

## CHAPTER NINE: PROJECT DEVELOPMENT STANDARDS

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## 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				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 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 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.

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 streetscape avoids repetition of floor plans and elevations.*



*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.

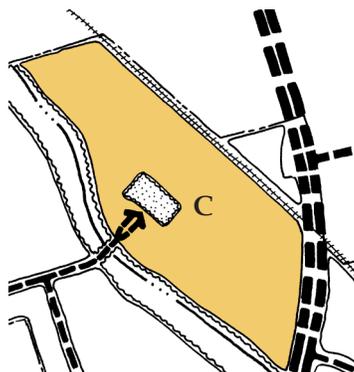
### 9.2.3 Small Lot Detached Single-Family Residential

The Tidewater Crossing Community contains four residential neighborhoods in which lot size is less than 5,000 square feet. 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.



*Single family home on small lot*

**FIGURE 9.1  
NEIGHBORHOOD C**



**Small Lot Residential Neighborhood C**

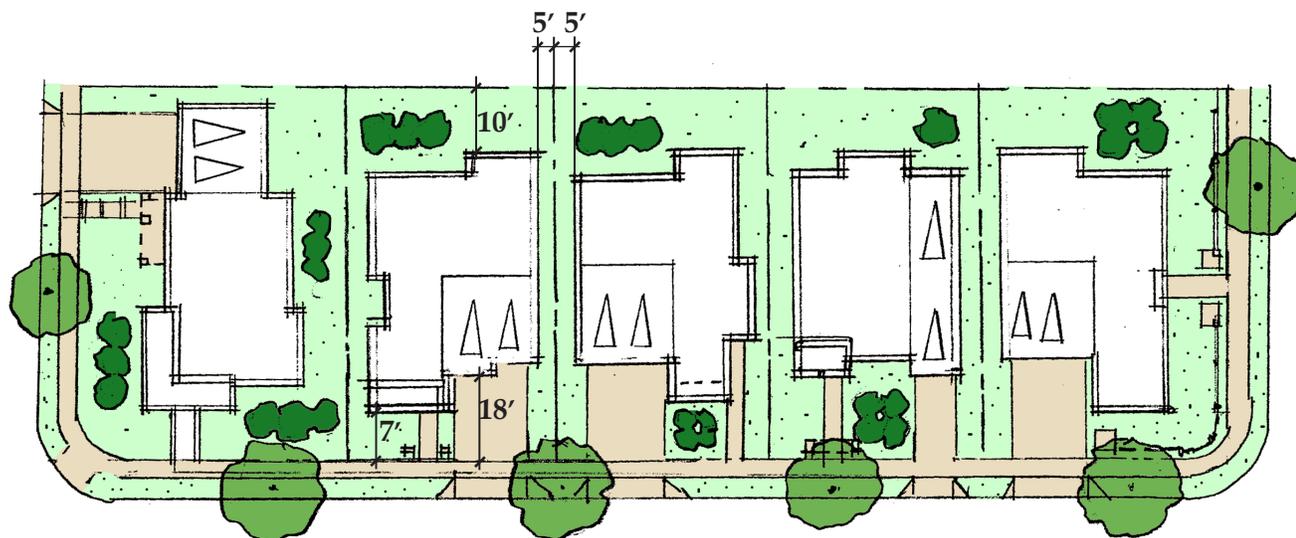
Residential Neighborhood C encompasses approximately 47± gross acres in the northeastern portion of the Tidewater Crossing community (See Figure 9.1, Neighborhood C location Diagram). Neighborhood C is uniquely situated to take advantage of the French Camp Slough linear corridor along the neighborhood’s 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 neighborhood. Neighborhood C exceeds this requirement by providing 7.0 acres of open space.

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**



**Small Lot Residential Neighborhood E**

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.

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 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 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 9.3  
NEIGHBORHOOD E**

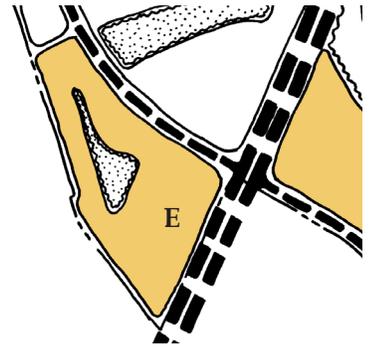
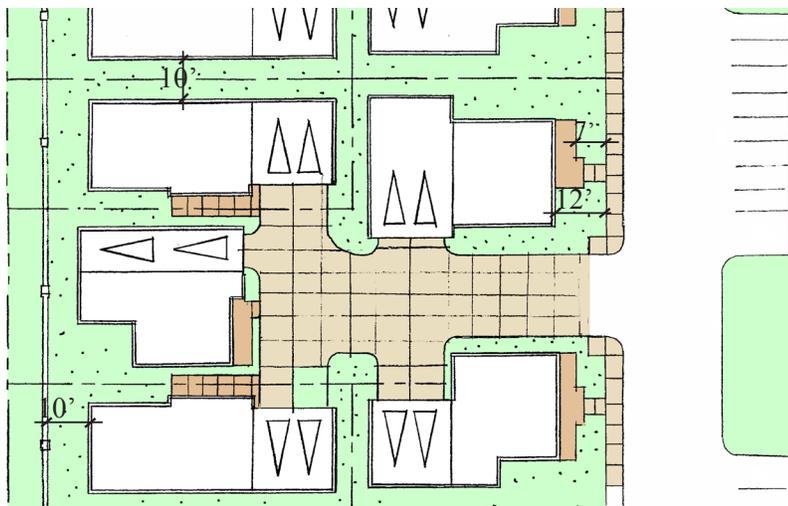
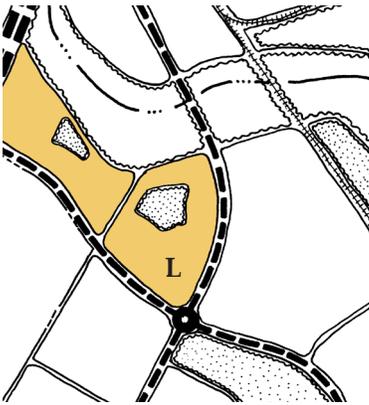


TABLE 9.4 OPEN SPACE CALCULATION (E)	
Open Space	Acres
Requirement	1.5
Planned	2.1
Over	0.6

**FIGURE 9.4 CONCEPTUAL PLOT PLAN FOR NEIGHBORHOOD E**



**FIGURE 9.5  
NEIGHBORHOOD L**



**Small Lot Residential Neighborhood L**

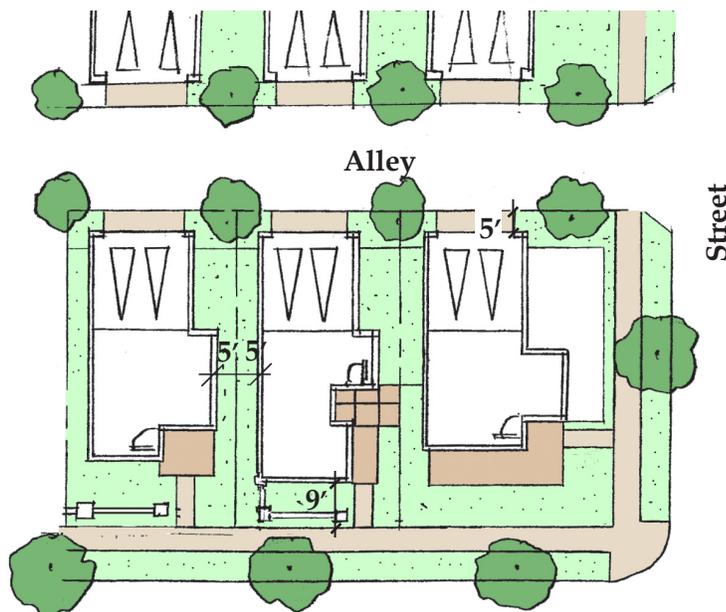
Residential Neighborhood L encompasses approximately 15± acres in the southern portion of the Tidewater Crossing Community. (See Figure 9.5, Neighborhood L Location Diagram). Neighborhood L is adjacent to the French Camp Slough linear corridor, which defines part of the neighborhood’s northern boundary. 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 neighborhood. Neighborhood L exceeds this requirement by providing 2.9 acres of open space.

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

Figure 9.6 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**



**Small Lot 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.

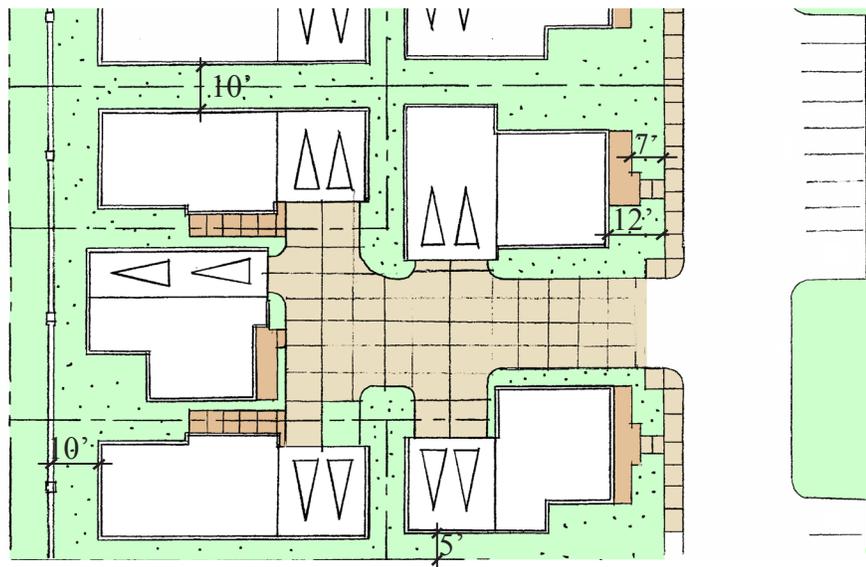


Table 9.6 illustrates the open space requirement for Neighborhood N. If 3 acres of open space are required per 1,000 residents, then 1.3 acres of open space will be required within the neighborhood. Neighborhood L exceeds this requirement by providing 2.6 acres of open space.

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**



#### 9.2.4 Multi-family Residential Performance Standards

The following performance standards shall be incorporated into all high density residential apartment developments:

- The owner, developer and/or successors-in-interest (ODs) shall submit a Management Plan for an apartment complex to the Community Development Director for approval prior to the issuance of any building permits. The Plan shall, at a minimum, include the owner's name and contact information, tenant interviewing and screening procedures, deposit and refund policies, interior and exterior maintenance policies, occupancy and use restrictions, dispute resolution policies and procedures, eviction procedures and sample documents and forms (including a rental agreement). In addition, The ODs shall implement a Crime Free Multi-Housing Program as administered by the Police Department to reduce crime, drugs and gangs on apartment property.
- A licensed, uniformed private security guard shall be required to present on the site during evenings between 5 p.m. and 8:00 a.m., 24 hours on weekends and holidays once the apartment complex begins operation and occupancy. The security guard shall be readily available via telephone communication with the Police Department.
- Any graffiti on the property shall be removed within forty-eight (48) hours.
- Trash enclosures shall be installed out of public view and be constructed with solid, six-foot high solid walls on three sides and gated on the fourth side with an opaque material. The design of the trash enclosures shall be approved by the Community Development Director and shall be installed prior to the initiation of the approved use.
- All signs shall be subject to approval by the Community Development Director or Planning Commission.
- There shall be no chain-link fencing, barbed/concertina wire or similar material visible from a public right-of-way.
- A Landscaping Maintenance Agreement for an apartment complex shall be submitted for review and approval by the Community Development Director and the City Attorney prior to the issuance of any building permit. The approved Landscaping Maintenance Agreement shall be recorded by the property owner(s)/developer(s) in the office of the County Recorder and a copy shall be filed with the Community Development Department within 30 days of the issuance of the first apartment building permit. All recording expenses shall be paid by the property owner/developer.
- All landscaped areas on the site shall comply with the applicable requirements of the Stockton Municipal Code. Landscaping and irrigation plans for the

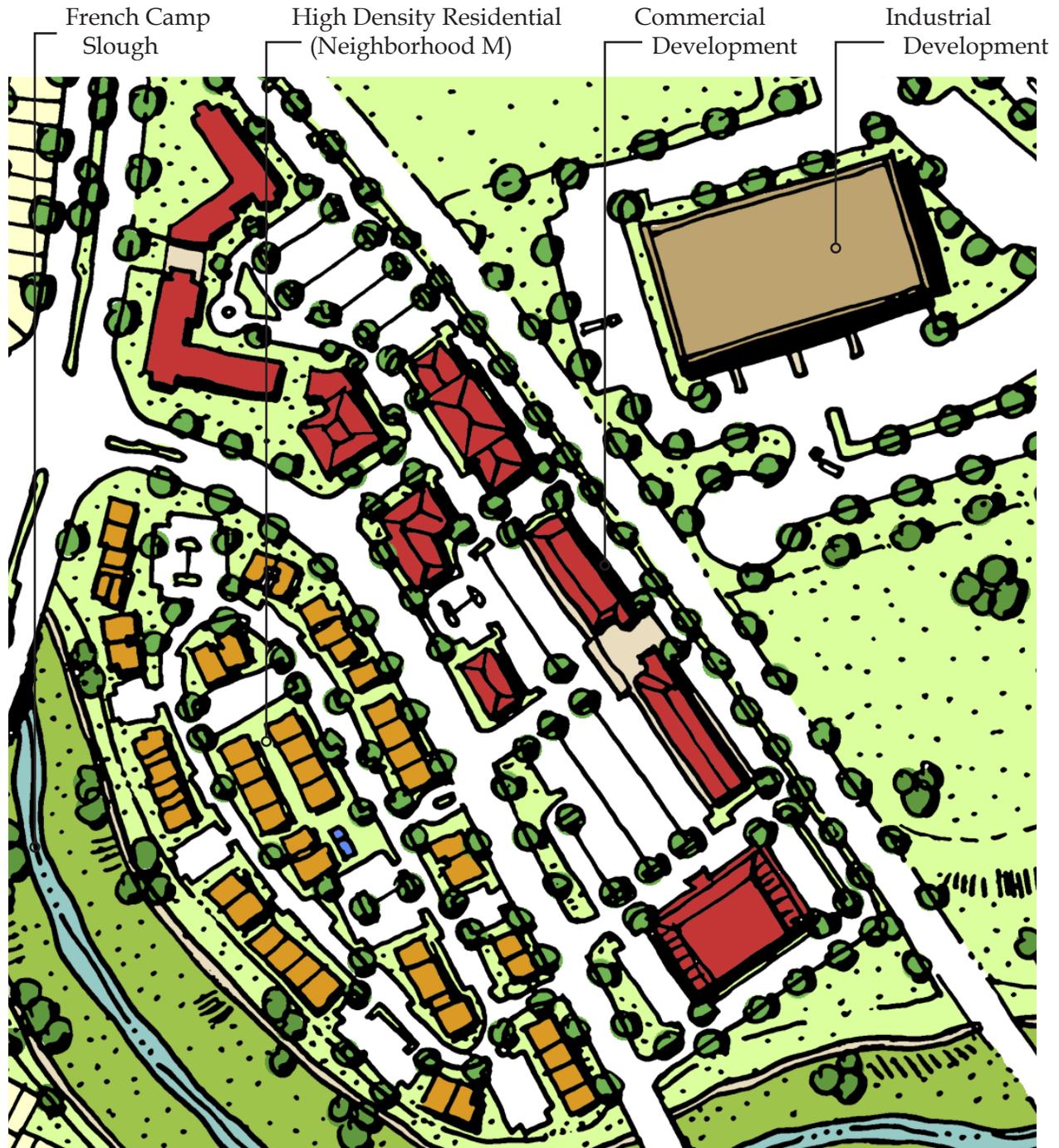
entire project area and public streets shall be submitted to the Community Development Department, Planning Division, for review and approval by the Community Development Director prior to the issuance of any residential building permits. Low-growth vegetation shall be employed around the buildings and parking areas to facilitate maximum visibility. Landscaped areas, including a timed automatic irrigation system, shall be installed at the time that the masonry walls along a public street, and adjacent residential neighborhoods are constructed and be maintained by the property owners.

- Structures and other improvements shall be constructed, installed and maintained in accordance with the approved site plan, floor plans, elevations, color rendering and conditions of approval and be maintained in a manner so as not to be blighted or deteriorated.
- No loitering shall be allowed on the premises. The operator shall discourage loitering on immediately abutting public rights-of-way and shall post "No Loitering" signs on the outside of the property.
- Security lighting within an apartment complex shall be installed in all parking and common areas as well as at the main entrances. Any lighting on the site shall be shielded so as not to shine onto nearby residential properties.
- Prior to the occupancy of any dwelling unit, a video surveillance system, with 14-day continuous recording capability, shall be in place and archived for least 30 days. The video surveillance system shall cover the exterior of the buildings, parking areas, landscaped areas, and the entrance to the project site. The locations of surveillance system shall be subject to the approval of the Police Department.

### 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).

### **9.6 PROJECT MEASURES TO REDUCE GREENHOUSE GAS EMISSIONS**

#### **9.6.1 Overview**

In 2003, Governor Schwarzenegger signed into law AB 32 mandating that the state reduce its greenhouse emission 25% by 2020. This reduction will start phasing in beginning in 2012.

More than 800 Mayors have signed the U.S. Mayors Climate Protection Agreement throughout the Country. Stockton's Mayor Chavez signed the Agreement in 2006. Cities that sign the Agreement must commit to reduce green house emissions.

The International Council for Local Environmental Initiatives (ICLEI) is a worldwide organization founded in 1990. More than 815 cities, towns, counties, and their associations have become members. ICLEI is currently partnering with the California Air Resource Board, the California Climate Action Registry, and The Climate Registry to develop local government protocols for Green House Gas (GHG) assessments. In January 2008, the City of Stockton joined ICLEI and the Cities for Climate Protection Campaign.

The design concept for this Plan is based upon a set of guiding principles that balance the requirements for vehicular access with pedestrian access, density with open space, and facilities with community needs. The well-balanced Tidewater Crossing land development plan ultimately reduces internal vehicular dependency, conserves energy, and reduces project emissions.

To ensure that the proposed development minimizes its contribution to global warming/climate change, the owners, developers and/or successors-in-interest (ODS) shall be subject to and comply with the applicable adopted CEQA mitigation measures. Additionally, the project design for Tidewater Crossing reduces the impacts from project-related emissions through the implementation of the following measures:

### **Land Use**

- a. Approximately 1, 500 housing units will be located within one-half-mile radius of retail /commercial uses.
- b. Retail/commercial services are present within one-half-mile radius of the project's center.
- c. At build-out, there will be provisions for up to 4,000 jobs in the study area.
- d. Parks, open space, and school provide neighborhood social and physical focal points.
- e. Where applicable, subdivision design will utilize day-lighted cul-de-sacs providing pedestrian and bicycle access to open spaces and parks while restricting automobile traffic. Where soundwalls adjoin residential areas, breaks in the soundwall will be used to create openings with pathway connections.

### **Pedestrian and Bicycle**

- a. Pedestrian and bicycle facilities will connect to City's Bicycle Master Plan routes
- b. 100% of public streets will have sidewalks on both sides.
- c. 100% of collectors and arterials will have 8'-wide multi-use pathways on both sides.
- d. A recreational trail will be constructed along French Camp Slough.
- e. Bicycle parking will be provided at the retail/commercial site. Additional, secure bicycle parking will be incorporated at the multi-family home development.
- f. Adequate bicycle parking near building entrances for commercial building will be required.

## **Transit**

- a. SJRTD bus transit lines will be extended into the project area.
- b. Parking will be prohibited on collector and arterial streets near bus stops to provide access to bus stops in these areas.
- c. SJRTD is encouraged to post route and schedule information in major employment/ commercial areas.
- d. Easy access to major arterials and transit stops will be provided at the major retail/commercial center.
- e. The use of public transportation will be encouraged by the incorporation of bus turnouts, shelters, and walkways into the design of subdivisions.
- f. Transit stops will be located within ¼ mile of the highest land use densities.
- g. Mid-block paths (“paseos”) may be installed to facilitate pedestrian movement through long blocks and cul-de-sacs.

## **9.7 GREEN BUILDING PROGRAMS**

### **9.7.1 Build it Green**

Build It Green (“BIG”) is a professional non-profit membership organization whose mission is to promote healthy, durable, energy- and resource-efficient buildings in California. Supported by a solid foundation of outreach and education, Build It Green connects consumers and building professionals with the tools and technical expertise they need to build quality green homes. Build It Green’s Green Building Guidelines or Green Rated Program has been adopted by 66 of approximately 93 cities with voluntary and mandatory green building ordinances. Its success is due to its credibility, accessibility and flexibility. The City of Stockton requires new residential structures be evaluated against the GreenPoint Rated standards.

The four fundamental objectives of green building are:

- Conserve natural resources
- Use energy wisely
- Improve indoor air quality
- Plan for livable communities.

The GreenPoint Checklist offers builders, homeowners and municipalities a tool to assess how environmentally friendly or green a home is. This checklist is also the basis for Built It Green's third-party verification program, called "GreenPoint Rated". GreenPoint Rated (GPR) was developed with the cooperation of local builders, city planners and building officials. Each green measure has been assigned a point value based on its benefits to the homeowners and the environment, as well as its ease of implementation.

The checklist, which allows for points to be included in each of the following categories, includes standards related to Site, Foundation, Landscaping, Structural Frame & Building Envelope, Exterior Finish, Insulation, Plumbing, Heating, Ventilation & Air Conditioning, Renewable Energy, Building Performance, Finishes, Flooring, Appliances, and other. Innovation points are also available in all categories.

The program endorses green practices, all of which reflect above California code. To qualify for GPR a house must meet minimum requirements in five environmental categories, Community Design, Energy Efficiency, Indoor Air Quality, Resource Estimator and Water Conservation and must earn 50 overall points and meet 3 minimum pre-requirements - provide 15% energy efficiency above Title 24 requirements, accomplish 50% waste diversion and include the GPR checklist on plans.

As a point based system GPR provides the builder with an incentive to improve over time and is available for single family and multi-family homes. The California Energy Commission ("CEC") has officially recognized GPR as a means for quantifying the benefits of green building.

### **9.7.2 LEED**

The City of Stockton is requires new commercial and industrial buildings earn at least LEED Silver-certified standards.

The Leadership in Energy and Environmental Design (LEED) rating system is a consensus-based, market-driven green building rating system developed by the U.S. Green Building Council (USGBC). The USGBC is

a 700+ membership organization of architects, builders, manufactures, developers, federal, state, and local governments.

The LEED Green Building Rating System is a performance-oriented green building certification system designed for rating new and existing commercial, institutional, and high-rise residential buildings based on the U.S. Green Building Council Guidelines. The rating system includes: energy, water, materials, site design, and indoor environmental quality measures.

The rating system is based on existing, proven technology and evaluates environmental performance from a “whole building” perspective.

Building projects using LEED seek to achieve a level of certified, silver, gold or platinum, based on the implementation of a range of activities and achievement of point credits within the following categories:

- Sustainable Sites (14 total points achievable)
- Energy and Atmosphere (17 points)
- Indoor Environmental Quality (15 points)
- An additional 5 points could be awarded for Innovation and the Design Process.

Different levels of green building certification are awarded based on the total points earned. The system is designed to be comprehensive in scope, yet simple in operation. Award levels are based on the number of points achieved. A project must earn 33-38 points to be awarded LEED Silver.

### **9.7.3 Green Policies in Tidewater Crossing**

Policy 1: Builders of residential construction in TWC will comply with “Build-It-Green,” green point rated guidelines in effect at the time of construction.

Policy 2: The builders of non-residential construction (commercial, industrial) in TWC will comply with LEED Silver-certified standards in effect at the time of construction and will be required to participate in the formal LEED Silver inspection and certification process.

All residential and non-residential projects must comply with all applicable mitigation measures in the Section 4.15 of Global Climate

Change topic of the Draft Environmental Impact Report (DEIR2-05).

All builders in the Project (residential and all non-residential) will comply with all amendments and modifications to the 2035 General Plan required under the City's and the Attorney General's Agreement, as approved by the City of Stockton.

