

CHAPTER ELEVEN: IMPLEMENTATION AND ADMINISTRATION

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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 Tidewater Crossing Fiscal Impact Analysis, dated August 2008, is an appendix to this plan and has been published under separate cover.

Preliminary Feasibility Analysis

The Tidewater Crossing Preliminary Feasibility Analysis, dated August 2008, is an appendix to this plan and has been published under separate cover.

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 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.

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. Rezoning 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.

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				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)						
<p>* 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.</p> <p>Note: Shaded boxes represent where proposed land uses differ from existing City of Stockton permitted uses.</p>							

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.

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, 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

FIGURE 11.1 CONCEPTUAL PHASING DIAGRAM

11 X 17

REMOVE

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 PLAN

11.3.1 Overview

The Tidewater Crossing Fiscal Impact Analysis (FIA) and Preliminary Feasibility Analysis (PFA) set 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. (i.e., Project Engineer) and Randall Planning & Design, Inc. (Project Planner).

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.

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.

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

- Distribution water mains within interior industrial park.
- 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

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

Route 99 Frontage Road. Tie-ins to existing water will be required on Airport Way as well as on Quantas Lane.

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 Public Facilities Financing Strategy

Funding Sources

A number of strategic and creative mechanisms may be used to fund public 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.

The Tidewater Crossing Fiscal Impact Analysis (FIA) and Preliminary Feasibility Analysis (PFA) have been submitted under separate cover as an appendix to the plan.

11.3.8 Policies

- Policy 11.1** In order to proceed from Phase to Phase, the prior Phase must have completed at least 50% or more of the final mapping for that Phase and in addition, at least 50% or more of the requisite off-site infrastructure for the prior Phase shall be either in place or bonded for with an appropriate form of security.
- Policy 11.2** The requisite backbone and arterial infrastructure for approximately 8± acres of commercial land use shall be constructed upon build-out of 50% of the residential units associated with the development of Villages A, B, C, D and E. The backbone and arterial infrastructure for the remaining 8± acres of commercial land use shall be constructed prior to the build-out of 30% of the dwelling units associated with Villages I, J, K, L, M & N. The requisite backbone and arterial infrastructure for approximately 150 acres of industrial use shall be constructed prior to build-out of 50% of all residential units. For all commercial and industrial uses, the project developer shall use all reasonable efforts to market such land uses.

