDR	MDR	HDR
Front Yard Setback Minimums				
Interior Living Area	20 ft	15 ft	15' ft / 9 ft*	10 ft
Porch	15 ft	7 ft	7 ft	6 ft
Garage	30 ft	18 ft	18 ft / 5 ft **	N/A
Swing-In Garage	15 ft	12.5 ft	N/A	N/A
Side Entry Garage	15 ft	15 ft	N/A	N/A
Side Setback Minimums				
Interior Living Area	13 ft	5 ft	5 ft	5 ft
Non-Enclosed Porch	5 ft	5 ft	5 ft	5 ft
Street Side	20 ft	10 ft	10 ft	10 ft
Detached Garage	5 ft	0 ft***	0 ft***	0 ft***
Zero Lot Line Side Yards	N/A	10 ft	10 ft	N/A
Rear Setback Minimum				
Interior Living Area	20 ft	10 ft	10 ft	10 ft
Street Side	30 ft	15 ft	10 ft	10 ft
Attached/Detached Garage with Front Access	10 ft	10 ft	N/A	N/A
Garage with Rear Access	N/A	5 ft	5 ft	4 ft
Patio Cover	N/A	7 ft	7 ft	N/A
Accessory Structure Rear Setback Minimum	5 ft	5 ft	5 ft	5 ft
Minimum Building Separation	10 ft	10 ft	10 ft	20 ft

* Front living area from public street (external to motor court) 15 feet minimum. Front living area from private street (motor court) 9 feet.
** Garages along private street shall be reduced to 5 feet.
*** Detached garages may be placed closer to the property line than 5 feet if certain criteria are met, including a one-hour firewall. Refer to the 2007 CA Building Code, Tables 601 and 602 for Type 5B and U building types and occupancy.
Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

as described in Section 11.3 of this Master Development Plan (Financing, Operating, and Maintenance of Public Improvements).

11.1.4 Development Code/Master Development Code

The Development Code (SMC Chapter 16) is one of the primary tools used by the City of Stockton to implement the goals, objectives, policies, and strategies established in the Stockton General Plan. The Development Code applies to all land uses, structures, subdivisions, and development within the City of Stockton as described in SMC Section 16-110.040.

11.1.5 Appeals, Amendments, & Minor Adjustments

The Tidewater Crossing Master Development Plan includes practical planning concepts that will provide planners and developers of future site development projects with the ability to meet unanticipated changes in market demand. Notwithstanding, amendments to the plan are anticipated. This Master Development Plan recognizes two types of plan amendments, including: (1) Minor Amendments, which the Community Development Director finds consistent with the intent and purpose of Tidewater Crossing Master Development Plan; and (2) Major Amendments, which include a request for an alternative project or use that the Community Development Director finds is not presently included as an alternative project or use within the Master Development Plan and is a project or use which is inconsistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan.

Minor Amendments

Minor amendments shall not be subject to public hearings. For example, changes in development intensity or residential density that do not exceed the intensity or density established by the Master Development Plan and considered by the Master Development Plan EIR, (e.g., lot line adjustments, a compatible land use change, or minor adjustments to the roadway or street system) do not require an extensive amendment process and shall be subject to the approval of the Community Development Director.

Major Amendments

Major amendments, including a request for a project or use that is not consistent with and does not share the same or similar characteristics of

an allowed use identified within the Master Development Plan, may be approved, provided that the City of Stockton Planning Commission and City Council approve the proposed project or use. Approval of Major Amendments to this Master Development Plan shall be subject to the following findings based upon substantial evidence presented at the public hearing:

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

Interpretation/Enforcement

Per SMC Section 16-525.130 (Compliance), a recorded Development Agreement and any terms, conditions, maps, notes, references, or regulations that are part of the Development Agreement shall be considered enforceable elements of the Municipal Code. In interpreting the provisions of any Development Agreement entered into in compliance with SMC Section 16-525.130, those provisions shall be read to fully effectuate, and to be consistent with, the language of SMC Division 16-525, State law, and the agreement itself.

Should any apparent discrepancies between the meaning of these documents arise, reference shall be made to the following documents in the following order:

1. The plain terms of the Development Agreement itself;
2. The provisions of Stockton Municipal Code 16-525.130; and
3. The provisions of State law.

Unless and until amended or canceled, in whole or in part, in compliance with SMC Section 16-525.120 (Modification or Termination of Development Agreement), a Development Agreement shall be enforceable by any party to the agreement, notwithstanding any change

in any applicable General Plan, Specific Plan, Precise Road Plan, or Master Development Plan, or zoning, subdivision, or building regulations adopted by the City that alters or amends the rules, regulations or policies specified in the Development Agreement.

Utility infrastructure requirements for water, sewer, storm drainage, and non-potable water shall not be superseded by elements of the Development Agreement, and such infrastructure shall be designed and constructed in accordance with the City's Standard Plans and Specifications.

Responsibility of Community Development Director
The Community Development Director has the authority to interpret the Master Development Plan. The Director must determine whether or not uses not specifically allowed by the MDP are similar in nature to uses allowed by the Plan. The Director is also authorized to issue a Site Plan approval if it is consistent with the adopted Master Development Plan.

Appeal to Planning Commission
Any administrative decision by the Community Development Director or designee may be appealed to the Planning Commission. Any decision by the Planning Commission may be appealed to the City Council.

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

11.1.7 Statement of Indemnity
The Master Development Plan applicant shall indemnify, defend, and hold harmless the City of Stockton, its agents, officers, and employees from any and all claims, actions, or proceedings against the City of Stockton, its agents, officers, and employees to attack, set aside, void, or annul any approval by the City of Stockton and its advisory agency, appeal board, or a legislative body concerning the Master Development Plan and its related documents.

11.2 PHASING/TRIGGERING

Development phasing within the Tidewater Crossing Master Development Plan Area will occur in phases responding to market demand and other economic factors as determined by the owner, developer, and/or successor-in-interest. Subsequent project phasing would only occur when road improvements, wastewater collection, water supply, storm drainage, and other infrastructure improvements necessary to adequately serve the users of the subsequent project phases are either fully constructed or operational, or would be constructed concurrently as part of the development that they would serve.

It is envisioned that the residential and commercial component of Tidewater Crossing Plan Area will consist of five (5) phases likely to be implemented over a number of years in response to market forces and that the industrial component will consist of one phase. The market for industrial land is highly unpredictable, and is dependent on available supply of zoned land, geographic location, infrastructure availability, market forces and other economic factors. Because the industrial phase holds the potential to be developed at anytime, before, during, or after any of the residential phases, the industrial phase has been labeled 1B. All necessary infrastructure to properly serve the industrial phase or a portion thereof, as described in Section 11.3.5, will need to be in place commensurate with development of said phase. Accordingly, two scenarios have been provided within this plan. The first scenario addresses the provision of infrastructure should the industrial area develop in tandem with any phase of the residential land uses. Under this scenario, the industrial area will be served with infrastructure extended through the residential area. An alternate scenario addresses the provision of necessary infrastructure should the industrial plan area develop prior to any of the residential phases. Under the alternative scenario, the industrial area will utilize infrastructure available within South Airport Way (refer to Section 11.3.6 for a detailed discussion).

A key goal in identifying a phasing plan for the project is to take advantage of the economics of scale in completing major elements of the project infrastructure at one time. However, absolute compliance with this subsection of this Plan is not to be a condition of approval, or grounds for disapproval, of any tentative parcel map, tentative subdivision map, vesting tentative parcel map, vesting tentative subdivision map, design review approval, conditional use permit, lot line adjustment, lot split, or

any other entitlement or approval granted for any of the lands subject to this Master Development Plan, so long as the infrastructure and public facilities needed to support the development contemplated by such action or approval will be completed prior to occupancy.

No construction of improvements shall be commenced nor shall any development be allowed that is dependent upon construction of public improvements unless and until the owner or subsequent developers, has provided assurance to the City of Stockton that the public improvements being constructed and/or required in connection with the proposed development would be constructed and completed in accordance with the standards set forth in this Master Development Plan and/or the Standard Specifications and Plans adopted by the City of Stockton. In the event of any conflict between the standards set forth in this Master Development Plan and the Standard Specifications and Plans adopted by the City of Stockton, the standards set forth in the Master Development Plan shall prevail. Such assurance of construction and completion may take the form of bonds or deposits (such as those required under the Subdivision Map Act) or the proceeds of assessment or other bonded indebtedness.

The Conceptual Phasing Diagram (Figure 11.1) is the anticipated phasing for Tidewater Crossing. The diagram is not intended to be regulation or ordinance.

11.3 FINANCING PUBLIC CAPITAL FACILITIES

11.3.1 Overview

This chapter sets forth a strategy to finance public capital facilities required for new development in the Tidewater Crossing Master Development Plan area. This is accomplished by:

- Coordinating a phasing plan while identifying relevant public capital facilities required to serve the Tidewater Crossing Master Development Plan area;
- Providing an analysis of the estimated costs required to provide public capital facilities; and,
- Identifying the sources of funding available to pay for the various types of public capital facilities and implementation of the applicable financing mechanisms.

Implementation of the financing plan will provide assurance that public capital facilities are constructed and available to serve new development in the Tidewater Crossing Master Development Plan area and mitigate its respective impact. The financing plan is based on engineering costs, land use plans, and development phasing plans provided by Carlson, Barbee, & Gibson, Inc. and Randall Planning & Design, Inc.

11.3.2 Public Works Projects

A summary of public capital facility requirements is provided below and identified by phase. As development progresses deviations from the anticipated phasing plans may occur.

11.3.3 Public Capital Facilities Phasing Plan

Phasing of the Tidewater Crossing Master Development Plan must be carefully coordinated to not only ensure a comprehensive and efficient build out, but to also allow for the financially feasible sequencing related to the construction of public capital facilities. Items such as in-tract roads, schools, and recreation facilities can be phased to match the pace of development and to respond to the growing needs of the community as they arise. Other factors influencing infrastructure phasing are market conditions, timing requirements for individual projects, financial considerations, and regulatory agency constraints. Public facilities will be constructed in phases as required to meet the demands of the project.

FIGURE 11.1 CONCEPTUAL PHASING DIAGRAM

11 X 17

REMOVE

The Tidewater Crossing Master Development Plan development is anticipated to occur over an eight to nine (8 – 9) year time period. Based on market conditions and other prevailing factors, it is estimated that the entire residential portion of the project will require up to 5 phases to complete, or approximately seven (7) years. It is estimated that the industrial portion of the project will require five to seven (5-7) years to complete. A diagram depicting each of the respective phasing areas is attached as Figure 11.1 "Phasing Diagram."

Public Capital Facilities – Residential – Phase 1

The development area included in Phase 1 is located in the northeastern portion of the Tidewater Crossing Master Development Plan area, which is also known as Village C. The following summarizes the public capital facilities necessary for Phase 1 of the Tidewater Crossing Master Development Plan.

Transportation

- Major Arterial Streets:
  Improvements to South Airport Way between UPRR and the East French Camp Slough Bridge, including, but not limited to frontage improvements, street widening, widening of the Airport Way bridge at the French Camp Slough, landscaped median and buffers, a planting strip, and a meandering pedestrian/bike sidewalk.
- Local residential streets
  Improvements to local residential streets including, but not limited to on street parking, a meandering pedestrian/bicycle pathway, and a landscape buffer.
- Installation of a traffic signal at South Airport Way and future Commercial Collector Street.[1]

Potable Water

- 8 to 12 inch water main located within the major arterial and collector roadways.
- Distribution water mains within interior neighborhoods.

1 Traffic signal location based on information provided by developer, subject to change.

Non-Potable Water

- 6 to 8 inch water mains located within the major arterial and collector roadways.

Sanitary Sewer

- 10 to 12 inch trunk sewer collection pipelines in backbone streets.
- 8 inch force main in Airport Way from Village C to C.E. Dixon (interim)
- Sewer collection pipelines within interior neighborhoods.
- Waste water lift station.

Storm Drainage

- 12 to 48 inch storm drainage pipelines in backbone streets.
- Detention Basin/Storm Water Quality Pond - Watershed Area 3
- Pump Station

Parks/Other

- Construction of a soundwall along the railroad and major roadways.
- Dedication of land and construction of miscellaneous greenbelt, open space, and entry features.

Public Capital Facilities – Residential – Phase 2

The development area included in Phase 2 begins east of the Union Pacific Railroad and ends at the French Camp Slough, and includes Villages A, Village B, and a portion of Village F. The following summarizes the public capital facilities necessary for Phase 2 of the Tidewater Crossing Master Development Plan.

Transportation

- Collector Streets:
  Improvements to neighborhood collector streets, including, but not limited to a planter strip, a meandering pedestrian/bike pathway, and parallel parking bays, where possible.
- Local residential streets
  Improvements to local residential streets including, but not limited to French Camp Slough Frontage on street parking, a meandering pedestrian/bicycle pathway, and landscape buffer.

Installation of traffic signals at East French Camp Road and future Medium Volume Local Street.

Potable Water

- 8 and 12 inch water mains located within the major arterial and collector roadways.
- Distribution water mains within interior neighborhoods.

Non-Potable Water

- 6 to 8 inch water mains located within the major arterial and collector roadways.

Sanitary Sewer

- 10 to 30 inch trunk sewer collection pipelines in backbone streets.
- Sewer collection pipelines within interior neighborhoods.
- Regional waste water lift station.

Storm Drainage

- 30 to 48 inch storm drainage pipelines in backbone streets.
- Detention Basin/Storm Water Quality Pond - Watershed Area 2

Parks/Other

- Construction of a soundwall along the railroad and Dudley Road properties.
- Dedication of land and construction of a neighborhood park.
- Dedication of land and construction of miscellaneous greenbelt, open space, and entry features.

Public Capital Facilities – Residential – Phase 3

The development area included in Phase 3 is located north of South Airport Way and west of French Camp Slough, including Villages D, Village E, half of Village F and a portion half of the commercial parcel. Phase 3 will also consist of approximately 8.3 acres for commercial land use. The following summarizes the public capital facilities necessary for Phase 3 of the Tidewater Crossing Master Development Plan.

Transportation

- Major Arterial Streets:
  Improvements to South Airport Way between the East French Camp Slough Bridge and the west end of the project, including, but not limited to frontage improvements, street widening,

a landscaped median and buffers, a planting strip, and a meandering pedestrian/bike sidewalk.

- Local residential streets
  Improvements to local residential streets including, but not limited to on street parking, a meandering pedestrian/bicycle pathway, and a landscape buffer.
- Installation of traffic signals at South Airport Way and future Neighborhood Collector Street.[2]

NOTE: Prior to the preparation of any improvement plans for development occurring within the commercial area, the owner, developers, and/or successors-in-interest shall consult with the Public Works Department regarding the reservation of right-of-way for a roadway which would link the industrial area through the commercial area to South Airport Way.

Potable Water

- 8 to 16 inch water main located within the major arterial and collector roadways.
- Distribution water mains within interior neighborhoods.

Non-Potable Water

- 6 to 8 inch water mains located within the major arterial and collector roadways.

Sanitary Sewer

- 18 to 30 inch trunk sewer collection pipelines in backbone streets.
- Sewer collection pipelines within interior neighborhoods.

Storm Drainage

- 30 to 36 inch storm drainage pipelines in backbone streets.

Parks/Other

- Construction of a soundwall along major roadways.
- Construction of half of the Commercial Parcel.
- Dedication of land and construction of a neighborhood park.[3]
- Dedication of land and construction of miscellaneous greenbelt, open space, and entry features.

2 Traffic signal location based on information provided by developer, subject to change.
3 Developer will dedicate land and pay development impact fees, which will be utilized to build the park sites.

Public Capital Facilities – Residential – Phase 4

The development area for Phase 4 is located south of South Airport Way and east of East French Camp Road, including Villages I, J, K, L, M, and N. Phase 4 also includes approximately 8.3 acres for commercial land use. The following summarizes the public capital facilities necessary for Phase 4 of the Tidewater Crossing Master Development Plan.

Transportation

- Major Arterial Streets:
  Improvements to East French Camp between UPRR and the Plan Area's southern boundary, including, but not limited to, French Camp Road frontage improvements, street widening, a landscaped median and buffers, a planting strip, and a meandering pedestrian/bike sidewalk.
- Collector Streets:
  Improvements to neighborhood collector streets, including, but not limited to a planter strip, a meandering pedestrian/bike pathway, and parallel parking bays, where possible.
- Local residential streets
  Improvements to local residential streets including, but not limited to on street parking, a meandering pedestrian/bicycle pathway, and a landscape buffer.
- Installation of traffic signals at East French Camp Road and future Entry Collector Street.[4]

NOTE: Prior to the preparation of any improvement plans for development occurring within the commercial area, the owner, developers, and/or successors-in-interest shall consult with the Public Works Department regarding the reservation of right-of-way for a roadway which would link the industrial area through the commercial area to South Airport Way.

Potable Water

- 8 to 16 inch water mains located within the major arterial and collector roadways.
- Distribution water mains within interior neighborhoods.

4 Traffic signal location based on information provided by developer, subject to change.

Non-Potable Water

- 6 to 8 inch water mains located within the major arterial and collector roadways.

Sanitary Sewer

- 10 to 15 inch trunk sewer collection pipelines in backbone streets.
- Sewer collection pipelines within interior neighborhoods.

Storm Drainage

- 30 to 54 inch storm drainage pipelines in backbone streets.
- Detention Basin/Storm Water Quality Pond – Watershed Area 1

Parks/Other

- Construction of a soundwall along major roadways.
- Construction of half of the Commercial Parcel
- Dedication of land and construction of a neighborhood/community park.[5]
- Dedication of land and construction of miscellaneous greenbelt and trail, open space, and entry features.

Public Capital Facilities – Residential – Phase 5

The development area for Phase 5 is located south of South Airport Way and west of the Union Pacific Railroad, including Villages G and H. The following summarizes the public capital facilities necessary for Phase 5 of the Tidewater Crossing Master Development Plan.

Transportation

- Collector Streets:
  Improvements to neighborhood and commercial collector streets, including, but not limited to a planter strip, construction of the bridge at the French Camp Slough, a meandering pedestrian/bike pathway, and parallel parking bays, where possible.
- Local residential streets
  Improvements to local residential streets including, but not limited to on street parking, a meandering pedestrian/bicycle pathway, and a landscape buffer.

5 Developer will dedicate land and pay development impact fees, which will be utilized to build the park sites.

Potable Water

- 8 to 12 inch water mains located within the major arterial and collector roadways.
- Distribution water mains within interior neighborhoods.

Non-Potable Water

- 6 to 8 inch water mains located within the major arterial and collector roadways.

Sanitary Sewer

- 12 to 15 inch trunk sewer collection pipelines in backbone streets.
- Sewer collection pipelines within interior neighborhoods.

Storm Drainage

- 30 to 54 inch storm drainage pipelines in backbone streets.

Parks/Other

- Construction of a soundwall along railroad and major roadways.
- Dedication of land and construction of miscellaneous greenbelt, open space, and entry features.

11.3.4 Public Capital Facilities – Industrial - Phase 1

The industrial park development is located south of Weber Slough and east of the spur line of the Union Pacific Railroad. The following summarizes the public capital facilities necessary for the industrial park development of the Tidewater Crossing Master Development Plan.

Transportation

- Local Industrial Streets:
  Extension of R.A. Bridgeford Street from Stimson Street to State Route 99 including, but not limited to a bridge over Weber Slough, landscaped planting strip, center turning lane, and a meandering pedestrian/bike sidewalk.
- Installation of a traffic signal at Stimson Street and Airport Way.[6]

Potable Water

- 12 to 24 inch water mains located within the major arterial and collector roadways.
- Distribution water mains within interior industrial park.

6 Traffic signal location based on information provided by developer, subject to change.

- Extension of 24 inch water main north along the west State Route 99 frontage road to Quantas lane.

Non-Potable Water

- 6 to 8 inch water mains located within the major arterial and collector roadways.

Sanitary Sewer

- 15 to 24 inch trunk sewer collection pipelines in backbone streets.
- Sewer collection pipelines within interior industrial park.

Storm Drainage

- 36 to 84 inch storm drainage pipelines in backbone streets.
- Detention Basin/Storm Water Quality Pond – Watershed Area 4

11.3.5 Public Capital Facilities - Industrial Phasing 1B (Alternate Scenario)

This section summarizes the Public Capital Facilities that would be needed to serve the industrial park should it develop prior to the planned residential phases. The project proponent, land owner and / or successor-in-interest will coordinate the provisioning of infrastructure with the City of Stockton Municipal Utility Department and will prepare the appropriate studies to determine system flows, capacities, etc.

Transportation

- Local Industrial Streets:
  Extension of R.A. Bridgeford Street from Stimson Street to State Route 99 including, but not limited to a bridge over Weber Slough, landscaped planting strip, center turning lane, and a meandering pedestrian/bike sidewalk.
- Installation of a traffic signal at Stimson Street and Airport Way.[7]

Potable Water

- All potable water mains east of Airport Way, through the future commercial site and east of the Union Pacific Railroad spur line as depicted in Fig. 6.1 will be required to properly serve the industrial area. The 24" water main that is required along the existing State Route 99 Frontage Road. Tie-ins to existing water will be required on Airport Way as well as on Quantas Lane.

7 Traffic signal location based on information provided by developer, subject to change.

Non-Potable Water

- All non-potable water mains and potential wells as depicted in Fig. 6.2 east of the Union Pacific Spur Line will be required to properly serve the industrial area and stub west to serve the future residential phases.

Sanitary Sewer

- All sanitary sewer trunk lines as depicted in Fig. 6.3 east of the Airport Way and north of French Camp Slough will be required to properly serve the industrial area. The temporary lift station currently proposed to serve neighborhood C, M and the commercial parcel would instead serve the industrial area. At the time that the French Camp Slough crossing and connection to the existing 66-inch line at Industrial Drive is complete, and the necessary infrastructure extended to intercept flows, the temporary pump station will be abandoned and flows rerouted to the regional sewer-pump station located on French Camp Road.

Storm Drainage

- The current stormwater management system for the industrial area as depicted in Fig. 6.4 & 6.5 can be implemented independently to properly serve the industrial area.

Flood Control

- An interim solution to address flood control will include the removal of the pads for the industrial buildings and any public streets out of the 100 year flood zone. An ultimate flood control solution similar to that presented in this Master Development Plan will need to be implemented to remove the remaining plan areas south of French Camp Slough out of the flood plain.

11.3.6 Public Capital Facilities – Flood Control

The following summarizes the public capital facilities necessary for the flood control improvements associated with the Tidewater Crossing Master Development Plan.

Detention Basin

- Improvements including, but not limited to earthwork, a concrete gate structure, a concrete inlet channel, a concrete spillway/energy dissipater, and a monitoring station.

Pump Station

- Improvements including, but not limited to pumps, an intake structure, housing, an electrical system, a generator, fencing, a trash rack, and an outfall structure.

Earthen Levee

- Levee improvements along French Camp Slough, Lone Tree Creek, Weber Slough, and Little Johns Creek.
- Dedication of land and construction of levee bike path/trails.

Weber Slough

- Improvements including, but not limited to a 14 foot by 4 foot box culvert, a diversion structure, a collector channel, a 96" drain pipe, and right-of-way acquisition.

11.3.7 Estimated Cost of Public Capital Facilities

Table 11.3 summarizes the public capital facilities required for the residential, commercial, and industrial project build out and their estimated total costs. Table 11.3 also summarizes the total facility costs required for the major flood control project. As shown, the project is anticipated to incur approximately $170 million in public capital facilities costs. A significant proportionate share of the total cost, approximately $45.6 million, or 27% of the total cost, is allocated to flood control improvements, which are required to be in place prior to completion of Phase 1 of the residential project.

Based on the preliminary phasing plan described in Section 11.3.3, Table 11.4, Public Capital Facilities – Residential Phasing Cost Estimate, summarizes facility cost obligations on a phase by phase basis for the residential portion of the project.

Table 11.5, Public Capital Facilities – Commercial, Industrial Park, and Flood Control Project Cost Estimate, summarizes facility cost obligations for the commercial, industrial park, and flood control portions of the project. Development phasing will be a function of market demands, which have not been determined at this time.

11.3.8 Overall Financing Policies

A number of strategic and creative mechanisms may be used to fund public capital facilities required for the Tidewater Crossing Master

Development Plan. The ultimate type of financing mechanisms will be determined by property owners based on a technical analysis of costs, financing requirements, duration of funding, reimbursement requirements, absorption rates, and market strategies. Each alternative will be consistent with the conditions identified in the City of Stockton Municipal Code, where applicable.

11.3.9 Specific Financing Policies

This section describes the key features of the funding mechanisms available to the property owners. The mechanisms discussed in this section fall into seven distinct categories.

1. Formation of land-secured financing districts.
2. Federal, State, County, or local funding.
3. Development Impact Fees.
4. Developer equity, conventional financing, and other forms of private financing.
5. Private Cost Sharing/Reimbursement Agreement.
6. Quimby Act and Parks Reimbursement.
7. Area of Benefit.

The following describes the seven types of funding sources. Table 11.6, which appears later in this section, identifies which types of funding sources are available and/or are proposed for the various types of public capital facilities required for the Tidewater Crossing Master Development Plan area. The actual amount of funding provided through each of the funding sources cannot be accurately determined at this time due to a variety of reasons, such as market issues effecting land secured financing capacity, and the ongoing revisions to the City traffic fee update, to name a few. As a result this section provides the "roadmap" describing how the capital facilities can be financed and a specific financing plan identifying actual amounts of funding will be determined as more information is known.

Land-Secured Financing

Land-secured financing for public capital facilities generally involves either Assessment Districts or Community Facilities Districts. Given the flexibility that would be required to meet the unique needs within the Tidewater Crossing Master Development Plan area, a Community Facilities District would likely be the selected form of land-secured financing.

TABLE 11.3 PUBLIC CAPITAL FACILITIES -- COST ESTIMATE SUMMARY

	Total Buildout		Residential		Commercial		Industrial		Flood Control	
	Est. Cost (000's)	%	Est. Cost (000's)	%	Est. Cost (000's)	%	Est. Cost (000's)	%	Est. Cost (000's)	%
MAJOR PUBLIC FACILITIES										
Transportation	$76,654	45%	$61,781	48%	$672	77%	$14,202	69%	$-	0%
Water	$12,894	8%	$11,225	9%	$43	5%	$1,626	8%	$-	0%
Sewage	$22,828	13%	$21,969	17%	$25	3%	$833	4%	$-	0%
Drainage	$14,371	8%	$11,037	9%	$85	10%	$3,249	16%	$-	0%
Major Flood Control (A)	$21,561	13%	$-	0%	$-	0%	$-	0%	$21,561	100%
Total Major Public Facilities Cost	**$148,308**	**87%**	**$106,012**	**83%**	**$825**	**94%**	**$19,910**	**97%**	**$21,561**	**100%**
OTHER PUBLIC FACILITIES										
Landscape Corridors, Parks, & Soundwalls	$22,438	13%	$21,777	17%	$52	6%	$609	3%	$-	0%
Total Other Public Facilities Cost	**$22,438**	**13%**	**$21,777**	**17%**	**$52**	**6%**	**$609**	**3%**	**$-**	**0%**
TOTAL	**$170,746**	**100%**	**$127,790**	**100%**	**$877**	**100%**	**$20,520**	**100%**	**$21,561**	**100%**
TOTAL % BY TYPE		100.0%		74.8%		0.5%		12.0%		12.6%

Footnotes:
(A) Includes 1700 AC-Ft Detention Basin, Pump Station, Earthen Levee, and Weber Slough Improvements.

TABLE 11.4 PUBLIC CAPITAL FACILITIES -- RESIDENTIAL COST ESTIMATE

	Total Buildout			Phase 1		Phase 2		Phase 3		Phase 4		Phase 5	
	Est. Cost (000's)	%		Est. Cost (000's)	%	Est. Cost (000's)	%	Est. Cost (000's)	%	Est. Cost (000's)	%	Est. Cost (000's)	%
MAJOR PUBLIC FACILITIES													
Transportation	$61,781	58%		$13,118	55%	$10,976	34%	$10,482	53%	$16,973	45%	$10,231	75%
Water	$11,225	11%		$1,837	8%	$2,295	7%	$2,098	11%	$3,164	8%	$1,831	13%
Sewage	$21,969	21%		$4,967	21%	$12,539	39%	$1,528	8%	$2,394	6%	$540	4%
Drainage	$11,037	10%		$1,553	6%	$2,433	7%	$1,405	7%	$5,219	14%	$427	3%
Major Flood Control	$-	0%		$-	0%	$-	0%	$-	0%	$-	0%	$-	0%
Total Major Public Facilities Cost	$106,012	83%		$21,476	89%	$28,244	87%	$15,513	79%	$27,750	73%	$13,029	96%
OTHER PUBLIC FACILITIES													
Landscape Corridors, Parks, & Soundwalls	$21,777	17%		$2,531	11%	$4,247	13%	$4,081	21%	$10,364	27%	$555	4%
Total Other Public Facilities Cost	$21,777	17%		$2,531	11%	$4,247	13%	$4,081	21%	$10,364	27%	$555	4%
TOTAL	$127,790	100%		$24,007	100%	$32,491	100%	$19,594	100%	$38,114	100%	$13,584	100%
TOTAL % BY PHASE		100%			18.8%		25.4%		15.3%		29.8%		10.6%

TABLE 11.5 PUBLIC CAPITAL FACILITIES – COMMERCIAL, INDUSTRIAL PARK, AND FLOOD CONTROL PROJECT COST ESTIMATE

	Commercial			Industrial			Flood Control	
	Est. Cost (000's)	**%**		**Est. Cost (000's)**	**%**		**Est. Cost (000's)**	**%**
MAJOR PUBLIC FACILITIES								
Transportation	$672	77%		$14,202	69%		$-	0%
Water	$43	5%		$1,626	8%		$-	0%
Sewage	$25	3%		$833	4%		$-	0%
Drainage	$85	10%		$3,249	16%		$-	0%
Major Flood Control (A)	$-	0%		$-	0%		$21,561	100%
Total Major Public Facilities Cost	**$825**	**94%**		**$19,910**	**97%**		**$21,561**	**100%**
OTHER PUBLIC FACILITIES								
Landscape Corridors, Parks, & Soundwalls	$52	6%		$609	3%		$-	0%
Total Other Public Facilities Cost	**$52**	**6%**		**$609**	**3%**		**$-**	**0%**
TOTAL	**$877**	**100%**		**$20,520**	**100%**		**$21,561**	**100%**

Footnotes:
(A) Includes 1700 AC-Ft Detention Basin, Pump Station, Earthen Levee, and Weber Slough Improvements.

The Mello Roos Community Facilities District Act of 1982 established a means to finance certain public capital facilities and services through the sale of CFD bonds. A Mello-Roos tax can be used to finance the purchase, construction, expansion, improvement or rehabilitation of real property with a useful life of five years or more. It can pay for other capital facilities including, but not limited to:

- local park, recreation, and open-space facilities;
- parkway facilities;
- elementary and secondary school sites and structures that meet the building area and cost standards of the State Allocation Board;
- fire stations;
- highway interchanges;
- water and sewer systems;
- libraries;
- child care facilities;
- the under grounding of utilities;
- acquisition, improvement, rehabilitation, or maintenance of public or private property for the purpose of removing or cleaning up hazardous materials;
- work found necessary to bring public or private buildings into compliance with seismic safety standards or regulations;
- any governmental facilities which the legislative body creating the CFD is authorized by law to contribute revenue to, own, construct, or operate;
- acquisition, improvement rehabilitation, or maintenance of real or other tangible property, whether publicly or privately owned, for the purpose of removal or remediation of any hazardous substance; and,
- the repair and abatement of damage caused to privately owned buildings and structures by soil deterioration provided (a) the vote on the question of imposition of the special tax is unanimous, and (b) the work to be financed is certified as necessary by local building codes.

A Mello-Roos CFD may also fund the following services, provided that the services are in addition to those services already provided in the territory and do not replace existing services:

- police protection (including the provision of jails and detention facilities);
- fire protection and suppression;
- ambulance and paramedics;
- flood protection;
- recreation program and library services and additional funds for the operation and maintenance of parks, parkways, open space, museums, and cultural facilities (this final service cannot be approved through a landowner election); and,
- removal or remedial action for cleanup of any hazardous substance.

Federal, State, County, or Local Funding

Federal, state, county, or local funding may be utilized to fund capital facilities through various funding sources such as voter approved measures, including Measure K for transportation and Measure W for public safety. Other funding sources from federal, state and local agencies may become available in the form of grants or loans.

Development Impact Fees

Development impact fees may be used to finance regional and citywide public capital facilities. These fees are used to pay for costs of public capital facilities that the development will cause. Fees are typically paid when building permits are issued. Fees are charged to fund traffic mitigation measures (i.e. streets, traffic signals, bridges, bike lanes, and sidewalks), storm drainage and flood control facilities, water and sewer facilities, park improvements, and public buildings including libraries, police and fire facilities. If public capital facilities fall within the agencies development impact fee program, developer will be eligible for credit and or reimbursement against such fee obligation.

Private Financing

Private developers may construct many of the public capital facilities that are required to serve the Tidewater Crossing Master Development Plan area, using cash, funds from private investors, lines of credit, conventional lending sources, and other sources of private financing.

Private Cost Sharing/Reimbursement Agreement

Public capital facilities that directly benefit other properties within the Tidewater Crossing Master Development Plan area pay their proportionate share of costs upon some equitable factor. In the case where

one property would develop before other benefiting properties, and constructs the infrastructure necessary for all benefiting properties, the provider of shared infrastructure will be entitled to reimbursement of costs.

Quimby Act and Parks Reimbursement

Cities and counties have been authorized since the passage of 1975 Quimby Act to pass ordinances requiring developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. The act ensures open space acreage in jurisdictions adopting Quimby Act standards of 3-5 acres per 1,000 residents.

Area of Benefit

The purpose of an Area of Benefit is to make a provision for assessing and collecting fees as a condition of approval of a map, condition of development approval, or as a condition of issuing a building permit. The Area of Benefit shall be established so long as the construction of public capital facilities or improvements provided for by the Area of Benefit fees is required for subsequent developments, and that the fees are fairly apportioned within the area on either: (i) the basis of benefits conferred on property proposed for development; or (ii) the need for such facilities created by the proposed development and development of other property within the area.

Funding Sources Table

Table 11.6 identifies funding sources available for the public capital facilities required for the Tidewater Crossing Master Development Plan area.

The implementation of the financing strategy will be conducted in cooperation with the City. The actual funding mechanisms utilized will be determined based on evolving market conditions, project development plans, and other financial considerations, as described previously in this section.

11.3.10 Financing Operating & Maintenance of Public Improvements

The Tidewater Crossing Master Development Plan area may participate in and/or create special districts to fund the ongoing operation and

maintenance of public improvements within the Plan area and/or citywide improvements. Some City services, such as police and fire, are currently receiving funding through Measure W. Transportation services, such as railroad crossing safety, congestion relief, street repair, and roadway safety, are currently receiving funding through Measure K.. The Tidewater Crossing Master Development Plan area shall utilize a CFD, assessment district, or homeowner's association ("HOA") to finance the recurring costs of the operation and maintenance of roadways, storm drain systems, and streetlights.

According to the City of Stockton Municipal Code 16-355.250 – Landscaping, the owners, developers, and/or successors-in-interest shall provide a mechanism or system for the permanent maintenance of any common area or open space landscaping, either a HOA or incorporation into the City's Consolidated Landscape Maintenance District ("District"). According to the City of Stockton Municipal Code 16-350.030, if a development is following Planned Development Permit standards, the applicant shall provide "a plan for maintenance and a mandatory homeowners' association to provide permanent maintenance of the common area."

The establishment of a new District zone or HOA is proposed for the Plan Area. The District will pay for the costs of ongoing maintenance and improvement of all publicly accessed parks and open space including community and neighborhood parks. The District or HOA would fund the maintenance of the remaining open space areas. The District or HOA will be assessed or charged fees according to the specific costs associated with the landscaping requirements of that District or HOA. Generally, the District or HOA will be responsible for maintaining improvements including irrigation and sprinkler systems, shrubs, turf, trees, and bushes in all public spaces such as parks, greenbelts, detention basins, right of way, and medians; and equipment in public parks such as shade structures, drinking fountains, and play equipment. Each property owner will be assessed annually for a portion of the maintenance costs in the District or HOA. Some of the costs of the District or HOA include: routine maintenance and mowing contracts; equipment repair; weed abatement; shrub and tree pruning; radios and computers; irrigation parts and controllers; water; electricity; fertilizer and other chemicals; vehicles and vehicle maintenance; and other administrative costs to operate the District or HOA. Operation, maintenance, and replacement cost related to storm

TABLE 11.6 PUBLIC CAPITAL FACILITIES -- POTENTIAL FUNDING SOURCES

Capital Facility	Community Facilities Districts "CFD"	Federal, State, County,or Local Funding	Development Impact Fees	Private Financing	Private Cost Sharing/ Reimbursement Agreement	Quimby Act and Parks Reimbursement	Land Dedication	Area of Benefit
Transportation	x	x	x	x	x			x
Water	x		x	x	x			x
Sewer	x		x	x	x			x
Drainage/Flood Control	x	x	x	x	x			x
Parks and Recreation	x		x	x	x	x	x	x
Public Safety	x	x	x	x				x
Electric Service*	x			x				
Natural Gas*	x			x				
Telephone*	x			x				

* May be funded through a CFD, although not to exceed 5.0% of total financing.

drainage improvements are anticipated to be funded through either an assessment district or a CFD.

The final determination by the City of the project maintenance districts (assessment district, CFD, and/or HOA) annual cost will be the net of any and all local funds generated by development of the Project as determined by the appropriate fiscal impact analysis. The following Table 11.7 summarizes various programs of which the Project will establish a funding mechanism to satisfy operations and maintenance requirements.

The fiscal impact analysis will collectively evaluate the costs of all the Programs listed above in Table 11.7 and the offsetting revenues, including property tax, document transfer tax, sales and use tax, gas tax, and other general fund revenues generated by the Tidewater Crossing Master Development Plan area.

The net fiscal impact, if a deficit, will be mitigated by the appropriate financing strategies as identified above. The fiscal impact analysis will be provided under a separate submittal.

TABLE 11.7 OPERATIONS AND MAINTENANCE FINANCING STRATEGIES		
Program	**Annual Cost**	**Financing Strategy**
Police and Fire services	To be determined	Measure W
Roadway maintenance	To be determined	Assessment District
Storm Drainage maintenance	To be determined	Assessment District or CFD
Streetlight maintenance	To be determined	Landscape Maintenance Assessment District or Home Owners Association
Parks maintenance	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Greenbelt maintenance	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Detention Basin maintenance	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Right of Way maintenance	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Median Landscaping maintenance	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Storm water quality treatment systems	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Lakes	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Non-potable water distribution system	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD
Non-potable water diversion structures and delivery from French Camp Slough	To be determined	Landscape Maintenance Assessment District, Home Owners Association, or CFD

CHAPTER TWELVE: ENVIRONMENTAL REVIEW

California Environmental Quality Act
Summary of Environmental Issues/Impacts
Summary of Potential Mitigation Measures

Chapter Twelve: Environmental Review

12.1 CALIFORNIA ENVIRONMENTAL QUALITY ACT

An Environmental Impact Report (EIR) will be prepared for the Tidewater Crossing site pursuant to the California Environmental Quality Act (CEQA). CEQA requires every significant project to evaluate the impacts of the proposed development on the community and environment. Specific impacts will be discussed in the EIR and submitted to the City of Stockton under a separate cover.

12.2 SUMMARY OF ENVIRONMENTAL ISSUES/IMPACTS

The Notice of Preparation (NOP) and Initial Study of the Environmental Impact Report have been prepared for the Tidewater Crossing Master Development Plan by LSA Associates, Inc. The following is a preliminary overview of potential impacts and any associated mitigation measures. Only items identified as having potential impacts have been listed here. For a complete discussion of all issues, refer to the Initial Study.

12.2.1 Aesthetics

Would the project:

Substantially degrade the existing visual character or quality of the site and its surroundings?

The project will not substantially degrade the existing visual character or quality of the site and its surroundings. However, the project will change the existing visual character of the site and surroundings, transitioning from a rural/agrarian character to an urban character. The exception occurs to the north where the project abuts the Stockton Metropolitan Airport, also a highly urbanized use. Views of the project area from the west, south and east will change due to the conversion of land from agriculture to urban uses. Potential project visual effects may occur at the rural/urban interface.

Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project will create substantial new sources of light. After project buildout, there will be new sources of light and glare, primarily during nighttime hours, associated with the proposed residential, commercial and industrial uses. Light/glare from the light industrial

land uses could be significant, especially if the uses operate on a 24-hour basis. However, the planned industry will be isolated from the existing and planned residential uses. As a result of the distance/buffers, industrial lighting should not create a light/glare impact. Glare from residential structures is not expected to be significant due to the traditional use of non-glare construction materials. The planned development will require street lighting, which will introduce a significant, persistent light source where there previously was none. This new light source may negatively impact wildlife species located within, near, or traveling through the project area.

12.2.2 Agricultural Resources

Would the project:

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

As identified on the Farmland Mapping and Monitoring Program, portions of the project site are considered Prime Farmland and Farmland of Statewide Importance. Additionally, three of the four soils mapped on the project site are Prime Farmland and Farmland of Statewide Importance soils (Hollenbeck silty clay 0 to 2 percent slopes, Stockton clay 0 to 2 percent slopes, and Veritas fine sandy loam 0 to 2 percent slopes). The proposed project will convert 352 acres of Prime Farmland and 520 acres of Farmland of Statewide Importance. The conversion of Farmland to urban uses will create a net loss of agricultural land within San Joaquin County.

Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?

Currently, the project is zoned for agricultural and industrial uses under the San Joaquin County General Plan. Implementation of the proposed project includes a City of Stockton General Plan Amendment that would bring the project site under the jurisdiction of the City of Stockton. Once this entitlement is approved, the project would be consistent with the City's General Plan. Planned uses include residential and industrial uses that would eliminate agricultural uses.

Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

Other lands immediately surrounding the project site that remain in agricultural production are outside of the City of Stockton's jurisdiction, and are outside of the urban services boundary/sphere of influence. As a result, conversion of adjacent agricultural lands to urban uses would require the extension of the urban services boundary and a sphere of influence amendment if those lands are ultimately considered for annexation to the City of Stockton. In addition, amendments to the City's General Plan and re-zoning would be required, as well as further environmental review.

12.2.3 Air Quality

Conflict with or obstruct implementation of the applicable air quality plan?

The project plan would be inconsistent with the Air Quality Attainment Plan due to the change in General Plan land use from agricultural to urban.

Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project may contribute to an existing air quality violation. The City of Stockton and San Joaquin County lie within the San Joaquin Valley Air Pollution Control District. The Air District is in non-attainment for ozone, PM10 and NOx. It is likely that stationary and mobile sources generated by the proposed project will contribute towards further non-attainment for the region. Construction equipment emissions will also temporarily exceed thresholds for air pollutants. The proposed land use mix will generate a positive jobs-to-housing ratio thus improving the regional air quality conditions accordingly.

Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a nonattainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?

The project may result in a net increase of criteria pollutants in a nonattainment area. The proposed project will introduce residential, commercial, and industrial uses creating a balanced mix of land uses and positive jobs-to-housing ratio. This could potentially reduce

commute distances in the region and improve long-range air quality conditions. Nonetheless, the project will introduce a significant number of new vehicles to the area on a permanent basis. This could create conditions which exceed established thresholds for CO, ozone, and other pollutants related to vehicle exhaust emissions. Uses associated with industrial operations may introduce air pollutants to the area.

The use of construction equipment on site would increase localized vehicle exhaust emissions while grading activities would exceed the defined thresholds for dust emissions. The construction related impacts are short-term in nature. However, on a cumulative basis, when combined with other development projects, project construction would generate fugitive dust and pollutant emissions that could be significant. An air quality analysis will be prepared for the project.

Expose sensitive receptors to substantial pollutant concentrations?

The project may expose sensitive receptors to criteria pollutant concentrations generated by traffic sources, or from project-related land uses and/or adjacent and use point sources. Industrial uses will be located near residential uses. Light industrial uses are proposed within the project limits that should not contribute hazardous air pollutants (compared with heavy industry). Additionally, the proximity of the Stockton Metropolitan Airport may introduce air pollutants to the proposed residential uses. However, it is expected that, as a result of the frequency of air traffic, combined with the distance to residential uses, air-traffic related pollutants should not present a health hazard. Increases in criteria vehicular traffic-related pollutants are expected and could result in a health hazard for persons residing within or adjacent to the project in the future. An air quality analysis will be prepared and will identify the potential air quality impacts on sensitive receptors, including a general health risk assessment should pollutant concentrations exceed State or Federal air quality standards.

12.2.4 Biological Resources

Would the project:

Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The project may create adverse effects on special status species, due to the conversion of potential habitat. The project site possesses suitable habitat for Swainson's hawk, giant garter snake, and burrowing owls. Development of the site may impact suitable habitat present for these special status species.

Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

Although the areas along French Camp Slough and a portion of the South Fork of Little John's Creek will be designated as open space, the project may impact this riparian habitat and some oak trees. If riparian vegetation along French Camp Slough and a portion of the South Fork of Little John's Creek is removed as part of the project, a Streambed Alteration Agreement will be required by CDFG.

Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?

A Biological Resources Evaluation will be prepared for the proposed project. Waters of the U.S. and potential impacts will be identified.

Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The project site is within the mapped boundaries for lands covered by the SJMSCP. Once the project site is annexed into the city, the project applicant will be required to adhere to the provisions outlined in the habitat plan.

If oak tree resources are affected, the applicant will be required to conform to the City's Oak Tree preservation policy and ordinance requirements.

Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?

The project site is within the mapped boundaries for lands covered by the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The proposed project will comply with conditions set forth in the SJMSCP for Swainson's hawk, giant garter snake, burrowing owl and other special status species. The project applicant will be required to comply with the SJMSCP fee program any other relevant City conditions and fees.

12.2.5 Cultural Resources

Would the project:

Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

The Stockton Metropolitan Airport Master Plan states "that there were two areas where Native American artifacts were encountered at the ground surface." Due to the proximity of the airport north of the project, the potential for cultural sites to exist within the project boundary cannot be ruled out.

Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Historic archaeological resources and activities are known to have occurred in the area. An inventory and analysis of any such resources will need to occur on the project site.

12.2.6 Geology and Soils

Would the project:

Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

The project site is comprised of the following soil types:

Hollenbeck silty clay 0 to 2 percent slope: This moderately well drained, nearly level soil is in interfan basins. It is deep to a hardpan. It is formed in alluvium derived from mixed rock sources. Permeability is slow. Available water capacity is moderate. The shrink-swell potential is high. Depth to the water table is more than 6 feet, but water may be briefly perched above the hardpan. Runoff is slow, and the hazard of water erosion is slight.

Jacktone clay, 0 to 2 percent slopes: This somewhat poorly drained, nearly level soil is in basins. It is moderately deep to a hardpan. It is formed in alluvium derived from mixed rock sources. Drainage has been improved by levees and reclamation projects. Permeability is slow. Water capacity is moderate. The shrink-swell potential is high. Depth to the water table is more than 5 feet, but water may be briefly perched above hardpan. Runoff is slow, and the hazard of water erosion is slight.

Stockton clay 0 to 2 percent slopes: This somewhat poorly drained, nearly level soil is in basins. It is deep to a hardpan. It is formed in alluvium derived from mixed rock sources. Drainage has been improved by levees and reclamation projects. Permeability is slow. Available water capacity is moderate. The shrink-swell potential is high. Depth to the water table is more than 5 feet, but water may be briefly perched above the hardpan. Runoff is slow, and the hazard of water erosion is slight.

Veritas fine sandy loam 0 to 2 percent slopes: This moderately well drained, nearly level soil is on low fan terraces. It is deep to a hardpan. It is formed in alluvium derived from mixed rock sources. Permeability is moderately rapid. Available water capacity is moderate. Depth to the water table is more than 6 feet, but water may

be briefly perched above the hardpan. Runoff is slow, and the hazard of water erosion is slight.

Result in substantial soil erosion or the loss of topsoil?

Construction of the proposed project would require grading for proposed roadways and infrastructure. These activities will create ground disturbance which may lead to erosion on unprotected graded surfaces if exposed to rainfall and surface run-off.

It should be noted that site development will eliminate the effects of wind and water erosion associated with previous agricultural operations. With an increase in paved surfaces associated with development, soil surfaces will be protected in place and should reduce sedimentation of adjacent resources.

12.2.7 Hazards and Hazardous Materials

Would the project:

Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

With proposed light industry, the project should not involve the transport, use, or disposal of hazardous materials within those uses. Therefore, the project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

Any hazardous substances that may be involved with construction activities will be identified on a Spill Prevention and Counter-Measure Plan (SPCMP) developed for the project. This SPCMP will identify all hazardous substances, methods for cleanup, and measures to protect construction workers.

Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Light industrial uses are planned for the project, which typically do not utilize hazardous materials or substances. Nevertheless, the

planned industrial uses will be located over one-quarter mile from planned school facilities (approximately 2,400 feet). In addition, the planned elementary school will be located approximately one-quarter mile from the Union Pacific Railroad.

Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?

The proposed project is located directly south of the Stockton Metropolitan Airport. The project will be subject to the San Joaquin Airport Land Use Plan requirements established for the airport to ensure land use compatibility, and safety for adjacent residents. For the proposed project, the land use concept avoids placement of residential land uses within the Airport Land Use Plan crash hazard zones. Residents/employees associated with the proposed project should not be exposed to airport-related hazards.

The San Joaquin County Airport Land Use Plan indicates that the proposed project lies within the airport horizontal zone and that certain land use restrictions apply. Although the project does not fall within the immediate airport zones, it lies within the Airport Areas of Influence and will be subject to restrictions for noise and potential hazards to aircraft as indicated in the plan. The owners, developers, and/or successors-in-interest will be required to sign a "Deed of Avigation and Hazard Easement" regarding aircraft overflights, restrictions, etc.

12.2.8 Hydrology and Water Quality

Would the project:

Violate any water quality standards or waste discharge requirements?

The proposed project will change the existing agricultural land use to commercial, industrial, and residential uses. While this land use change will eliminate a source of agricultural pesticides and fertilizers that may have impacted water quality adjacent to the site, the landscaping associated with the proposed project would also require the use of pesticides, herbicides, and fertilizers. The potential for discharge of hazardous materials relating to industrial uses also exists.

Negative impacts to water quality from these pollution sources could persist.

Construction activities will create ground disturbance that may increase erosion and sedimentation in nearby water courses. The project applicant will be required to implement standard erosion control measures to ensure that storm water runoff does not adversely impact water quality in these waterways.

The nature of the proposed development may also impact water quality in French Camp Slough, the South Fork of Little John's Creek and their tributaries. The project will add significant amounts of impervious areas, potentially increasing the amount of storm water runoff. Vehicular traffic will also increase as a result of project development. These conditions create an increased potential for hydrocarbons, sediments, heavy metals, and other pollutants to reach local waterways via storm water runoff.

Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

The project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level. Upon project implementation, a majority of the project site will be converted to urban uses, thus increasing the site runoff and reducing infiltration into the shallow groundwater table. Nonetheless, the project site is not known as a resource to replenish or recharge deep aquifer groundwater supplies. The project design proposes to retain an open space corridor along French Camp Slough and South Fork of Little John's Creek, with the likely requirements to integrate a flood control/detention basin adjacent to the corridor. It is expected that the basin will be designed to avoid infiltration of the detained runoff into the groundwater basin.

Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?

The project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite. The existing drainage pattern of the site will be altered to accommodate project development, including the construction of a flood control/detention basin to accommodate peak flood flows. Construction and operation of the project may create erosion. It is expected that erosion and siltation will be controlled through standard engineering controls and practices.

Substantially alter the existing drainage pattern of the site or area, including through the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?

Upstream hydrologic conditions are known to have a substantial effect on site hydrology and drainage conditions. A floodplain hydrology report will be prepared and its findings and recommendations will be included in the EIR. The applicant is proposing to construct a 30-50 acre flood control/detention basin within the western portion of the planned industrial uses. The flood control/detention basin will be sized to accommodate peak flows during storm events, and pumped back into French Camp Slough once the peak has passed. Weir inlets will be constructed in two locations to divert peak flows into the basin. Weirs will be provided on the north and south sides of the basin to intercept flows from Weber Slough and French Camp Slough, respectively. Earth material removed from the basin will be spread throughout the project area, raising the site elevation and assisting in removing the site from the 100-year flood plain. A cut-off drain is also planned along the southern project boundary (Villages H and I) to intercept and convey flows from the east into French Camp Slough. The technical report will evaluate the planned flood control concept and potential flood-related impacts associated with upstream hydrology and removing the project site and surrounding areas from the floodplain.

Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project would contribute runoff waters that would exceed the capacity of the stormwater drainage system. The project will be required to mitigate for the additional runoff by incorporating a flood control/detention basin into the project to remove peak flood flows from the local drainages.

The project will not provide substantial additional sources of polluted runoff. By implementing the planned development project and eliminating the widespread use of pesticides, fertilizers, insecticides, etc. associated with agricultural production, water quality conditions in the runoff should improve.

Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map?

Portions of the project are located within Flood Zone A, AO, B, and C. These zones are defined as follows:

A: Areas of 100-year flood; base flood elevations and flood hazard factors not determined.

A1-A3: Areas of 100-year flood; base flood elevations and flood hazard factors determined.

AO: Areas of 100-year shallow flooding where depths are between one and three feet. Average depths of inundation are shown, but no flood hazards are determined.

B: Areas between limits of the 100-year and 500-year flood; or certain areas subject to 100-year flooding with average depths less than 1 foot or where the contributing drainage area is less than 1 square mile; or areas protected by levees from the base flood.

C: Areas of minimal flooding.

As part of the development, a 30-50 acre flood control/detention basin will be incorporated into the parcel planned for industrial uses. Earth excavated from the basin will be used to raise pads elevations and remove lands from the 100-year flood zone.

Place within a 100-year flood hazard area structures that would impede or redirect floodflows?

The project proposes to modify existing levee structures with weirs to divert peak flood flows into an adjacent flood control/detention basin. Together with raising pad elevations, the future occupied portions of the project site will be removed from the 100-year flood plain.

12.2.9 Land Use and Planning

Would the project:

Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project Land Use Plan as currently proposed conflicts with the adopted San Joaquin County General Plan. However, the project planning area was included in the City's Urban Service Area with the adoption of the 1990 General Plan. Implementation of the proposed project will require the approval of a General Plan Amendment to the City of Stockton's General Plan, Sphere of Influence boundary amendment (for a portion), annexation, and pre-zoning application to meet the entitlement requirements proposed by the applicant. Amendments to the City Master Storm Drainage, Sewer and Water Plans will also be required. All amendments will be subject to the approval of the City of Stockton or LAFCO.

Conflict with any applicable habitat conservation plan or natural community conservation plan?

The project site is covered by the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Both the County of San Joaquin and City of Stockton has adopted the SJMSCP. After annexation to the City of Stockton, the applicant will also be required to conform to the SJMSCP and any other relevant City conservation measures and fees.

12.2.10 Noise

Would the project:

Expose persons to or generate noise levels in excess of standards established in a local general plan or noise ordinance or applicable standards of other agencies?

It is expected that the proposed land uses will exceed standards set forth in the City's Noise Ordinance for on-site and/or off-site sensitive receptors. An overall noise assessment will be conducted for the project. In addition, temporary increases in noise are expected during construction activities.

Expose persons to or generate excessive groundborne vibration or groundborne noise levels?

Although light industrial uses are proposed, generation of substantial groundborne noise events or vibrations is not expected. Likewise, none of the other proposed project uses (residential, commercial, public) have characteristics that generate noise or vibration concerns. The UPRR and Stockton Metropolitan Airport may generate groundborne noise and vibration and could affect adjacent sensitive receptors within the project limits.

Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Noise levels will increase over the current levels as a result of site development.

Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

It is expected that the proposed land uses will exceed standards set forth in the City's Noise Ordinance. The predominant source of temporary or periodic noise events for the project will be from construction activity. The increase from construction will be similar to the noise generated by agricultural equipment and is not expected to be significant when compared to ambient levels. The noise increases may temporarily impact adjacent residences.

Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project area to excessive noise levels?

The proposed project is located adjacent to the Stockton Metropolitan Airport. The applicant will be required to prepare a noise study to identify noise effects from the airport on proposed uses.

A preliminary review of the project site and airport mapping contained in the San Joaquin Airport Land Use Plan indicates that a small portion of the project (Industrial) lies within 60 and 65 dB CNEL noise contours. Detailed permitted uses are applicable and soundproofing to reduce interior levels of exterior noise to less than 45 dBs will be required. The majority of the proposed project (residential) lies within areas that are outside these noise contours.

12.2.11 Population

Will the project:

Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?

The proposed project will add a maximum of approximately 7,576 people to the project site (3.11 persons per household). The 3.11 persons per household figure reflects the City's average household size.

Development to the north of the project site is limited by the airport. State Route 99 provides a barrier to the east. The unincorporated community of French Camp is located to the west. Lands to the south, however, may experience growth inducement due to the proximity of the proposed projects residential component. Development of project infrastructure may create a catalyst for adjacent growth.

Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?

The project will not displace existing housing units that are not under the applicant's ownership or control and will not generate additional demand for housing. The project is intended to supplement a deficient housing market within the City. A variety of housing types are proposed to offer future residents a housing choice, including housing affordability.

12.2.12 Public Services

Would the project:

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

Fire protection?

The project site is currently served by local fire protection districts. Upon project approval and annexation, the project area will be served by the City of Stockton Fire Department. The project will impact fire protection services due to the increased density of residential units and industrial and commercial facilities. This may impact response times and coverage provided by the City.

Police protection?

The site is currently served by the County Sheriff's Department and the California Highway Patrol. Upon project approval and annexation, the project area will be served by the City of Stockton Police Department. The project may impact police protection services including response times and coverage. The City of Stockton capital improvements budget includes funding for facility expansion and equipment purchases to accommodate projected service demands. Development impact fees exacted on new development projects for police protection services should assist in financing expanded services to the proposed project.

Schools?

The project site is located within the boundary of the Manteca Unified School District. Due to the size of the residential component, the project will impact schools. For planning purposes, the City estimates school sizes as follows: 800 students for an elementary school; 900 students for a middle school; and 2200-2600 students for a high school. The EIR will identify the projected number of students generated by the project, current capacities of nearby schools and the ability to accommodate new students. An on-site elementary school is proposed to accommodate elementary school-aged students.

Existing schools located in French Camp may have additional capacity to accommodate project-student needs.

Parks?

The project does impact existing parklands, as the area is largely agricultural and park lands are not present in the vicinity. The City's current adopted General Plan requires 3 acres of parkland per 1,000 individuals. However, the current General Plan update recommends park acreage dedication standards of 5 acres per 1,000 persons. This breaks down into 2 acres per 1,000 persons for neighborhood parks (5 to 15 acres in size) and 3 acres per 1,000 for community parks (over 15 acres in size). Based on the size of the residential component, the project would require 39 acres of usable park space to accommodate project-related park demand.

The increase in population generated by the proposed project may impact regional parks; these impacts will be evaluated. City standards require 5 acres per 1,000 people. The EIR will compare the population served by the regional parks to determine whether regional parklands are in excess or deficient of the County standards. City policy also includes consideration of acquiring additional land for regional parks in cooperation with San Joaquin County. The financing of open space areas and park space will occur pursuant to existing city policy, including funding via the Public Facilities Fees program.

Other public facilities?

Other public facilities may be impacted by the project, including available water supplies. The City will prepare a project specific water supply assessment to quantify the City's 20-year supply for this project. The water supply assessment will determine if adequate water supplies are available for the project. Wastewater requirements will be analyzed in a sewer master plan prepared specifically for the proposed project by the applicant's civil engineer.

Developer impact fees will be used to pay the fair share requirements for library services. For other governmental services, typical project exactions and taxes are expected to adequately fund their long-term maintenance.

12.2.13 Recreation

Would the project:

Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The increase in population generated by the project should not increase the burden on existing neighborhood, community, and regional parks, as the area is largely agricultural and park lands are not present in the vicinity. An analysis of the project impacts on City parks will be conducted to determine if the excess park land provides on-site will offset parkland requirements. A number of on-site parks are proposed for use by project residents. These parks will remain public and will be available for use by the general public.

12.2.14 Transportation/Traffic

Would the project:

Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in the number of vehicle trips, the volume-to-capacity ratio on roads, or congestion at intersections)?

The increase in population generated by the project's residential component and business-related traffic due to the project's commercial and industrial component will increase traffic in the project vicinity. This proposal was anticipated by the City's General Plan update as Village L (Specific Plan). A traffic analysis will be prepared for the project that examines local and regional traffic conditions with and without the project.

If determined to be a feasible component of the project, the traffic analysis will analyze the extension of Dixon Road across the active California National Guard taxiway at the airport and the future access to State Route 99 via Dixon Road.

Cause, either individually or cumulatively, exceedance of a level-of-service standard established by the county congestion management agency for designated roads or highways?

A technical traffic study will be prepared for the project that examines the regional traffic conditions with and without the project scenarios for future year horizons for both the current General Plan, as well as for the ongoing General Plan Update program.

Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project does not include design features that create hazardous conditions. New access points will be created and traffic will increase as a result of the project. A traffic impact study will be prepared to determine the significance. While the project will likely create new access points along French Camp Road and South Airport Way, the circulation system will conform to City standards that will prevent hazardous conditions and ensure traffic safety. It should be noted that a potential conflict could occur with adjacent agricultural operations. Passenger and service vehicles may conflict with farm equipment being transported along adjacent public roads. This impact can be mitigated to a less than significant level through roadway geometrics and signage.

Other considerations that will be included in the EIR analysis are the proposed collector from Airport Way to the school on portions of private land and impacts relating to the air traffic and airport ground circulation.

Result in inadequate emergency access?

Site development is expected to enhance local circulation access due to the implementation of new circulation facilities. Access to both SR-99 and I-5 should improve with project implementation.

Result in inadequate parking capacity?

The project will not require parking beyond the facilities planned to serve the project. Adequate parking will be provided for residential, commercial and industrial uses. The City of Stockton Design Guidelines and City ordinances will be used to determine adequate levels of parking.

Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Compliance with adopted policies, plans, and programs supporting alternative transportation will be further evaluated in the technical traffic study to determine potential impacts

12.2.15 Utilities and Service Systems

Would the project:

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

The project will tie into the City's sanitary sewer system. Project wastewater treatment requirements will be consistent with the City's Sewer Master Plan, which includes provisions to expand the City's treatment plant. The City must comply with RWQCB wastewater discharge requirements. The proposed project is not expected to create exceedances of these requirements.

Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Existing and proposed wastewater conveyance facilities should accommodate proposed project demand. Sewage generated by the proposed project is not expected to burden the capabilities of the wastewater treatment plan due to the City's ability to meet increasing demand by expanding the treatment plant in modular components. The applicant will be required to provide a fair share in expanding waste water facilities as needed.

Approval of the Tentative Map for the proposed project will require amendments to the City's Sewer Master Plan. A sewer master plan is being prepared by the applicant's civil engineer for the proposed project that will amend the City's Plan.

The City will prepare a project specific water supply assessment to quantify the City's 20-year supply for this project. The water supply assessment will determine if adequate water supplies are available for the project.

Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The project's storm drainage system will be designed to capture storm water runoff and accommodate peak storm water events. Storm water from the project will be conveyed to the City's storm drainage system.

Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?

The City will prepare a project specific water supply assessment to quantify the City's 20-year supply for this project. The water supply assessment will determine if adequate water supplies are available for the project.

Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The City's wastewater treatment plant has been designed to accommodate phased increases in capacity treatment. As a result, the project wastewater demand is not expected to significantly impact wastewater treatment capacity.

Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Four solid waste landfills are located within San Joaquin County and could service the proposed project. These facilities include: Austin Road/Forward Landfill, Foothill Sanitary Landfill, Forward, Inc., and North County Sanitary Landfill. These landfills have estimated closure dates of 2053, 2054, 2006, and 2035, respectively. Based on these estimated closure dates and available capacities, it is not expected that the proposed project will exceed capacities of County landfills. Additionally, continued implementation of the City's adopted Source Reduction and Recycling Element (March 1992) will ensure that contribution of solid waste materials to the landfills will not accelerate the depletion of remaining landfill capacity.

Comply with federal, state, and local statutes and regulations related to solid waste?

The project is expected to adhere to the typical management strategies for achieving waste reduction objectives, thus complying with federal, state, and local agency regulations.

12.2.16 Mandatory Findings Of Significance

Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

The site is not considered overly sensitive to biological resources due to the graded condition and long-term agricultural productivity occurring on the site. Nonetheless, impacts to biological special status species and wetlands may occur with project implementation. A biological assessment will be performed to determine the presence of special status species and wetland resources. Similarly, as a result of long term agricultural production and subsequent grading, cultural resource sensitivity is considered low. A cultural resource study will be performed to determine the presence/absence of cultural resources.

Does the project have impacts that are individually limited but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)

The proposed project will create cumulative impacts. During construction, temporary air quality impacts are expected. Likewise, project implementation will create exceedances of air pollutants thresholds, thereby creating regional air quality issues. Other potentially significant impacts include the loss of agricultural lands, conversion of open space to urban uses, increases in traffic, and adequacy of surface and ground water supplies to serve the project.

Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

The project is expected to provide enhanced services and facilities for this region of South Stockton. Although the project is not anticipated to have adverse effects on human beings, either directly or indirectly, a more detailed analysis will be prepared in the EIR and impacts will be determined along with appropriate mitigation measures where feasible.

12.3 SUMMARY OF POTENTIAL MITIGATION MEASURES

The following mitigation measures are recommended for Tidewater Crossing:

Aesthetics

- Downcast lighting should be sued where feasible.

Agricultural Resources

- If the City of Stockton approves an agricultural impact/land loss policy, the project will be required to participate in the mitigation mechanisms to offset the loss of agricultural lands.

- Potential residents in areas adjacent to agricultural land will be informed of possible conflicts associated with farming operations and the Right to Farm ordinance prior to purchasing homes. The developer will be required to disclose this information prior to opening of escrow.

Air Quality

- The project should be required to support and implement the policies contained in the Air Quality Attainment Plan.

- Standard dust and NOx reducing measures will be required to minimize construction related emissions. Adhering to the AQAP control strategies should minimize the potential to aggravate the non-attainment status of ozone and PM10. The applicant will also conduct an air quality analysis to determine and quantify project impacts and mitigation.

- The applicant will also conduct an air quality analysis to quantify project impacts and mitigation. Standard dust and NOx reducing measures will be required to minimize construction related emissions. Adhering to the AQAP control strategies should minimize the potential to aggravate the non-attainment status of ozone, PM10, and other air pollutants.

- In conjunction with the EIR air quality analysis will be prepared.

Biological Resources

- The applicant will be required to comply with provisions of the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). A Biological Resources Evaluation will be prepared to determine potential impacts and mitigation measures.

- If necessary, temporary fencing will be erected to exclude construction vehicles from entering riparian areas along French Camp Slough and a portion of the South Fork of Little John's Creek.

- If the project impacts water of the U.S., the project applicant will be required to consult with the Army Corps of Engineers (ACOE) under Section 404 of the Clean Water Act. If a Section 404 permit is required, the ACOE will impose conditions or measures to mitigate impacts.

- Address impacts to biological resources pursuant to the terms, standards and conditions outlined in the SJMSCP. Impacts to Oak trees shall be addressed pursuant to the City's Oak Tree preservation policy and ordinance requirements.

Cultural Resources

- Should any significant cultural sites be encountered provisions will be incorporated into the project design to protect the resource from public contact. During site construction, if deposits of cultural resources are encountered, provisions should be made to halt construction activities until qualified personnel can evaluate the findings and make further recommendations.

- An archaeological resources evaluation will be conducted on the project site to document potentially significant resources. Any significant archaeological sites should be preserved and development should avoid the resource. Provisions will be incorporated into the project design to protect any resources from public contact. During site construction, if deposits of pre-historic resources are encountered, provisions should be made to halt construction activities until qualified personnel can evaluate the findings and make further recommendations.

- A records search will be conducted for paleontological resources to determine potential presence, and the need for site surveys. During site construction, if deposits of paleontological resources are encountered, provisions should be made to halt construction activities until qualified personnel can evaluate the findings and make further recommendations.

Geologic Resources

- Geologic professionals will be required to prepare detailed geotechnical reports to determine specific design requirements for development areas. The geotechnical reports will be conducted as part of the environmental review process and will be used to determine potential impacts in the Draft EIR.

- Standard erosion control measures will be required to prevent erosion and sedimentation during construction. As a condition of the required NPDES permit, the applicant must prepare a Storm Water Pollution Prevention Plan (SWPPP).

Hazards and Hazardous Materials

- The SPCMP will be prepared prior to the commencement of any construction activities. The SPCMP will identify any and all hazardous materials that will be used or stored on site. The SPCMP will also identify any hazardous wastes that might be generated by the proposed project. The SPCMP will detail proper measures to handle and/or transport hazardous materials. The plan will also present procedures to contain or initiate cleanup of any spills. The phone number of the appropriate government agency will be contained on the plan in the event of any release of hazardous substances.

- A government records search and visual site survey will be conducted to determine the presence of hazardous materials/wastes and the potential to impact the project, if any.

Hydrology and Water Quality

- This project comes under the requirements of the City of Stockton's Stormwater Quality Control Criteria Plan (SWQCCP), as outlined in the City's Phase 1 Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region (Order No. R5-2002-0181). The implementation of SWQCCP became effective on November 25, 2003.

- As required by the Stormwater Quality Control Criteria Plan, the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices.

- The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Program as set forth in its NPDES Storm Water Permit.

- The City revised its storm water requirements in November 2003 to comply with new state standards. The project applicant will be required to conform accordingly. All storm water discharges will be subject to NPDES permit requirements as set for by the RWQCB. Compliance with construction-related NPDES permit requirements

will also be required, including adherence to a storm water pollution prevention plan during construction.

- The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Program as set forth in its NPDES Storm Water Permit.

- A floodplain hydrology report will be prepared and its findings and recommendation will be included in the EIR. Removal of the project site and any surrounding area will require a Conditional Letter of Map Revision to be approved by FEMA.

- A storm water master plan will address on-site storm water conditions and will recommend appropriate mitigation. Those measures will be discussed in the EIR.

- The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Program as set forth in its NPDES Storm Water Permit.

- As required by the Stormwater Quality Control Criteria Plan, the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices.

- The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Program as set forth in its NPDES Storm Water Permit.

- A storm drain master plan will address on-site storm water conditions and will recommend appropriate mitigation. Those measures will be discussed in the EIR.

- The property owners, developers, and/or successors in interest shall comply with any and all requirements, and pay all associated fees, as required by the City's Storm Water Pollution Program as set forth in its NPDES Storm Water Permit.

- A floodplain/hydrology report will be completed and its findings will be included in the analysis contained in the EIR. In addition, removal of portions of the project site from the 100-year flood plain designation will require a Conditional Letter of Map Revision to be approved by FEMA.

Noise

- Construction activities will be mitigated by limiting the hours of operation.

- The applicant will be required to prepare a noise study to identify effects on specific sensitive receptors. Any mitigation measures provided within this study will be implemented by the applicant.

- The applicant will be required to prepare a noise study to identify effects on specific sensitive receptors. Any mitigation measures provided within this study will be implemented by the applicant.

- The applicant will be required to comply with City noise ordinances pertaining to construction activities, including limiting the hours of construction activities.

- The applicant will be required to prepare a noise study to identify effects on specific sensitive receptors. A comparison of the Airport Land Use Plan to project land uses shall be included. Any mitigation measures provided within this study will be implemented by the applicant.

Public Services

- The property owners, developers and/or successors in interest will pay the applicable City of Stockton Public Facilities Fee.

- The applicant will be required to pay development impact fees to the school district to offset the cost for providing new facilities.

- The applicant proposes to dedicate parkland area to the City to offset parkland requirements. Also, the applicant will be required to pay fees to the City in accordance with the project

park dedication requirements to be applied to local (neighborhood and community) park improvements, and in accordance with the City's regional park land policies for providing regional park land area or equivalent fees.

- The City may require the financing of maintenance associated with parks, greenbelts, bike paths and landscaped areas to be addressed via the formation of a Landscape & Lighting District.

- The project applicant will be required to pay development impacts fees (as applicable) to pay for utility expansions and to reduce the burden on community library and other governmental services.

- The financing and construction of a fire station will occur pursuant to existing city policy, procedures and standards, including funding via the Public Facilities Fees program.

Transportation/Traffic

- In conjunction with the technical traffic study, future mitigation requirements (e.g., roadway improvements) will be proposed to reduce the project and cumulative contributions towards traffic impacts in the vicinity.

- The Traffic Study will produce mitigation measures which will be addressed by the applicant when recording a final map. These mitigation measures will be incorporated by reference into the Development Agreement. These mitigation measures may include payment of fair share fees to the City of Stockton towards roadway improvements.

Utilities and Service Systems

- The applicant will be required to pay connection fees, as applicable at the time of approval, and capital improvement fees for water and wastewater service.

- The applicant will prepare a storm water master plan to identify a strategy for managing site runoff.

- The applicant will be required to pay connection fees, as applicable at the time of approval, and capital improvement fees for water and wastewater service.

- The Master Development Plan should identify techniques for reducing solid waste generation, including various waste reduction and recycling measures.

APPENDICES

Appendix A: Statement of Justification
Appendix B: Conceptual School Layout
Appendix C: Technical Reports
Appendix D: Plant List
Appendix E: Standards

APPENDIX A: STATEMENT OF JUSTIFICATION
Sphere of Influence Amendment

A portion of the proposed annexation extends beyond the existing Stockton Sphere of Influence (SOI) boundary. Approval of the Project will therefore require approval of a SOI amendment. The entire Project lies within the Stockton Urban Service Area boundary and is identified in the City of Stockton 1990 General Plan Policy Document (as amended November 3, 1998) as lying within the "Future Growth Area" of the City.

As stated in that document:

> *"It is this area that the City intends to direct its future residential/commercial growth through the year 2010 and beyond… The Urban Service Area is a subarea in which the City has prepared a series of infrastructure studies on waste water collection and treatment, transportation, water, storm water drainage and library facilities." (Page I-5.)*

The document also shows the Project area to lie entirely within the Planning Area Boundaries for the City of Stockton (Map I-1, page I-6.)

The Project and the proposed annexation are shown on the current draft General Plan Update Map (February 16, 2005, as amended) under review by the City of Stockton as lying within the Urban Service Area boundary of the City and the proposed Sphere of Influence boundary of the City. The proposed land uses of the Project are consistent with the land use designations identified in the proposed General Plan Update.

Pursuant to Government Code Section 56425(e), the following determinations are proposed for this SOI Amendment:

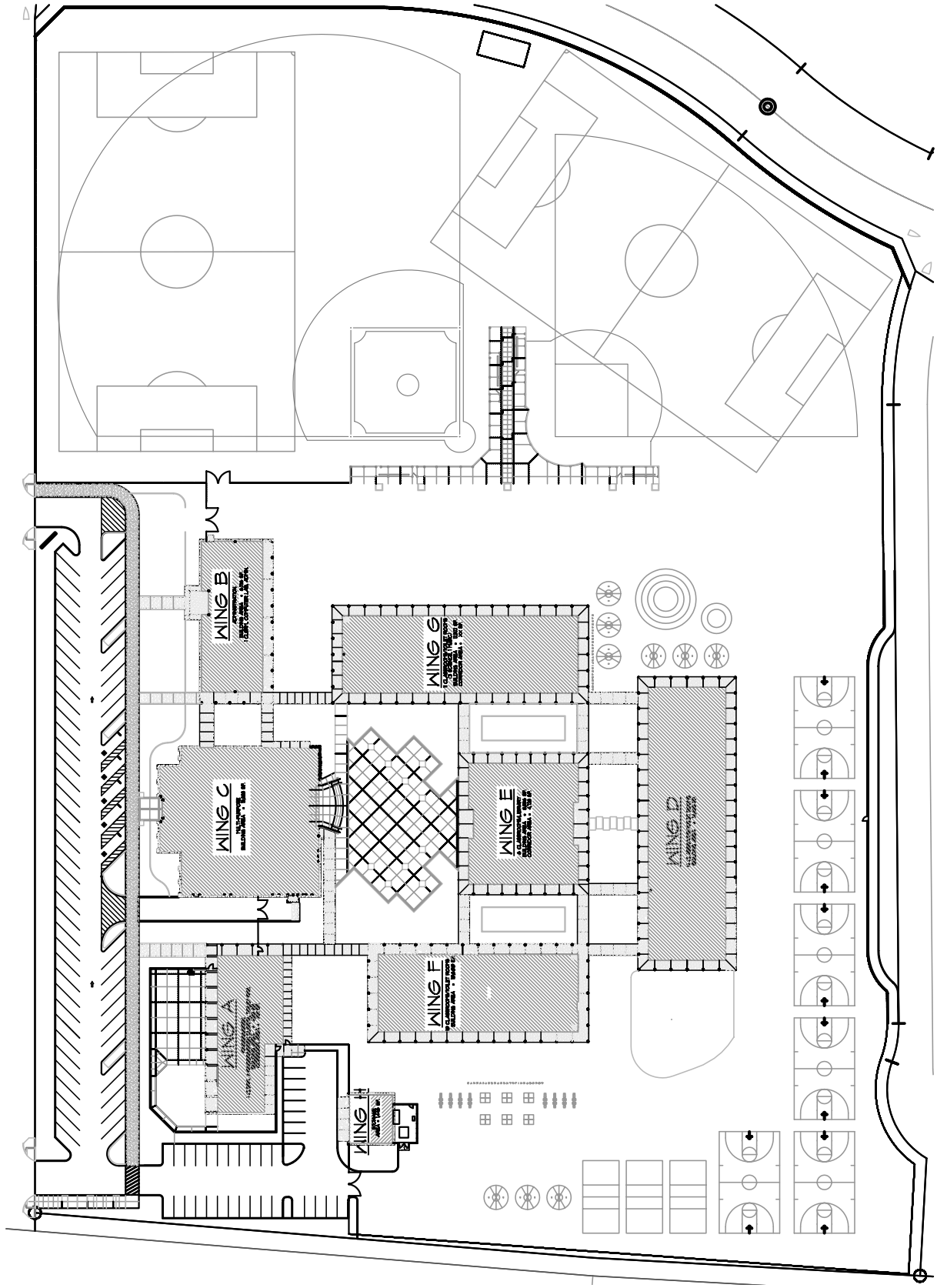
- The present and planned land uses in the SOI Amendment area are consistent with the City of Stockton General Plan, the proposed Draft General Plan and a Master Development Plan;

- The City has planned for the present and probable needs for public services and facilities within the SOI Amendment area and has formalized those plans through a Development Agreement with the project proponent;

- The present capacity of public facilities and adequacy of public services provided by the City has been demonstrated through the City Services Plan; and

- The SOI Amendment area is an integral part of the economic and social community of Stockton and is not in conflict with any other such communities.

APPENDIX B: CONCEPTUAL SCHOOL LAYOUT



APPENDIX C: TECHNICAL REPORTS

The following reports were used in the preparation of the Tidewater Crossing Master Development Plan. An asterisk (*) indicates that the document will be submitted to the City of Stockton under a separate cover.

1. San Joaquin County Council of Governments 1993, "Airport Land Use Plan, as amended in 1993". *Document available through San Joaquin County Council of Governments.*

2. McClintock, Becker & Associates 1990, "FAR Part 150 Airport Noise Compatibility Program: Aircraft Noise Exposure Map Report for Stockton Metropolitan Airport"; Stockton, California. *Document available through San Joaquin County Division of Airports.*

3. McClintock, Becker & Associates 1992, "Final Report – Stockton Metropolitan Airport FAR Part 150 Airport Noise Compatibility Program"; San Joaquin County Department of Aviation. *Document available through San Joaquin County Division of Airports.*

4. Kleinfelder 2006, "Preliminary Geotechnical Services Report Proposed Tidewater Crossing Project; Stockton , California ".*

5. LSA & Associates, Inc. 2006, "Biological Resources Evaluation – Tidewater Crossing".*

6. LSA & Associates, Inc. 2005, "A Cultural and Paleontological Resources Study for the Tidewater Crossing Project; Stockton , San Joaquin County , California ".*

7. Fehr & Peers 2006, "Traffic & Circulation Analysis; Tidewater Crossing Master Plan".*

8. Domenichelli & Associates Civil Engineering, "The Tidewater Crossing Draft Hydrologic / Hydraulic Analysis and Pre-Design Report" (September 15, 2006).

9. Stantec Consulting Engineers, "Tidewater Crossing Development Water Distribution System Hydraulic Network Analysis" (August, 2007)

10. Pacific Advanced Civil Engineering, Inc. (PACE) "Tidewater Crossing Integrated Water Management Plan" (August, 2007)

11. Pacific Advanced Civil Engineering, Inc. (PACE) "Tidewater Crossing Water Source Use Analysis" (August, 2007)

12. Pacific Advanced Civil Engineering, Inc. (PACE) "Tidewater Crossing Interior Drainage Technical Assessment" Memorandum (August, 2007)

APPENDIX D: PLANT LIST

CATEGORY	COMMON NAME	BOTANICAL NAME		WATER NEEDS (M=MED., L=LOW, VL= VERY LOW)
S. Airport Way: Blvd. Arterial:				
	Canary Island Pine	*Pinus canariensis*	✓	L
	Incense Cedar	*Calocedrus decurrens*	✓	M
	Modesto Ash	*Fraxinus velutina 'Modesto'*	✓	L
	Yarwood Sycamore	*Platanus acerifolia 'Yarwood'*	✓	L
Entry Collector, Commercial Collector:				
Median Tree:	Canary Island Date Palm	*Phoenix canariensis*		L
	Red Horsechestnut	*Aesculus x carnea*	✓	M
	Southern Live Oak	*Quercus virginiana 'Heritage'*		M
Street Tree:	Chinese Pistache	*Pistacia chinensis*	✓	L
	Coast Live Oak	*Quercus agrifolia*	✓	L
	Yarwood Sycamore	*Platanus acerifolia 'Yarwood'*	✓	L
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	H
Screen/ Backup:	Canary Island Pine	*Pinus canariensis*	✓	L
	Deodar Cedar	*Cedrus deodara*	✓	M
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	M
	Scarlet Oak	*Quercus coccinea*	✓	M
Neighborhood Collector:				
Median Tree:	Chinese Flame Tree	*Koelreuteria bipinnata*	✓	L
	Coast Live Oak	*Quercus agrifolia*	✓	L
	Flowering Pear	*Pyrus calleryana 'New Bradford'*	✓	M
	Little-Leaf Linden	*Tilia cordata*	✓	M
Street Tree:	Purple Robe Locust	*Robinia x ambigua 'Purple Robe'*	✓	M
	Raywood Ash	*Fraxinus augustifolia*		M
	Red Sunset Maple	*Acer rubrum 'Red Sunset'*	✓	M
	Sawleaf Zelkova	*Zelkova serrata 'Village Green'*	✓	L
Screen/ Backup:	Coast Redwood	*Sequoia sempervirens 'Aptos Blue'*	✓	H
	Deodar Cedar	*Cedrus deodara*	✓	M
	Valley Oak	*Quercus lobata*	✓	L
Residential; Medium Volume Local, Low Volume Local:				
Street Tree:	Autumn Blaze Maple	*Acer x freemanii 'Autumn Blaze'*	✓	M
	Flowering Cherry	*Prunus serrulata 'Mt. Fuji'*	✓	M
	Little-leaf Linden	*Tilia cordata*	✓	L
	Modesto Ash	*Fraxinus velutina 'Modesto'*	✓	M
	Ornamental Pear	*Pyrus calleryana 'Chanticleer'*	✓	M

Accent Trees:				
	Chinese Pistache	*Pistachia chinensis*	✓	**L**
	Flowering Crabapple	*Malus "Prarie Fire'*		**M**
	Japanese Crabapple	*Malus floribunda*		**M**
	Purple-leaf Plum	*Prunus cerasifera 'Krauter Vesuvius'*	✓	**M**
	Sunset Crape Myrtle	*Lagerstroemia x fauriei 'Tuscarora'*	✓	**L**
Parkland/Open Space:				
	California Buckeye	*Aesculus californica*		**M**
	California Sycamore	*Platanus racemosa*	✓	**H**
	Carob Tree	*Ceratonia siliqua*		**L**
	Coast Redwood	*Sequoia sempervirens 'Aptos Blue'*	✓	**H**
	Coast Live Oak	*Quercus agrifolia*	✓	**M**
	Big Leaf Maple	*Acer macrophyllum*	✓	**H**
	Interior Live Oak	*Quercus wislizenii*	✓	**M**
	Western Redbud	*Cercis occidentalis*		**L**
	Valley Oak	*Quercus lobata*	✓	**M**
Local Industrial Street Trees:				
Street Tree:	Autumn Blaze Maple	*Acer x freemanii 'Autumn Blaze'*	✓	**M**
	Canary Island Pine	*Pinus canariensis*	✓	**L**
	Yarwood Sycamore	*Platanus acerifolia 'Yarwood'*	✓	**L**
Parking Lot:	Grecian Laurel	*Laurus nobilis*		**L**
	Little-leaf Linden	*Tilia cordata*	✓	**L**
	Purple-leaf Plum	*Prunus cerasifera 'Krauter Vesuvius'*	✓	**M**
	Sunset Crape Myrtle	*Lagerstroemia x fauriei 'Tuscarora'*	✓	**L**
Screen/Backup:	Canary Island Pine	*Pinus canariensis*	✓	**L**
	Coast Redwood	*Sequoia sempervirens 'Aptos Blue'*	✓	**H**
	Incense Cedar	*Calocedrus decurrens*	✓	**M**

APPENDIX E: STANDARDS

1. Residential Dwelling Unit Allocation Table
2. Non-Residential Intensity By Land Use Table
3. Allowable Land Uses and Permit Requirements
4. Development Standards Table
5. Residential Zoning Standards Table

TABLE 3.3 RESIDENTIAL DWELLING UNIT ALLOCATION

Neighborhoods	Allocated Dwelling Units	Gross Acres	Gross Density
Neighborhood A	226	48.4	4.7
Neighborhood B	177	34.2	5.2
Neighborhood C	298	47.2	6.3
Neighborhood D	163	35.5	4.6
Neighborhood E	165	15.3	10.8
Neighborhood F	74	21.9	3.4
Neighborhood G	185	34.0	5.4
Neighborhood H	164	29.7	5.5
Neighborhood I	131	24.1	5.4
Neighborhood J	127	22.5	5.6
Neighborhood K	84	15.0	5.6
Neighborhood L	150	14.6	10.3
Neighborhood M	264	10.4	25.4
Neighborhood N	139	17.0	8.2
Subtotal	2,347		
Unallocated Dwelling Units	316		
TOTAL UNITS	**2,663**		

TABLE 3.4 NON-RESIDENTIAL INTENSITY BY LAND USE

Land Use	Allowed Square Footage
Shopping Center	186,200
Light Industrial	529,300
Warehouse	4,763,300
TOTAL	**5,478,800**

TIDEWATER CROSSING – Development Standards

This section regulates the permitted and conditionally permitted uses and development standards for such uses within the community. Uses not specifically identified shall be subject to a determination by the Community Development Director that the use is permitted, conditionally permitted or prohibited.

RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
CG (Commercial, General), **OS** (Open Space), **IL** (Industrial, Limited)

ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
AGRICULTURAL AND RESOURCE-RELATED USES							
Agricultural activities and facilities					A		16-365.050
Conservation areas	L	L	L	L	L		
Mining						A	
BUSINESS AND PROFESSIONAL USES							
Banks and financial services				P		P	
Business support services				P		P	
Offices				P		P	16-365.210
INDUSTRY, MANUFACTURING & PROCESSING USES							
Electronics, equipment & appliance manufacturing						P	16-365.140
Fabric product manufacturing						P	16-365.140
Food and beverage product manufacturing						P	16-365.140
Furniture and fixtures manufacturing						P	16-365.140
Handcraft industries, small-scale manufacturing						P	16-365.140
Laundries and dry cleaning plants						P	16-365.140
Manufacturing							
Light						P	16-365.140
Heavy							
Metal products fabrication, machine/welding shops						P	16-365.140
Petroleum storage and distribution							
Printing and publishing						P	16-365.140
Recycling and waste facilities							
Collection facility						P	16-365.140, 260
Redemption centers						P	16-365.140, 260
Recycling facility							
Scrap and dismantling yards							
Transfer stations							
Research and development (R&D)						P	16-365.140
Storage yards						P	16-365.140
Warehouses						P	16-365.140
Wholesaling and distribution						P	16-365.140

Key: P = Use permitted C= Conditionally permitted use L = Land Development Permit required
A = Administrative Use Permit required Empty box = Use not allowed

Note: See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent proposed land uses different from the existing City of Stockton permitted uses.

This section regulates the permitted and conditionally permitted uses and development standards for such uses within the community. Uses not specifically identified shall be subject to a determination by the Community Development Director that the use is permitted, conditionally permitted or prohibited.

RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
CG (Commercial, General), **OS** (Open Space), **IL** (Industrial, Limited)

ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
RECREATION, EDUCATION, AND PUBLIC ASSEMBLY USES							
Activity centers	A	A	A	A	C		
Adult Related Establishments							16-365.030
Auditoriums, meeting halls, and theaters				A			
Bridge clubs and non-gambling board games				P			
Card rooms/pool halls/billiard parlors							16-365.040, 240
Clubs, lodges, and private meeting halls				A			
Commercial amusement facilities				A			
Educational facilities							
Academic schools - Private	A	A	A				
Academic schools - Public	P	P	P		P		
Colleges and Universities - Private							
Equipment repair and maintenance training				P		P	
Specialized education and training				P		P	
Vehicle repair and maintenance training						P	
Equestrian facilities					C	A	
Golf courses/country clubs	C	C	C	A	A	A	
Health/fitness facilities				P		P	
Indoor recreation facilities				A		A	
Libraries and museums	C	C	C	P	A	L	
Live entertainment				A			16-365.150
Marinas							
Outdoor commercial recreation facilities				C		C	
Parks and playgrounds	P	A	A		C		
Private entertainment facilities				C		C	
Private residential recreation facilities	A	A	A				16-365.040, 240
Recreational vehicle parks				A		A	
Religious facilities	A	A	A				16-365.270
Studios				P			

Key: P = Use permitted C= Conditionally permitted use L = Land Development Permit required
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Note: See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

TIDEWATER CROSSING – Development Standards

This section regulates the permitted and conditionally permitted uses and development standards for such uses within the community. Uses not specifically identified shall be subject to a determination by the Community Development Director that the use is permitted, conditionally permitted or prohibited.

RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
OS (Open Space) , **CG** (Commercial, General), **IL** (Industrial, Limited)

ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
RESIDENTIAL USES							
Caretaker and employee housing				L	L	L	
Duplexes	A	P	P				16-230.040
Mobile home parks	A	A	A	A			16-365.170
Multi-family dwellings		A	A	C			16-365.180
Organizational houses			A				
Residential care facilities							
Assisted living facilities		C	A		C		16-365.280
Care homes, 6 or fewer clients	P	P	P				
Family care homes, 7 or more clients			C				16-365.280
Senior care facilities, 7 or more clients		A	A				16-365.280
Rooming and boarding houses			A				
Senior residential project	A	A	A				16-365.180
Single-family dwellings	P	P	P				16-310
Townhouses	A	P	P				16-365.180
Triplexes		P	P				16-365.180

Key: P = Use permitted C = Conditionally Permitted use L = Land Development Permit required
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Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.*
Home occupations require a Home Occupation Permit (Division 16-530).

TIDEWATER CROSSING – Development Standards

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RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
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ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
RETAIL TRADE							
Alcoholic beverage sales							
Bars and night clubs - On sale				C			16-365.240
Sale of alcohol - Off-sale				C			16-365.240
With another use - On-sale				A			
Artisan shops				P			
Auto and vehicle sales/leasing/rental - New							16-230.120, 365.310
Auto and vehicle sales/leasing/rental - Used							
Auto parts sales				P			
Building material stores				A		P	16-365.310
Construction, farm & heavy equipment sales						P	16-365.310
Convenience stores				C		C	16-365.110, 240
Furniture, furnishings, and appliance stores				P		P	16-365.310
Mobile home sales						P	16-365.310
Nurseries and garden supply stores				P		P	16-365.310
Outdoor retail sales and activities				A		A	16-365.230
Pet shops				P			
Recreational vehicle & boat sales - New/used						L	16-365.310
Restaurants				P		P	16-365.220
Retail stores				P			16-365.310
Second hand stores/pawn shops							
Shopping centers							
Neighborhood				P			16-365.310
Community				A			16-365.310
Regional							16-365.310
Warehouse retail stores				C		L	16-365.310

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Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent where propose land uses differ from existing City of Stockton permitted uses.*

TIDEWATER CROSSING – Development Standards

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RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
OS (Open Space) , **CG** (Commercial, General), **IL** (Industrial, Limited)

ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
SERVICES							
Adult day care facilities				P			
Animal services							
Kennels and boarding facilities							
Pet grooming				P			
Training facilities				L		L	
Veterinary clinics and animal hospitals				L		L	16-365.350
Auto/vehicle services							
Car washes				A		A	
Fueling stations				L		L	16-365.300, 320
Inoperable vehicle storage							
Maintenance/minor repair				P		P	16-365.300
Major repair/body work						P	16-365.320
Parking facilities	C	C	C	P		P	16-345.080
Vehicle storage							
Child care facilities							
Child care centers	C	C	C	A	L		16-365.070
Large family child care homes	A	A		A	A		16-365.070
Small family child care homes	P	P	P	P	P		
Equipment rental						P	
Funeral facilities and services							
Cemeteries					C		
Mortuaries and funeral homes							
Lodging facilities							
Bed and breakfast							
Extended-stay facilities							
Single room occupancy facilities (SROs)							
Hotels and motels				A		P	
Medical services							
Ambulance service				P		P	
Clinics and laboratories				P			
Extended care	C	C	A	A			
Hospitals							
Medical-related facilities				P			

Services continue on next page.

Key: P = Use permitted C = Conditionally Permitted use L = Land Development Permit required
A = Administrative Use Permit required Empty box = Use not allowed

Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses. See Article 8 for definitions of the listed land uses.*

TIDEWATER CROSSING – Development Standards

This section regulates the permitted and conditionally permitted uses and development standards for such uses within the community. Uses not specifically identified shall be subject to a determination by the Community Development Director that the use is permitted, conditionally permitted or prohibited.

RL (Residential, Low Density), **RM** (Residential, Medium Density), **RH** (Residential, High Density)
OS (Open Space), **CG** (Commercial, General) , **IL** (Industrial, Limited)

ALLOWABLE LAND USES AND PERMIT REQUIREMENTS

LAND USES	PERMIT REQUIRED BY ZONING DISTRICT						
	RL	RM	RH	CG	OS	IL	Specific Use Standards
SERVICES							
Personal services – Restricted				C			
Personal services – Unrestricted				P			
Personal storage facilities (mini-storage)						P	16-365.160
Repair services				P		P	
Social services facilities							
Drug abuse, alcohol recovery/treatment facility							
Feeding centers							
Homeless shelters							
Transitional housing							
TRANSPORTATION AND COMMUNICATIONS USES							
Broadcasting studios						P	
Communications facilities							
Minor	E	E	E	P	P	P	16-320
Major				A		A	16-320
Transit stations and terminals				C		C	
Vehicle and freight terminals						P	
OTHER USES							
Live-work space				P		P	
Major impact facilities							
Motion picture production						P	
Multi-use facilities				A		A	16-365.190
Public and semi-public utility facilities	A	A	A	P		P	
Public institutions	C	C	C	C		C	
Signs - Off-premise				E		E	16-360.110

Key: P = Use permitted C = Conditionally Permitted Use L = Land Development Permit required
A = Administrative Use Permit required E = Use not allowerd except under special circumstances
Empty box = Use not allowed

Note: *See Stockton Municipal Code Section 16-220.020 for an explanation of the table and each land use permit requirement. See Article 8 for definitions of the listed land uses. Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.*

TABLE 9.1 DEVELOPMENT STANDARDS

Development Feature	Requirement by Zoning District						
	RE	RL	RM	RH	CG	IL	PF
Minimum lot size	*Minimum area and width for new parcels. For a minimum specific zoning district area size requirement, see SMC §16-210.020 (Zoning Districts Established).*						
Area	1 acre	5,000 sq.ft.	1,960 sq.ft.	7,500 sq.ft.	No minimum		
Width	150 ft	45 ft	28 ft	N/A	No minimum		
Density	*Number of dwelling units permitted in a residential subdivision or in a multi-family residential project on an acre (net) of land.*						
Dwelling units per net acre (minimum - maximum)	1	0 - 8.7	8.8 - 17.4	17.5 - 29	0 - 29	Not applicable	0
Maximum dwelling units per parcel	1	1	1	1 per 1,500 sq.ft.	No minimum		
Setbacks	*Minimum setbacks required. See SMC Article 9 for definition. See SMC §16-310.110 for setback measurement, allowed projections into setbacks, and exceptions.*						
Front	*Refer to Table 9.2 for standards specific to residential zones.*				10 ft	10 ft	
Side(s)					None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses.		
Sides, street					10 ft	10 ft	
Rear					None required, except when adjacent to a residential zone, structures shall be set back a distance of 10 feet or as required by Article 3 for specific land uses.		
Site coverage	*Maximum percentage of site that may also be covered by structures. See Article 8 for definitions. See SMC §16-310.050 for exceptions.*						
Maximum coverage	25%	65%	60%	50%	60%	60%	50%
Height limit	*Maximum height for primary structures. See 16-310.100 for height measurement and exceptions.*						
Maximum height	35 ft	35 ft	35 ft	35 ft	45 ft	60 ft *	60 ft *
Landscaping	See Division 16-335 (Landscaping Standards)						
Parking and loading	See Division 16-345 (Off-Street Parking and Loading Standards)						
Signs	See Division 16-360 (Sign Standards)						

** Height of structure will be subject to FAA review if exceeding guidelines as stated in Airport Land Use Restrictions section of the San Joaquin County Council of Governments, "Airport Land Use Plan," dated 1993.*

Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

TABLE 9.2 RESIDENTIAL ZONING STANDARDS

Development Feature	Requirement by Zoning District			
	RE	RL	RM	RH
Front Yard Setback Minimums				
Interior Living Area	20 ft	15 ft	15' ft / 9 ft*	10 ft
Porch	15 ft	7 ft	7 ft	6 ft
Garage	30 ft	18 ft	18 ft / 5 ft **	N/A
Swing-In Garage	15 ft	12.5 ft	N/A	N/A
Side Entry Garage	15 ft	15 ft	N/A	N/A
Side Setback Minimums				
Interior Living Area	13 ft	5 ft	5 ft	5 ft
Non-Enclosed Porch	5 ft	5 ft	5 ft	5 ft
Street Side	20 ft	10 ft	10 ft	10 ft
Detached Garage	5 ft	0 ft***	0 ft***	0 ft***
Zero Lot Line Side Yards	N/A	10 ft	10 ft	N/A
Rear Setback Minimum				
Interior Living Area	20 ft	10 ft	10 ft	10 ft
Street Side	30 ft	15 ft	10 ft	10 ft
Attached/Detached Garage with Front Access	10 ft	10 ft	N/A	N/A
Garage with Rear Access	N/A	5 ft	5 ft	4 ft
Patio Cover	N/A	7 ft	7 ft	N/A
Accessory Structure Rear Setback Minimum	5 ft	5 ft	5 ft	5 ft
Minimum Building Separation	10 ft	10 ft	10 ft	20 ft

* Front living area from public street (external to motor court) 15 feet minimum. Front living area from private street (motor court) 9 feet.
** Garages along private street shall be reduced to 5 feet.
*** One hour firewall required and no opening for the zero building setbacks.
Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.

FIGURE 2.1 CITY OF STOCKTON 1990 LAND USE MAP

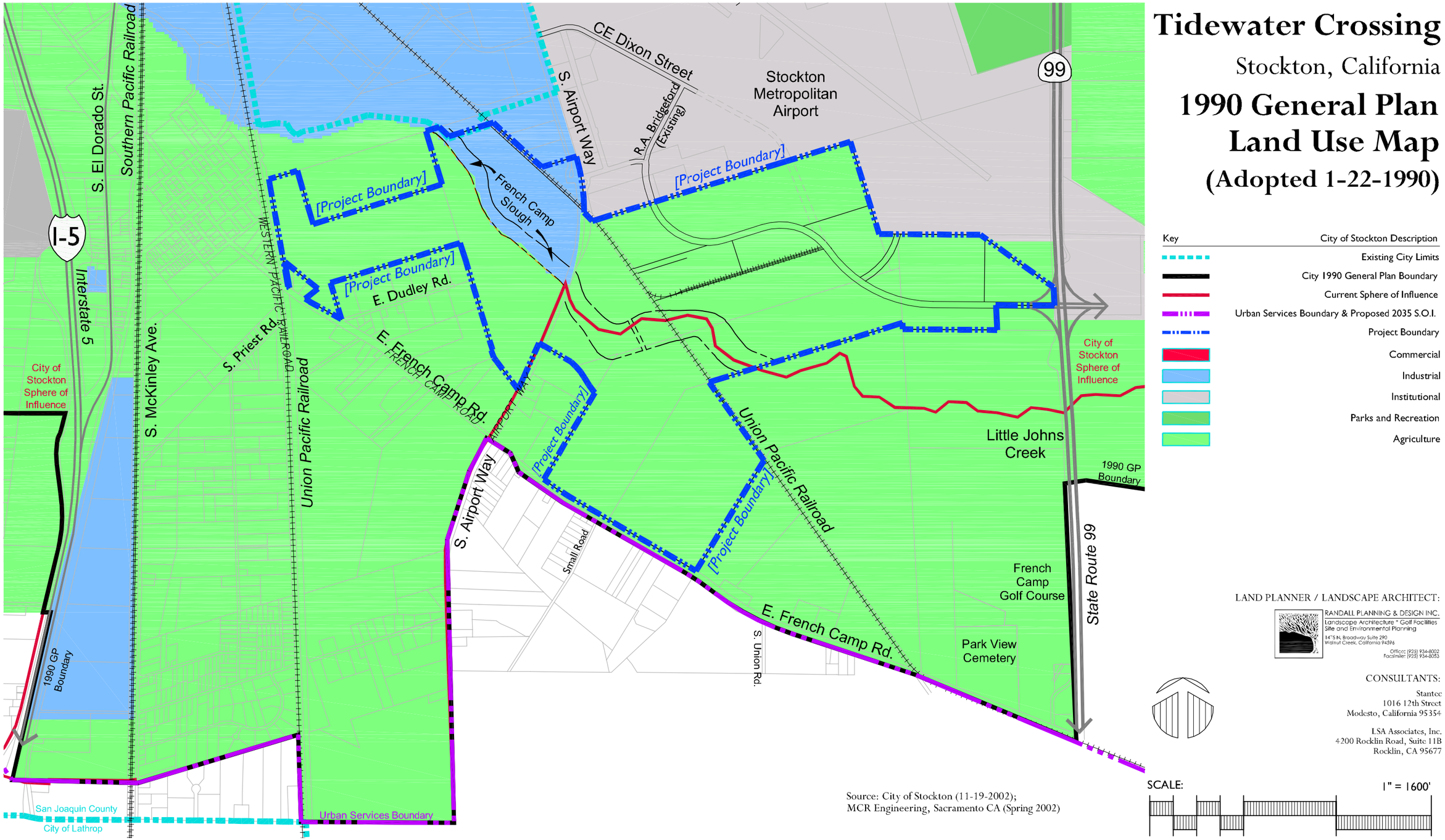


FIGURE 2.2 CITY OF STOCKTON 2035 LAND USE MAP

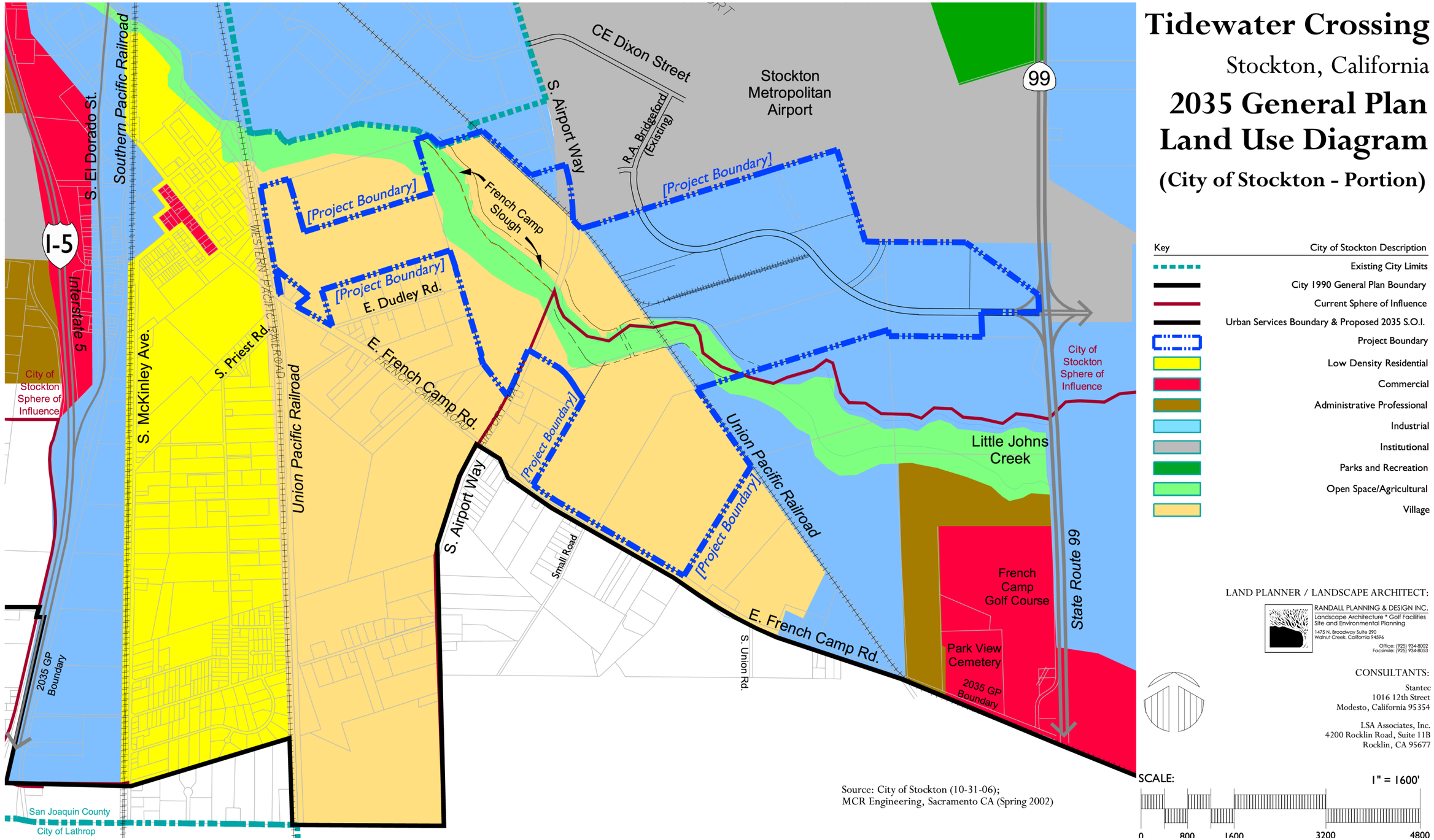


FIGURE 2.3 COUNTY OF SAN JOAQUIN LAND USE MAP

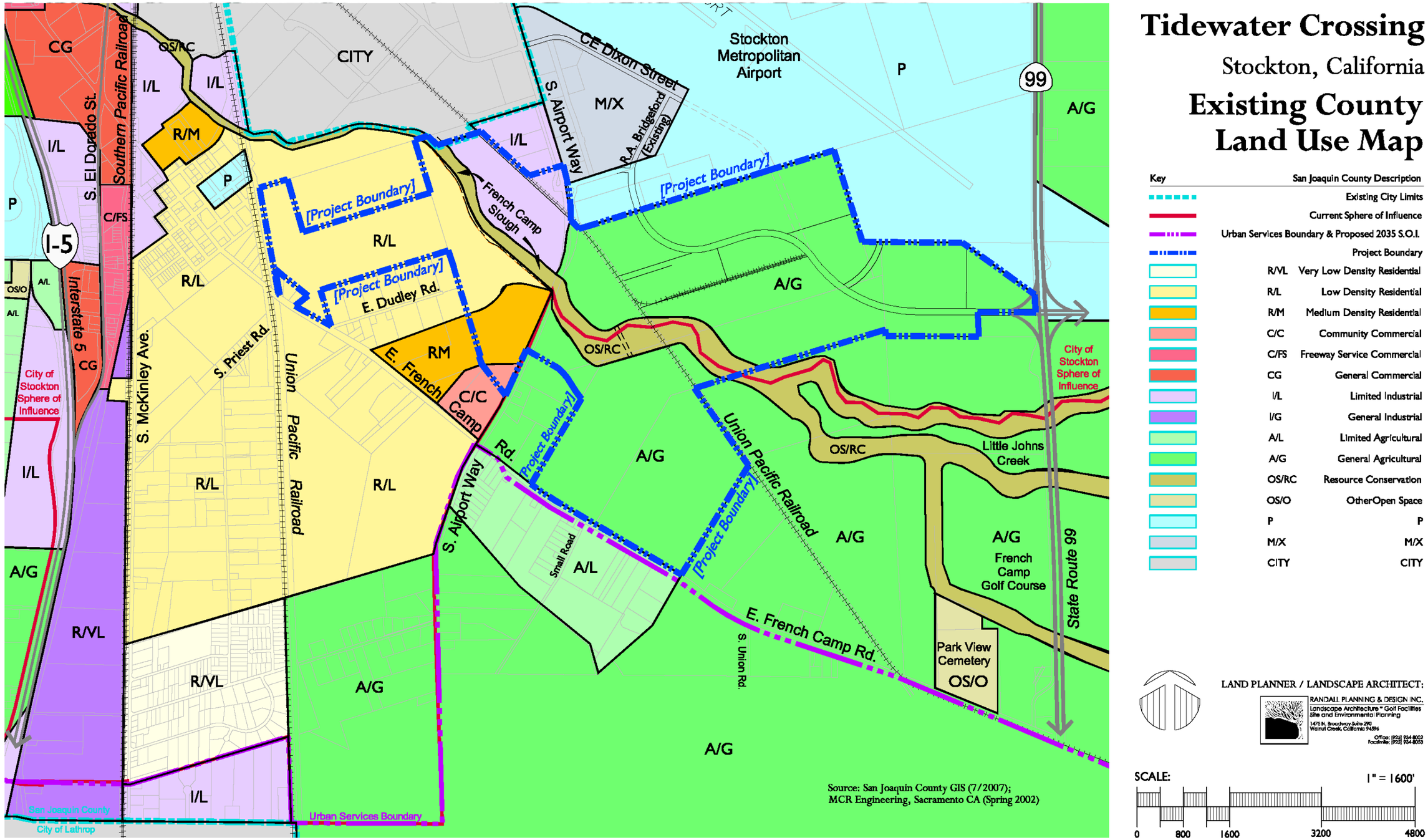


FIGURE 2.4 COUNTY OF SAN JOAQUIN ZONING MAP

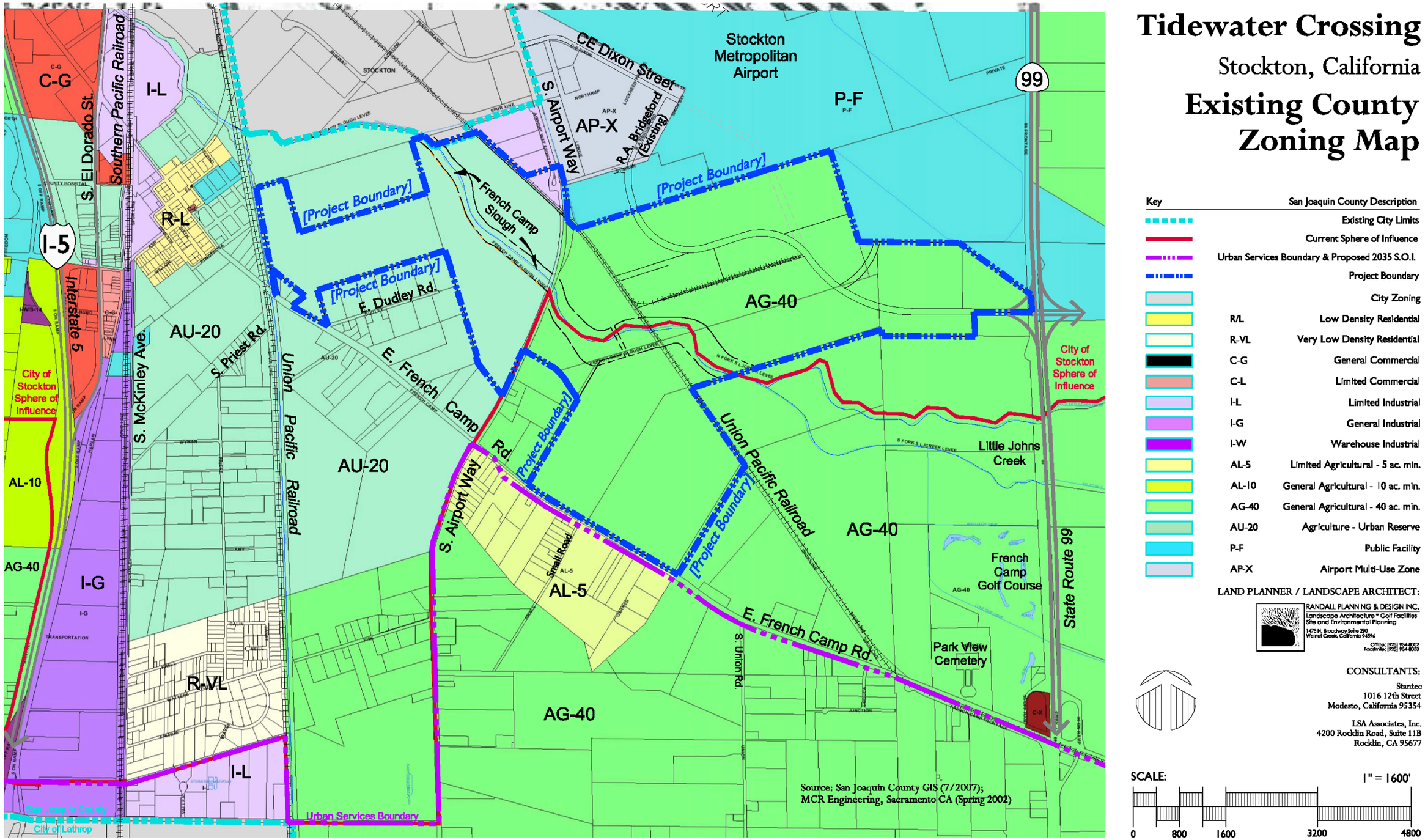


FIGURE 2.5 PARCELS WITHIN TIDEWATER CROSSING

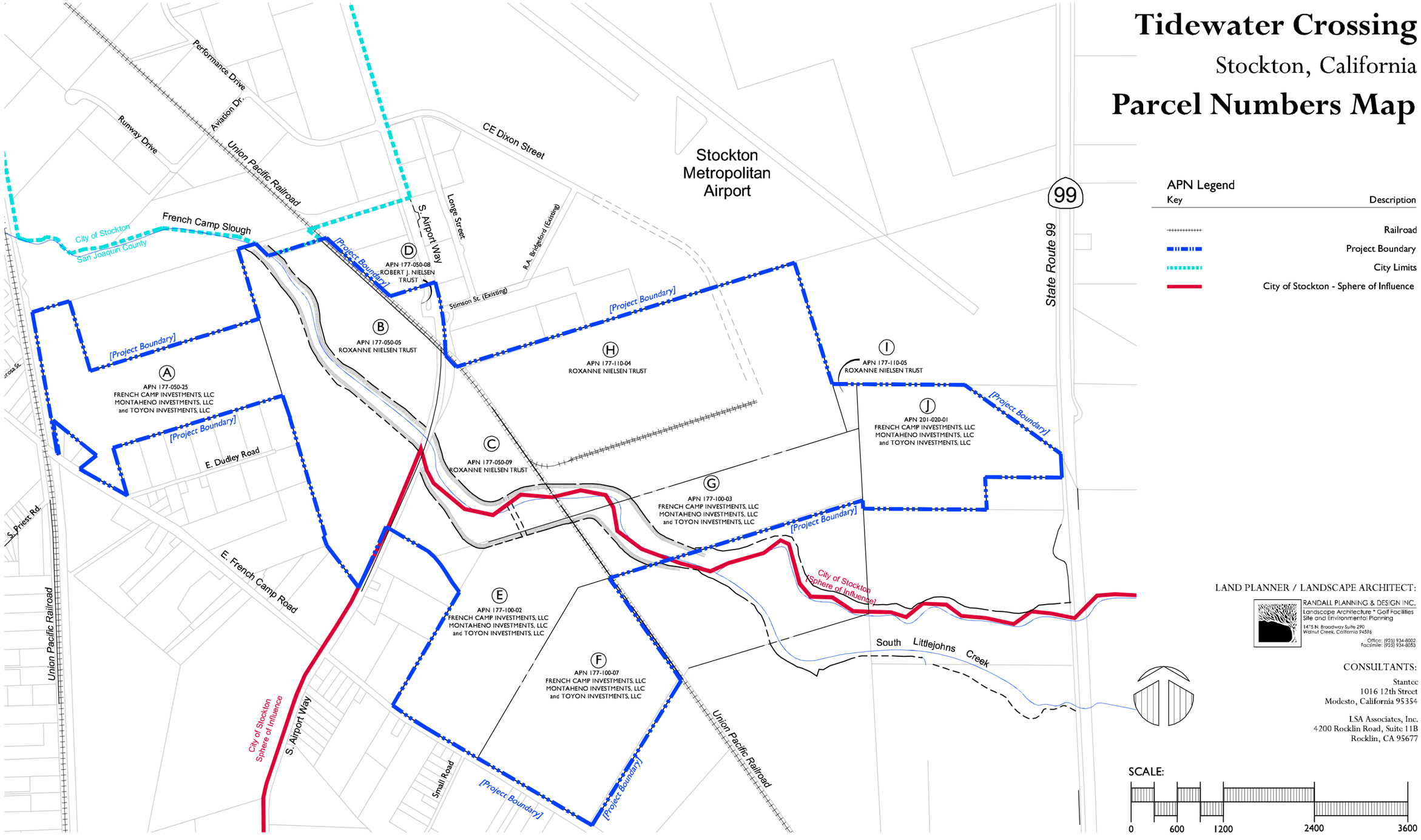


FIGURE 2.6 STOCKTON METROPOLITAN AIRPORT NOISE CONTOURS

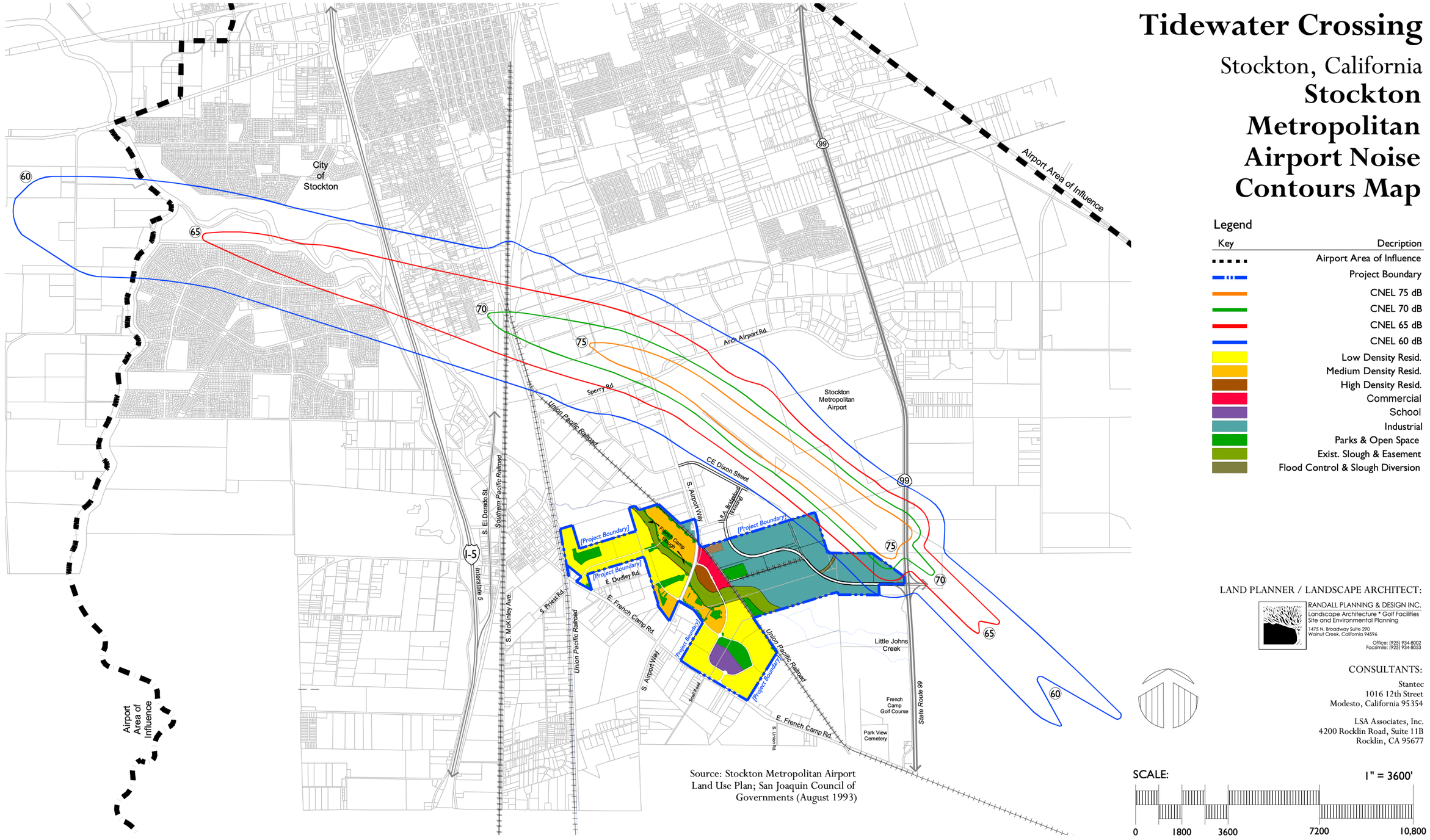


FIGURE 2.7 STOCKTON METROPOLITAN AIRPORT AREAS OF INFLUENCE

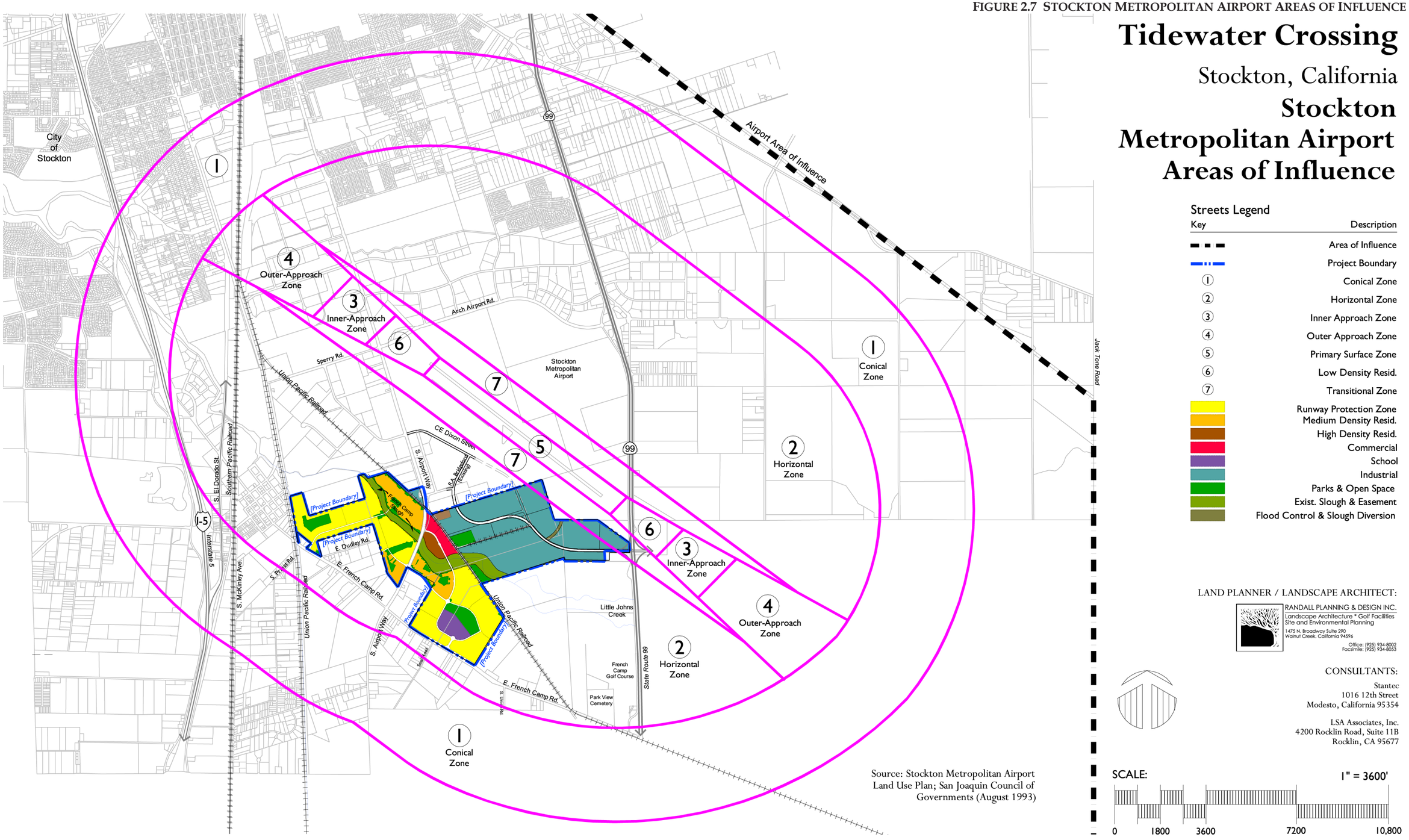


FIGURE 3.1 TIDEWATER CROSSING LAND USE DIAGRAM

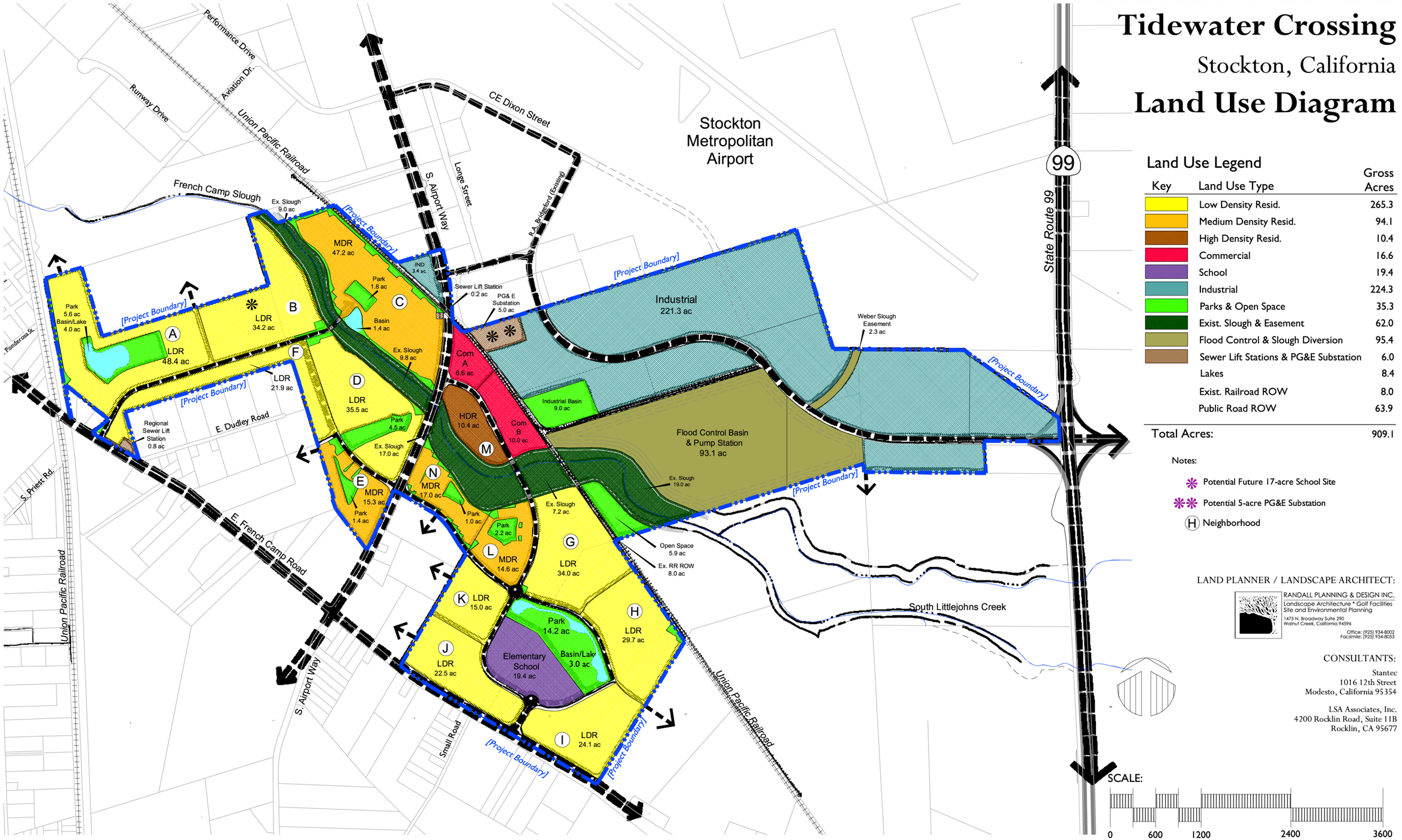


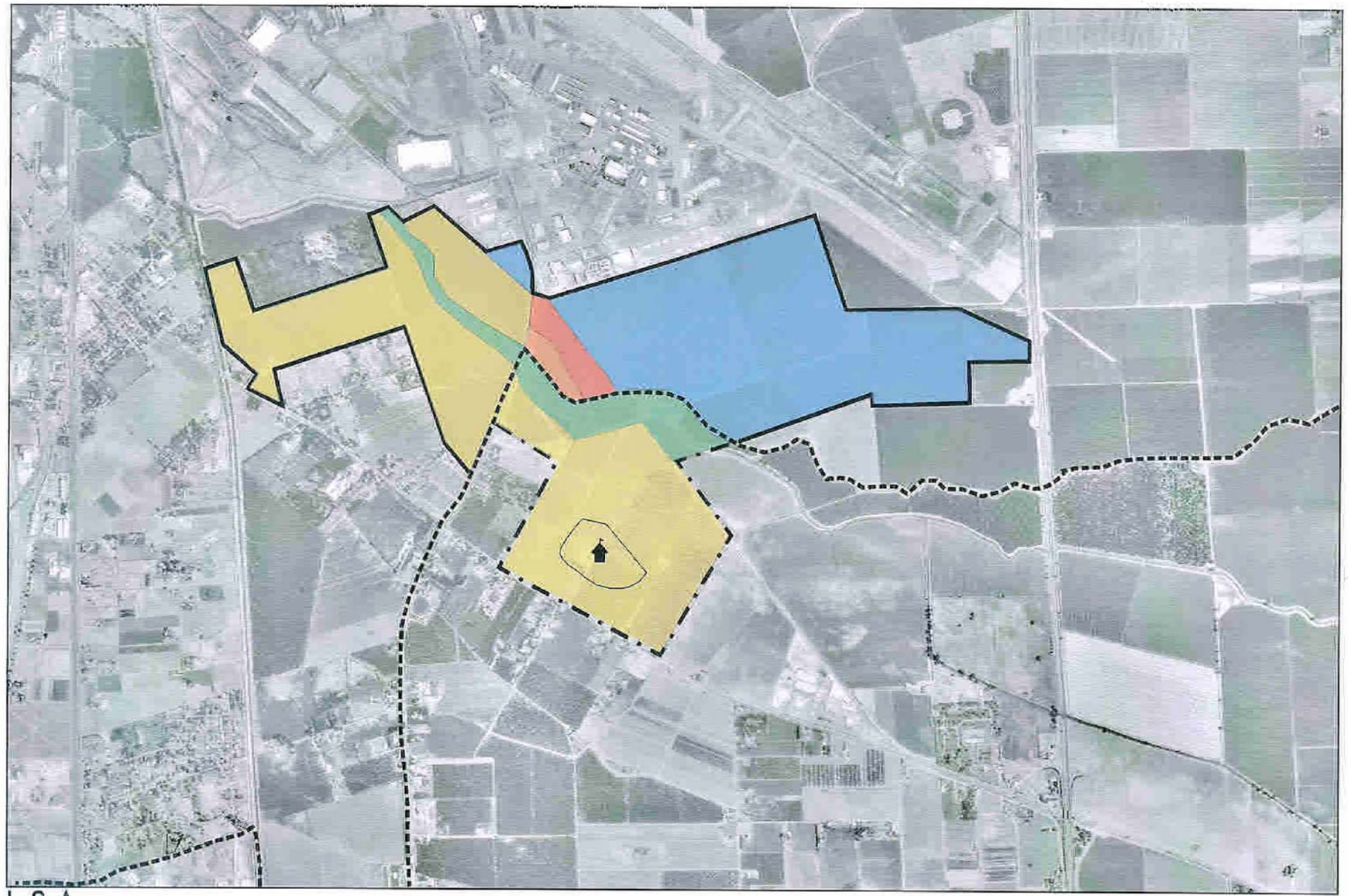
FIGURE 3.2 TIDEWATER CROSSING ILLUSTRATIVE DIAGRAM

FIGURE 3.3 TIDEWATER CROSSING 1990 GENERAL PLAN AMENDMENT

Tidewater Crossing

Stockton, California

1990 General Plan Amendment



LSA

N

Industrial (IL)

Low/Medium-Density Residential (L/MDR)

High Density Residential (HDR)

Sphere of Influence

Commercial (C)

Open Space/Agricultural (OS/A)

School Site

Sphere of Influence Amendment Area

SOURCE: City of Stockton, 2005

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CONSULTANTS:

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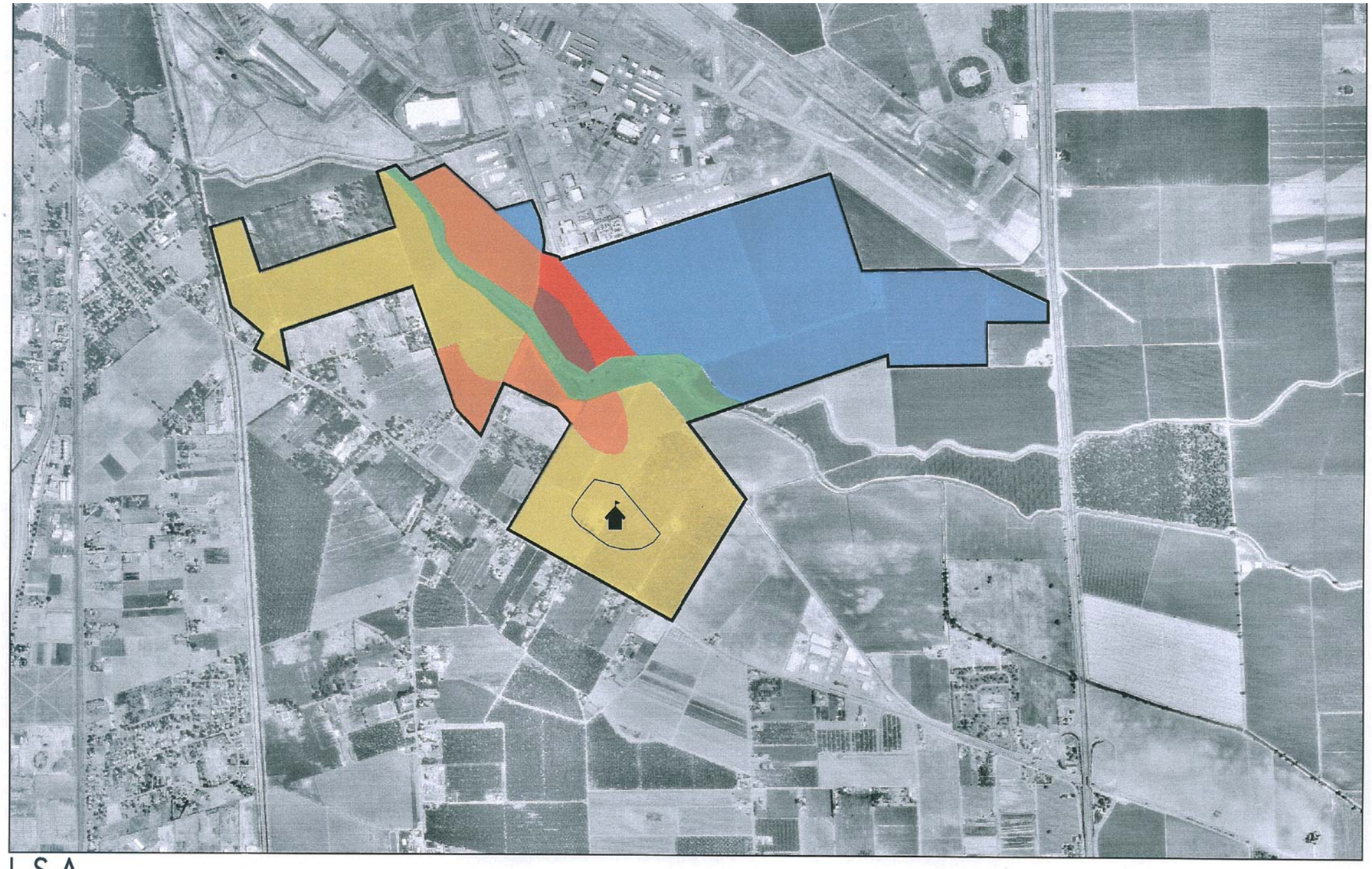
1016 12th Street
Modesto, California 95354

LSA Associates, Inc.
4200 Rocklin Road, Suite 11B
Rocklin, CA 95677

FIGURE 3.4 TIDEWATER CROSSING 2035 GENERAL PLAN AMENDMENT



Tidewater Crossing

Stockton, California

2035 General Plan Amendment

LSA

N

Limited Industrial (IL)
Low Density Residential (LDR)
Medium Density Residential (MDR)
High Density Residential (HDR)
Commercial (C)
Open Space (OS)
School Site

SOURCE: City of Stockton, 2005

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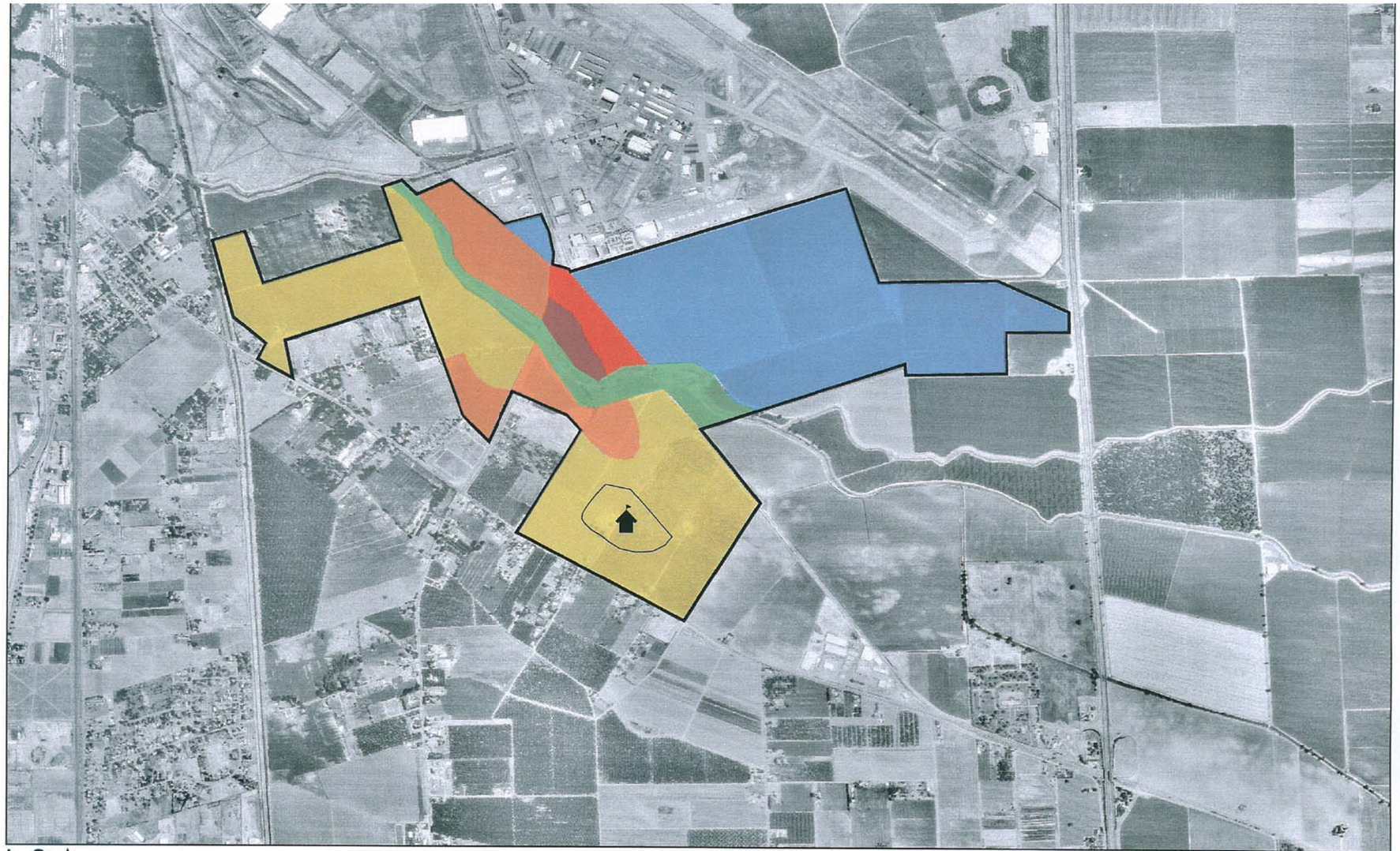
FIGURE 3.5 TIDEWATER CROSSING PREZONING MAP

Tidewater Crossing

Stockton, California

Prezoning Map



LSA

N

Limited Industrial (LI)

Low Density Residential (RL)

Medium Density Residential (RM)

High Density Residential (RH)

General Commercial (GC)

Open Space (OS)

School Site

SOURCE: City of Stockton, 2005

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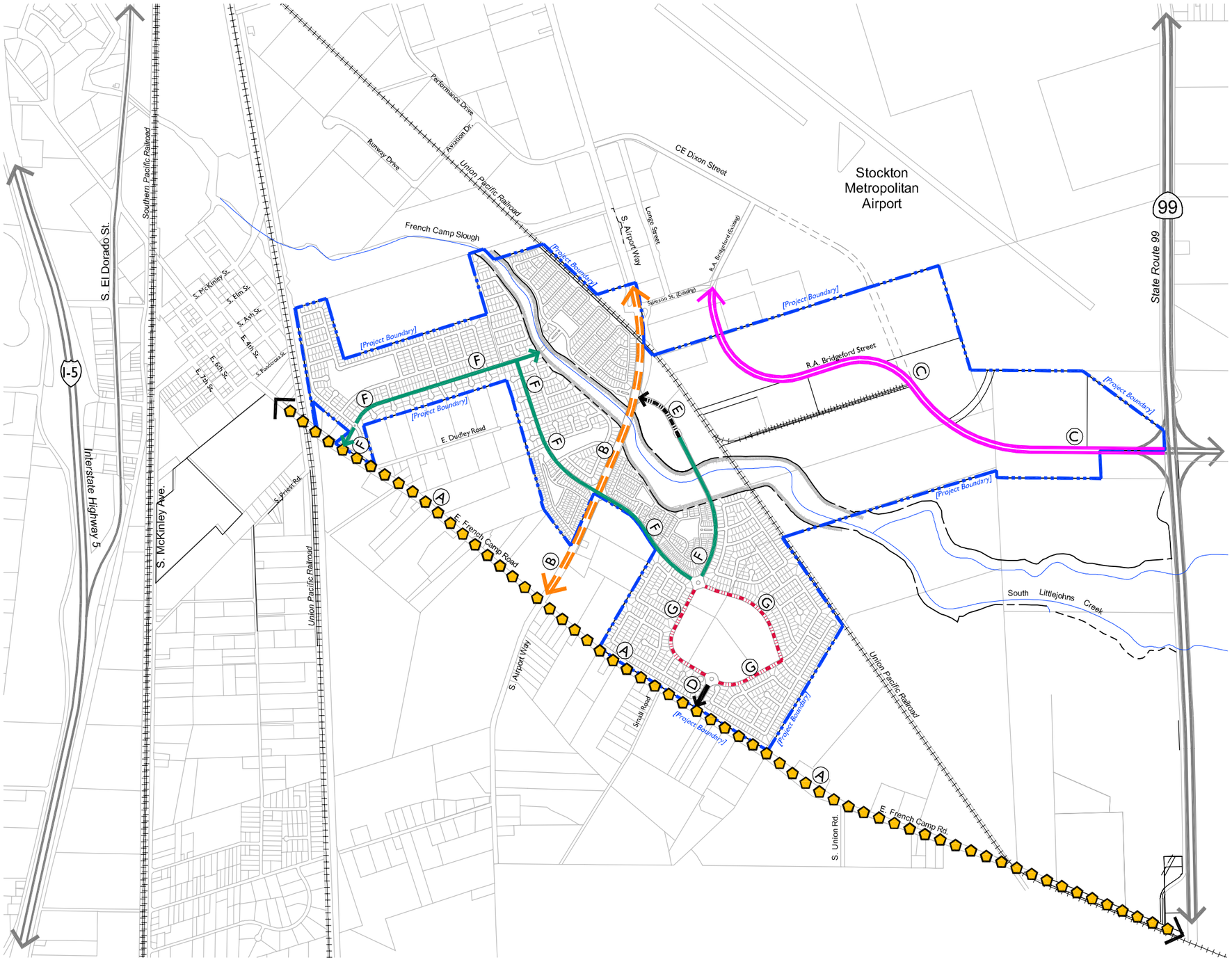
FIGURE 5.1 CIRCULATION DIAGRAM

Tidewater Crossing

Stockton, California

Circulation Diagram



Streets Legend

Key	Street Profile	
	Project Boundary	
A	E. French Camp - Blvd. Arterial	(154' ROW)
B	S. Airport Way - Blvd. Arterial	(132' ROW)
C	R.A. Bridgeford St. - Industrial Arterial	(120' ROW)
D	Entry Collector w/Median	(88' ROW)
E	Commercial Collector	(78' ROW)
F	Neighborhood Collector	(56'/61'/66' ROW)
G	Medium and Low Volume Local	(54'/57' ROW)
I	Railroad	

Note:
The subdivision layout pattern depicted on this diagram is conceptual. The actual subdivision layout is subject to the findings of the internal traffic analysis, a component of the Traffic Impact Analysis.

Note:
The extension of C. E. Dixon Street through the Airport and into the industrial park is conceptual and is dependent upon coordination with the California National Guard and San Joaquin County. If the route is secured, additional environmental analysis may be necessary.

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SCALE:

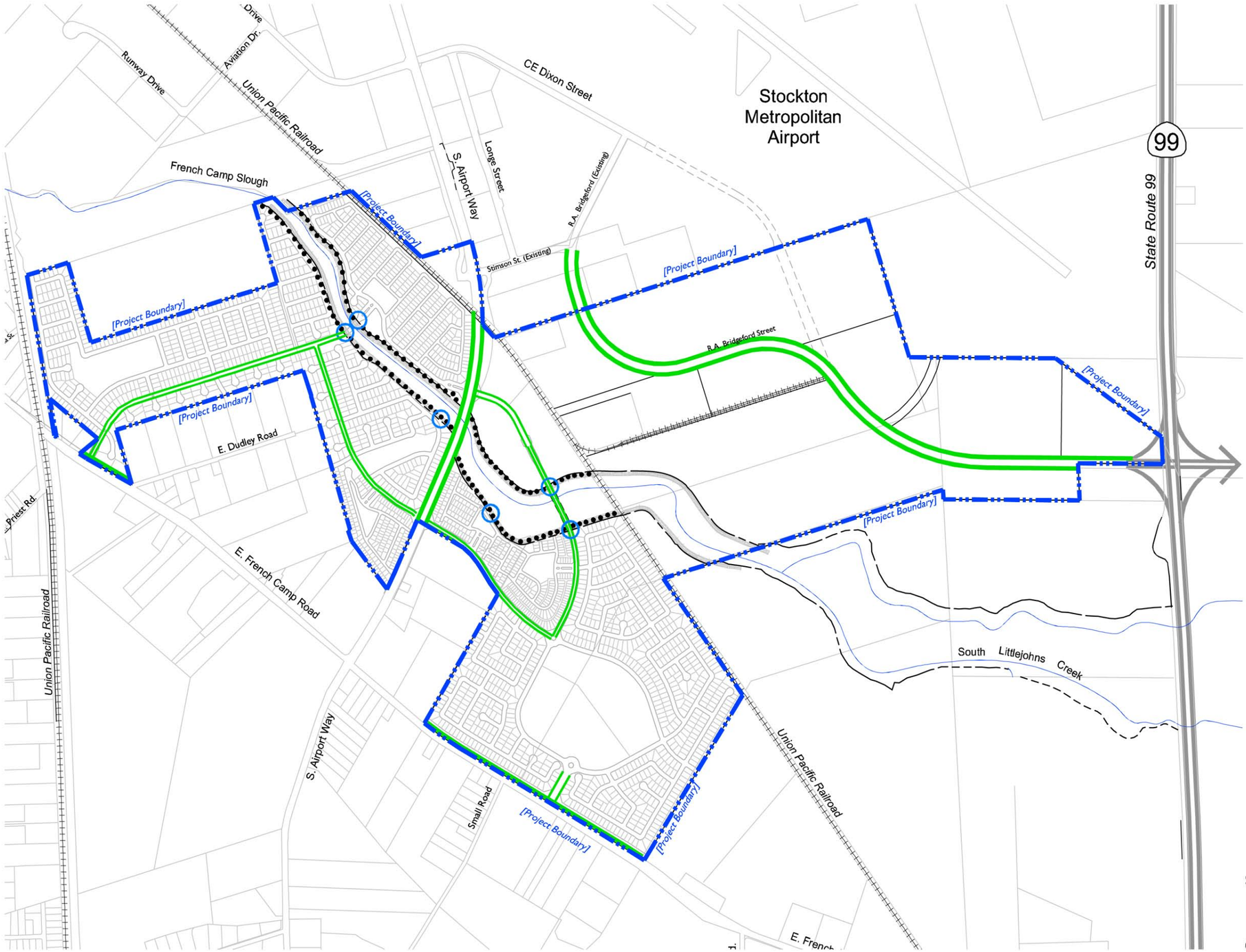
0 800 1600 3200 4800

FIGURE 5.2 PEDESTRIAN AND BICYCLE CIRCULATION

Tidewater Crossing

Stockton, California

Pedestrian & Bike Path Diagram



Pedestrian & Bike Path Legend

Key	Street/Path Profile
	Project Boundary
	8' Meandering Sidewalk/Class I Bike Path
	12' Trail/Class I Bike Path
	Bike Path Connectivity to Neighborhoods

Note:
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SCALE:

0 600 1200 2400 3600

FIGURE 5.5-B R.A. BRIDGEFORD STREET EXTENSION

Tidewater Crossing

Stockton, California

R.A. Bridgeford Street Extension

Note: The proposed alignment of R.A. Bridgeford Street through the California National Guard property is conceptual. The final alignment will be subject to agreement with the California National Guard.

Source: Fehr and Peers

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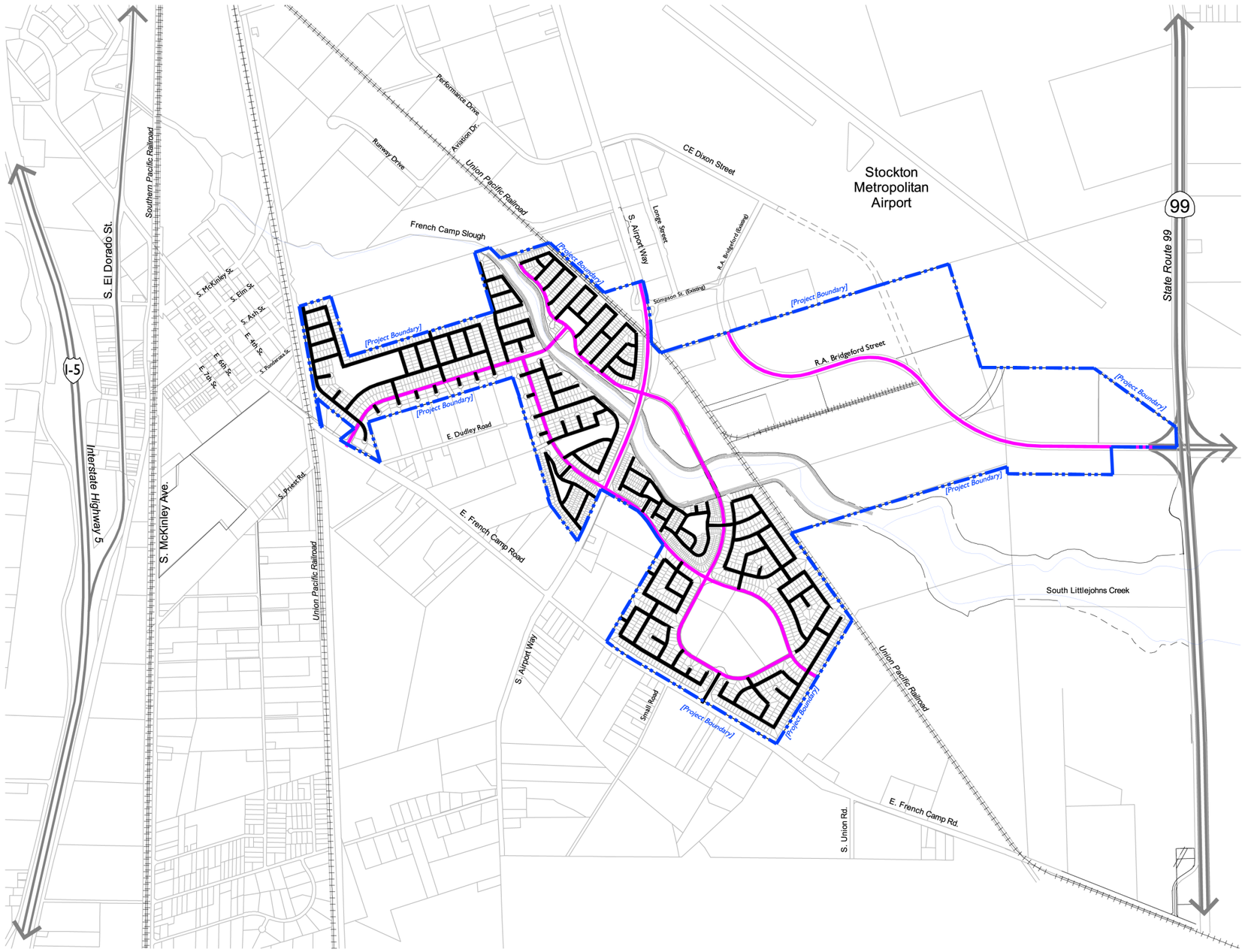
Not to Scale

FIGURE 5.13 PROPOSED INTERNAL CIRCULATION



Tidewater Crossing

Stockton, California

Internal Street Layout Diagram

Internal Street Legend

Key	Street/Path Profile
	Project Boundary
	Primary Backbone Streets
	Residential Streets

Note:
The subdivision layout pattern depicted on this diagram is conceptual. The actual subdivision layout is subject to the findings of the internal traffic analysis, a component of the Traffic Impact Analysis.

Note:
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SCALE:

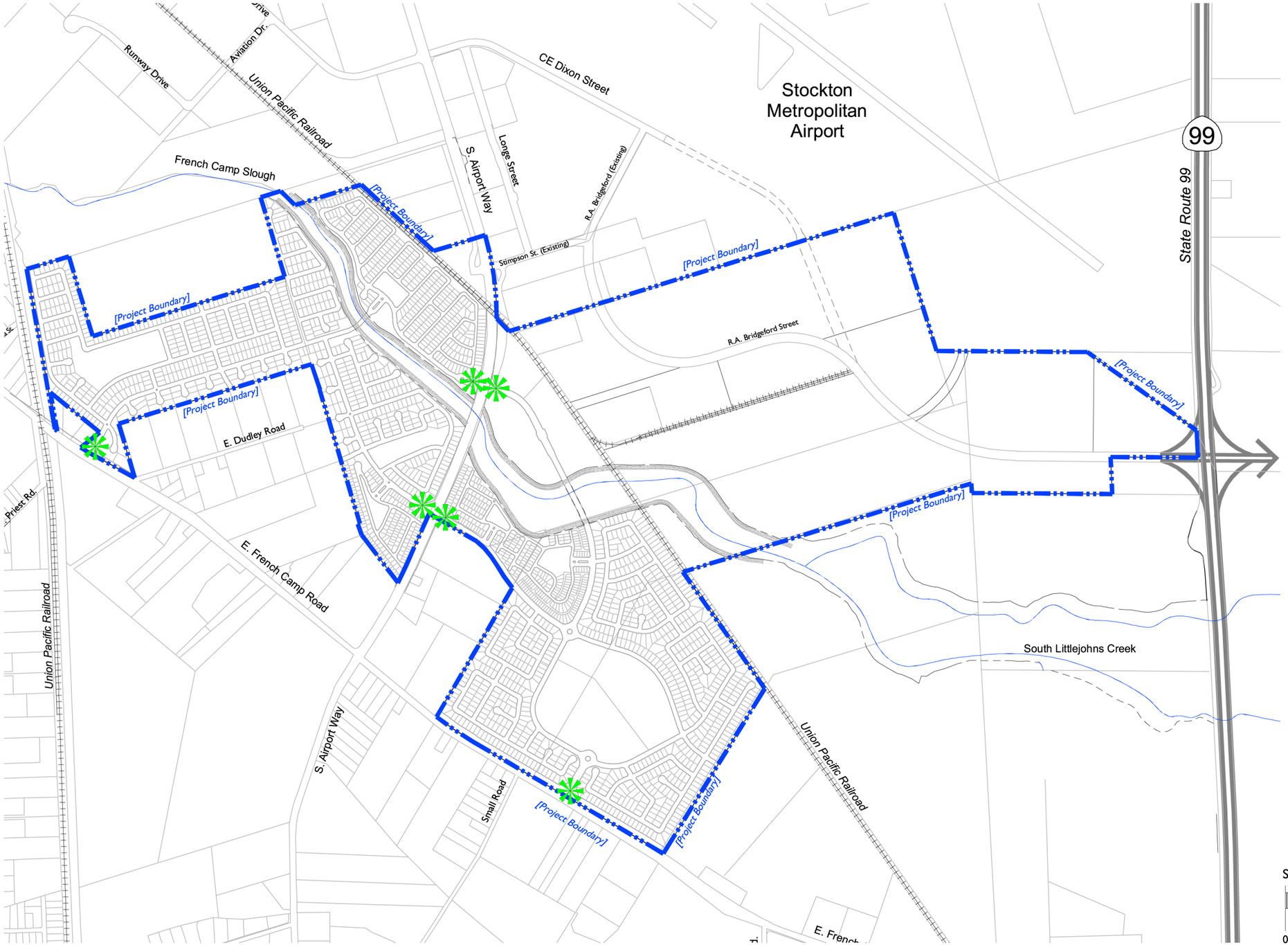
0 800 1600 3200 4800

FIGURE 5.14 ENTRIES & ARRIVALS

Tidewater Crossing

Stockton, California

Entries & Arrivals Plan



Entries and Arrivals Legend

Key	Street/Path Profile
	Project Boundary
	Entry & Arrival Locations

Note:
The subdivision layout pattern depicted on this diagram is conceptual. The actual subdivision layout is subject to the findings of the internal traffic analysis, a component of the Traffic Impact Analysis.

Note:
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SCALE:

0 600 1200 2400 3600

FIGURE 5.15 DIAGRAM OF SOUNDWALL LOCATIONS

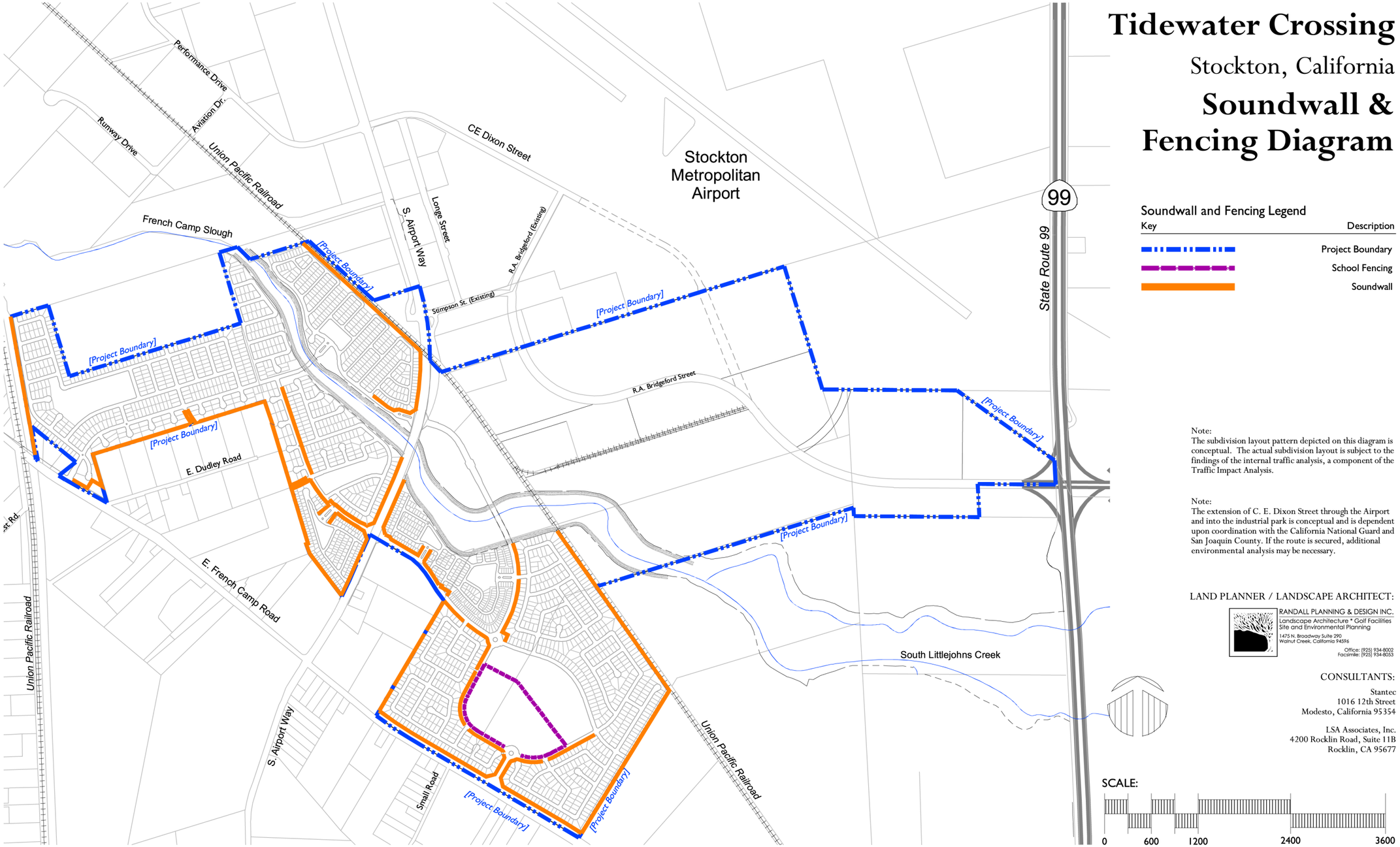

FIGURE 6.1 TIDEWATER CONCEPTUAL MASTER POTABLE WATER PLAN

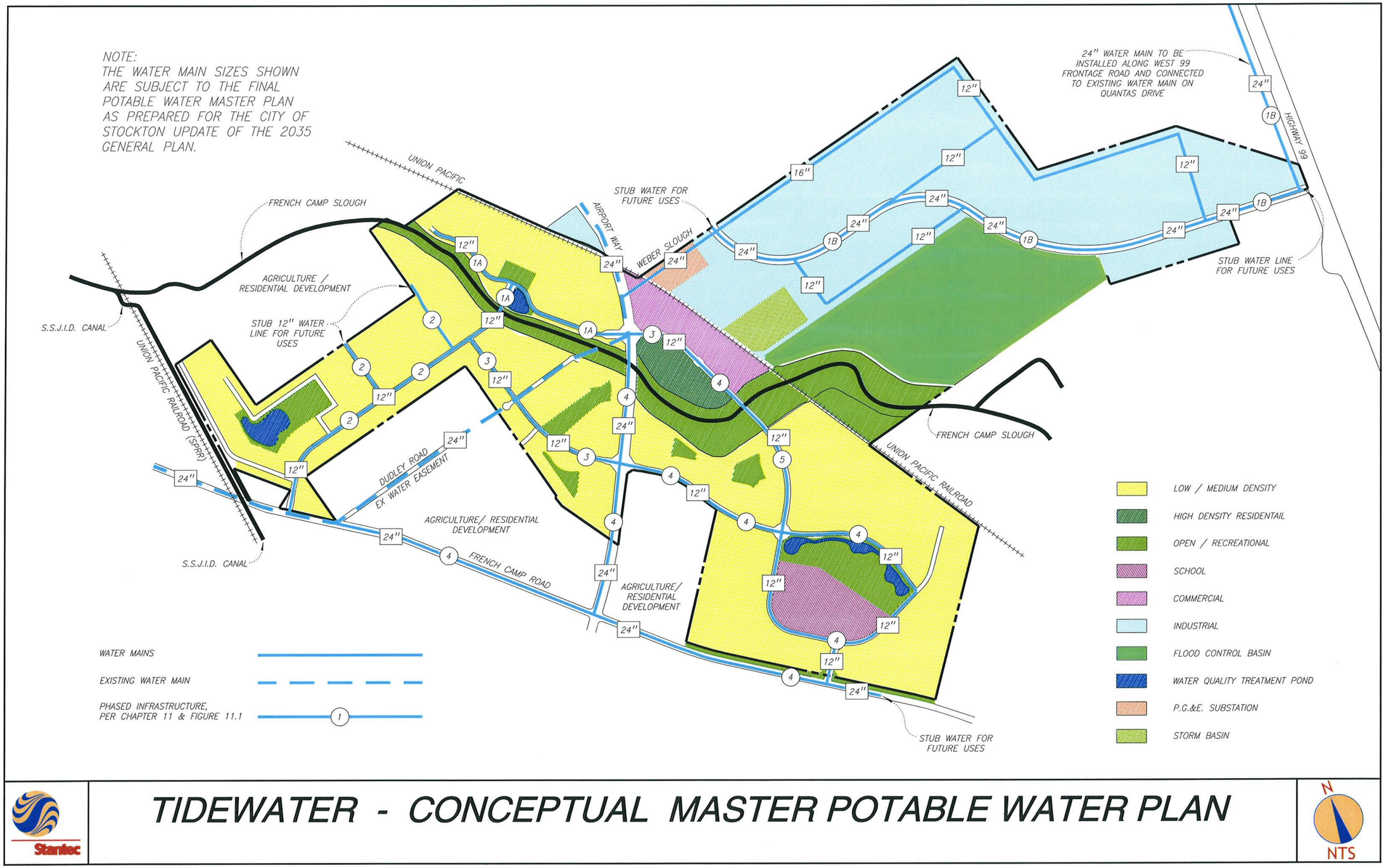

FIGURE 6.2 TIDEWATER CONCEPTUAL MASTER NON-POTABLE WATER PLAN

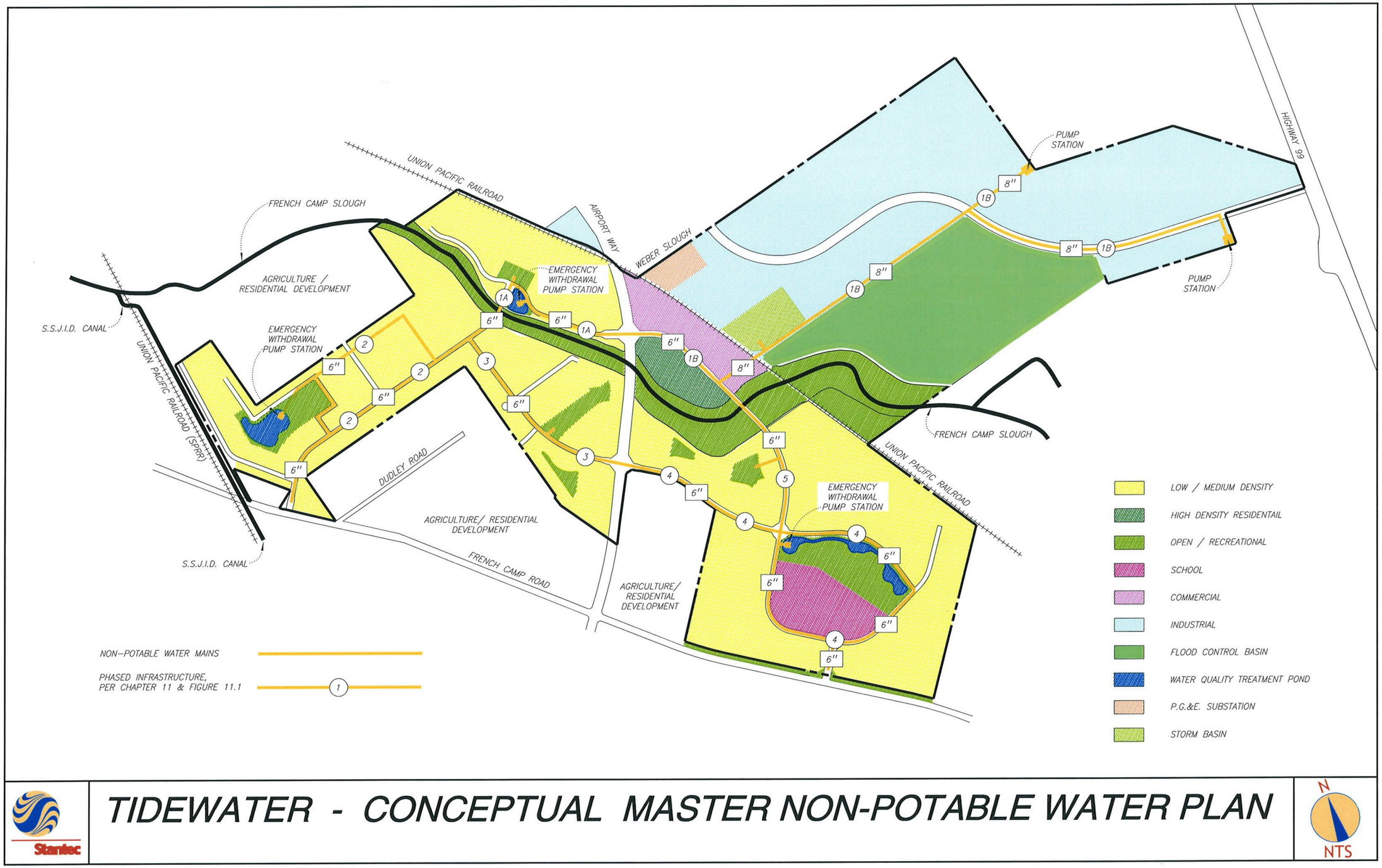

FIGURE 6.3 TIDEWATER CONCEPTUAL MASTER WASTE WATER PLAN

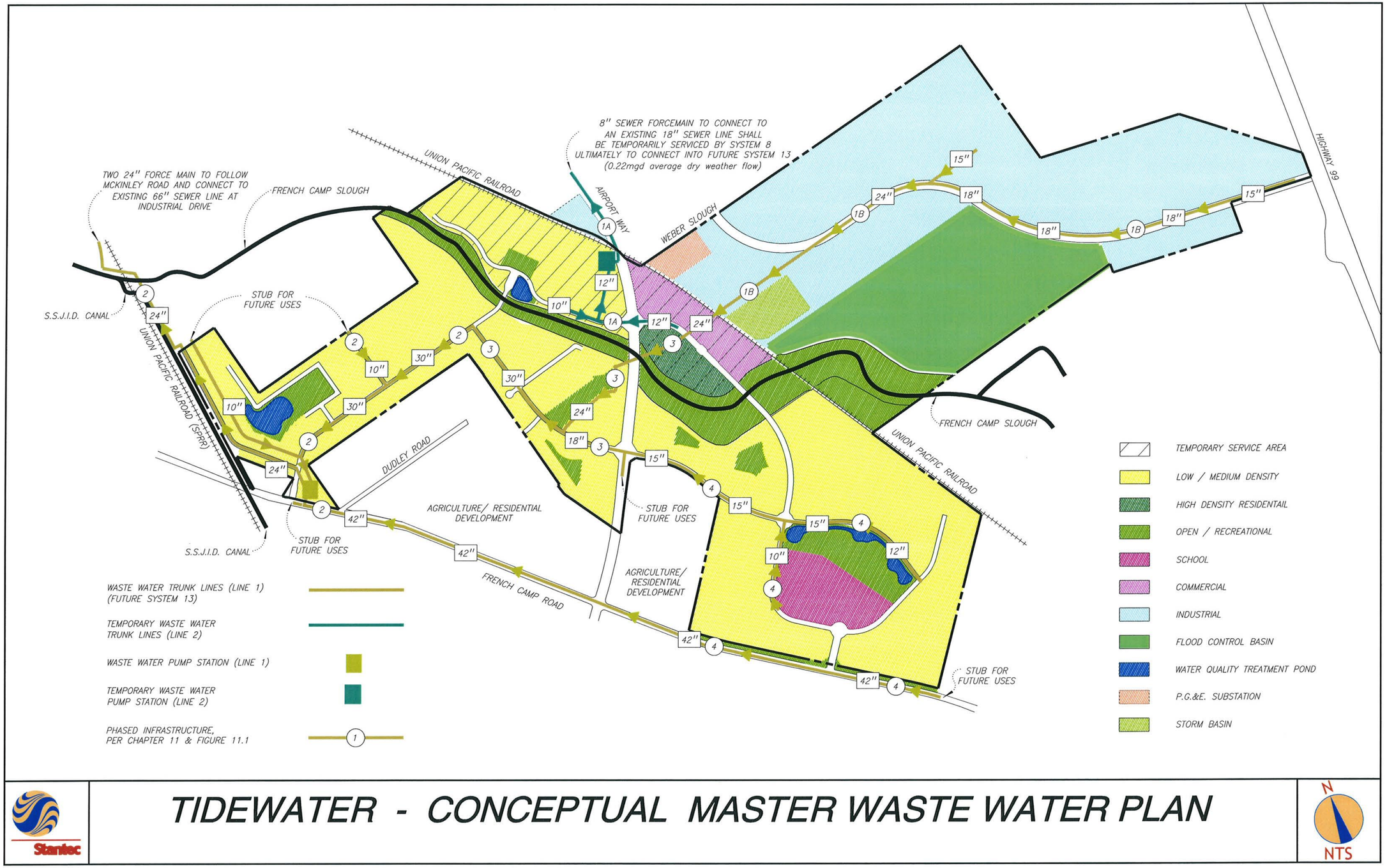

FIGURE 6.4 STORMWATER MANAGEMENT / WATER QUALITY ELEMENTS

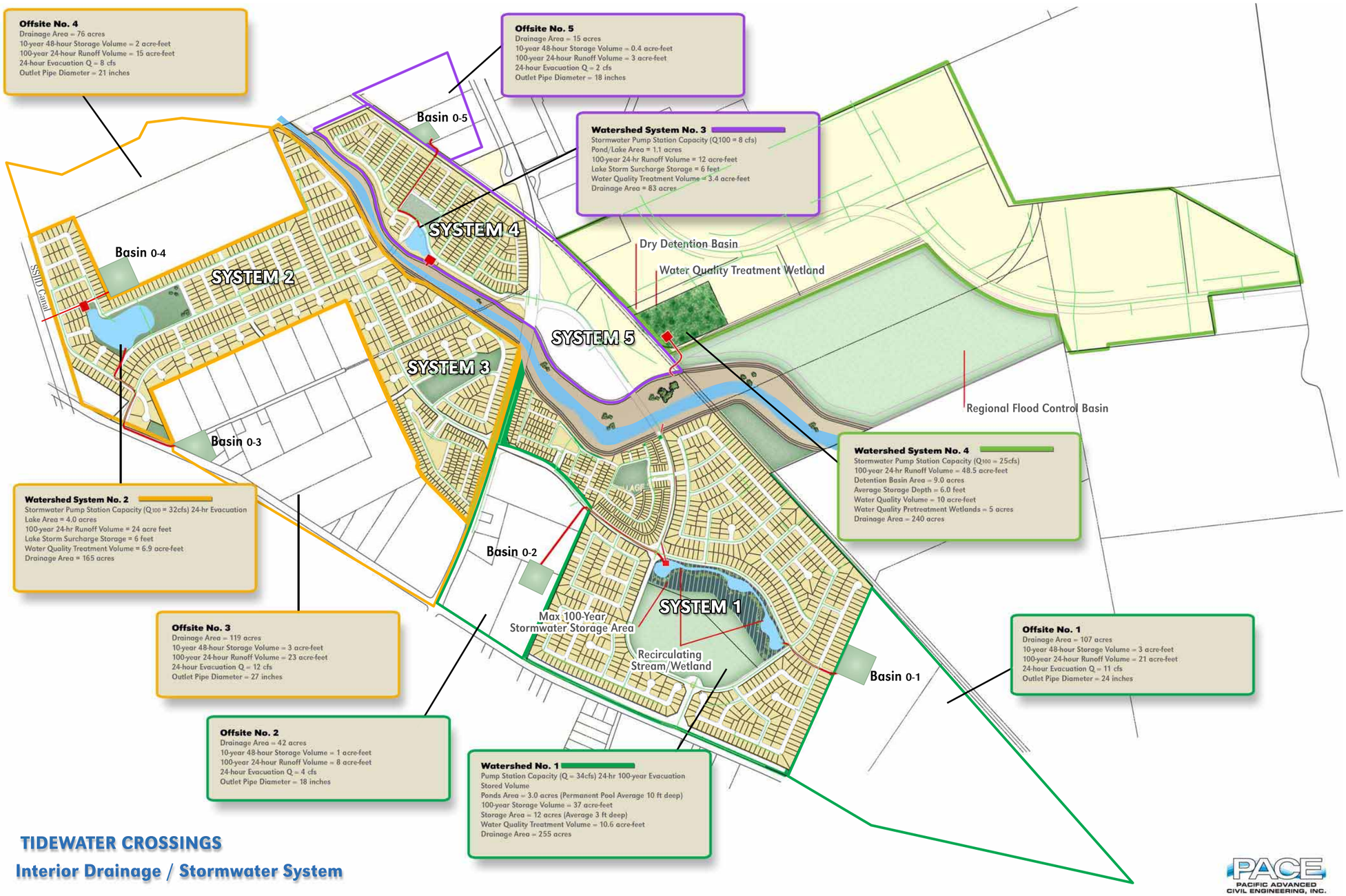

FIGURE 6.5 CONCEPTUAL MASTER STORM WATER PLAN

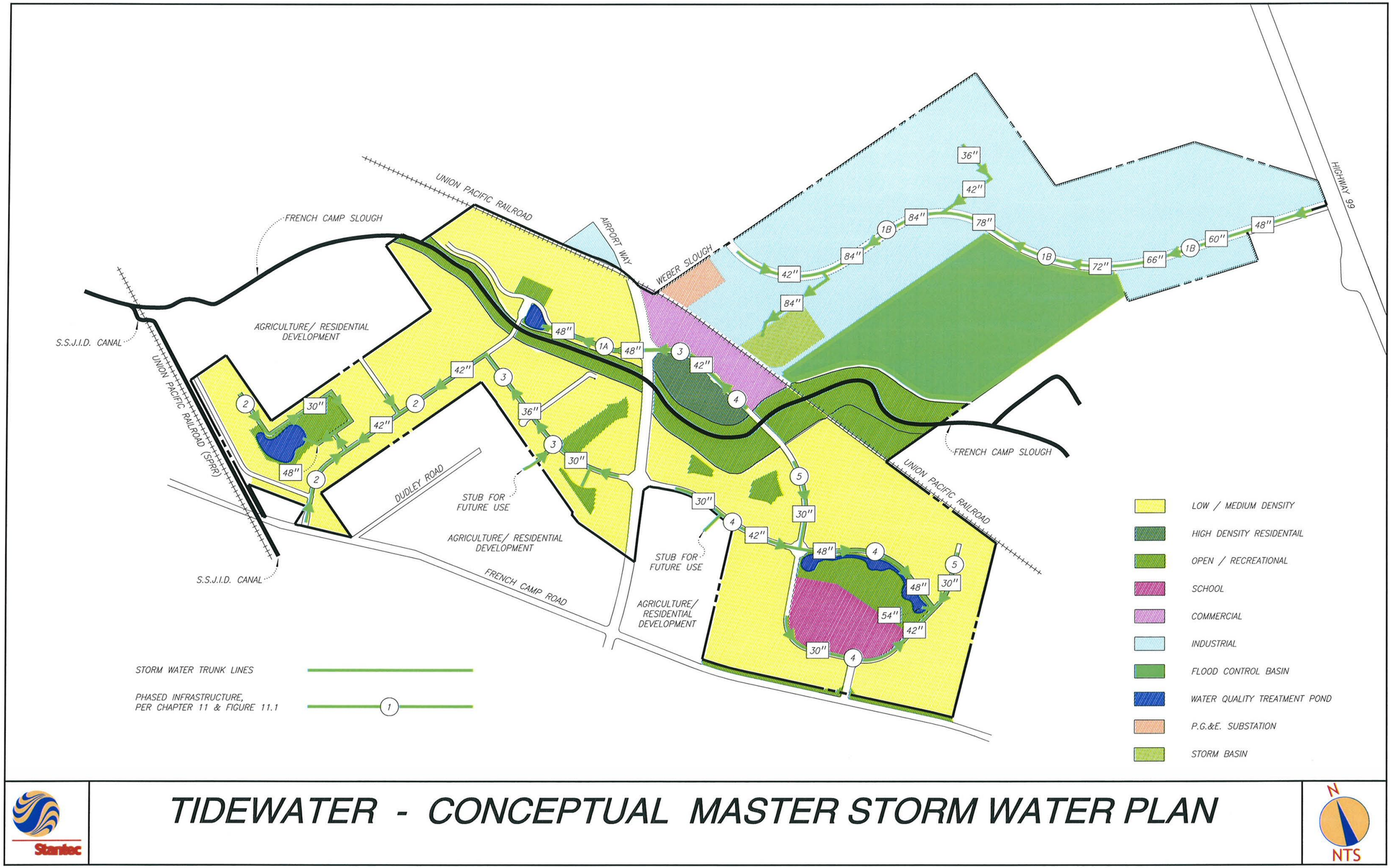

FIGURE 6.6 FLOOD CONTROL MASTER PLAN

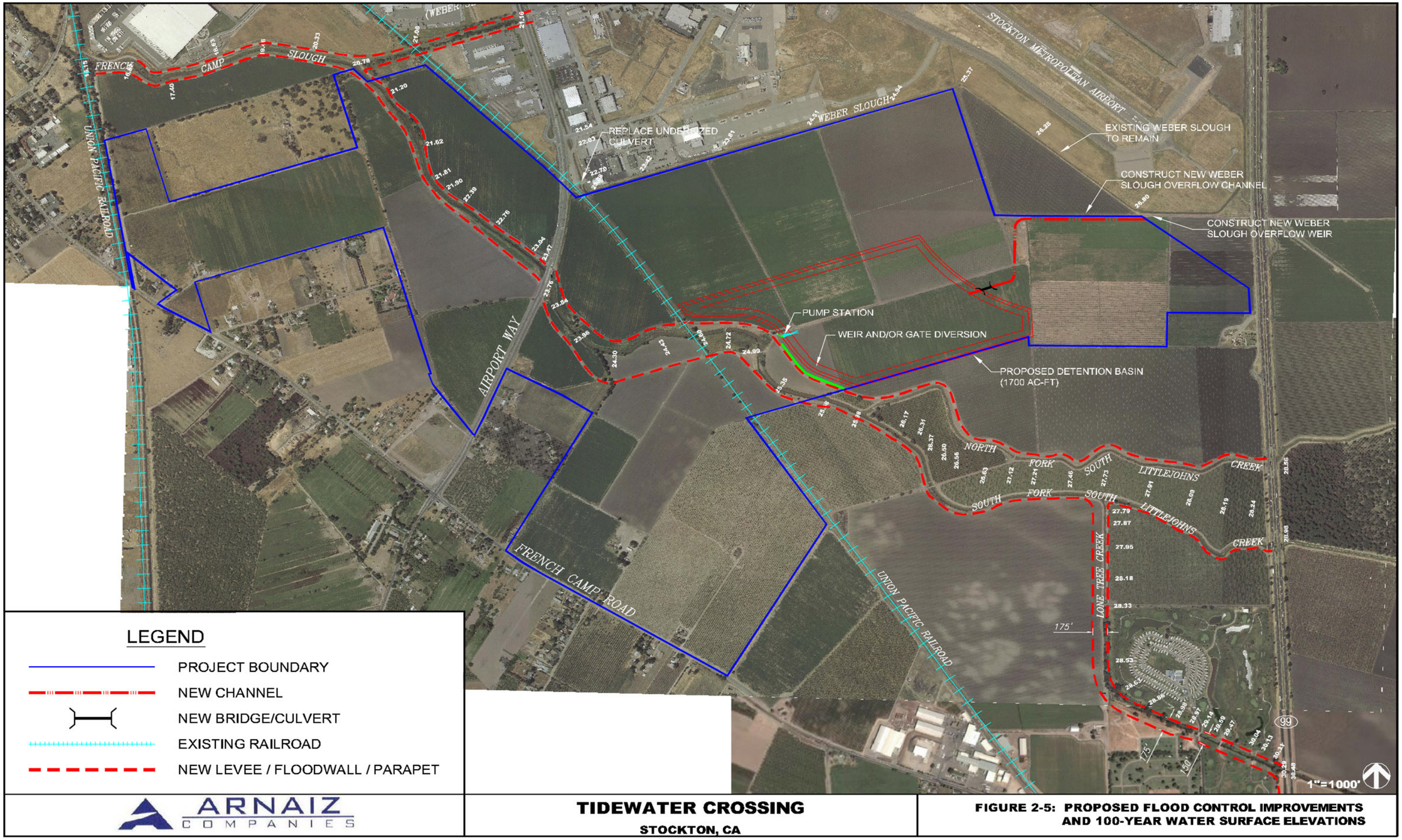

FIGURE 6.7 CONCEPTUAL MASTER ELECTRIC PLAN

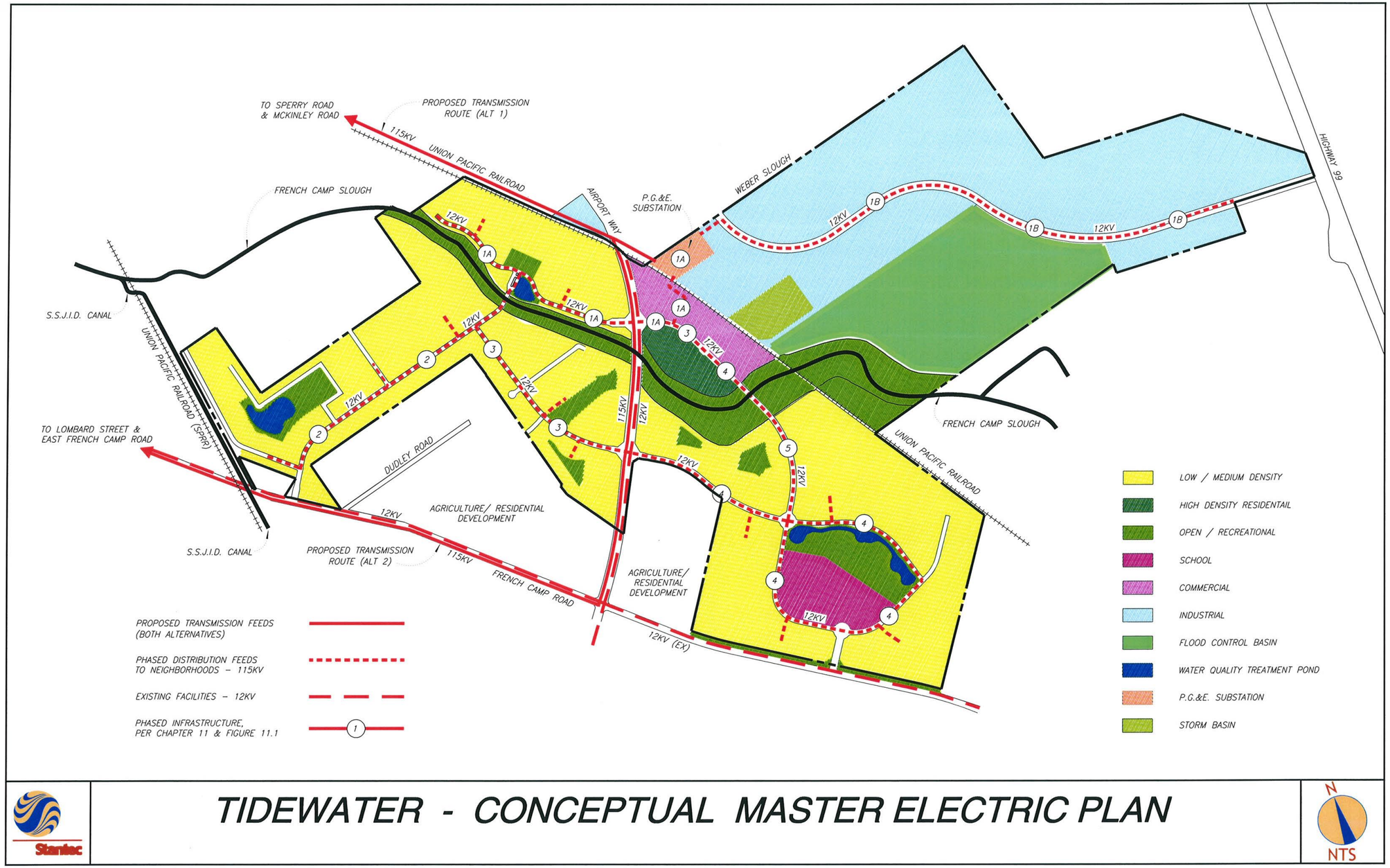

FIGURE 6.8 CONCEPTUAL MASTER GAS PLAN

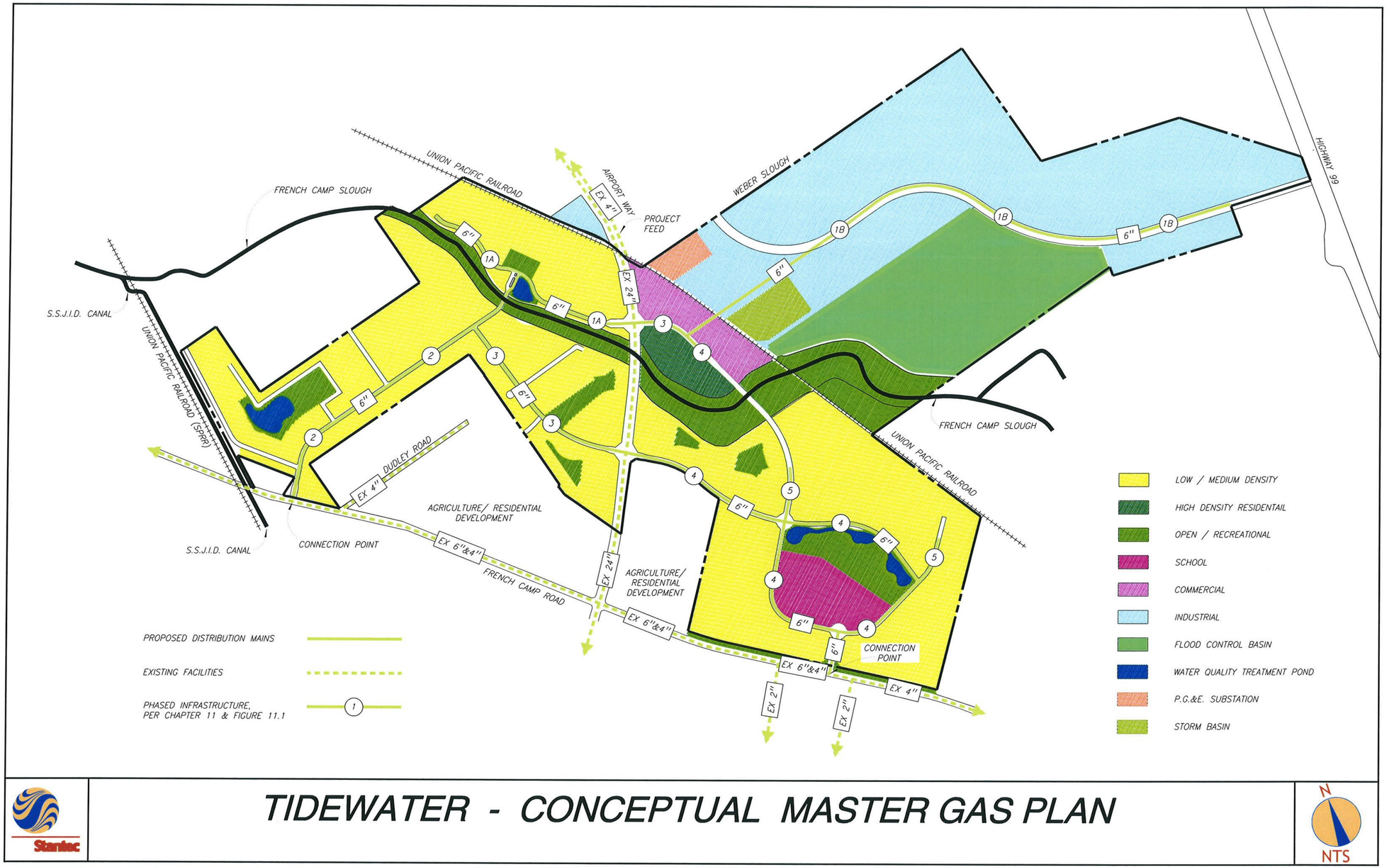

FIGURE 6.9 CONCEPTUAL MASTER TELECOMMUNICATION PLAN

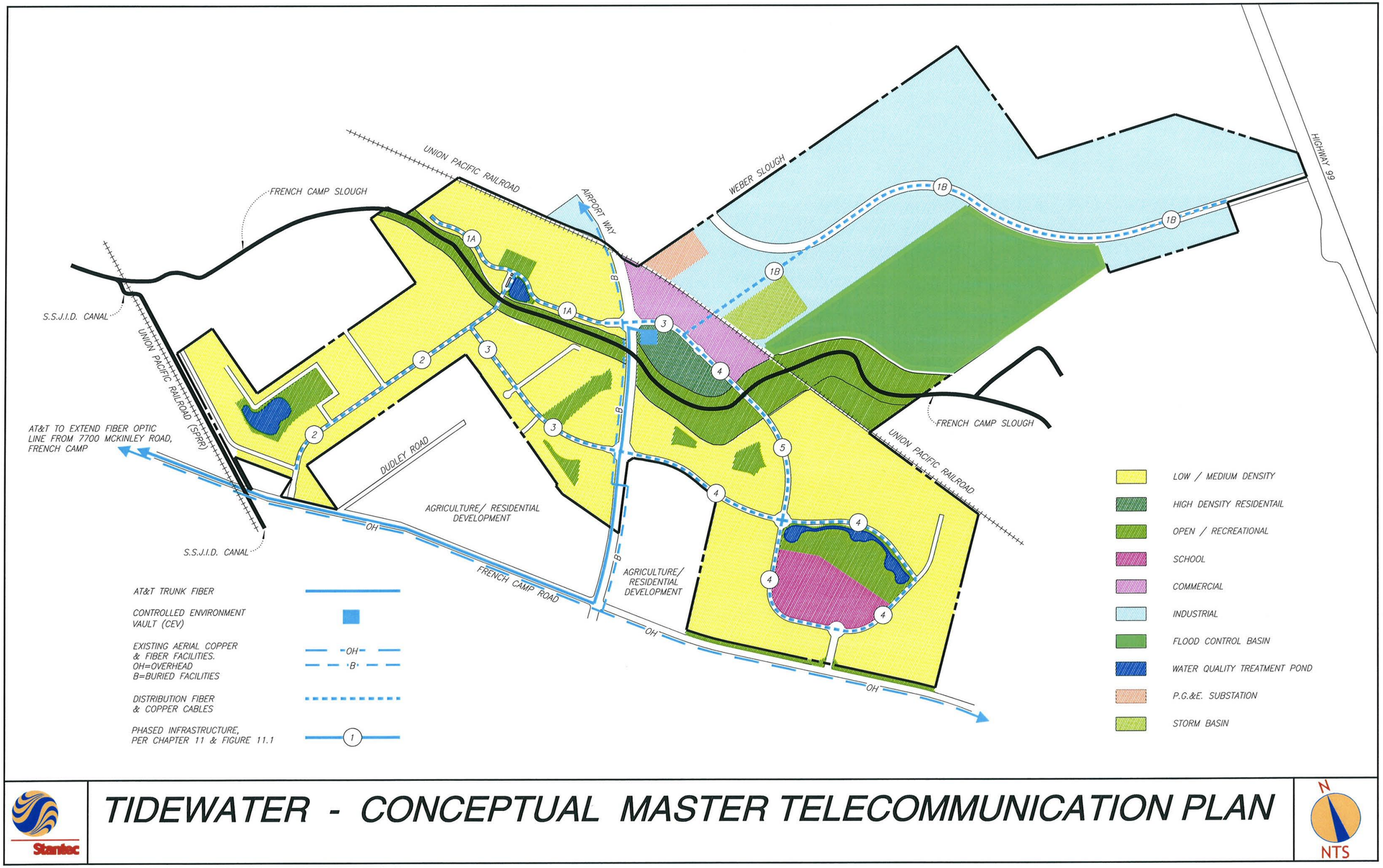

FIGURE 6.10 CONCEPTUAL MASTER CABLE TELEVISION PLAN

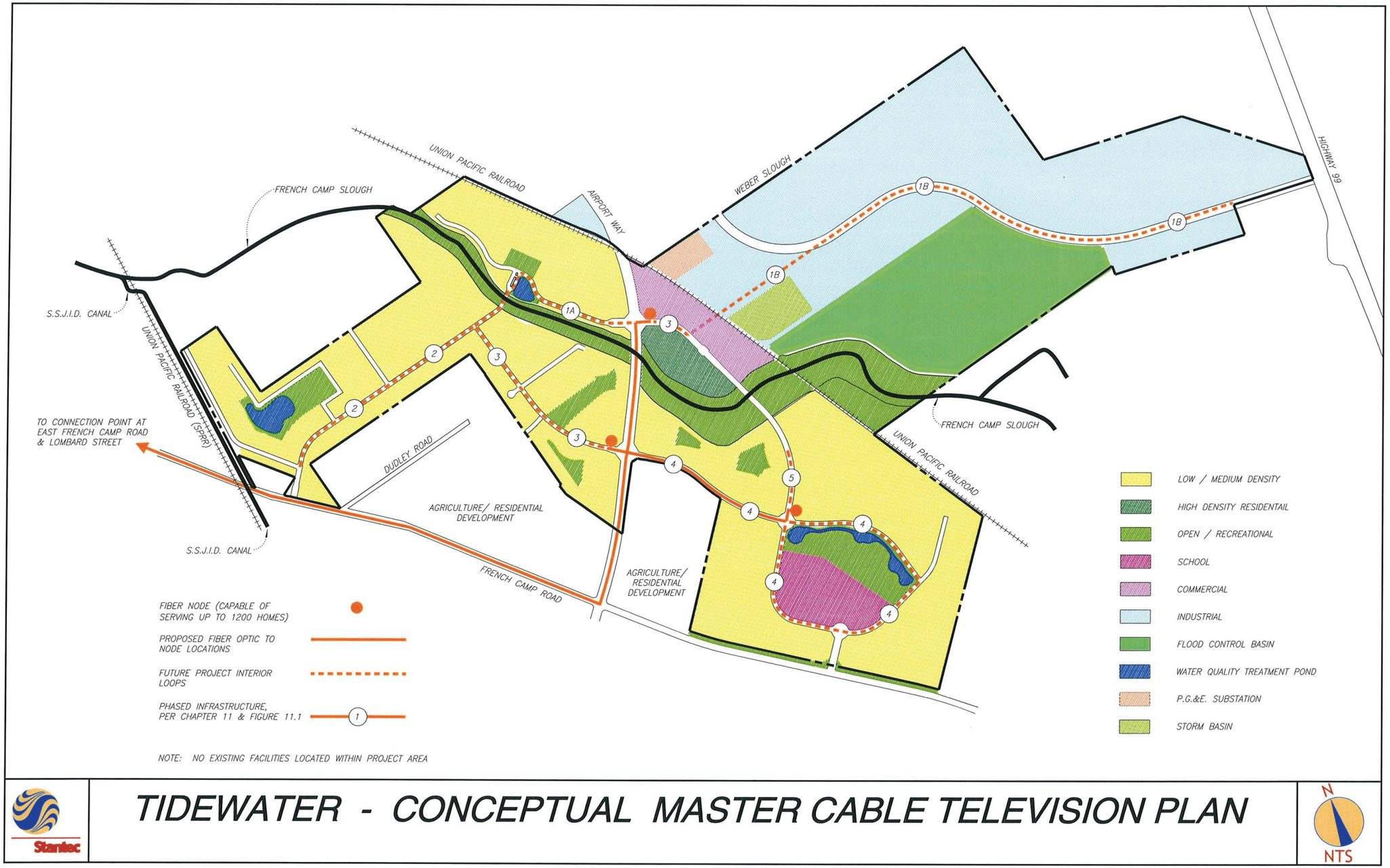

FIGURE 7.2 LOCATIONS OF PARKS AND OPEN SPACE IN TIDEWATER CROSSING

Tidewater Crossing

Stockton, California

Parks & Open Space

Parks and Open Space Legend

Key	Description	Acreage
	Project Boundary	
	Bicycle Trail	3.0
	Parks	24.3
	PD Parks/PD Open Space	14.6
	Open Space	11.0
	Existing Slough & Easement	62.0
	Lakes	8.4
TOTAL		123.3 Acres

Note:
The subdivision layout pattern depicted on this diagram is conceptual. The actual subdivision layout is subject to the findings of the internal traffic analysis, a component of the Traffic Impact Analysis.

Note:
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Rocklin, CA 95677

SCALE:

0 800 1600 3200 4800
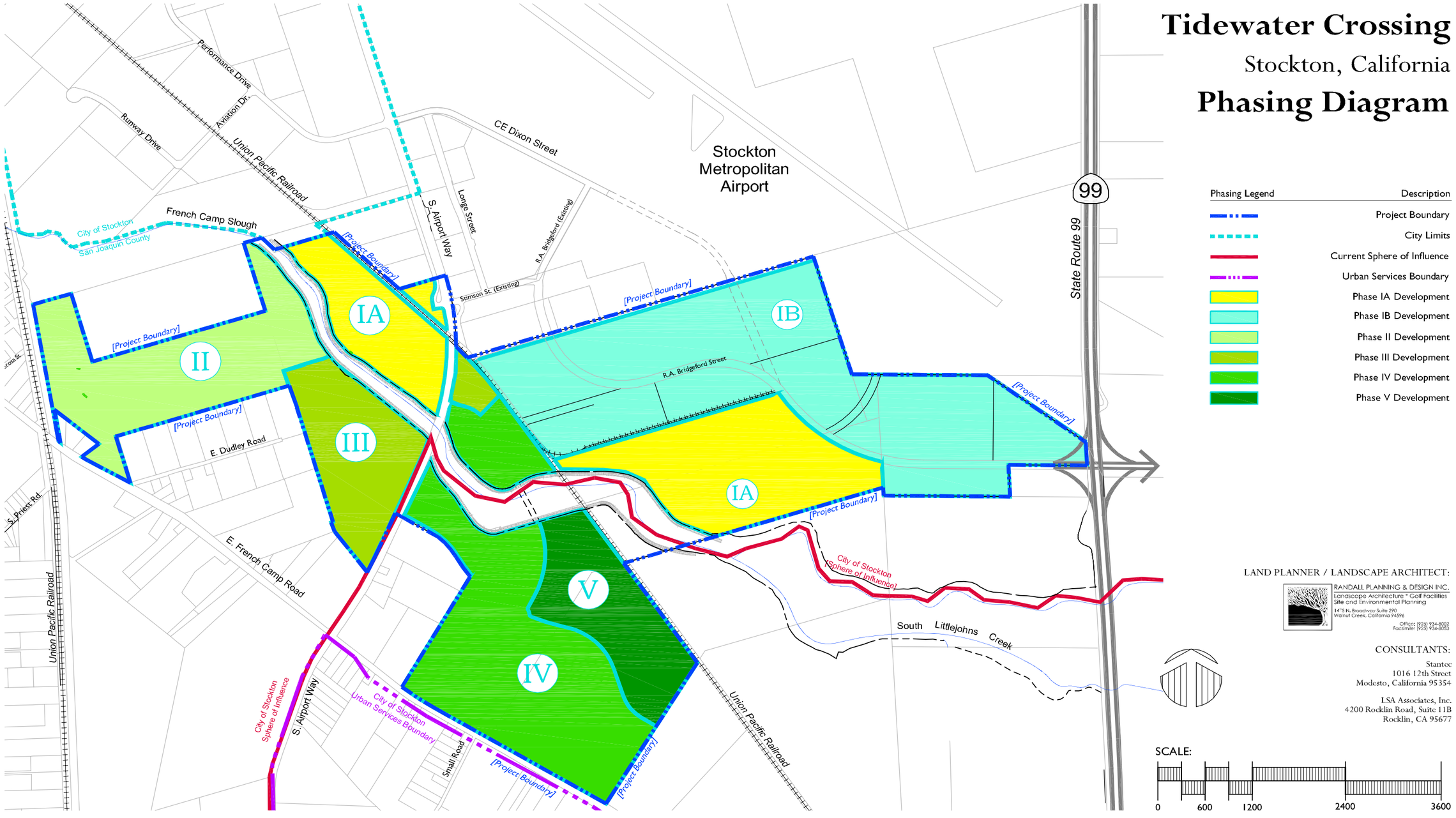
FIGURE 11.1 CONCEPTUAL PHASING DIAGRAM