

CHAPTER FIVE: TRANSPORTATION PLAN

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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.*)

Trails are discussed in Section 5.7 of this chapter.



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

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

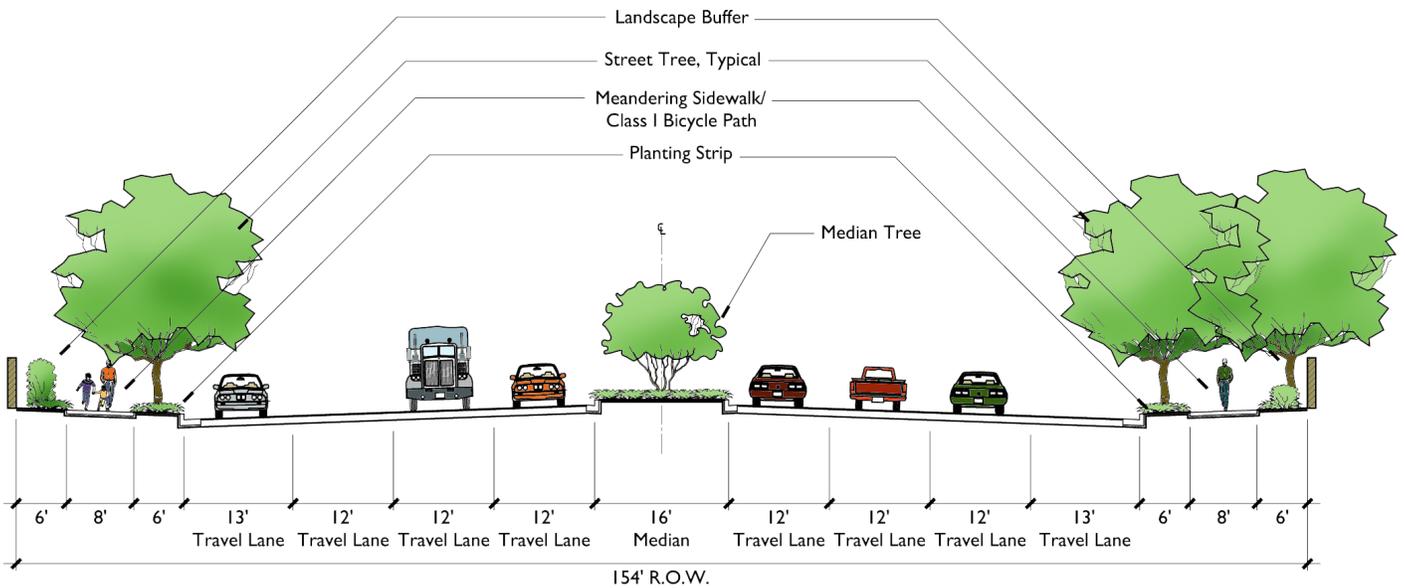
11 X 17

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

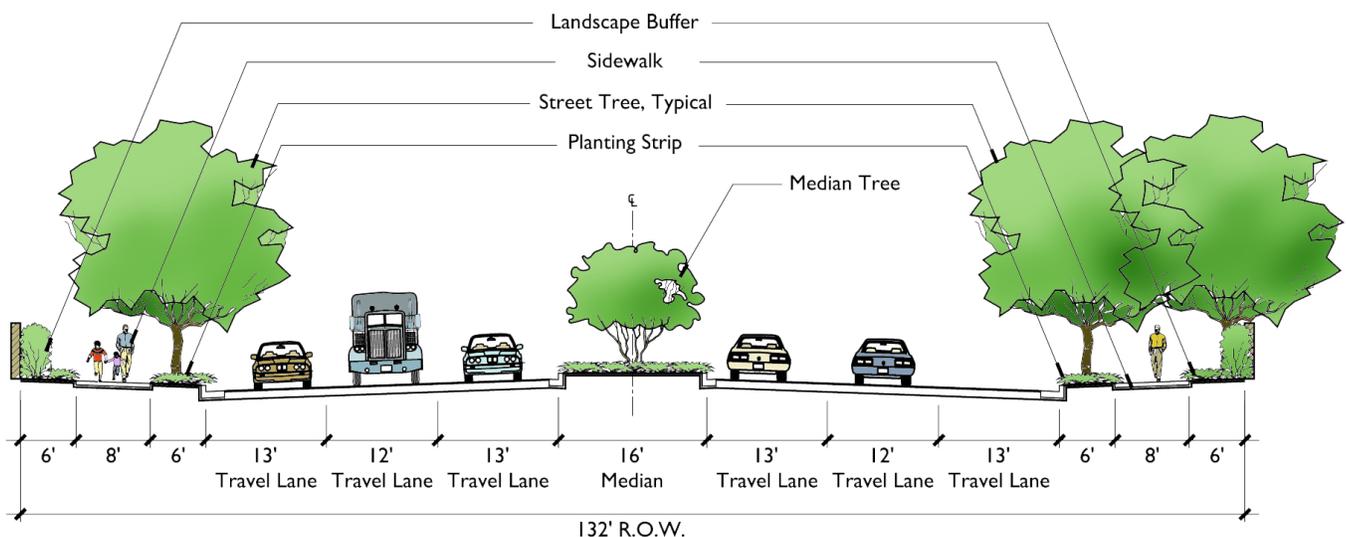


Note: Joint trench facilities to be located within franchise area where soundwalls are required.

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



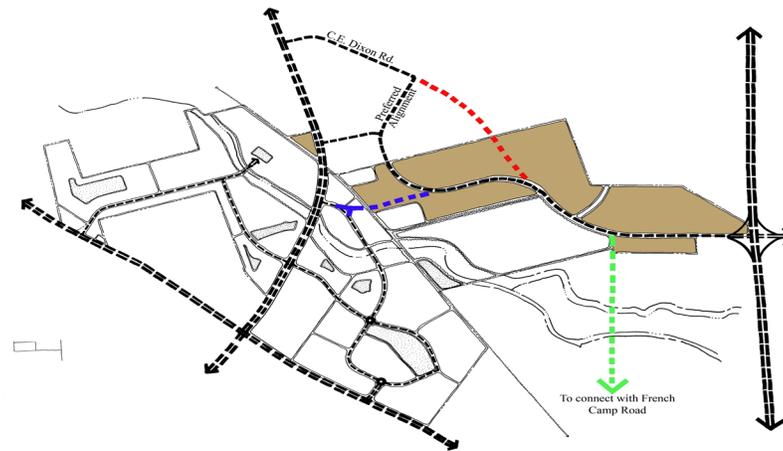
Note: Joint trench facilities to be located within franchise area where soundwalls are required.

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 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 5.5-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 5.5-A 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-B, 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. BRIDGFORD STREET EXTENSION

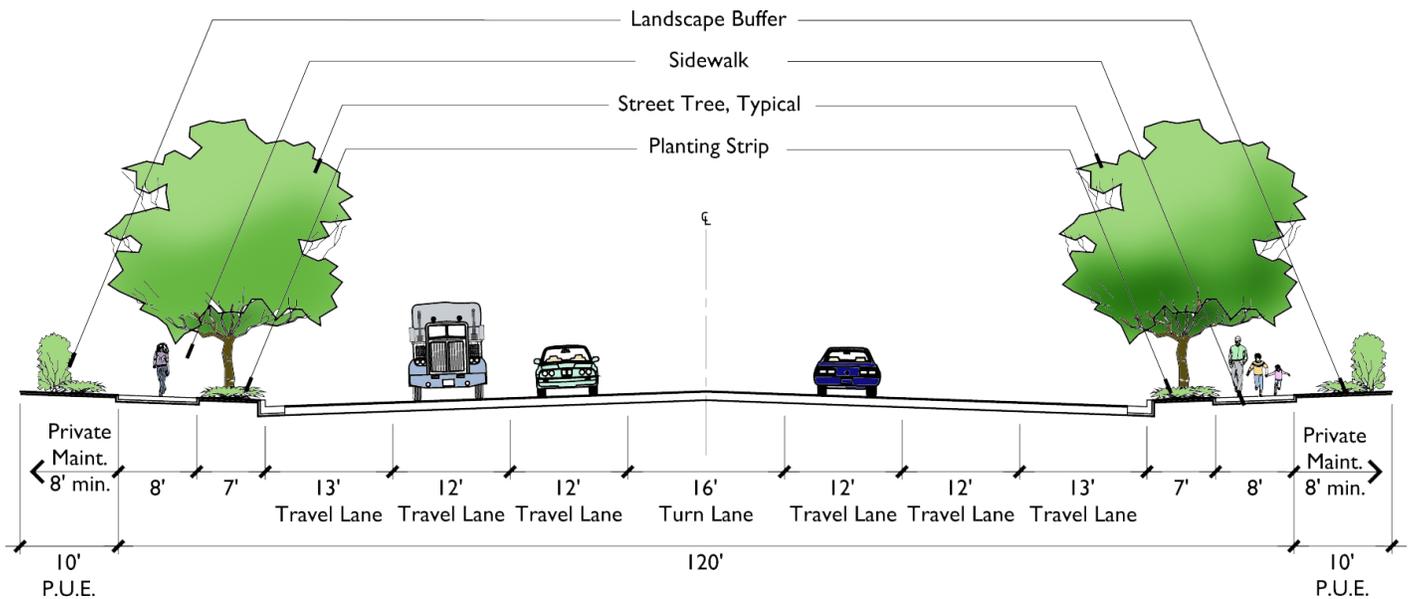
11 X 17

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 5.6). 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



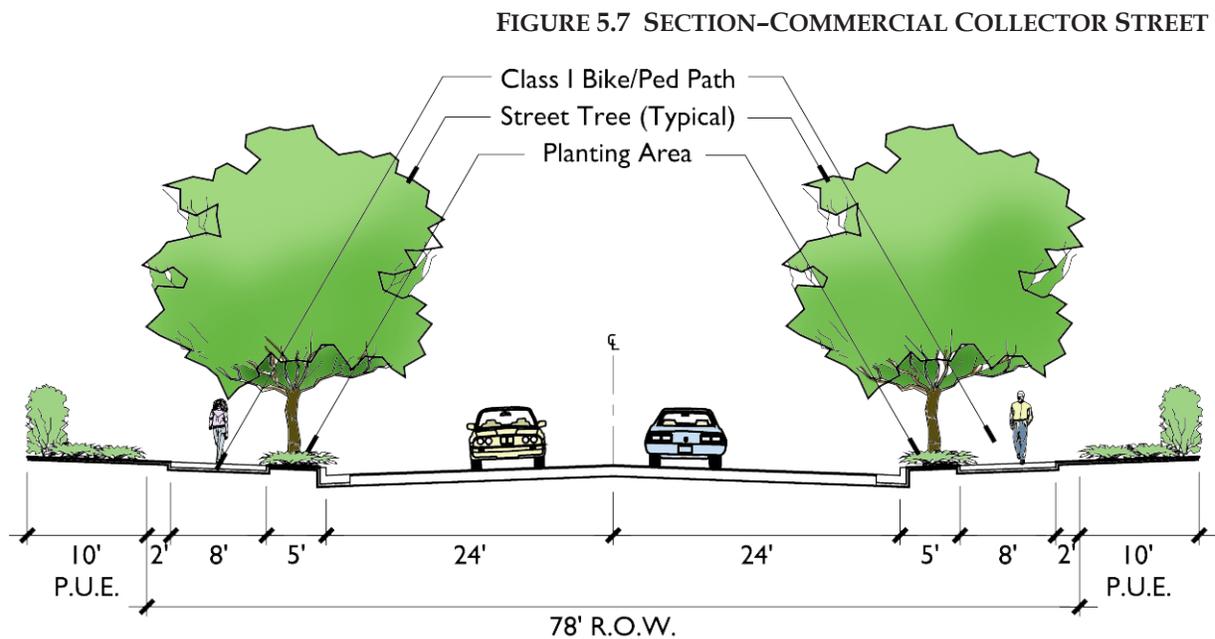
The Master Development Plan envisions extending R.A. Bridgeford Street into the Plan Area from the north, crossing property owned by the National Guard. Extension of R.A. Bridgeford Street through the National Guard property will require coordination with the National Guard and the County of San Joaquin 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.

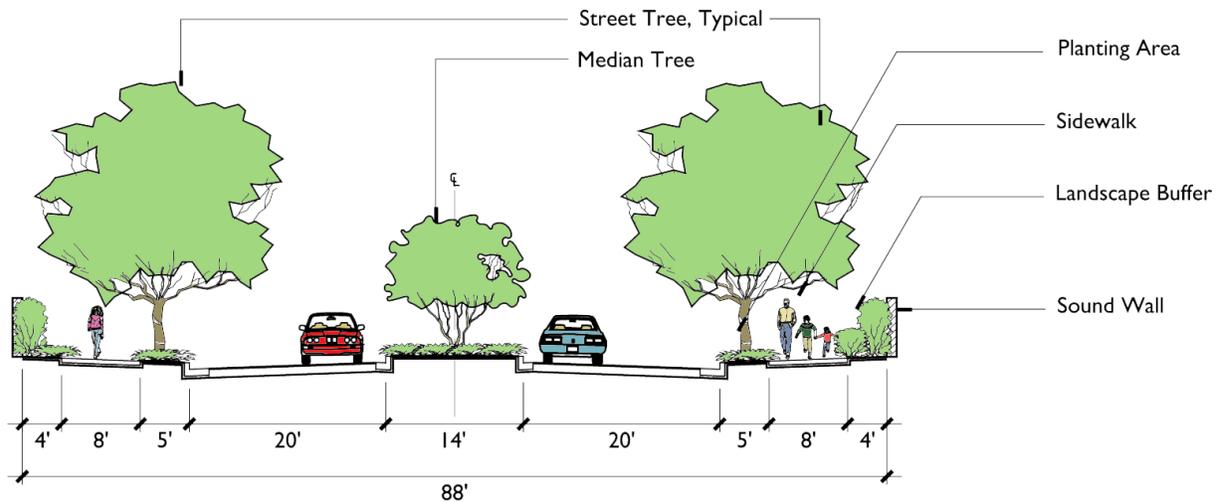
The land owner, developer and/or successor-in-interest of property abutting the Commercial Collector have the responsibility to dedicate the ultimate right-of-way for the roadway and construct an interim roadway section, full half-section, or complete cross-section of the roadway based on requirements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



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

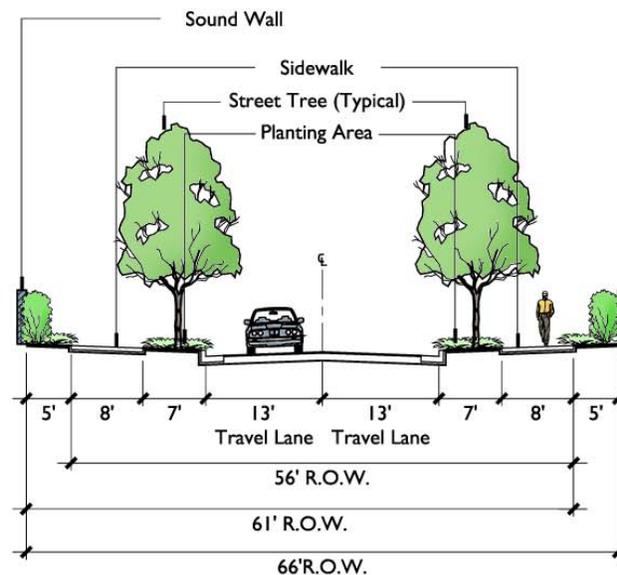


Note: Joint trench facilities to be located within franchise area where soundwalls are required.

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

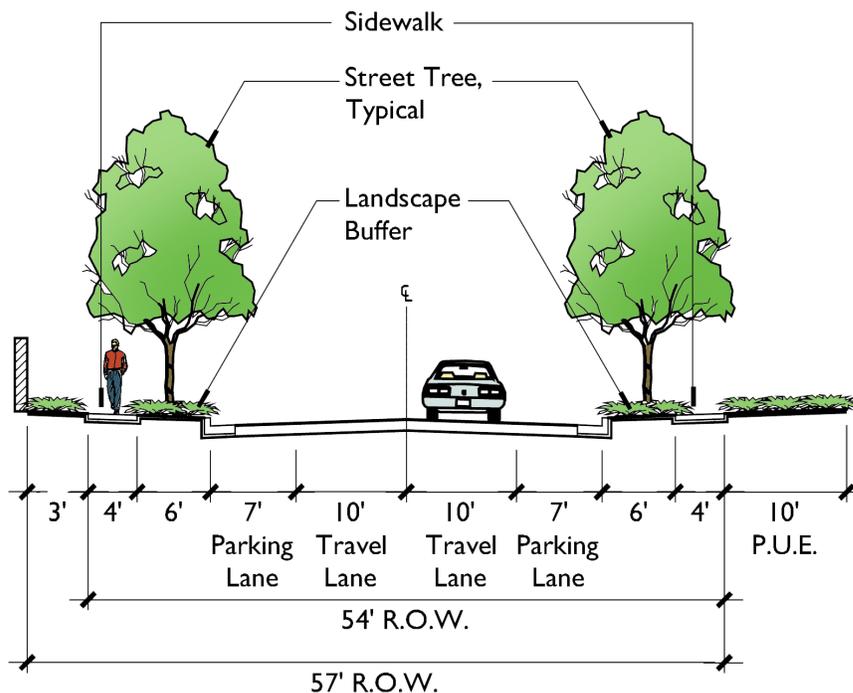


5.3.2 Residential Streets

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)

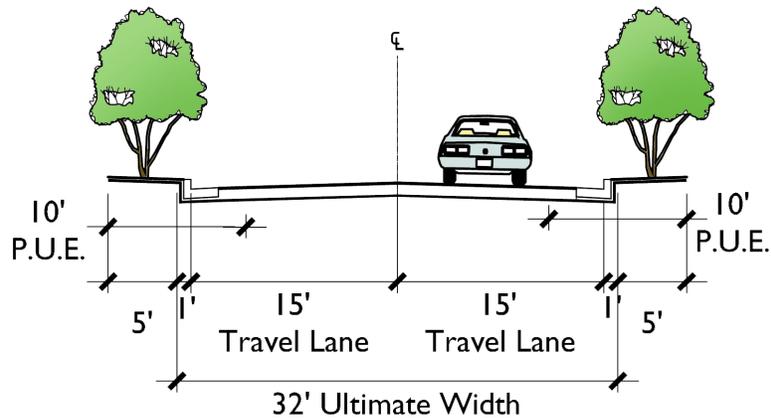


Private Residential Street

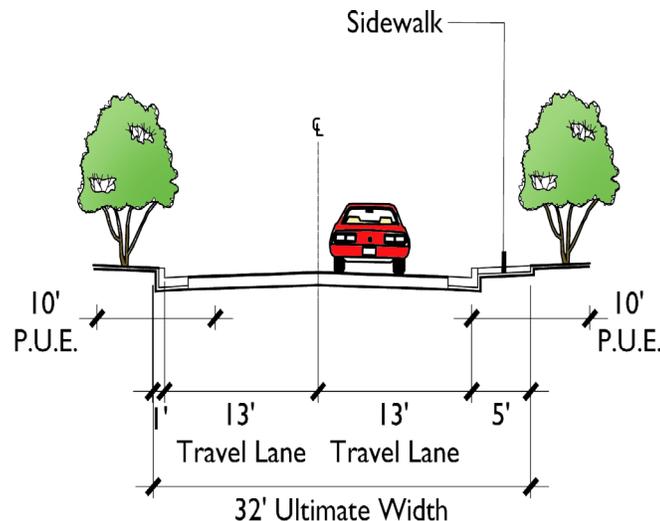
There are two options for private residential streets within the MDP. Both options have an ultimate width of 32-feet. The first section, presented as Section A in Figure 5.11, shows one 15-foot travel lane in each direction and no sidewalk. Concurrence from all potential utility providers to be located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



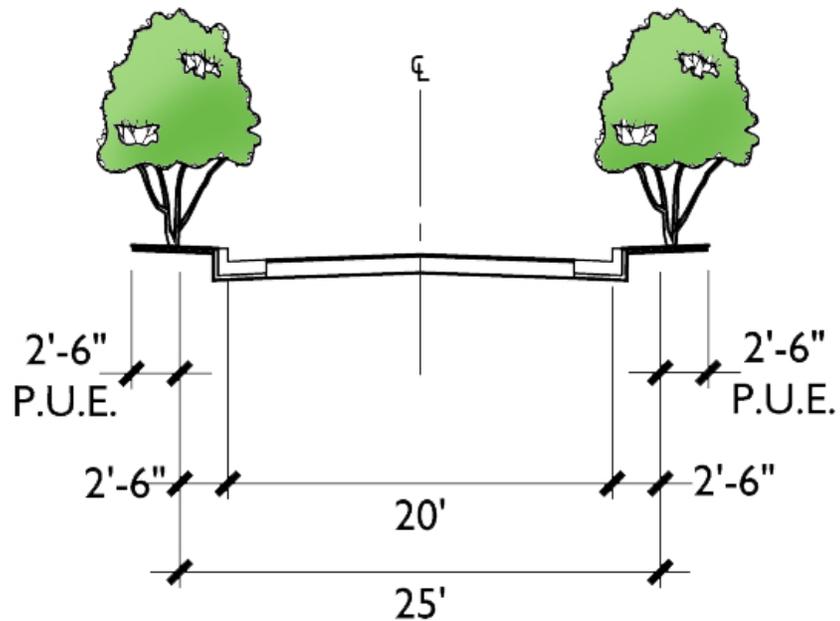
SECTION B -PRIVATE RESIDENTIAL STREET



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

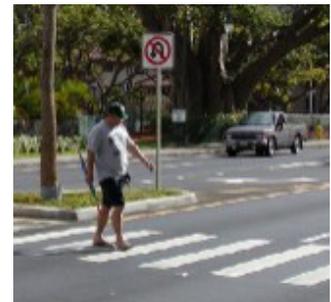
All intersections will conform to the City of Stockton Department of Public Works Standards.

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 2035 General Plan Transportation & Circulation Element Future Transit Network Map proposes major local/feeder bus service along East French Camp Road and South Airport Way. The map also 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 and 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 requirement 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.

