<table>
<thead>
<tr>
<th>Case Number</th>
<th>Account Number</th>
<th>Description</th>
<th>Date Paid</th>
<th>Amount Due</th>
<th>Amount Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>P17 0224</td>
<td></td>
<td>Amendment Tentative Map Minor</td>
<td>4/3/17</td>
<td>$1,000.00</td>
<td>$1,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Community Rating System Admin Fee</td>
<td>4/3/17</td>
<td>$60.00</td>
<td>$60.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Technology Fee Planning</td>
<td>4/3/17</td>
<td>$75.00</td>
<td>$75.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Total Paid</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,135.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Grand Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,135.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Balance Due</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$0.00</td>
</tr>
<tr>
<td>Invoice Nbr</td>
<td>Date</td>
<td>Comment</td>
<td>Gross</td>
<td>Amount Paid</td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>---------</td>
<td>--------------------</td>
<td>-------</td>
<td>-------------</td>
<td></td>
</tr>
<tr>
<td>APPLICATION</td>
<td>03/24/17</td>
<td>APPLICATION FEE</td>
<td>1 135 00</td>
<td>1 135 00</td>
<td></td>
</tr>
</tbody>
</table>

Total Amount: 1 135 00

---

Richard, 3/21/17
Here is the check for processing Sanctuary's modification to CAH's.
Thanks, Kyle

---

**PAY**
One Thousand One Hundred Thirty Five and 00/100 Dollars

To the order of
STOCKTON, CITY OF
COMMUNITY DEVE DEPT
CITY HALL
STOCKTON, CA 95202

P17-0224

---

FACSIMILE SIGNATURE VALID UP TO $50 000 00

AUTHORIZED SIGNATURE FOR ISSUING COMPANY
<table>
<thead>
<tr>
<th>Invoice Nbr</th>
<th>Date</th>
<th>Comment</th>
<th>Gross</th>
<th>Amount Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPLICATION</td>
<td>03/24/17</td>
<td>APPLICATION FEE</td>
<td>1 135 00</td>
<td>1 135 00</td>
</tr>
</tbody>
</table>

Total Amount 1 135 00
<table>
<thead>
<tr>
<th>Case Number</th>
<th>Account Number</th>
<th>Description</th>
<th>Date Paid</th>
<th>Amount Due</th>
<th>Amount Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>P17-0224</td>
<td></td>
<td>Amendment Tentative Map</td>
<td>4/3/17</td>
<td>$1,000.00</td>
<td>$1,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Minor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Community Rating System Admin Fee Planning</td>
<td>4/3/17</td>
<td>$60.00</td>
<td>$50.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Technology Fee Planning</td>
<td>4/3/17</td>
<td>$75.00</td>
<td>$75.00</td>
</tr>
<tr>
<td>Total Paid</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$1,135.00</td>
</tr>
<tr>
<td>Grand Total</td>
<td></td>
<td></td>
<td></td>
<td>$1,135.00</td>
<td></td>
</tr>
<tr>
<td>Balance Due</td>
<td></td>
<td></td>
<td></td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>
Show Invoice Detail

<table>
<thead>
<tr>
<th>Period</th>
<th>Fee Item</th>
<th>Qty</th>
<th>Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>FINAL</td>
<td>Amendment</td>
<td>1</td>
<td>$1,000.00</td>
</tr>
<tr>
<td>FINAL</td>
<td>Tentative Map Minor</td>
<td>1</td>
<td>$60.00</td>
</tr>
<tr>
<td>FINAL</td>
<td>Community Rating System Admin Fee Planning</td>
<td>1</td>
<td>$75.00</td>
</tr>
</tbody>
</table>

Total Fee $1,135.00
<table>
<thead>
<tr>
<th>Description</th>
<th>Total Price *</th>
<th>Fee</th>
<th>Additional instructions / notes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subdivision Fees</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 lots or less</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 to 25 Lots  Base Fee</td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>26-100 lots</td>
<td>$5,167.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>&gt; 101 lots or more</td>
<td>$10,000 deposit cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vesting Tentative Map</strong></td>
<td></td>
<td></td>
<td>Actual Cost plus 25% Admin</td>
</tr>
<tr>
<td><strong>Minor Tentative Map Amendment</strong></td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Condominium Conversion</strong></td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Major Tentative Map Amendment</strong></td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Planned Development Permit (PDP)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planned Development Permit</td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Annexation Annexations/Reorganizations/Detachments</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annexation under 20 acres w/City Service Plan</td>
<td>$20,000 deposit cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annexation 20-100 acres w/City Service Plan</td>
<td>$20,000 deposit cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Annexation over 100 acres w/City Service Plan</td>
<td>$20,000 deposit cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Annexation Sphere of Influence Amend / Serv Reviews</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amendment (w/Annexation/City Service Plan)</td>
<td>$20,000 deposit cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amendment (w/Municipal Service Review)</td>
<td>$20,000 deposit cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Historic Preservation Dist / Landmarks/Certificates/Demolitions</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Preservation District Designation Change</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Contract for Appropriateness</td>
<td>$283.75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Demolition or Relocation Permit Application</td>
<td>$283.75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Historic Landmark or Site Designation Application</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Zoning Fees</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rezoning and Prezoning</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Zoning Fees Development Agreement (DA Application)</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Agreement (DA) Application</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Amendment to DA</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Amendment to DA</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Use Permits</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary Activity Permits</td>
<td>$113.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Amendment of Use Permits</td>
<td>$340.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commission Use Permits</td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administrative Use Permits</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Home Occupation Permit</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Home Occupation Permit</td>
<td>$25.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Description</td>
<td>Total Price *</td>
<td>Fee</td>
<td>Additional instructions / notes</td>
</tr>
<tr>
<td>-----------------------------------------------------------------------------</td>
<td>---------------</td>
<td>-----</td>
<td>--------------------------------</td>
</tr>
<tr>
<td>Land Development Permits Design Review, Other Development Plans</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Billboard Cap and Replace Review</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Development Permits Design Review, Other Development Plans</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design Review</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design Review-Minor</td>
<td>$170.25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Development Permit/Site Plan Review</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variance/Waiver Requests Administrative</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Variance/Commission Waiver</td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Appeal of CD Director Decision</td>
<td>$567.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street Name Change</td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public Convenience and Necessity Letter</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Administrative Determinations/Exceptions/Waivers</td>
<td>$1,135.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Assessments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Initial Study/Negative Declaration</td>
<td>$1,725.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Expanded Initial Study (EIS)/Negative Declaration</td>
<td>$3,405.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Addendum to EIR or NOE/EIS</td>
<td>25% of consultant contract</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Environmental Impact Report (EIR)/Mitigated Negative Declaration</td>
<td>25% of consultant contract</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Code/Plan Adoption and Amendments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amendment to the Stockton Municipal Code (Chapter XVI)</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Establishment of Design Review Overlay District and Historical Preservation District</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amendment to General Plan</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Precise Road Plan Adoption and Amendments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adopt Precise Road Plan</td>
<td>$5,675.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Amendment to Precise Road Plan</td>
<td>$2,837.50</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Amendment to Precise Road Plan</td>
<td>$1,418.75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Use Specific Plan Adoption and Amendments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adopt Land Use Specific Plan</td>
<td>$20,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Amendment to Specific Plan</td>
<td>$20,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Amendment to Specific Plan</td>
<td>$20,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Land Use Master Development Plan (MX Zone) Plan Adoption and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adopt Master Development Plan (MX Zone)</td>
<td>$20,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Major Amendment to Master Plan</td>
<td>$20,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Amendment to Master Plan</td>
<td>$20,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specific Plan/Master Plan Consultant Services</td>
<td>$10,000 deposit, cost for recovery</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Specific Plan/Master Plan Implementation Fee</td>
<td>02 surcharge within Specific Plan area</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total Price listed above includes the following charges in addition to base fees:
- Technology Surcharge (applied to all applications above) $0.75 surcharge on Land Use Applications
- Community Rating System Admin Fee (CRS) (applied to all applications above) $0.06 surcharge on Planning Fees
Good afternoon Kyle. Thank you for dropping off the check this afternoon. I apologize for not being available to meet with you at that time. By the time I got back to my desk and found the check, it was too late to process it. It has already been locked up for the night and I'll process it and get copies of the invoice and receipt to you later in the day. I'll also follow up with you tomorrow on another piece of paperwork. Thanks again, Kyle.

Richard Larrouy  Planning Manager
Community Development Department
Phone  (209) 937 8266 (general office)
       (209) 937 8627 (direct)
Fax  (209) 937 8893
E mail  Richard.Larrouy@stocktonca.gov

Permit Center Hours of Service and Calendar
<table>
<thead>
<tr>
<th>Invoice Nbr</th>
<th>Date</th>
<th>Comment</th>
<th>Gross</th>
<th>Amount Paid</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPLICATIO</td>
<td>03/24/17</td>
<td>APPLICATION FEE</td>
<td>1 135 00</td>
<td>1 135 00</td>
</tr>
</tbody>
</table>

Total Amount 1 135 00

PAY
One Thousand One Hundred Thirty Five and No/100 Dollars

To the order of STOCKTON, CITY OF COMMUNITY DEVE DEPT CITY HALL STOCKTON, CA 95202

FACSIMILE SIGNATURE VALID UP TO $50 000 00

AUTHORIZED SIGNATURE FOR ISSUING COMPANY
Richard Larrouy, Planning Manager
Community Development Department
CITY OF STOCKTON
NOTICE OF DETERMINATION

TO □ County Clerk
San Joaquin County
P O Box 3044
Sacramento CA 95812 3044

FROM Lead Agency
City of Stockton c/o Community Development Department
Planning and Engineering Services Division
425 North El Dorado Street
Stockton CA 95202 1997
Contact Person Contract Planner Matt Diaz

Phone (209) 937 8316

SUBJECT NOTICE OF DETERMINATION PURSUANT TO PUBLIC RESOURCES CODE SECTION 21152 AND
CAL CODE OF REGULATIONS, TITLE 14, SECTIONS 15075, 15091, 15093, 15094, AND/OR 15096(i)

Project Title Sanctuary Master Development Plan Vesting Tentative Map
City of Stockton EIR and/or IS File No(s) Environmental Impact Report SCH No 2005022028
Discretionary Application(s) File No(s) P17 0224
Project Applicant Guru, LLC
3255 West March Lane Suite 400 Stockton CA 95219

Project Description/Location The project consists of a Tentative Map for the first phase of the Sanctuary Master Development Plan consistent with the approved Master Plan with a request to modify select conditions of approval pertaining to phasing thresholds and the timing of infrastructure improvements. The project approximately 907 acre area is bounded by Bear Creek Mosher Slough and Disappointment Slough on the north, Fourteen Mile Slough on the west, City of Stockton to the east, and Fourteen Mile Slough and Five Mile Slough on the south. An Addendum to the previous EIR was prepared which concludes that the amendments to the conditions of approval to address the timing of compliance for off site improvements would not trigger a new significant impact, substantially increase the severity of previously identified significant impact, nor show that mitigation measures or alternatives previously found not to be feasible would, in fact, be feasible. The project, as conditioned, will not result in new significant impacts or require the preparation of a subsequent or supplemental EIR. All mitigation measures identified in the Certified FEIR and the project's Mitigation Monitoring and Reporting program remain applicable to the project, and no new mitigation is required. Therefore, no further environmental review is required.

DETERMINATIONS This is to advise that the City of Stockton as a Lead Agency under the California Environmental Quality Act (CEQA) approved the above-described project/action August 10, 2017 and has made the following determinations regarding the project
1 The project ( X will ) ( will not) have a significant effect on the environment
2 (X) An environmental impact report was prepared and certified for this project pursuant to the provisions of CEQA ( ) A Negative Declaration was prepared and adopted for this project pursuant to the provisions of CEQA
3 Findings ( X were ) ( were not) made pursuant to Cal Code of Regulations Title 14 Section (X 15091 EIR ) ( 15074 Neg Dec) and Mitigation measures ( X were ) ( were not) incorporated as part of the approval of the project
4 Mitigation Monitoring and Reporting Program( X was) ( was not) adopted for this project
5 Statement of Overriding Considerations (X was) ( was not) adopted for this project
6 Pursuant to Cal Code of Regulations Title 14 Sections 753 5(a) or 753 5(c)
California Department of Fish and Game (CDFG) fees are required as applicable and will be filed with this Notice of Determination (NOD) or
X This project is exempt from the CDFG fees and a Certificate of Fee Exemption has been prepared and will be filed with this NOD

This is to certify that the environmental documentation and determinations for the project/action and any related mitigation measures monitoring provisions findings and statements of overriding consideration have been adopted on the basis of the whole record before the City and reflect the City's independent judgment and analysis. The environmental review record and record of project approval may be examined at the above-noted address.

DAVID KOWNG, DIRECTOR
COMMUNITY DEVELOPMENT DEPARTMENT

Date August 17, 2017

Contract Planner Matt Diaz

AFFIDAVIT OF FILING AND POSTING

I declare that on the date stamped above I received and posted this notice as required by California Public Resources Code Section 21152(c) Said notice will remain posted for 30 days from the filing date

Signature ___________________________ Title ___________________________

Posting Period Ending Date ___________________________
REQUEST FOR AMENDMENTS TO THE PREVIOUS CONDITIONS OF APPROVAL FOR THE SANCTUARY VESTING TENTATIVE SUBDIVISION MAP (P17-0224)

RECOMMENDATION

Staff recommends that the Planning Commission adopt a resolution granting modifications to the Conditions of Approval for approved large lot and small lot Vesting Tentative Maps (VTM17-06A and VTM17-06B) for the Sanctuary Project.

Summary

At a special meeting on October 16, 2008, the City Planning Commission approved a large lot Vesting Tentative Map (VTM16-07A) and a small lot Vesting Tentative Map (VTM16-07B) for the Sanctuary Master Development Plan project. The Planning Commission also considered and approved a recommendation for City Council to approve the Sanctuary Master Development Plan with associated fiscal impact analysis and public financing plan, general plan amendment, pre-zone a development agreement, and an environmental impact report.

This recommendation was heard before the City Council and subsequently approved on November 18, 2008, along with annexation. The Sanctuary Master Development Plan generally proposed 7,070 dwelling units, 483,984 square feet of office, 208,272 square feet of retail, a 100-room hotel, 3 lakes, civic uses, and schools over a 1,967-acre project site. The large lot Vesting Tentative Map and small lot Vesting Tentative Map proposed a subdivision of an initial 907.28 acres that is the first phase of site development. Both maps are subject to conditions approved by the Planning Commission and the obligations and requirements of the development agreement approved by the City Council. The development agreement will expire 20 years from the date the first building permit is granted or 25 years from the effective date ending on December 1, 2023. Both Vesting Tentative Maps are valid under the same time allowance.

The applicant has requested to modify select conditions of approval pertaining to phasing thresholds and the timing of infrastructure improvements. The applicant has stated that current housing market conditions and the costs of constructing project related infrastructure have made some of the timing requirements infeasible and would like to defer some of the improvements until a larger portion of housing has been established to help fund some of the improvement costs. This request will not alter the overall improvement obligation but will provide temporary financial relief during the project’s phasing.

The request has been reviewed against the Development Code’s standards for the amendment of approved conditions including obligations included in the development agreement. Staff supports the requests and recommends that the Commission approve the amendments based on the following summary contained in this report.
DISCUSSION

Background

Sanctuary is located on what is currently known as Shima Tract which is bounded on the

- north by Bear Creek-Mosher Slough and Disappointment Slough
- west by Fourteen Mile Slough
- east by the City of Stockton and
- south by Fourteen Mile Slough and Five Mile Slough

The entire Sanctuary property which extends into the surrounding sloughs totals 1,967 acres (APN 071-130-07 071-130-09 071-130-11) however approximately 1,839 acres make up the total land area including the adjacent levee as project construction will include improvements to the existing levees (Attachment A - Vicinity Map)

The large lot Vesting Tentative Map proposes a subdivision of an initial 907.28 acres into 125 parcels (VTM16-07A) The small lot Vesting Tentative Map (VTM16-07B) proposes a subdivision of the same 907.28 acres into 2,974 lots For information purposes a large lot tentative subdivision map is typically used for dividing up a multi-acre site into large parcels for financing and planning purposes This may allow a developer to finance their site development in phases on a parcel by parcel basis A small lot tentative subdivision map further divides up the large lot areas into smaller lots for building purposes (Attachment B - VTM16-07A and VTM16-07B)

Present Situation

The applicant/property owner is now requesting modification of five of the map’s existing Conditions of Approval The request has been reviewed by all applicable departments and agencies for compliance with all Federal State, and local regulations including the previous conditions and obligations placed on the Sanctuary Project Two additional conditions have been added to address required biannual traffic reviews to mitigate potential short-term impacts and a condition pertaining to 200-year flood protection in compliance with Stockton Municipal Code Section 16.90 Floodplain Management Findings

Modifications to the Existing Conditions of Approval

To support the requested amendment to existing conditions of approval the applicant prepared and submitted supplemental traffic analysis (Attachment C - EIR Addendum and Traffic Analysis) The applicant hired Fehr & Peers transportation consultants to perform an updated traffic assessment for the build-out of the Sanctuary project and primarily focused on the “trigger” points for when certain conditioned off-site improvements are needed The trigger points relate to the number of residential units that can be built before creating the need to install certain off-site traffic improvements

The analysis includes assumptions for concurrent development occurring within nearby approved
development projects including the Delta Cove Planned Residential Development West Lake Villages Master Development Plan and Crystal Bay Planned Residential Development The analysis addresses triggers for improvements that are commonly conditioned on adjacent development projects particularly the Delta Cove Master Development Plan to the northeast.

While the analysis was primarily focused on the proposed thresholds (number of units) for the triggers due to the size and uncertainty of the timing of the development of adjacent development projects the traffic analysis recommended that biennial (every two years) traffic monitoring occur to determine when the improvements are warranted based on actual traffic volume count data. Future analysis would document any need to construct the improvements sooner than the triggers included in the proposed revised conditions. A new condition (#86) is proposed to specifically address the biennial traffic monitoring to ensure the new timing does not impact the region on a short-term basis.

The traffic study concluded that the proposed threshold amendments for infrastructure would not result in a significant impact to circulation on either a short or long-term basis. The level of service (LOS) will be maintained and monitored during the biennial reviews and throughout construction to avoid impacts as the area develops.

The following is a summary of the original condition and proposed changes to five conditions and two newly proposed conditions. The actual amended conditions are contained in a “track change” redline version in Attachment D. A clean version of the full set of amended conditions for the vesting tentative maps is contained within the proposed Resolution.

- **Condition No. 28** - The original condition requires the developer to design, dedicate real property and improve Trinity Parkway/Regatta Lane/Boulevard “A” between Hammer Lane and the Bear Creek Bridge including a new four-lane Mosher Slough Bridge with the first phase of development proximate to the Mosher Slough bridge crossing or prior to issuance of the 2011th building permit whichever occurs first. The proposed amended condition would still require the developer to design, dedicate real property and improve Trinity Parkway/Regatta Lane/Boulevard “A” however the roadway segments have been divided up to defer the timing to either when required by the Community Development Director based on the review of the biennial traffic analysis or prior to issuance of a specified number of residential building permits. The noted “trigger” for each of the roadway segment improvements is based on the traffic analysis that was conducted for the proposed amendment of the conditions.

- **Condition No. 30** - The original condition requires the developer to design, dedicate right-of-way and construct the four-lane Fourteen Mile Slough bridge crossing approach improvements to the Wught-Elmwood Tract to the south with the first phase of development proximate to the bridge crossing. The proposed amended condition would require the developer to design and dedicate right of way for a four-lane bridge crossing prior to the recordation of any small lot map proximate to the bridge crossing but not require construction of the approach improvements. These improvements were not an identified mitigation measure in the original environmental analysis and the new traffic analysis concluded that construction of the bridge is not needed with the Sanctuary project.

- **Condition No. 36** - The original condition required the developer to prepare a Project Report.
Environmental Document and Final Design as required by Cal Trans and the reconstruction of the Hammer Lane/Interstate 5 interchange to be commenced prior to the issuance of the 2700th dwelling unit from the combined Sanctuary and Delta Cove projects. The proposed amended condition still requires preparation of the required Cal Trans reports but the reconstruction is not being required. The timing for preparation of the Cal Trans reports is either when determined by the Community Development Director based on the biennial traffic analysis or prior to the issuance of the 4 100th single family residential permit or the equivalent trip generating potential of other uses from the combined Sanctuary and Delta Cove projects.

- **Condition No 37** - The original condition required the developer to prepare a Project Report Environmental Document and Final Design as required by Cal Trans for the construction of the Otto Drive/Interstate 5 interchange and pay its proportionate share of the identified improvements. If the Hammer Lane/Interstate 5 improvements were not constructed the developer was required to commence the Cal Trans process of the identified Otto Drive/Interstate 5 interchange improvements prior to the issuance of the 2700th dwelling unit from the combined Sanctuary and Delta Cove projects. The amended condition requires the developer to commence Cal Trans process of the Otto Drive/Interstate 5 interchange improvements either when determined by the Community Development Director based on the biennial traffic analysis or prior to the issuance of the 4 100th single family residential permit or the equivalent trip generating potential of other uses from the combined Sanctuary and Delta Cove projects.

- **Condition No 45** - The ODS original condition requires the developer to be responsible for design and construction/installation of roadway and intersection improvements at several specific locations based on analysis that was done for the project at the time it was reviewed and approved by the City. The proposed amended condition would eliminate two improvements from the original list because these improvements have been completed. Timing would be deferred to either 1) when determined to be necessary by the Community Development Director based on the review of the required biennial traffic analysis or 2) prior to the issuance of the 7 200th single-family residential building permit (or the equivalent trip generating potential of other uses). The noted “trigger” is based on the traffic analysis that was conducted for the proposed amendment of the conditions.

- **New Condition (No 86)** - The proposed new condition will require the developer to implement a Traffic Monitoring Plan and submit an updated traffic analysis every two years as outlined in the Fehr & Peers traffic assessment. The biennial analysis will be used by the City to determine whether specific improvements need to be constructed sooner than otherwise required based on development units.

- **New Condition (No 87)** - The proposed new condition will require the developer to prepare an Engineer’s Report based on a proposed scope of work to determine the flood protection improvements necessary to protect the project site to the 200-year urban level of protection in accordance with State law and the Stockton Municipal Code Section 16.90. The timing for submission of the required Engineer’s Report to the City is prior to recordation of any final map for the development of the project.
200-Year Flood Requirement Compliance

The Stockton Municipal Code Section 16.90 specifies that the City shall not approve a tentative map that is located within a flood hazard zone unless the review authority makes a finding related to 200-year urban level of flood protection based on substantial evidence in the record. Staff has determined that this requirement applies to a tentative map amendment. The applicant retained the services of a professional civil engineering firm to prepare a report to determine the improvements necessary to protect the project site to the 200-year urban level of flood protection. The City has reviewed the proposed report and staff recommends a new condition to be imposed on the project that requires the developer to prepare a further Engineer’s Report in accordance with the proposed scope of work prior to the City approving any final map for development of the project site. An additional floodplain finding of fact is included in the proposed Resolution along with the proposed scope of work as Exhibit 1.

Environmental Review

The environmental impacts from the proposed amendments have been considered by an Addendum to the previously-certified EIR for the Sanctuary project (State Clearinghouse #2006022028). The proposed Addendum concludes that the amendments to the conditions of approval to address the timing of compliance for off-site improvements would not trigger a new significant impact substantially increase the severity of previously-identified significant impact or show that mitigation measures or alternatives previously found not to be feasible would in fact be feasible. The required biennial traffic reviews will monitor any unforeseen short term impacts as the cumulative impacts will equal to those of the original project as these amendments will not affect the intensity or approval plan.

The project as conditioned will not result in new significant impacts or of circumstances listed in the California Environmental Quality Act (CEQA) of the State’s CEQA Guidelines that would require the preparation of a subsequent or supplemental EIR. All mitigation measures identified in the Certified FEIR and the project’s Mitigation Monitoring and Reporting program remain applicable to the project and no new mitigation is required. Therefore, no new environmental review is required beyond the project’s Addendum.

CONCLUSION

The proposed amendments will not substantially alter the previous approval or result in a new environmental impact. The amended conditions are to help the applicant balance the financial obligation of the project while satisfying the terms of the original approval.

Therefore, staff recommends that the Planning Commission adopt the attached resolution approving amendments to the conditions of approval for the large lot and small lot Vesting Tentative Maps (VTM16-07A and VTM16-07B) for the Sanctuary project.

VOTES

A vote of a majority (4) of the total authorized membership of the Planning Commission is required for the Commission to transact business or decide any matter.
Attachment A - Vicinity Map
Attachment B - VTM16-07A and VTM16-07B
Attachment C - EIR Addendum and Traffic Analysis
Attachment D - Conditions of Approval - Redline Version

The staff report was prepared by Contract Planner Matt Diaz (209) 937-8266
matt.diaz@stocktonca.gov <mailto:matt.diaz@stocktonca.gov>
Sanctuary
Conditions of Approval per September 25th, 2008 PC Staff Report
Proposed Modifications

June 12, 2017

Original Condition

28 The ODS shall prepare or cause to be prepared a design and obtain all applicable permits for the construction of the four lane Mosher Slough bridge crossing and extension of Trinity Parkway/Regatta Lane/Boulevard A between Hammer Lane and Mosher Slough Bridge to the north and a two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including all utility extensions. Further the ODS shall consistent with the design dedicate to the City all real property within the Project Area required for the right-of-way to and construction of the bridge and attendant improvements. All associated bridge crossing and street improvements within the Project Area including but not limited to curb gutter sidewalk street lighting pavement (four lanes), and underground utilities shall be constructed with the first phase of development proximate to the bridge crossing area (Large Lots 35 44 36 43 and 42) or prior to issuance of the 201st building permit (including model homes) whichever occurs first. In addition the ODS in this same time frame shall construct the two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including all appropriate utility extensions. All of the above said requirements shall be performed to the satisfaction of the Community Development Director.

Proposed Changes (redline)

28 The ODS shall prepare or cause to be prepared a design and obtain all applicable permits for the construction of the four lane Mosher Slough bridge crossing and extension of Trinity Parkway/Regatta Lane/Boulevard "A" between Hammer Lane and Mosher Slough Bridge to the north and a two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including all utility extensions. Further the ODS shall consistent with the design dedicate to the City all real property within the Project Area required for the right-of-way to and construction of needed to construct the bridge and attendant improvements. All associated bridge crossing and street improvements within the Project Area including but not limited to curb gutter sidewalk street lighting pavement (four lanes), and underground utilities shall be constructed with the first phase of development proximate to the bridge crossing area (large Lots 35 44 36 43 and 42) or prior to issuance of the 201st building permit (including model homes) whichever occurs first. In addition the ODS in this same time frame shall construct the two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including all appropriate utility extensions. All of
the above said requirements shall be performed to the satisfaction of the Community Development Director. The design and dedication shall occur either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 600th single family residential building permit (or the equivalent trip generating potential of other uses) within the area proximate to the bridge crossing area (Large Lots 35 44 36 43 and 42) *

B All associated Mosher Slough bridge crossing improvements (four lanes) and utility extensions shall be constructed either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 2,800th single-family residential building permit (or the equivalent trip generating potential of other uses) *

C The two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including but not limited to curb gutter sidewalk street lighting pavement and underground utilities shall be constructed either when determined to be necessary by the Public Works Director or prior to the issuance of the 2,800th single family residential building permit (or the equivalent trip generating potential of other uses) *

D The extension of Regatta Lane/Boulevard 'A' from Hammer Lane west to the Mosher Slough Bridge including but not limited to curb gutter sidewalk street lighting pavement (half-section), and underground utilities, shall be constructed in an orderly manner to support development along the roadway alignment. Timing of construction of the ultimate cross-section shall either determined by the Public Works Director or prior to the issuance of the 7,200th single family residential building permit (or the equivalent trip generating potential of other uses) *

E Prior to construction the ODS shall notify the City of whether sufficient land north of Mosher Slough for the bridge and associated connection to the southerly end of Trinity Parkway at Bear Creek has been acquired or the ODS has entered into agreements to acquire same. If insufficient land has been acquired and the ODS demonstrates they have made reasonable efforts to acquire the land, then the City shall follow the procedure provided for in the state Subdivision Map Act and either proceed with acquisition at the ODS expense or otherwise waive necessary provisions of the condition. By providing this notice and demonstration of reasonable effort to the City within the time allowed by this condition the project will continue to be eligible for building permits *

Original Condition

30 The ODS shall commence design and filing of applicable permits for the construction of the four lane Fourteen Mile Slough bridge crossing connection of
Regatta Lane/Boulevard "A" between the southern area of the subdivision and Wright-Elmwood Tract to the south including the extension of utilities prior to the recoderation of any small lot final map. The ODS shall consistent with the design dedicate to the City all real property within the Project Area required for bridge right-of-way and attendant improvements and construct at minimum bridge crossing approach improvements including underground utilities and roadway embankment and fill within the boundary of this tentative map with the first phase of development proximate to the bridge crossing. All of the above said requirements shall be performed to the satisfaction of the Community Development Director.

Proposed Changes (redline)

30 The ODS shall commence design and filing of applicable permits dedicate right-of-way for the construction of the four lane Fourteen Mile Slough bridge crossing and attendant improvements at the connection of Regatta Lane/Boulevard "A" between the southern area of the subdivision and Wright-Elmwood Tract to the south including the extension of utilities prior to the recoderation of any small lot final map proximate to said bridge crossing. The ODS shall consistent with the design dedicate to the City all real property within the Project Area required for bridge right-of-way and attendant improvements and construct at minimum bridge crossing approach improvements including underground utilities and roadway embankment and fill within the boundary of this tentative map with the first phase of development proximate to the bridge crossing. All of the above said requirements shall be performed to the satisfaction of the Community Development Director.

Original Condition

36 Should the City elect not to complete the ODS shall prepare or cause to be prepared a Project Report Environmental Document and Final Design as required by Cal Trans for the reconstruction of the Hammer Lane/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. Construction of the identified interchange improvements shall be commenced prior to issuance of the building permit that contains the 2700th Dwelling Unit (DU) from the combined development of Sanctuary (Shima Tract) and The Preserve (Atlas Tract).

Proposed Changes (redline)

36 Should the City elect not to complete the ODS shall prepare or cause to be prepared—a Project Report Environmental Document and Final Design as required by Cal Trans for the reconstruction of the Hammer Lane/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. Construction of the identified interchange improvements. The Cal Trans process shall be commenced prior to issuance of the building permit that contains the 2700th Dwelling Unit (DU) either when determined to be necessary by the Community Development
Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4 100th single-family residential building permit (or the equivalent trip generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and The Preserve Delta Cove (Atlas Tract) *

Original Condition

37 Should the City elect not to complete the ODS shall prepare or cause to be prepared a Project Report Environmental Document and Final Design as required by Cal Trans for the construction of the Otto Drive/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The ODS shall pay their proportionate share based on traffic loadings of the construction of the identified improvements. Should the Hammer Lane/Interstate5 Interchange improvements not be constructed within the identified level of development the ODS shall commence construction of the identified Otto Drive/Interstate 5 interchange improvements prior to issuance of the building permit that contains the 2700th Dwelling Unit (DU) from the combined development of Sanctuary (Shima Tract) and The Preserve (Atlas Tract) *

Proposed Changes (redline)

37 Should the City elect not to complete the ODS shall prepare or cause to be prepared a Project Report Environmental Document and Final Design as required by Cal Trans for the construction of the Otto Drive/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The ODS shall pay their proportionate share based on traffic loadings of the construction of the identified improvements. Should the Hammer Lane/Interstate5 Interchange improvements not be constructed within the identified level of development the ODS shall commence construction the Ca Trans process of the identified Otto Drive/Interstate 5 interchange improvements prior to issuance of the building permit that contains the 2700th Dwelling Unit (DU) either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4 100th single-family residential building permit (or the equivalent trip generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and The Preserve Delta Cove (Atlas Tract) *

Original Condition

45 The ODS shall be responsible for design and construction costs and installation of off-site roadway and intersection improvements, including traffic signals at the following locations as identified in the Existing Plus Approved Project (EPAP) plus Project section in the Environmental Impact Report (EIR5-05)
Eight Mile Road/Trinity Parkway
Eight Mile Road/Interstate 5 Northbound Ramps
Eight Mile Road/Davis Road
Eight Mile Road/Lower Sacramento Road
Hammer Lane/Loop Road
Hammer Lane/Marners Drive
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Kelly Drive
Hammer Lane/Pershing Avenue
Hammer Lane/Lower Sacramento Road

Hammer Lane Widening to Eight (8) Lanes (West of Mariners Drive to East of Interstate 5)

The traffic signals shall be installed when warranted or at the discretion of the City Engineer. All other improvements shall be installed with the first small lot parcel or final map for this project or as identified in an improvement/development phasing plan subject to the approval of the Community Development Director. Should the ODS choose to phase these improvements, the ODS 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 completion of said improvements. Said plan shall be approved by the City and identified improvement timing shall be binding to ODS.

Revised Condition (redline)

45 The ODS shall be responsible for design and construction costs and installation of off-site roadway and intersection improvements including traffic signals at the following locations as identified in the Existing Plus Approved Project (EPAP) plus Project section in the Environmental Impact Report (EIR5-05) when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis).

Eight Mile Road/Trinity Parkway
Eight Mile Road/Interstate 5 Northbound Ramps
Eight Mile Road/Davis Road
Eight Mile Road/Lower Sacramento Road
Hammer Lane/Loop Road
Hammer Lane/Marners Drive
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Kelly Drive
Hammer Lane/Pershing Avenue
Hammer Lane/Lower Sacramento Road
Hammer Lane Widening to Eight (8) Lanes (West of Manners Drive to East of Interstate 5)

The traffic signals shall be installed when warranted or at the discretion of the City Engineer. All other improvements shall be installed with the first small lot parcel or final map for this project or as identified in an improvement development phasing plan subject to the approval of the Community Development Director. Should the ODS choose to phase these improvements the ODS 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 completion of said improvements. Said plan shall be approved by the City and identified improvement timing shall be binding to ODS. Further the ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr & Peers Memorandum Sanctuary Transportation Mitigation Monitoring Plan dated February 6, 2017 and submit the resulting traffic analysis to the City for review on a biennial basis and shall install the identified improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 7,200th single-family residential building permit (or the equivalent trip generating potential of other uses).

New Condition

86 The ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr and Peers Memorandum "Sanctuary Phasing Assessment (dated September 2, 2016) and submit the resulting traffic analysis to the City for review on a biennial basis, commencing within six months after completion of the initial on site project roadway improvements that connect to any existing City roadway facility.

New Condition

87 In compliance with State Government Code Sections 65965.5, 65962 and 66474.5 and SMC Section 1690 the ODS shall prepare and submit to the City an Engineer's Report that identifies the flood protection improvements necessary to protect the Sanctuary project site to the 200-year urban level of flood protection, prior to recordation of any final map or parcel map for development of the Sanctuary project. In connection therewith, the developer of the Sanctuary project has demonstrated the required substantial evidence in the report from Kjeldsen, Sinnock & Neudeck dated June 12, 2017 and attached hereto as Exhibit "A" which will serve as the demonstration that the herein imposed conditions will result in the Sanctuary project site having a 200-year urban level of flood protection as required.
Resolution No

STOCKTON PLANNING COMMISSION

RESOLUTION APPROVING AMENDMENTS TO THE PREVIOUS CONDITIONS OF APPROVAL FOR THE SANCTUARY VESTING TENTATIVE SUBDIVISION MAPS (P17-0224)

On October 16, 2008, the Planning Commission approved a Large Lot Vesting Tentative Map (VTM16-07A) and small lot Vesting Tentative Map (VTM16-07B) for the Sanctuary Master Development Plan project. The Planning Commission also approved a recommendation for City Council to approve a general plan amendment pre-zone master development plan development agreement and Environmental Impact Report, and

On November 18, 2008, the City Council approved a Master Development Plan for the Sanctuary to annex and develop a 1,967-acre site into residential, commercial, and mixed-use community with parks and new infrastructure. The approval included a general plan amendment pre-zone master development plan development agreement, and Environmental Impact Report, and

On February 28, 2017, the developer and property owner, Grupe LLC (hereafter known as the applicant) filed an application requesting an amendment to select conditions of approval placed on their large lot Vesting Tentative Map VTM16-07A and small lot Vesting Tentative Map VTM16-07B pertaining to phasing thresholds and the timing of infrastructure improvements. The applicant has stated that current housing market conditions and the costs of constructing project-related infrastructure (specifically bridges and major arterials) have made some of the timing infeasible and would like to defer some of the improvements until a larger portion of housing has been established to help fund some of the improvement costs, and

On March 9, 2017, representatives from the Planning Division, the Public Works Department, and the Municipal Utilities Department, as well as the Flood Manager from the Building Division reviewed and approved the proposed amendment to select conditions to said Vesting Tentative Maps at the Development Review Committee (DRC) meeting, and

The request has been reviewed against the Development Code's standards for the amendment of approved Vesting Tentative Map conditions for Vesting Tentative Maps, and

The Planning Commission is authorized by section 16.188.100 C.1 of the Stockton Municipal Code (SMC) to approve modifications to the previous conditions of approval based on the appropriate findings, now, therefore,
BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON AS FOLLOWS

The Planning Commission hereby approves the amendments to the Sanctuary Vesting Tentative Maps (Project P17-0224) with modification to the previous conditions of approval, based on the following findings and conditions of approval.

FINDINGS OF FACT

1. There have been no changes to the provisions of the General Plan or any applicable specific plan, precise road plan, or master development plan that would cause the Vesting Tentative Map to be inconsistent with the General Plan because the modified conditions will only impact the timing of construction as the project remains consistent with approved land use plan and policies. The site is not affected by a specific plan precise road plan, or master development plan.

2. There have been no changes to applicable provisions of the Development Code that would cause the Vesting Tentative Maps to be inconsistent with the Development Code and the proposed residential development will still comply with building setbacks height, lot coverage, and parking requirements contained in the Development Code.

3. There have been no changes in the character of the site or its surroundings that affect how the policies of the General Plan or other standards of this Development Code apply to the project and the subject residential development will be consistent with the existing land uses surrounding the project site.

4. There have been no changes to the capacities of community resources including roads, schools, sewage treatment or disposal facilities or water supply so that there is sufficient remaining capacity to serve the project and all required infrastructure and public facilities will be provided for the project as per the Conditions of Approval on the Vesting Tentative Map.

5. The environmental consequences of the amended conditions for the Vesting Tentative Maps have been analyzed in accordance with the provisions of the California Environmental Quality Act (CEQA) under an approved Addendum/Initial Study for the project. All mitigation measures for the approved Vesting Tentative Maps are still applicable as the current request will modify timing related to construction triggers for infrastructure. A new condition of approval has been added to require biennial traffic analysis to monitor potential short term impacts due to the altered construction timing. If an unforeseen impact was to occur on a short-term basis the existing obligations would trigger additional development commence to mitigate the impact based on the original review. No further environmental review is required in order to approve the requested amendment of conditions for both Vesting Tentative Maps.

6. A new condition is imposed on the Vesting Tentative Maps that requires the developer to prepare an Engineer's Report to determine the flood protection improvements necessary to protect the Sanctuary project site to the 200-Year Urban
Level of Flood Protection: This condition is based on an engineer's report entitled Urban Levee Design Criteria (ULDC) Analysis and Identification of Deficiencies for RD 2115 Shima Tract Scope of Work for all RD 2115 Levees dated May 18, 2017 (See Exhibit 1) The proposed scope of work entails the preparation of additional engineering studies to document the data and analysis for demonstrating that the project will be protected to the Urban Level of Flood Protection These studies will be reviewed by the City in compliance with the State of California Department of Water Resources Urban Level of Flood Protection Criteria and the Stockton Municipal Code section 1690 In accordance with Stockton Municipal Code section 1690.020A.1 (Floodplain Management Findings) the City finds that the imposed condition will protect the Sanctuary Project to the urban level of flood protection

CONDITIONS OF APPROVAL

Planning

1. Comply with all applicable Federal, State, County, and City codes, regulations, and adopted standards and pay all applicable fees.

2. Pursuant to sections 15091 and 15093 of the State CEQA Guidelines, the project shall be subject to all applicable mitigation measures identified in the approved Final Environmental Impact Report (EIR5-05) and in the City-adopted "Findings Statements of Overriding Considerations and a Mitigation Monitoring/Reporting Program for the Sanctuary Master Development Plan Project"

3. The owners, developers, and/or successors-in-interest (ODS) shall be responsible for the establishment of a Homeowners Association and Covenants, Conditions, and Restrictions (CC&Rs) for the maintenance of landscaping, structures, and walls/fences on the private properties and common areas within the subdivision area. The CC&Rs shall be subject to review and approval by the City Attorney and the Community Development Director prior to their recordation. The ODS shall be responsible for recordation of the CC&Rs and payment of recording expenses prior to or in conjunction with the recordation of any small lot for this subdivision. The City shall be declared a third-party beneficiary of the CC&Rs and shall be entitled, without obligation, to take appropriate legal action to enforce the CC&Rs.

4. In order to minimize any adverse financial impact on the City of Stockton (COS) associated with development and/or use of the subject site, the ODS agrees that it will not challenge or protest any applicable fees associated with the development of the site, but if such fees are amended or modified, the ODS agrees to pay such fees as they may be amended or modified from time to time.

5. The Sanctuary Project is subject to the City's Settlement Agreement with the Sierra Club and the Attorney General of California. The owners, developers, and successors-in-interest (ODS) of the Sanctuary Project may be required to amend at the discretion of the City, the Master Development Plan tentative maps and related project approvals to conform to the requirements of the Settlement Agreement and Climate Action Plan.
addressed in the associated Project Addendum, construction activities for the project are subject to the City’s adopted Climate Action Plan (CAP) for reduction of greenhouse gas emissions (GHG) by 2020. This includes all applicable best management practices (BMPs) and measures for construction-related activities, including onsite maintenance and ongoing operation.

6 Vesting Tentative Maps subject to approval of GPAB-05, MDP1-05, DA3-05, and Z-6-05 and shall not be effective until the recordation of the annexation.

City Attorney

7 The ODS shall be responsible for the City’s legal and administrative costs associated with defending any legal challenge of the approvals for this project or its related environmental document.

8 The Large Lot Tentative Map is for financing and sale purposes only.

Planning-Parks Planning Section

9 Lots X and 32 shall have a deed restriction over them requiring that they be developed as a public marina by the ODS prior to completion of the first phase of the mapped area.

10 All of the levee access lots shall be privately owned, developed to the satisfaction of the City, ADA compliant (including but not limited to the installation of landings and railings where appropriate) and privately maintained.

11 The 18-foot improved bike path (12-foot minimum asphalt or concrete pavement) shall be designed and constructed to the satisfaction of the Community Development Department and shall be ADA compliant.

12 The ODS shall grant to the City a Public Access Easement over those "Parks" "Landscape Lots", "Lakes" and "Levee Access" lots intended for use by the general public and over the levee bikeways. The amount of land eligible for reimbursement will be that proportional acreage which is determined to be "usable" park land as approved by the Community Development Director. The value of such land shall be calculated at the rate established for land cost by the public facilities fee program and reimbursed per the program.

13 The ODS shall grant irrevocable public access easements over those private streets that provide access to publicly accessible facilities.

14 Lots Y and 1 shall be separated from Lot R by an 8-foot tall ornamental iron or tubular steel fence. Such wall/fence shall not be located on Lot R.

15 Lots 1, 2 and 3 shall each have at least one vehicular access point from Court 1.
17  The ODS shall develop a security plan which shall be approved by the Police Department to ensure that all publicly accessible parks, pocket parks, open space areas and access lots are designed to allow for adequate surveillance. The security plan shall address at a minimum: (a) Use and location of security cameras and (b) sufficient lighting to allow police surveillance based on the level of improvements installed.

18  All publicly and privately accessible parks, pocket parks, landscaped areas, levee access lots, etc., shall be owned by the ODS or HOA and improved by the ODS. The construction documents shall be on 24x36 sheet size, prepared and stamped by a licensed Landscape Architect and subject to prior review and approval by the City Landscape Architect and City Permit Center. The constructed site improvements shall be subject to review and approval by the City who shall be allowed unrestricted access to each site during construction. The ODS shall be responsible for obtaining all necessary reviews and permits and upon completion the ODS shall present the City with as-built drawings on a compact disc(s) in electronic PDF format.

19  The ODS shall enter into an agreement with the City allowing full City use of Lots S and R for City organized events. Any subsequent negotiations regarding purse reimbursement to the local HOA or maintenance entity for the City's use of these facilities shall be based on a cost not to exceed those user fee rates established by City Council for each corresponding event and only as the costs apply to facility maintenance or rental per event.

20  Prior to any street tree planting, a master street tree planting plan shall be prepared by the ODS and submitted to the City for approval. Such plan shall be prepared using the Vesting Small Lot tentative Subdivision Map - Overall Lotting Plan as a base. Such master plan shall serve as a reference for all subsequent Street Tree planting by the ODS.

21  Prior to recordation of any small lot Final Map, the ODS shall form a new zone of the Stockton Consolidated Landscape Maintenance District 96-2 and approve an assessment providing for the subdivision's proportionate share of the costs to maintain (including the cost for replacement at the end of the useful life) any publicly accessible parks, pocket parks, open spaces, levee access lots, etc., serving this subdivision.

22  Prior to recordation of any small lot Final Map (or concurrent when forming an owner's association) the ODS shall establish a maintenance entity acceptable to the City to provide funding for the maintenance of and if necessary replacement at the end of the useful life of improvements including but not limited to common area landscaping, parks, pocket parks, access lots, landscaping in the right-of-way, sound walls and/or back-up walls and all "Improvements" serving or for the special benefit of this subdivision.

23  All walls shall be located on private property and a separate maintenance easement shall be recorded for such walls. Such easement shall be sufficient to allow for regular maintenance (i.e., graffiti removal) and shall include the width of the support footing as it extends from both sides of the wall.
24. The ODS shall provide all necessary utility stub-outs including but not necessarily limited to water, sewer, storm, phone, video surveillance infrastructure and PG&E 3-phase service stubs to designated park and publicly accessible common open space areas to the satisfaction of the City.

**Engineering and Transportation Planning**

25. The ODS shall dedicate and improve Hammer Lane from the existing street termination westerly to the proposed Regatta Lane/Boulevard "A" to provide a six-lane arterial roadway.

26. The ODS shall dedicate and improve Regatta Lane/Boulevard "A" from the northwesterly termination to Fourteen Mile Slough to provide a four/six lane arterial roadway.

27. The ODS shall dedicate and improve Trinity Parkway from Mosher Slough south to Regatta Lane/Boulevard "A" to provide a four-lane arterial roadway.

28. A. The ODS shall prepare a design and obtain all applicable permits for the construction of the four lane Mosher Slough bridge crossing and extension of Trinity Parkway/Regatta Lane/Boulevard "A" between Hammer Lane and Mosher Slough Bridge to the north and a two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge, including all utility extensions. Further the ODS shall consistent with the design dedicate to the City all real property within the Project Area required for the right-of-way needed to construct the bridge and attendant improvements. The design and dedication shall occur either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 600th single-family residential building permit (or the equivalent TNRP generating potential of other uses) within the area proximate to the bridge crossing area (Large Lots 35, 44, 36, 43, and 42).

    B. All associated Mosher Slough bridge crossing improvements (four lanes) and utility extensions shall be constructed either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 2,800th single-family residential building permit (or the equivalent TNRP generating potential of other uses).

    C. The two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge, including but not limited to curb, gutter, sidewalk, street lighting, pavement, and underground utilities shall be constructed either when determined to be necessary by the Public Works Director or prior to the issuance of the 2,800th single-family residential building permit (or the equivalent TNRP generating potential of other uses).

    D. The extension of Regatta Lane/Boulevard "A" from Hammer Lane west to the Mosher Slough Bridge including but not limited to curb, gutter, sidewalk, street lighting, pavement (half-section), and underground utilities, shall be constructed in an orderly manner to support development along the roadway alignment. Timing of
construction of the ultimate cross-section shall either determined by the Public Works Director or prior to the issuance of the 7 200th single-family residential building permit (or the equivalent trn generating potential of other uses) *

28. E Prior to construction the ODS shall notify the City of whether sufficient land north of Mosher Slough for the bridge and associated connection to the southerly end of Trinity Parkway at Bear Creek has been acquired or the ODS has entered into agreements to acquire same. If insufficient land has been acquired and the ODS demonstrates they have made reasonable efforts to acquire the land then the City shall follow the procedure provided for in the state Subdivision Map Act and either proceed with acquisition at the ODS expense or otherwise waive necessary provisions of the condition. By providing this notice and demonstration of reasonable effort to the City within the time allowed by this condition the project will continue to be eligible for building permits *

29. The ODS shall disclose to all future home buyers in this development that Trinity Parkway will be extended with a bridge crossing over Mosher Slough to Atlas Tract to the north. The ODS shall install and maintain a future facilities sign at the Trinity Parkway/Street 9/Street 18 intersection. The size, text and location of the sign shall be approved by the Community Development Director.

3029. The ODS shall design and dedicate right-of-way for the construction of the four lane Fourteen Mile Slough bridge crossing and attendant improvements at the connection of Regatta Lane/Boulevard "A" between the southern area of the subdivision and Wright-Elmwood Tract to the south including the extension of utilities prior to the recordation of any small lot final map proximate to said bridge crossing *

3031. The ODS shall disclose to all future home buyers in this development that Regatta Lane/Boulevard "A" will be extended with a bridge crossing over Fourteen Mile Slough to the Wright-Elmwood Tract to the south. The ODS shall install and maintain a future facilities sign at the Regatta Lane/Boulevard "A"/Street 94 Intersection. The size, text and location of the sign shall be approved by the Community Development Director.

342. A minimum 25-foot easement shall be dedicated to Reclamation District No. 2115 from the proposed toe of all levees to provide for maintenance of the levee slopes.

323. Regatta Lane/Boulevard "A" at the identified northwestern terminus of the subdivision shall be terminated to the satisfaction of the Community Development Director.

34. Regatta Lane/Boulevard "A" at the southern terminus of the subdivision shall be terminated to the satisfaction of the Community Development Director.

353. The ODS shall dedicate access rights to the City of Stockton along the following streets:

Hammer Lane entire length,
Trinity Parkway entire length except at the identified access opening and Regatta Lane/Boulevard "A" entire length except at identified access openings

3436 The ODS shall prepare a Project Report, Environmental Document and Final Design as required by Cal Trans for the reconstruction of the Hammer Lane/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The Cal Trans process shall be commenced either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4 100th single-family residential building permit (or the equivalent trip generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and Delta Cove (Atlas Tract) *

3537 The ODS shall prepare a Project Report, Environmental Document and Final Design as required by Cal Trans for the construction of the Otto Drive/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The ODS shall pay their proportionate share based on traffic loadings, of the construction of the identified improvements. Should the Hammer Lane/Interstate 5 interchange improvements not be constructed within the identified level of development, the ODS shall commence the Cal Trans process of the identified Otto Drive/Interstate 5 interchange improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4 100th single-family residential building permit (or the equivalent trip generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and Delta Cove (Atlas Tract) *

386 The ODS shall pay their proportionate share to cover the costs for a Project Report, Environmental Document and Final Design, as required by Cal Trans and for the construction of necessary improvements described in the Project Report for the Interstate 5 mainline system, Eight Mile Road/Interstate 5 interchange, and Gateway/Interstate 5 interchange to provide a level-of-service that conforms with State Urban Highway Standards. ** Improvements herein identified by an asterisk (*) may be included in the calculations for the current or proposed Public Facilities Fee (PFF) Program included in the Master Development Plan. If any of the improvements are included in the calculations for the PFF Program adopted by the City Council and the ODS pays said fees at the established time of collection, the ODS may construct and request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee. The requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised, all or part of the PFF Program repealed or suspended, or for other reasons/actions the improvements become ineligible under PFF program, in effect at the time of development, the owners, developers and/or successors-in-interest shall be responsible for payment of their proportionate share of the cost of said improvements.
The ODS shall dedicate and construct bus turnouts and shelters along Hammer Lane Trinity Parkway Regatta Lane/Boulevard "A" and any other location as required by the City in consultation with the San Joaquin Regional Transit District.

The private roads within the tentative map area shall be designed to accommodate bus traffic. The ODS in conjunction with the City and San Joaquin Regional Transit District shall conduct a Transit Study to determine the transit needs for the project. The ODS/homeowners association etc. shall allow regular fixed route and any other transit service on private roads within the tentative map area as determined in the Transit Study.

The ODS shall participate in any applicable Transportation Systems Management (TSM) programs established by the City of Stockton and shall provide at minimum 85 on-site non-exclusive parking spaces of the 300 total proposed designated for public Park and Ride purposes.

The ODS shall provide, prior to submittal of the first final map or set of improvement plans, a queuing and traffic access analysis study to determine specific locations and distances for all proposed intersections and project accesses to public roadways.

The ODS shall in conjunction with the applicable School District cause to be prepared a technical memorandum to be approved by the City, analyzing the parking drop-off/pick-up and the on-site circulation for the proposed school site to ensure that the school site, once developed, can adequately accommodate school traffic.

The ODS shall be responsible for 100% of the design and construction costs of on-site roadway and intersection improvements and roadway extensions and public utilities identified on the tentative map and/or included in the project EIR5-05, project description or as mitigation measures. Improvements include but are not limited to all sewer, water and storm drain lines, traffic signals, street lighting, street paving, curb, gutter, sidewalk and landscaping. If any of the above said improvements are included in the calculations for the Public Facilities Fee (PFF) Program adopted by the City Council and the ODS pays said fees at the established time of collection, the ODS may construct and request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee. The requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised, all or part of the PFF Program repealed or suspended or for other reasons/actions the improvements become ineligible under PFF program in effect at the time of development, the ODS shall be responsible for payment of their proportionate share of the cost of said improvements.

The ODS shall be responsible for design and construction costs and installation of off-site roadway and intersection improvements, including traffic signals at the following locations as identified in the Existing Plus Approved Project (EPAP) plus Project section in the Environmental Impact Report (EIR5-05) when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic.
Eight Mile Road/Interstate 5 Northbound Ramps
Eight Mile Road/Davis Road
Eight Mile Road/Lower Sacramento Road
Hammer Lane/Loop Road
Hammer Lane/Manners Drive
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Pershing Avenue
Hammer Lane/Lower Sacramento Road
Hammer Lane Widening to Eight (8) Lanes (West of Manners Drive to East of Interstate 5)

43—Further the ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr & Peers Memorandum Sanctuary - Transportation Mitigation Monitoring Plan dated February 6, 2017 and submit the resulting traffic analysis to the City for review on a biennial basis and submit the identified improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 7200th single-family residential building permit, (or the equivalent trip generating potential of other uses)

446 The ODS shall be responsible for their proportionate share of the design and construction costs for the following improvements based on traffic loadings, to reduce the significance of the cumulative impacts at the following intersections as identified in the Future 2035 Plus Project section in the Environmental Impact Report (EIR5-05)

Eight Mile Road/Mokelumne Circle
Eight Mile Road-Trinity Parkway
Eight Mile Road/Interstate 5 Southbound Ramps
Eight Mile Road Thornton Road
Trinity Parkway/Consurnnes Drive
Otto Drive-Trinity Parkway
Otto Drive/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Manners Drive
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Kelly Drive
Hammer Lane/Meadow Avenue/Don Avenue
Hammer Lane/Pershing Avenue Northbound and Southbound Interstate 5 south of Hammer Lane and from Hammer Lane to Otto Drive

457 The ODS shall be responsible to pay for their proportionate share of all project related off-site street/traffic circulation improvements needed to mitigate the project's cumulative off-site impacts. If any of the above said improvements are included in the calculations for the Public Facilities Fee (PFF) Program adopted by the City Council, and the ODS pays said fees at the established time of collection the ODS may construct and
request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee the requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised, all or part of the PFF Program be repealed, suspended, or for other reasons/actions, the improvements become ineligible under PFF in effect at the time of development, the ODS shall be responsible for payment of their proportionate share of the cost of said improvements.

48. Provide appropriately sized utilities including natural gas and three-phase electrical power (where necessary) to all City-owned and maintained facilities.

469 The ODS shall dedicate, design and construct a minimum 12-foot wide paved Class 1 bicycle/pedestrian path along the westerly side of Trinity Parkway through the project site. Further, the ODS shall dedicate and prepare plans for an 18-foot wide improved (minimum 12-foot paved) Class 1 bicycle/pedestrian path along the north side of the Fourteen Mile Slough and the south side of Mosher Slough within the project site. Said plans shall be subject to approval of Reclamation District 2115 City’s Park and Recreation Director and the City Engineer. The ODS shall complete said Class I bike path construction prior to issuance of the building permit that contains the 200th Dwelling Unit Equivalent (DUE). Further, the ODS shall submit plans and construct ADA compliant access from the subdivision to the Class 1 Path as required and approved by the Community Development Director. The ODS or an entity approved by the City shall be responsible for the operation, maintenance, and repair of the approved Class 1 bike path and ADA compliant access.

4750. Deed notifications shall be recorded against all properties adjoining the Fourteen Mile Slough and Mosher Slough disclosing the potential for levee seepage and potential for “standing groundwater.” Further, the ODS shall disclose to all future home buyers in this development that there will be a paved Class 1 bicycle/pedestrian path on the crown of the Fourteen Mile Slough and Mosher Slough levees.

4851. Prior to recordation of any part of these Tentative Maps (TM16-07 A and B) as a small lot Final Map (Parcel Map/Subdivision Map), the ODS shall enter into a Master Agreement to identify the timing/phasing of improvements and provide for appropriate improvement securities. Developer shall be entitled to employ Large Lot Maps for the purposes of subdividing the Project into parcels for the purposes of phasing leasing financing construction or sale. The only conditions that may be imposed upon such Large Lot Maps upon recordation shall be the provision of legal access easements consistent with the circulation routes as shown in the Master Development Plan mitigation measures. This Section is subject to Government Code section 66411.1. However, Developer shall not be obligated to provide any form of bond or other security to guarantee any public improvements unless and until required under the Subdivision Map Act (Gov Code §§ 66410 et seq).

4952. Comply with the requirements of the various agencies having jurisdiction over the
Mosher Slough and Fourteen Mile Slough regarding dedication of right-of-way easement fencing etc

5053. Dedicate lots used for private streets as a public utility easement for the proposed public sanitary sewer and water lines. All gated private street access that adjoins to a public street shall be identified and shall conform to the minimum design requirements identified in City Standard Drawing 17

Municipal Utilities Department

General

544. The ODS shall provide permanent rights-of-way for and construct all on-site and off-site water storm, non-potable water, and sanitary sewer facilities as designed and shown on the accepted improvement plans for the development. Any reimbursement costs for oversizing shall be determined in accordance with the Stockton Municipal Code.

55. The ODS shall prepare and submit a master water, storm, sanitary sewer and non-potable water plans for this Project subject to approval by the Municipal Utilities Director and prior to the approval of any improvement plans. These master utility plans must identify future extensions to adjacent property.

526. Water valves, sanitary maintenance holes, and storm drainage maintenance holes shall not be installed in traffic circles or medians.

573. All utilities shall be extended in both bridge crossings over Mosher Slough and 14-Mile Slough.

Water

548. Update the water system analysis for the Sanctuary Development Project to reflect the changes in the location of the reservoir site and incorporate a plan to facilitate the phasing of the 30-inch/42-inch Westside Water Transmission Main along Trinity Parkway/Boulevard A. Proposed water system shall confirm to the adopted Water Master Plan.

559. Make the following modification to the water distribution system:

A. Water main on Boulevard "A", west of 24-inch water main from reservoir tank shall be 16-inch in diameter to the subject project's boundary.

60. The ODS shall design and construct in accordance to Municipal Utilities Department standards a 2.5-million-gallon water storage tank and associated booster pump station. The facilities shall be operational in the phase of the Project as determined by the water system analysis for the Sanctuary Development Project.

61. The ODS shall prepare and submit, acceptable to the Director of Municipal Utilities, an Integrated Water Management Plan.
In accordance with Senate Bill 221 and Government Code section 66473.7, the ODS shall submit a request to the Director of Municipal Utilities for a Verification of Water Supply. The request shall be submitted 90 days prior to the filing of the first small-lot final map and accompanied by the appropriate fees (refer to the City’s adopted Fee Schedule).

The ODS shall conduct a water system analysis, acceptable to the Director of Municipal Utilities, that demonstrates that the water system improvements to be constructed within the City of Stockton water service area are sufficient to meet the following conditions: For ultimate build-out of the subdivision:

- **EA** With a given system pressure of 45 psi at all future points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 40 psi pressure at any location during the period of peak hour demand (peak hour demands shall be calculated at 175% of maximum daily demands).

- **FB** With a given system pressure of 45 psi at all future points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 20 psi pressure at any location during the period of maximum day demand (maximum day demands shall be calculated at 210% of the average day demands) combined with a fire flow (refer to table for fire flow demands) out of any fire hydrant in the subdivision.

<table>
<thead>
<tr>
<th>Use</th>
<th>GPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family use</td>
<td>2,000</td>
</tr>
<tr>
<td>Multi family use</td>
<td>3,000</td>
</tr>
<tr>
<td>Commercial use</td>
<td>2,500</td>
</tr>
<tr>
<td>Institutional use</td>
<td>4,500</td>
</tr>
</tbody>
</table>

For phased developments of units within a subdivision ( interim development): With a given system pressure of 45 psi at the existing points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 20 psi pressure at any location during the period of maximum day demand combined with a fire flow of 1,500 gpm out of any fire hydrant in the subdivision (maximum day demands shall be calculated at 210% of the average day demands).

**Sanitary Sewer**

In the event that the Sanitary Sewer Master Plan for the 2035 General Plan is not adopted by the Stockton City Council, ODS shall prepare an Update to the City of Stockton Sanitary Sewer Master Plan which shall include this Project and shall be subject to review and approval by the Municipal Utilities Department Director. Prior to approval of improvement plans for any subdivision unit, ODS will pay all applicable connection fees as determined by a financial analysis. The Update to the City of Stockton
Sanitary Sewer Master Plan shall be adopted by the City Council

The ODS shall design and construct the 36-inch sanitary sewer forcemain along Trinity Parkway from the northern Project limits to the intersection of Boulevard "A" and Street "41" and south on Street "41" from the intersection. Design and installation of the forcemain including the 14-Mile Slough and Mosher Slough water crossings will be subject to reimbursement.

Construction of any facilities or structures will not be allowed over the 20-inch sewer easement.

Stormwater

Storm drainage pipelines on Boulevard "A", Trinity Parkway, Hammer Lane pump station in Lot Z, and associated outfall to 14-Mile Slough are the only publicly owned and maintained infrastructure with the subject tentative map.

Pump station adjacent to Sanctuary Boulevard west of Boulevard "A" shall be privately owned and maintained.

Prior to the recordation of any small-lot final map, the ODS shall form a maintenance assessment district acceptable to the City of Stockton which includes all necessary assessments to fund the operation, maintenance, repair, and replacement of the Project’s Stormwater Quality Control Criteria Plan best management practice that is required.

Prior to recordation of any small-lot final map, the ODS shall establish a maintenance entity, approved by the City, to provide funding for the operation, maintenance, repair, and replacement of projects privately owned and maintained storm drainage infrastructure including but not limited to pipelines and pumps.

The ODS will be required to obtain all necessary permits and shall meet all requirements established by the City of Stockton and the San Joaquin County Flood Control and Water Conservation District prior to discharge to Fourteen Mile Slough.

Comply with all the requirements of the agency having jurisdiction over Fourteen Mile Slough, regarding dedication of right-of-way, easement, fencing, etc.

Prior to approval of improvement plans for any subdivision unit, the ODS shall demonstrate, in conjunction with the storm drain master plan, to the satisfaction of the Public Works Director and Municipal Utilities Director that receiving waters have capacity to handle stormwater discharge from the subject project and identified watershed.

The use of cast-in-place pipe is prohibited.

Non-potable Water
Unless demonstrated otherwise the ODS shall design, construct, own and operate a permanent dewatering and groundwater discharge system to mitigate the high groundwater levels on the Project site. The ODS shall prepare Master Plans for the construction of a permanent dewatering system to mitigate the high groundwater levels on the Project site. Said Master Plans shall be subject to the approval of the Municipal Utilities Director. The maintenance entity, approved by the City, shall be established and be responsible for establishing a funding mechanism for the design, permitting, construction, operation, maintenance, and repair of the approved system prior to the recordation of any small-lot final map. The collection system shall be privately owned and maintained.

The ODS shall prepare a master plan for the non-potable irrigation system for the withdrawal and use of non-potable water from the Project lake. Fourteen Mile Slough and/or other identified water sources. The master plan shall be subject to the approval of the Municipal Utilities Director. The system will consist of an intake structures, interconnections between lakes, bulkheads, pumps, non-potable water mains, etc. that would distribute non-potable water to parks, open space, streetscape, landscaping, and landscaped medians within the Project area. The City will coordinate system operations and maintenance by means of an assessment district or other entity approved by the City. The ODS shall design and construct the approved system to the satisfaction of the Director of Public Works and the Director of Municipal Utilities. The non-potable irrigation system shall be constructed with each small-lot final map and the initial system shall be operational no more than six (6) months after the completion of any non-potable irrigation landscaping.

The non-potable water infrastructure and appurtenances will be dedicated to the City and system operation will be provided by the City with financing provided by an assessment district. Prior to recordation of any small-lot final map, the owner, developer and/or successor-in-interest shall establish an assessment district subject to approval of the City to provide funding for the operation, maintenance, repair, and replacement of project’s non-potable water system improvements including but not limited to the pump stations, wet well, and distribution systems.

If the ODS construct a levee seepage system, the ODS shall provide adequate room for a levee seepage collection system at the toe of the levee. This system must collect and convey levee seepage water to the public storm drainage system. The ODS shall design, construct, and operate the levee seepage collection system. The collection system shall be privately owned and maintained. The point-of-connection to the public storm drainage system shall be at a storm drainage maintenance hole, located in the public right-of-way.

Access to the proposed development is limited to one arterial, Hammer Lane, which will limit future access by proposed fire station on Eight Mile Road North of the development. The Sanctuary Development requires a minimum of two major fire apparatus access roads located not less than one half of the length of the maximum overall diagonal dimension of the property measured in a straight line or as approved by the Fire Marshall. The second fire department access road must not utilize Hammer Lane.
2007 CFC, APPENDIX 0, SECTION 0 104 3 and 0107 1

7479 Developments of one or two family dwellings where the number of dwelling units exceeds 40 shall be provided with separate and approved fire apparatus access. The above-mentioned access is approved for up to 200 dwelling units. 2007 CFC, APPENDIX D, SECTION 0107 1

7280 In lieu of the fire code requirement that the second access road is not less than one half the length of the overall diagonal dimension of the property measured in a straight line, the Fire Marshal shall approve the use of the Trinity Parkway Bridge as a secondary fire apparatus access point. The Trinity Parkway Bridge must be provided as a fire apparatus access point before construction begins on the 201st structure.

7381 A single 20-foot wide alley in the rear of single family homes fronting parks and other areas is not considered adequate fire apparatus access. The lack of parking in the front of these dwellings will make enforcing a no parking zone in the rear alley completely impractical and unenforceable. Basic firefighting strategy techniques and teachings strongly discourage the use of alleys for firefighting and fire apparatus access.

7482 Fire apparatus access roads shall not be obstructed in any manner. Fire apparatus access roads 34 feet and wider may allow for the parking of vehicles on both sides provided the minimum widths and clearances are maintained at all times. Proper marking and signage of all fire lanes shall be required. Fire lane enforcement will be enforced by the homeowners association. Any administrative citations will be the responsibility of the homeowners association. 2007 CFC, CHAPTER 5, SECTION 503 4

7583 Fire apparatus turn around areas are required in any areas with dead end roads or alleys over 150 feet in length. 2007 CFC, APPENDIX D, SECTION D 103 4

Knox key access and Opticom shall be required on all emergency vehicle access gates.

7685 A financial plan must be established for continuous fire protection staffing and maintenance of fire equipment and stations.

7786 The ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr and Peers.

7887 Memorandum "Sanctuary Phasing Assessment" (dated September 2, 2016) and submit the resulting traffic analysis to the City for review on a biennial basis commencing within six months after completion of the initial on-site project roadway improvements that connect to any existing City roadway facility.

//
//
//
//
//
In compliance with Government Code sections 65865 5, 65962, and 66474 5 and SMC section 16.90, the ODS shall prepare and submit to the City an Engineer’s Report that identifies the flood protection improvements necessary to protect the Sanctuary project site to the 200-year urban level of flood protection prior to recordation of any final map or parcel map for development of the Sanctuary project. In connection therewith, the developer of the Sanctuary project has provided the required substantial evidence in the report from Kjeldsen, Sinnock & Neudeck dated June 12, 2017, and attached hereto as Exhibit 1, which will serve as the demonstration that the herein imposed conditions will result in the Sanctuary project site having a 200-year urban level of flood protection as required.

PASSED, APPROVED and ADOPTED _______August 10, 2017_____

ELIZABETH MOWRY HULL, CHAIR
City of Stockton Planning Commission

ATTEST

DAVID KWONG, SECRETARY
City of Stockton Planning Commission
Resolution No

STOCKTON PLANNING COMMISSION

RESOLUTION APPROVING AMENDMENTS TO THE PREVIOUS CONDITIONS OF APPROVAL FOR THE SANCTUARY VESTING TENTATIVE SUBDIVISION MAPS (P17-0224)

On October 16, 2008, the Planning Commission approved a Large Lot Vesting Tentative Map (VTM16-07A) and small lot Vesting Tentative Map (VTM16-07B) for the Sanctuary Master Development Plan project. The Planning Commission also approved a recommendation for City Council to approve a general plan amendment, pre-zone, master development plan, development agreement and Environmental Impact Report, and

On November 18, 2008, the City Council approved a Master Development Plan for the Sanctuary to annex and develop a 1,967-acre site into residential, commercial, and mixed use community with parks and new infrastructure. The approval included a general plan amendment pre-zone master development plan development agreement and Environmental Impact Report, and

On February 28, 2017, the developer and property owner Grupe, LLC (hereafter known as the applicant) filed an application requesting an amendment to select conditions of approval placed on their large lot Vesting Tentative Map VTM16-07A and small lot Vesting Tentative Map VTM16-07B, pertaining to phasing thresholds and the timing of infrastructure improvements. The applicant has stated that current housing market conditions and the costs of constructing project-related infrastructure (specifically bridges and major arterials) have made some of the timing infeasible and would like to defer some of the improvements until a larger portion of housing has been established to help fund some of the improvement costs and

On March 9, 2017, representatives from the Planning Division, the Public Works Department, and the Municipal Utilities Department, as well as the Flood Manager from the Building Division reviewed and approved the proposed amendment to select conditions to said Vesting Tentative Maps at the Development Review Committee (DRC) meeting and

The request has been reviewed against the Development Code's standards for the amendment of approved Vesting Tentative Map conditions for Vesting Tentative Maps and

The Planning Commission is authorized by section 16 188 100 C 1 of the Stockton Municipal Code (SMC) to approve modifications to the previous conditions of approval based on the appropriate findings, now therefore,
BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON AS FOLLOWS

The Planning Commission hereby approves the amendments to the Sanctuary Vesting Tentative Maps (Project P17-0224) with modification to the previous conditions of approval, based on the following findings and conditions of approval

FINDINGS OF FACT

1. There have been no changes to the provisions of the General Plan or any applicable specific plan precise road plan or master development plan that would cause the Vesting Tentative Map to be inconsistent with the General Plan because the modified conditions will only impact the timing of construction as the project remains consistent with approved land use plan and polices. The site is not affected by a specific plan precise road plan or master development plan.

2. There have been no changes to applicable provisions of the Development Code that would cause the Vesting Tentative Maps to be inconsistent with the Development Code and the proposed residential development will still comply with building setbacks height lot coverage and parking requirements contained in the Development Code.

3. There have been no changes in the character of the site or its surroundings that affect how the policies of the General Plan or other standards of this Development Code apply to the project and the subject residential development will be consistent with the existing land uses surrounding the project site.

4. There have been no changes to the capacities of community resources including roads, schools, sewage treatment or disposal facilities or water supply so that there is sufficient remaining capacity to serve the project and all required infrastructure and public facilities will be provided for the project, as per the Conditions of Approval on the Vesting Tentative Map.

5. The environmental consequences of the amended conditions for the Vesting Tentative Maps have been analyzed in accordance with the provisions of the California Environmental Quality Act (CEQA) under an approved Addendum/Initial Study for the project. All mitigation measures for the approved Vesting Tentative Maps are still applicable as the current request will modify timing related to construction triggers for infrastructure. A new condition of approval has been added to require biennial traffic analysis to monitor potential short term impacts due to the altered construction timing. If an unforeseen impact was to occur on a short-term basis the existing obligations would trigger additional development commence to mitigate the impact based on the original review. No further environmental review is required in order to approve the requested amendment of conditions for both Vesting Tentative Maps.

6. A new condition is imposed on the Vesting Tentative Maps that requires the developer to prepare an Engineer's Report to determine the flood protection improvements necessary to protect the Sanctuary project site to the 200-Year Urban...
Level of Flood Protection: This condition is based on an engineer’s report entitled Urban Levee Design Criteria (ULDC) Analysis and Identification of Deficiencies for RD 2115 Shima Tract Scope of Work for all RD 2115 Levees dated May 18, 2017 (See Exhibit 1). The proposed scope of work entails the preparation of additional engineering studies to document the data and analysis for demonstrating that the project will be protected to the Urban Level of Flood Protection. These studies will be reviewed by the City in compliance with the State of California Department of Water Resources Urban Level of Flood Protection Criteria and the Stockton Municipal Code section 1690. In accordance with Stockton Municipal Code section 1690.020A.1 (Floodplain Management Findings), the City finds that the imposed condition will protect the Sanctuary Project to the urban level of flood protection.

CONDITIONS OF APPROVAL

Planning

1. Comply with all applicable Federal, State, County, and City codes, regulations, and adopted standards and pay all applicable fees.

2. Pursuant to sections 15091 and 15093 of the State CEQA Guidelines, the project shall be subject to all applicable mitigation measures identified in the approved Final Environmental Impact Report (EIR5-05) and in the City-adopted "Findings Statements of Overriding Considerations and a Mitigation Monitoring/Reporting Program for the Sanctuary Master Development Plan Project."

3. The owners, developers and/or successors-in-interest (ODS) shall be responsible for the establishment of a Homeowners Association and Covenants, Conditions and Restrictions (CC&Rs) for the maintenance of landscaping structures and walls/fences on the private properties and common areas within the subdivision area. The CC&Rs shall be subject to review and approval by the City Attorney and the Community Development Director prior to their recordation. The ODS shall be responsible for recordation of the CC&Rs and payment of recording expenses prior to or in conjunction with the recordation of any small lot for this subdivision. The City shall be declared a third-party beneficiary of the CC&Rs and shall be entitled, without obligation, to take appropriate legal action to enforce the CC&Rs.

4. In order to minimize any adverse financial impact on the City of Stockton (COS) associated with development and/or use of the subject site, the ODS agrees that it will not challenge or protest any applicable fees associated with the development of the site but if such fees are amended or modified, the ODS agrees to pay such fees as they may be amended or modified from time to time.

5. The Sanctuary Project is subject to the City’s Settlement Agreement with the Sierra Club and the Attorney General of California. The owners, developers and successors-in-interest (ODS) of the Sanctuary Project may be required to amend at the discretion of the City, the Master Development Plan tentative maps and related project approvals to conform to the requirements of the Settlement Agreement and Climate Action Plan. As
addressed in the associated Project Addendum construction activities for the project are subject to the City's adopted Climate Action Plan (CAP) for reduction of greenhouse gas emissions (GHG) by 2020. This includes all applicable best management practices (BMPs) and measures for construction related activities including onsite maintenance and ongoing operation.

6 Vesting Tentative Maps subject to approval of GPAB-05 MDP1-05 DA3-05 and Z-6-05 and shall not be effective until the recordation of the annexation.

City Attorney

7 The ODS shall be responsible for the City's legal and administrative costs associated with defending any legal challenge of the approvals for this project or its related environmental document.

8 The Large Lot Tentative Map is for financing and sale purposes only.

Planning-Parks Planning Section

9 Lots X and 32 shall have a deed restriction over them requiring that they be developed as a public manna by the ODS prior to completion of the first phase of the mapped area.

10 All of the levee access lots shall be privately owned developed to the satisfaction of the City, ADA compliant (including but not limited to the installation of landings and railings where appropriate) and privately maintained.

11 The 18-foot improved bike path (12-foot minimum asphalt or concrete pavement) shall be designed and constructed to the satisfaction of the Community Development Department and shall be ADA compliant.

12 The ODS shall grant to the City a Public Access Easement over those "Parks," "Landscape Lots" "Lakes" and 'Levee Access' lots intended for use by the general public and over the levee bikeways. The amount of land eligible for reimbursement will be that proportional acreage which is determined to be "usable" park land as approved by the Community Development Director. The value of such land shall be calculated at the rate established for land cost by the public facilities fee program and reimbursed per the program.

13 The ODS shall grant irrevocable public access easements over those private streets that provide access to publicly accessible facilities.

14 Lots Y and 1 shall be separated from Lot R by an 8-foot tall ornamental iron or tubular steel fence. Such wall/fence shall not be located on Lot R.

15 Lots 1, 2 and 3 shall each have at least one vehicular access point from Court 1."
16 Homes shall not back onto lots R or S

17 The ODS shall develop a security plan which shall be approved by the Police Department to ensure that all publicly accessible parks, pocket parks, open space areas and access lots are designed to allow for adequate surveillance. The security plan shall address at a minimum: (a) Use and location of security cameras and (b) sufficient lighting to allow police surveillance based on the level of improvements installed.

18 All publicly and privately accessible parks, pocket parks, landscaped areas, levee access lots, etc., shall be owned by the ODS or HOA and improved by the ODS. The construction documents shall be on 24x36 sheet size prepared and stamped by a licensed Landscape Architect. The documents shall be subject to prior review and approval by the City Landscape Architect and City Permit Center. The constructed site improvements shall be subject to review and approval by the City who shall be allowed unrestricted access to each site during construction. The ODS shall be responsible for obtaining all necessary reviews and permits. Upon completion, the ODS shall present the City with as-built drawings on a compact disc(s) in electronic PDF format.

19 The ODS shall enter into an agreement with the City allowing full City use of Lots S and R for City organized events. Any subsequent negotiations regarding reimbursement to the local HOA or maintenance entity for the City's use of these facilities shall be based on a cost not to exceed those user fee rates established by City Council for each corresponding event and only as the costs apply to facility maintenance or rental per event.

20 Prior to any street tree planting, a master street tree planting plan shall be prepared by the ODS and submitted to the City for approval. Such plan shall be prepared using the Vesting Small Lot tentative Subdivision Map - Overall Lotting Plan as a base. Such master plan shall serve as a reference for all subsequent Street Tree planting by the ODS.

21 Prior to recordation of any small lot Final Map, the ODS shall form a new zone of the Stockton Consolidated Landscape Maintenance District 96-2 and approve an assessment providing for the subdivision's proportionate share of the costs to maintain (including the cost for replacement at the end of the useful life) any publicly accessible parks, pocket parks, open spaces, levee access lots, etc., serving this subdivision.

22 Prior to recordation of any small lot Final Map (or concurrent when forming an owner's association), the ODS shall establish a maintenance entity acceptable to the City to provide funding for the maintenance of, and if necessary replacement at the end of the useful life of, improvements including but not limited to common area landscaping, parks, pocket parks, access lots, landscaping in the right-of-way, sound walls, and/or back-up walls, and all "Improvements" serving or for the special benefit of this subdivision.

23 All walls shall be located on private property and a separate maintenance easement shall be recorded for such walls. Such easement shall be sufficient to allow for regular maintenance (e.g., graffiti removal) and shall include the width of the support footing as it extends from both sides of the wall.
24 The ODS shall provide all necessary utility stub-outs including but not necessarily limited to water sewer storm phone video surveillance infrastructure and PG&E 3-phase service stubs, to designated park and publicly accessible common open space areas to the satisfaction of the City.

**Engineering and Transportation Planning**

25 The ODS shall dedicate and improve Hammer Lane from the existing street termination westerly to the proposed Regatta Lane/Boulevard "A" to provide a six-lane arterial roadway.

26 The ODS shall dedicate and improve Regatta Lane/Boulevard A from the northwesterly termination to Fourteen Mile Slough to provide a four/six lane arterial roadway.

27 The ODS shall dedicate and improve Trinity Parkway from Mosher Slough south to Regatta Lane/Boulevard "A" to provide a four-lane arterial roadway.

28 A The ODS shall prepare a design and obtain all applicable permits for the construction of the four lane Mosher Slough bridge crossing and extension of Trinity Parkway/Regatta Lane/Boulevard "A" between Hammer Lane and Mosher Slough Bridge to the north and a two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including all utility extensions. Further, the ODS shall, consistent with the design, dedicate to the City all real property within the Project Area required for the right-of-way needed to construct the bridge and attendant improvements. The design and dedication shall occur either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 600th single-family residential building permit, (or the equivalent trip generating potential of other uses) within the area proximate to the bridge crossing area (Large Lots 35 44 36 43 and 42) *

B All associated Mosher Slough bridge crossing improvements (four lanes) and utility extensions shall be constructed either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 2 800th single-family residential building permit (or the equivalent trip generating potential of other uses) *

C The two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including but not limited to curb, gutter, sidewalk, street lighting, pavement and underground utilities shall be constructed either when determined to be necessary by the Public Works Director or prior to the issuance of the 2 800th single-family residential building permit (or the equivalent trip generating potential of other uses) *

D The extension of Regatta Lane/Boulevard "A" from Hammer Lane west to the Mosher Slough Bridge, including but not limited to curb, gutter, sidewalk, street lighting, pavement (half-section) and underground utilities shall be constructed in an orderly manner to support development along the roadway alignment. Timing of
construction of the ultimate cross-section shall either determined by the Public Works Director or prior to the issuance of the 7,200th single-family residential building permit (or the equivalent trp generating potential of other uses) *

E Prior to construction, the ODS shall notify the City of whether sufficient land north of Mosher Slough for the bridge and associated connection to the southerly end of Trinity Parkway at Bear Creek has been acquired or the ODS has entered into agreements to acquire same. If insufficient land has been acquired and the ODS demonstrates they have made reasonable efforts to acquire the land, then the City shall follow the procedure provided for in the state Subdivision Map Act and either proceed with acquisition at the ODS expense or otherwise waive necessary provisions of the condition. By providing this notice and demonstration of reasonable effort to the City within the time allowed by this condition the project will continue to be eligible for building permits *

29 The ODS shall disclose to all future home buyers in this development that Trinity Parkway will be extended with a bridge crossing over Mosher Slough to Atlas Tract to the north. The ODS shall install and maintain a future facilities sign at the Trinity Parkway/Street 9/Street 18 intersection. The size, text and location of the sign shall be approved by the Community Development Director

30 The ODS shall design and dedicate right-of-way for the construction of the four lane Fourteen Mile Slough bridge crossing and attendant improvements at the connection of Regatta Lane/Boulevard "A" between the southern area of the subdivision and Wght-Elmwood Tract to the south including the extension of utilities prior to the recordation of any small lot final map proximate to said bridge crossing *

31 The ODS shall disclose to all future home buyers in this development that Regatta Lane/Boulevard "A" will be extended with a bridge crossing over Fourteen Mile Slough to the Wght-Elmwood Tract to the south. The ODS shall install and maintain a future facilities sign at the Regatta Lane/Boulevard "A"/Street 94 Intersection. The size, text and location of the sign shall be approved by the Community Development Director

32 A minimum 25-foot easement shall be dedicated to Reclamation Distnct No. 2115 from the proposed toe of all levees to provide for maintenance of the levee slopes

33 Regatta Lane/Boulevard "A" at the identified northwestern terminus of the subdivision shall be terminated to the satisfaction of the Community Development Director

34 Regatta Lane/Boulevard "A" at the southern terminus of the subdivision shall be terminated to the satisfaction of the Community Development Director

35 The ODS shall dedicate access rights to the City of Stockton along the following streets

Hammer Lane, entire length,
Trinity Parkway entire length, except at the identified access opening, and
Regatta Lane/Boulevard "A", entire length except at identified access openings

36  The ODS shall prepare a Project Report Environmental Document and Final Design as required by Cal Trans for the reconstruction of the Hammer Lane/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The Cal Trans process shall be commenced either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4th 100th single-family residential building permit (or the equivalent trp generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and Delta Cove (Atlas Tract).

37  The ODS shall prepare a Project Report Environmental Document and Final Design as required by Cal Trans for the construction of the Otto Drive/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The ODS shall pay their proportionate share based on traffic loadings of the construction of the identified improvements. Should the Hammer Lane/Interstate 5 Interchange improvements not be constructed within the identified level of development, the ODS shall commence the Cal Trans process of the identified Otto Drive/Interstate 5 interchange improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4th 100th single-family residential building permit (or the equivalent trp generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and Delta Cove (Atlas Tract).

38  The ODS shall pay their proportionate share to cover the costs for a Project Report Environmental Document and Final Design, as required by Cal Trans and for the construction of necessary improvements described in the Project Report for the Interstate 5 mainline system, Eight Mile Road/Interstate 5 interchange, and Gateway/Interstate 5 interchange to provide a level-of-service that conforms with State Urban Highway Standards. Improvements herein identified by an asterisk (*) may be included in the calculations for the current or proposed Public Facilities Fee (PFF) Program included in the Master Development Plan. If any of the improvements are included in the calculations for the PFF Program adopted by the City Council and the ODS pays said fees at the established time of collection, the ODS may construct and request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee. The requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised all or part of the PFF Program repealed or suspended or for other reasons/actions the improvements become ineligible under PFF program in effect at the time of development, the owners, developers and/or successors-in-interest shall be responsible for payment of their proportionate share of the cost of said improvements.
39 The ODS shall dedicate and construct bus turnouts and shelters along Hammer Lane, Trinity Parkway, Regatta Lane/Boulevard "A" and any other location as required by the City in consultation with the San Joaquin Regional Transit District.

40 The private roads within the tentative map area shall be designed to accommodate bus traffic. The ODS in conjunction with the City and San Joaquin Regional Transit District shall conduct a Transit Study to determine the transit needs for the project. The ODS/homeowners association et al shall allow regular fixed route and any other transit service on private roads within the tentative map area as determined in the Transit Study.

41 The ODS shall participate in any applicable Transportation Systems Management (TSM) programs established by the City of Stockton and shall provide at minimum 85 on-site, non-exclusive parking spaces of the 300 total proposed designated for public Park and Ride purposes.

42 The ODS shall provide prior to submittal of the first final map or set of improvement plans a queuing and traffic access analysis study to determine specific locations and distances for all proposed intersections and project accesses to public roadways.

43 The ODS shall, in conjunction with the applicable School District cause to be prepared a technical memorandum to be approved by the City analyzing the parking the drop-off/pick-up and the on-site circulation for the proposed school site to ensure that the school site once developed can adequately accommodate school traffic.

44 The ODS shall be responsible for 100% of the design and construction costs of on-site roadway and intersection improvements and roadway extensions and public utilities identified on the tentative map and/or included in the project EIRS-05 project description or as mitigation measures. Improvements include but are not limited to all sewer, water and storm drain lines, traffic signals, street lighting, street paving, curb, gutter, sidewalk and landscaping. If any of the above said improvements are included in the calculations for the Public Facilities Fee (PFF) Program adopted by the City Council and the ODS pays said fees at the established time of collection, the ODS may construct and request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee. The requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised, all or part of the PFF Program repealed or suspended or for other reasons/actions the improvements become ineligible under PFF program in effect at the time of development the ODS shall be responsible for payment of their proportionate share of the cost of said improvements.

45 The ODS shall be responsible for design and construction costs and installation of off-site roadway and intersection improvements including traffic signals at the following locations as identified in the Existing Plus Approved Project (EPAP) plus Project section in the Environmental Impact Report (EIR5-05) when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis).
Eight Mile Road/Interstate 5 Northbound Ramps
Eight Mile Road/Davis Road
Eight Mile Road/Lower Sacramento Road
Hammer Lane/Loop Road
Hammer Lane/Manners Drv
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Pershing Avenue
Hammer Lane/Lower Sacramento Road
Hammer Lane Widening to Eight (8) Lanes (West of Mariners Drv to East of Interstate 5)

Further the ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr & Peers Memorandum Sanctuary - Transportation Mitigation Monitoring Plan dated February 6, 2017 and submit the resulting traffic analysis to the City for review on a biennial basis and shall install the identified improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 7200th single-family residential building permit, (or the equivalent trip generating potential of other uses)

46 The ODS shall be responsible for their proportionate share of the design and construction costs for the following improvements based on traffic loadings to reduce the significance of the cumulative impacts at the following intersections as identified in the Future 2035 Plus Project section in the Environmental Impact Report (EIR5-05)

Eight Mile Road/Mokelumne Circle
Eight Mile Road-Trinity Parkway
Eight Mile Road/Interstate 5 Southbound Ramps
Eight Mile Road Thornton Road
Trinity Parkway/Consumnes Drv
Otto Drve-Trinity Parkway
Otto Drve/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Manners Drv
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Kelly Drive
Hammer Lane/Meadow Avenue/Don Avenue
Hammer Lane/Pershing Avenue Northbound and Southbound Interstate 5 south of
Hammer Lane and from Hammer Lane to Otto Drv

47 The ODS shall be responsible to pay for their proportionate share of all project related off-site street/traffic circulation improvements needed to mitigate the project's cumulative off-site impacts. If any of the above said improvements are included in the calculations for the Public Facilities Fee (PFF) Program adopted by the City Council and the ODS pays said fees at the established time of collection the ODS may construct and request reimbursement for said constructed improvement(s) as long as the
improvement(s) is included in the calculation of the above referenced fee the requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised all or part of the PFF Program repealed or suspended or for other reasons/actions the improvements become ineligible under PFF program in effect at the time of development, the ODS shall be responsible for payment of their proportionate share of the cost of said improvements.

48. Provide appropriately sized utilities including natural gas and three-phase electrical power (where necessary) to all City owned and maintained facilities.

49. The ODS shall dedicate design and construct a minimum 12-foot wide paved Class 1 bicycle/pedestrian path along the westerly side of Trinity Parkway through the project site. Further the ODS shall dedicate and prepare plans for an 18-foot wide Improved (minimum 12-foot paved) Class 1 bicycle/pedestrian path along the north side of the Fourteen Mile Slough and the south side of Mosher Slough within the project site. Said plans shall be subject to approval of Reclamation District 2115 City's Park and Recreation Director and the City Engineer. The ODS shall complete said Class 1 bike path construction prior to issuance of the building permit that contains the 200th Dwelling Unit Equivalent (DUE). Further, the ODS shall prepare and submit plans and construct ADA compliant access from the subdivision to the Class 1 Path as required and approved by the Community Development Director. The ODS or an entity approved by the City shall be responsible for the operation, maintenance and repair of the approved Class 1 bike path and ADA compliant access.

50. Deed notifications shall be recorded against all properties adjoining the Fourteen Mile Slough and Mosher Slough disclosing the potential for levee seepage and potential for "standing groundwater." Further, the ODS shall disclose to all future home buyers in this development that there will be a paved Class 1 bicycle/pedestrian path on the crown of the Fourteen Mile Slough and Mosher Slough levees.

51. Prior to recordation of any part of these Tentative Maps (TM16-07 A and B) as a small lot Final Map (Parcel Map/Subdivision Map) the ODS shall enter into a Master Agreement to identify the timing/phasing of improvements and provide for appropriate improvement securities. Developer shall be entitled to employ Large Lot Maps for the purposes of subdividing the Project into parcels for the purposes of phasing leasing, financing, construction or sale. The only conditions that may be imposed upon such Large Lot Maps upon recordation shall be the provision of legal access easements consistent with the circulation routes as shown in the Master Development Plan mitigation measures. This Section is subject to Government Code section 66411.5. However, Developer shall not be obligated to provide any form of bond or other security to guarantee any public improvements unless and until required under the Subdivision Map Act (Gov. Code § 66410 et seq).

52. Comply with the requirements of the various agencies having jurisdiction over the Mosher Slough and Fourteen Mile Slough regarding dedication of right-of-way,
easement fencing, etc

53 Dedicate lots used for private streets as a public utility easement for the proposed public sanitary sewer and water lines. All gated private street access that adjoins to a public street shall be identified and shall conform to the minimum design requirements identified in City Standard Drawing 17

Municipal Utilities Department

General

54 The ODS shall provide permanent rights-of-way for and construct all on-site and off-site water storm, non-potable water and sanitary sewer facilities as designed and shown on the accepted improvement plans for the development. Any reimbursement costs for oversizing shall be determined in accordance with the Stockton Municipal Code.

55 The ODS shall prepare and submit a master water storm, sanitary sewer and non-potable water plans for this Project, subject to approval by the Municipal Utilities Director and prior to the approval of any improvement plans. These master utility plans must identify future extensions to adjacent property.

56 Water valves, sanitary maintenance holes and storm drainage maintenance holes shall not be installed in traffic circles or medians.

57 All utilities shall be extended in both bridge crossings over Mosher Slough and 14-Mile Slough.

Water

58 Update the water system analysis for the Sanctuary Development Project to reflect the changes in the location of the reservoir site, and incorporate a plan to facilitate the phasing of the 30-inch/42-inch Westside Water Transmission Main along Trinity Parkway/Boulevard A. Proposed water system shall confirm to the adopted Water Master Plan.

59 Make the following modification to the water distribution system:

A Water main on Boulevard "A" west of 24-inch water main from reservoir tank shall be 16-inch in diameter to the subject project's boundary.

60 The ODS shall design and construct in accordance to Municipal Utilities Department standards, a 2.5-million-gallon water storage tank and associated booster pump station. The facilities shall be operational in the phase of the Project as determined by the water system analysis for the Sanctuary Development Project.

61 The ODS shall prepare and submit acceptable to the Director of Municipal Utilities an Integrated Water Management Plan.
62. In accordance with Senate Bill 221 and Government Code section 66473 7 the ODS shall submit a request to the Director of Municipal Utilities for a Verification of Water Supply. The request shall be submitted 90 days prior to the filing of the first small-lot final map, and accompanied by the appropriate fees (refer to the City's adopted Fee Schedule).

63. The ODS shall conduct a water system analysis acceptable to the Director of Municipal Utilities, that demonstrates that the water system improvements to be constructed within the City of Stockton water service area are sufficient to meet the following conditions. For ultimate build-out of the subdivision:

A. With a given system pressure of 45 psi at all future points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 40 psi pressure at any location during the period of peak hour demand (peak hour demands shall be calculated at 175% of maximum daily demands).

B. With a given system pressure of 45 psi at all future points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 20 psi pressure at any location during the period of maximum day demand (maximum day demands shall be calculated at 210% of the average day demands) combined with a fire flow (refer to table for fire flow demands) out of any fire hydrant in the subdivision.

<table>
<thead>
<tr>
<th>Type</th>
<th>GPM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single family use</td>
<td>2,000</td>
</tr>
<tr>
<td>Multi family use</td>
<td>3,000</td>
</tr>
<tr>
<td>Commercial use</td>
<td>2,500</td>
</tr>
<tr>
<td>Institutional use</td>
<td>4,500</td>
</tr>
</tbody>
</table>

C. For phased developments of units within a subdivision (interim development). With a given system pressure of 45 psi at the existing points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 20 psi pressure at any location during the period of maximum day demand combined with a fire flow of 1,500 gpm out of any fire hydrant in the subdivision (maximum day demands shall be calculated at 210% of the average day demands).

Sanitary Sewer

64. In the event that the Sanitary Sewer Master Plan for the 2035 General Plan is not adopted by the Stockton City Council, ODS shall prepare an Update to the City of Stockton Sanitary Sewer Master Plan which shall include this Project, and shall be subject to review and approval by the Municipal Utilities Department Director. Prior to approval of improvement plans for any subdivision unit, ODS will pay all applicable connection fees as determined by a financial analysis. The Update to the City of Stockton Sanitary Sewer Master Plan shall be adopted by the City Council.
65 The ODS shall design and construct the 36-inch sanitary sewer forcemain along Trinity Parkway from the northern Project limits to the intersection of Boulevard "A" and Street 41" and south on Street 41" from the intersection. Design and installation of the forcemain including the 14-Mile Slough and Mosher Slough water crossings will be subject to reimbursement.

66 Construction of any facilities or structures will not be allowed over the 20-inch sewer easement.

**Stormwater**

67 Storm drainage pipelines on Boulevard "A" Trinity Parkway Hammer Lane pump station in Lot Z and associated outfall to 14-Mile Slough are the only publicly owned and maintained infrastructure with the subject tentative map.

68 Pump station adjacent to Sanctuary Boulevard west of Boulevard "A" shall be privately owned and maintained.

69 Prior to the recordation of any small-lot final map the ODS shall form a maintenance assessment district acceptable to the City of Stockton which includes all necessary assessments to fund the operation, maintenance, repair and replacement of the Project's Stormwater Quality Control Criteria Plan best management practice that is required.

70 Prior to recordation of any small-lot final map the ODS shall establish a maintenance entity, approved by the City to provide funding for the operation, maintenance, repair and replacement of projects privately owned and maintained storm drainage infrastructure, including but not limited to pipelines and pumps.

71 The ODS will be required to obtain all necessary permits and shall meet all requirements established by the City of Stockton and the San Joaquin County Flood Control and Water Conservation District prior to discharge to Fourteen Mile Slough.

72 Comply with all the requirements of the agency having jurisdiction over Fourteen Mile Slough regarding dedication of right-of-way easement, fencing etc.

73 Prior to approval of improvement plans for any subdivision unit the ODS shall demonstrate in conjunction with the storm drain master plan to the satisfaction of the Public Works Director and Municipal Utilities Director that receiving waters have capacity to handle storm water discharge from the subject project and identified watershed.

74 The use of cast-in-place pipe is prohibited.

**Non-potable Water**

75 Unless demonstrated otherwise the ODS shall design, construct, own and operate a permanent dewatering and groundwater discharge system to mitigate the high
groundwater levels on the Project site. The ODS shall prepare Master Plans for the construction of a permanent dewatering system to mitigate the high groundwater levels on the Project site. Said Master Plans shall be subject to the approval of the Municipal Utilities Director. The maintenance entity approved by the City shall be established and be responsible for establishing a funding mechanism for the design permitting construction, operation maintenance and repair of the approved system prior to the recordation of any small-lot final map. The collection system shall be privately owned and maintained.

76 The ODS shall prepare a master plan for the non-potable irrigation system for the withdrawal and use of non-potable water from the Project lake, Fourteen Mile Slough and/or other identified water sources. The master plan shall be subject to the approval of the Municipal Utilities Director. The system will consist of an intake structures interconnections between lakes, lakes, bulkheads, pumps, non-potable water mains, etc. that would distribute non-potable water to parks, open space, streetscape landscaping, and landscaped medians within the Project area. The City will coordinate system operations and maintenance by means of an assessment district or other entity approved by the City. The ODS shall design and construct the approved system to the satisfaction of the Director of Public Works and the Director of Municipal Utilities. The non-potable irrigation system shall be constructed with each small-lot final map and the initial system shall be operational no more than six (6) months after the completion of any non-potable irrigated landscaping.

77 The non-potable water infrastructure and appurtenances will be dedicated to the City and system operation will be provided by the City with financing provided by an assessment district. Prior to recordation of any small-lot final map, the owner, developer and/or successor-in-interest shall establish an assessment district, subject to approval of the City, to provide funding for the operation, maintenance, repair, and replacement of project's non-potable water system improvements including but not limited to the pump stations, wet well and distribution systems.

If the ODS construct a levee seepage system, the ODS shall provide adequate room for a levee seepage collection system at the toe of the levee. This system must collect and convey levee seepage water to the public storm drainage system. The ODS shall design, construct, and operate the levee seepage collection system. The collection system shall be privately owned and maintained. The point-of-connection to the public storm drainage system shall be at a storm drainage maintenance hole located in the public right-of-way.

78 Access to the proposed development is limited to one arterial, Hammer Lane, which will limit future access by proposed fire station on Eight Mile Road North of the development. The Sanctuary Development requires a minimum of two major fire apparatus access roads located not less than one half of the length of the maximum overall diagonal dimension of the property measured in a straight line or as approved by the Fire Marshal. The second fire department access road must not utilize Hammer Lane.

2007 CFC, APPENDIX 0, SECTION 0 104 3 and 0107 1

79 Developments of one or two family dwellings where the number of dwelling units exceeds 40 shall be provided with separate and approved fire apparatus access. The
above-mentioned access is approved for up to 200 dwelling units 2007 CFC, APPENDIX D, SECTION 0107 1

80 In lieu of the fire code requirement that the second access road is not less than one half the length of the overall diagonal dimension of the property measured in a straight line the Fire Marshal shall approve the use of the Trinity Parkway Bridge as a secondary fire apparatus access point. The Trinity Parkway Bridge must be provided as a fire apparatus access point before construction begins on the 201st structure.

81 A single 20-foot wide alley in the rear of single family homes fronting parks and other areas is not considered adequate fire apparatus access. The lack of parking in the front of these dwellings will make enforcing a no parking zone in the rear alley completely impractical and unenforceable. Basic firefighting strategy techniques and teachings strongly discourage the use of alleys for firefighting and fire apparatus access.

82 Fire apparatus access roads shall not be obstructed in any manner. Fire apparatus access roads 34 feet and wider may allow for the parking of vehicles on both sides provided the minimum widths and clearances are maintained at all times. Proper marking and signage of all fire lanes shall be required. Fire lane enforcement will be enforced by the homeowners association. Any administrative citations will be the responsibility of the homeowners association 2007 CFC, CHAPTER 5, SECTION 503 4

83 Fire apparatus turn around areas are required in any areas with dead end roads or alleys over 150 feet in length 2007 CFC, APPENDIX D, SECTION D 103 4

84 Knox key access and Opticom shall be required on all emergency vehicle access gates.

85 A financial plan must be established for continuous fire protection staffing and maintenance of fire equipment and stations.

86 The ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr and Peers.

87 Memorandum "Sanctuary Phasing Assessment" (dated September 2, 2016) and submit the resulting traffic analysis to the City for review on a biennial basis commencing within six months after completion of the initial on-site project roadway improvements that connect to any existing City roadway facility.
In compliance with Government Code sections 65865.5 65962 and 66474.5 and SMC section 1690 the ODS shall prepare and submit to the City an Engineer’s Report that identifies the flood protection improvements necessary to protect the Sanctuary project site to the 200-year urban level of flood protection prior to recordation of any final map or parcel map for development of the Sanctuary project. In connection therewith the developer of the Sanctuary project has provided the required substantial evidence in the report from Kjeldsen Sinnock & Neuideck dated June 12, 2017 and attached hereto as Exhibit 1 which will serve as the demonstration that the herein imposed conditions will result in the Sanctuary project site having a 200-year urban level of flood protection as required.

PASSED APPROVED and ADOPTED August 10, 2017

______________________________
ELIZABETH MOWRY HULL CHAIR
City of Stockton Planning Commission

ATTEST

______________________________
DAVID KWONG SECRETARY
City of Stockton Planning Commission
Resolution No

STOCKTON PLANNING COMMISSION

RESOLUTION APPROVING AMENDMENTS TO THE PREVIOUS CONDITIONS OF APPROVAL FOR THE SANCTUARY VESTING TENTATIVE SUBDIVISION MAPS (P17-0224)

On October 16, 2008, the Planning Commission approved a Large Lot Vesting Tentative Map (VTM16-07A) and small lot Vesting Tentative Map (VTM16-07B) for the Sanctuary Master Development Plan project. The Planning Commission also approved a recommendation for City Council to approve a general plan amendment, pre-zone master development plan, development agreement, and Environmental Impact Report and

On November 18, 2008, the City Council approved a Master Development Plan for the Sanctuary to annex and develop a 1,967-acre site into residential, commercial, and mixed-use community with parks and new infrastructure. The approval included a general plan amendment, pre-zone master development plan, development agreement, and Environmental Impact Report and

On February 28, 2017, the developer and property owner, Grupe LLC (hereafter known as the applicant) filed an application requesting an amendment to select conditions of approval placed on their large lot Vesting Tentative Map VTM16-07A and small lot Vesting Tentative Map VTM16-07B pertaining to phasing thresholds and the timing of infrastructure improvements. The applicant has stated that current housing market conditions and the costs of constructing project-related infrastructure (specifically bridges and major arterials) have made some of the timing infeasible and would like to defer some of the improvements until a larger portion of housing has been established to help fund some of the improvement costs and

On March 9, 2017, representatives from the Planning Division, the Public Works Department, and the Municipal Utilities Department, as well as the Flood Manager from the Building Division reviewed and approved the proposed amendment to select conditions to said Vesting Tentative Maps at the Development Review Committee (DRC) meeting and

The request has been reviewed against the Development Code's standards for the amendment of approved Vesting Tentative Map conditions for Vesting Tentative Maps and

The Planning Commission is authorized by section 16.188.100.C.1 of the Stockton Municipal Code (SMC) to approve modifications to the previous conditions of approval based on the appropriate findings now, therefore
BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON AS FOLLOWS

The Planning Commission hereby approves the amendments to the Sanctuary Vesting Tentative Maps (Project P17-0224) with modification to the previous conditions of approval based on the following findings and conditions of approval

FINDINGS OF FACT

1. There have been no changes to the provisions of the General Plan or any applicable specific plan, precise road plan, or master development plan that would cause the Vesting Tentative Map to be inconsistent with the General Plan because the modified conditions will only impact the timing of construction as the project remains consistent with approved land use plan and policies. The site is not affected by a specific plan, precise road plan, or master development plan.

2. There have been no changes to applicable provisions of the Development Code that would cause the Vesting Tentative Maps to be inconsistent with the Development Code and the proposed residential development will still comply with building setbacks, height, lot coverage, and parking requirements contained in the Development Code.

3. There have been no changes in the character of the site or its surroundings that affect how the policies of the General Plan or other standards of this Development Code apply to the project and the subject residential development will be consistent with the existing land uses surrounding the project site.

4. There have been no changes to the capacities of community resources including roads, schools, sewage treatment or disposal facilities, or water supply so that there is sufficient remaining capacity to serve the project and all required infrastructure and public facilities will be provided for the project as per the Conditions of Approval on the Vesting Tentative Map.

5. The environmental consequences of the amended conditions for the Vesting Tentative Maps have been analyzed in accordance with the provisions of the California Environmental Quality Act (CEQA) under an approved Addendum/Initial Study for the project. All mitigation measures for the approved Vesting Tentative Maps are still applicable as the current request will modify timing related to construction triggers for infrastructure. A new condition of approval has been added to require biennial traffic analysis to monitor potential short-term impacts due to the altered construction timing. If an unforeseen impact was to occur on a short-term basis, the existing obligations would trigger additional development commencement to mitigate the impact based on the original review. No further environmental review is required in order to approve the requested amendment of conditions for both Vesting Tentative Maps.

6. A new condition is imposed on the Vesting Tentative Maps that requires the developer to prepare an Engineer’s Report to determine the flood protection improvements necessary to protect the Sanctuary project site to the 200-Year Urban...
Level of Flood Protection  This condition is based on an engineer’s report entitled Urban Levee Design Criteria (ULDC) Analysis and Identification of Deficiencies for RD 2115 Shima Tract Scope of Work for all RD 2115 Levees dated May 18, 2017 (See Exhibit 1). The proposed scope of work entails the preparation of additional engineering studies to document the data and analysis for demonstrating that the project will be protected to the Urban Level of Flood Protection. These studies will be reviewed by the City in compliance with the State of California Department of Water Resources Urban Level of Flood Protection Criteria and the Stockton Municipal Code section 16.90. In accordance with Stockton Municipal Code section 16.90.020A.1 (Floodplain Management Findings) the City finds that the imposed condition will protect the Sanctuary Project to the urban level of flood protection.

CONDITIONS OF APPROVAL

Planning

1. Comply with all applicable Federal, State, County, and City codes, regulations, and adopted standards and pay all applicable fees.

2. Pursuant to sections 15091 and 15093 of the State CEQA Guidelines, the project shall be subject to all applicable mitigation measures identified in the approved Final Environmental Impact Report (EIR-05) and in the City-adopted "Findings Statements of Overriding Considerations and a Mitigation Monitoring/Reporting Program for the Sanctuary Master Development Plan Project".

3. The owners, developers and/or successors-in-interest (ODS) shall be responsible for the establishment of a Homeowners Association and Covenants Conditions and Restrictions (CC&R) for the maintenance of landscaping, structures and walls/fences on the private properties and common areas within the subdivision area. The CC&R shall be subject to review and approval by the City Attorney and the Community Development Director prior to their recordation. The ODS shall be responsible for recordation of the CC&R and payment of recording expenses prior to or in conjunction with the recordation of any small lot for the subdivision. The City shall be declared a third-party beneficiary of the CC&R and shall be entitled without obligation to take appropriate legal action to enforce the CC&R.

4. In order to minimize any adverse financial impact on the City of Stockton (COS) associated with development and/or use of the subject site, the ODS agrees that it will not challenge or protest any applicable fees associated with the development of the site but if such fees are amended or modified, the ODS agrees to pay such fees as they may be amended or modified from time to time.

5. The Sanctuary Project is subject to the City’s Settlement Agreement with the Sierra Club and the Attorney General of California. The owners, developers and successors-in-interest (ODS) of the Sanctuary Project may be required to amend at the discretion of the City, the Master Development Plan, tentative maps and related project approvals to conform to the requirements of the Settlement Agreement and Climate Action Plan.
addressed in the associated Project Addendum construction activities for the project are subject to the City’s adopted Climate Action Plan (CAP) for reduction of greenhouse gas emissions (GHG) by 2020. This includes all applicable best management practices (BMPs) and measures for construction related activities including onsite maintenance and ongoing operation.

6 Vesting Tentative Maps subject to approval of GPAB-05 MDP1-05 DA3-05 and Z-6-05 and shall not be effective until the recordation of the annexation.

City Attorney

7 The ODS shall be responsible for the City’s legal and administrative costs associated with defending any legal challenge of the approvals for this project or its related environmental document.

8 The Large Lot Tentative Map is for financing and sale purposes only.

Planning-Parks Planning Section

9 Lots X and 32 shall have a deed restriction over them requiring that they be developed as a public marina by the ODS prior to completion of the first phase of the mapped area.

10 All of the levee access lots shall be privately owned developed to the satisfaction of the City ADA compliant (including but not limited to the installation of landings and railings where appropriate) and privately maintained.

11 The 18-foot improved bike path (12-foot minimum asphalt or concrete pavement) shall be designed and constructed to the satisfaction of the Community Development Department and shall be ADA compliant.

12 The ODS shall grant to the City a Public Access Easement over those “Parks” “Landscape Lots” “Lakes” and “Levee Access” lots intended for use by the general public and over the levee bikeways. The amount of land eligible for reimbursement will be that proportional acreage which is determined to be “usable” park land as approved by the Community Development Director. The value of such land shall be calculated at the rate established for land cost by the public facilities fee program and reimbursed per the program.

13 The ODS shall grant irrevocable public access easements over those private streets that provide access to publicly accessible facilities.

14 Lots Y and 1 shall be separated from Lot R by an 8-foot tall ornamental iron or tubular steel fence. Such wall/fence shall not be located on Lot R.

15 Lots 1, 2 and 3 shall each have at least one vehicular access point from Court “1.”
16 Homes shall not back onto lots R or S

17 The ODS shall develop a security plan which shall be approved by the Police Department to ensure that all publicly accessible parks, pocket parks, open space areas and access lots are designed to allow for adequate surveillance. The security plan shall address at a minimum (a) Use and location of security cameras and (b) sufficient lighting to allow police surveillance based on the level of improvements installed.

18 All publicly and privately accessible parks, pocket parks, landscaped areas, levee access lots, etc. shall be owned by the ODS or HOA and improved by the ODS. The construction documents shall be on 24x36 sheet size, prepared and stamped by a licensed Landscape Architect and subject to prior review and approval by the City Landscape Architect and City Permit Center. The constructed site improvements shall be subject to review and approval by the City who shall be allowed unrestricted access to each site during construction. The ODS shall be responsible for obtaining all necessary reviews and permits and upon completion, the ODS shall present the City with as-built drawings on a compact disc(s) in electronic PDF format.

19 The ODS shall enter into an agreement with the City allowing full City use of Lots S and R for City organized events. Any subsequent negotiations regarding peruse reimbursement to the local HOA or maintenance entity for the City’s use of these facilities shall be based on a cost not to exceed those user fee rates established by City Council for each corresponding event and only as the costs apply to facility maintenance or rental per event.

20 Prior to any street tree planting, a master street tree planting plan shall be prepared by the ODS and submitted to the City for approval. Such plan shall be prepared using the Vesting Small Lot tentative Subdivision Map - Overall Lotting Plan as a base. Such master plan shall serve as a reference for all subsequent Street Tree planting by the ODS.

21 Prior to recordation of any small lot Final Map, the ODS shall form a new zone of the Stockton Consolidated Landscape Maintenance District 96-2 and approve an assessment providing for the subdivision's proportionate share of the costs to maintain (including the cost for replacement at the end of the useful life) any publicly accessible parks, pocket parks, open spaces, levee access lots, etc. serving this subdivision.

22 Prior to recordation of any small lot Final Map (or concurrent when forming an owner's association), the ODS shall establish a maintenance entity acceptable to the City to provide funding for the maintenance of, and if necessary replacement at the end of the useful life of, improvements including but not limited to common area landscaping, parks, pocket parks, access lots, landscaping in the right-of-way, sound walls, and/or back-up walls, and all "Improvements" serving or for the special benefit of this subdivision.

23 All walls shall be located on private property and a separate maintenance easement shall be recorded for such walls. Such easement shall be sufficient to allow for regular maintenance (i.e., graffiti removal) and shall include the width of the support footing as it extends from both sides of the wall.
24. The ODS shall provide all necessary utility stub-outs including but not necessarily limited to water, sewer, storm, phone, video surveillance infrastructure and PG&E 3-phase service stubs to designated park and publicly accessible common open space areas to the satisfaction of the City.

Engineering and Transportation Planning

25. The ODS shall dedicate and improve Hammer Lane from the existing street termination westerly to the proposed Regatta Lane/Boulevard "A" to provide a six-lane arterial roadway.

26. The ODS shall dedicate and improve Regatta Lane/Boulevard "A" from the northwesterly termination to Fourteen Mile Slough to provide a four/six lane arterial roadway.

27. The ODS shall dedicate and improve Trinity Parkway from Mosher Slough south to Regatta Lane/Boulevard "A" to provide a four-lane arterial roadway.

28. A The ODS shall prepare a design and obtain all applicable permits for the construction of the four lane Mosher Slough bridge crossing and extension of Trinity Parkway/Regatta Lane/Boulevard "A" between Hammer Lane and Mosher Slough Bridge to the north and a two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge. Including all utility extensions. Further, the ODS shall, consistent with the design, dedicate to the City all real property within the Project Area required for the right-of-way needed to construct the bridge and attendant improvements. The design and dedication shall occur either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 600th single-family residential building permit (or the equivalent TNP generating potential of other uses) within the area proximate to the bridge crossing area (Large Lots 35, 44, 36, 43, and 42).

B All associated Mosher Slough bridge crossing improvements (four lanes) and utility extensions shall be constructed either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 2,800th single-family residential building permit (or the equivalent TNP generating potential of other uses).

C The two-lane extension of Trinity Parkway between Mosher Slough and Bear Creek Bridge including but not limited to curb, gutter, sidewalk, street lighting, pavement, and underground utilities shall be constructed either when determined to be necessary by the Public Works Director or prior to the issuance of the 2,800th single-family residential building permit (or the equivalent TNP generating potential of other uses).

D The extension of Regatta Lane/Boulevard "A" from Hammer Lane west to the Mosher Slough Bridge including but not limited to curb, gutter, sidewalk, street lighting, pavement (half-section), and underground utilities, shall be constructed in an orderly manner to support development along the roadway alignment. Timing of
construction of the ultimate cross-section shall either determined by the Public Works Director or prior to the issuance of the 7,200th single-family residential building permit (or the equivalent trip generating potential of other uses) *

28. _______E____Prior to construction the ODS shall notify the City of whether sufficient land north of Mosher Slough for the bridge and associated connection to the southern end of Trinity Parkway at Bear Creek has been acquired or the ODS has entered into agreements to acquire same. If insufficient land has been acquired and the ODS demonstrates they have made reasonable efforts to acquire the land, then the City shall follow the procedure provided for in the state Subdivision Map Act and either proceed with acquisition at the ODS expense or otherwise waive necessary provisions of the condition. By providing this notice and demonstration of reasonable effort to the City within the time allowed by this condition the project will continue to be eligible for building permits *

29. The ODS shall disclose to all future home buyers in this development that Trinity Parkway will be extended with a bridge crossing over Mosher Slough to Atlas Tract to the north. The ODS shall install and maintain a future facilities sign at the Trinity Parkway/Street 9/Street 18 intersection. The size, text, and location of the sign shall be approved by the Community Development Director.

30.29 The ODS shall design and dedicate right-of-way for the construction of the four lane Fourteen Mile Slough bridge crossing and attendant improvements at the connection of Regatta Lane/Boulevard "A" between the southern area of the subdivision and Wright-Elmwood Tract to the south, including the extension of utilities prior to the recordation of any small lot final map proximate to said bridge crossing *

30.31 The ODS shall disclose to all future home buyers in this development that Regatta Lane/Boulevard "A" will be extended with a bridge crossing over Fourteen Mile Slough to the Wright-Elmwood Tract to the south. The ODS shall install and maintain a future facilities sign at the Regatta Lane/Boulevard "A"/Street 94 Intersection. The size, text, and location of the sign shall be approved by the Community Development Director.

34. A minimum 25-foot easement shall be dedicated to Reclamation District No. 2115 from the proposed toe of all levees to provide for maintenance of the levee slopes.

32. Regatta Lane/Boulevard "A" at the identified northwestern terminus of the subdivision shall be terminated to the satisfaction of the Community Development Director.

34. Regatta Lane/Boulevard "A" at the southern terminus of the subdivision shall be terminated to the satisfaction of the Community Development Director.

35. The ODS shall dedicate access rights to the City of Stockton along the following streets:

Hammer Lane entire length
Tnnity Parkway entire length except at the identified access opening and Regatta Lane/Boulevard "A" entire length except at identified access openings

3436 The ODS shall prepare a Project Report Environmental Document and Final Design as required by Cal Trans for the reconstruction of the Hammer Lane/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The Cal Trans process shall be commenced either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4100th single-family residential building permit (or the equivalent tpn generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and Delta Cove (Atlas Tract) *

3537 The ODS shall prepare a Project Report Environmental Document and Final Design as required by Cal Trans for the construction of the Otto Drive/Interstate 5 interchange to reduce the significance of the project impacts as identified in the Environmental Impact Report (EIR 5-05) for this project. The ODS shall pay their proportionate share based on traffic loadings of the construction of the identified improvements. Should the Hammer Lane/Interstate 5 interchange improvements not be constructed within the identified level of development, the ODS shall commence the Cal Trans process of the identified Otto Drive/Interstate 5 interchange improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis) or prior to the issuance of the 4100th single-family residential building permit (or the equivalent tpn generating potential of other uses) from the combined development of Sanctuary (Shima Tract) and Delta Cove (Atlas Tract) *

386 The ODS shall pay their proportionate share to cover the costs for a Project Report Environmental Document, and Final Design, as required by Cal Trans and for the construction of necessary improvements described in the Project Report for the Interstate 5 mainline system Eight Mile Road/Interstate 5 interchange and Gateway/Interstate 5 interchange to provide a level-of-service that conforms with State Urban Highway Standards. ** Improvements herein identified by an asterisk (*) may be included in the calculations for the current or proposed Public Facilities Fee (PFF) Program included in the Master Development Plan. If any of the improvements are included in the calculations for the PFF Program adopted by the City Council and the ODS pays said fees at the established time of collection, the ODS may construct and request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee, the requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised, all or part of the PFF Program repealed or suspended, or for other reasons/actions the improvements become ineligible under PFF program in effect at the time of development, the owners, developers, and/or successors-in-interest shall be responsible for payment of their proportionate share of the cost of said improvements.
397 The ODS shall dedicate and construct bus turnouts and shelters along Hammer Lane Trinity Parkway Regatta Lane/Boulevard "A" and any other location as required by the City in consultation with the San Joaquin Regional Transit District.

4038 The private roads within the tentative map area shall be designed to accommodate bus traffic. The ODS in conjunction with the City and San Joaquin Regional Transit District shall conduct a Transit Study to determine the transit needs for the project. The ODS/homeowners association et al. shall allow regular fixed route and any other transit service on private roads within the tentative map area as determined in the Transit Study.

3941 The ODS shall participate in any applicable Transportation Systems Management (TSM) programs established by the City of Stockton and shall provide at minimum 85 on-site non-exclusive parking spaces of the 300 total proposed designated for public Park and Ride purposes.

420 The ODS shall provide prior to submittal of the first final map or set of improvement plans a queuing and traffic access analysis study to determine specific locations and distances for all proposed intersections and project accesses to public roadways.

434 The ODS shall in conjunction with the applicable School District cause to be prepared a technical memorandum to be approved by the City analyzing the parking the drop-off/pick-up and the on-site circulation for the proposed school site to ensure that the school site, once developed, can adequately accommodate school traffic.

441 The ODS shall be responsible for 100% of the design and construction costs of on-site roadway and intersection improvements and roadway extensions and public utilities identified on the tentative map and/or included in the project EIRS-05 project description or as mitigation measures. Improvements include but are not limited to all sewer water and storm drain lines, traffic signals, street lighting, street paving, curb gutter, sidewalk and landscaping. If any of the above said improvements are included in the calculations for the Public Facilities Fee (PFF) Program adopted by the City Council, and the ODS pays said fees at the established time of collection the ODS may construct and request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee. The requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised all or part of the PFF Program repealed or suspended or for other reasons/actions the improvements become ineligible under PFF program in effect at the time of development the ODS shall be responsible for payment of their proportionate share of the cost of said improvements.

452 The ODS shall be responsible for design and construction costs and installation of off-site roadway and intersection improvements including traffic signals at the following locations as identified in the Existing Plus Approved Project (EPAP) plus Project section in the Environmental Impact Report (EIR5-05) when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic...
Eight Mile Road/Interstate 5 Northbound Ramps
Eight Mile Road/Davis Road
Eight Mile Road/Lower Sacramento Road
Hammer Lane/Loop Road
Hammer Lane/Manners Drive
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Pershing Avenue
Hammer Lane/Lower Sacramento Road
Hammer Lane Widening to Eight (8) Lanes (West of Manners Drive to East of Interstate 5)

43——Further the ODS shall implement a Traffic Monitoring Plan as outlined in the Fehr & Peers Memorandum “Sanctuary – Transportation Mitigation Monitoring Plan” dated February 6 2017 and submit the resulting traffic analysis to the City for review on a biennial basis and shall install the identified improvements either when determined to be necessary by the Community Development Director (based on the review of the required biennial traffic analysis), or prior to the issuance of the 7,200th single-family residential building permit, (or the equivalent trip generating potential of other uses).

446 The ODS shall be responsible for their proportionate share of the design and construction costs for the following improvements, based on traffic loadings, to reduce the significance of the cumulative impacts at the following intersections as identified in the Future 2035 Plus Project section in the Environmental Impact Report (EIR5-05):

Eight Mile Road/Mokelumne Circle
Eight Mile Road-Trinity Parkway
Eight Mile Road/Interstate 5 Southbound Ramps
Eight Mile Road Thornton Road
Trinity Parkway/Consumnes Drive
Otto Drive-Trinity Parkway
Otto Drive/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Manners Drive
Hammer Lane/Interstate 5 Southbound and Northbound Ramps
Hammer Lane/Kelly Drive
Hammer Lane/Meadow Avenue/Don Avenue
Hammer Lane/Pershing Avenue Northbound and Southbound Interstate 5 south of Hammer Lane and from Hammer Lane to Otto Drive

457 The ODS shall be responsible to pay for their proportionate share of all project related off-site street/traffic circulation improvements needed to mitigate the project’s cumulative off-site impacts. If any of the above said improvements are included in the calculations for the Public Facilities Fee (PFF) Program adopted by the City Council, and the ODS pays said fees at the established time of collection, the ODS may construct and
request reimbursement for said constructed improvement(s) as long as the improvement(s) is included in the calculation of the above referenced fee, the requested reimbursement is in accordance with adopted Guidelines for the above referenced fee and the reimbursement requested does not exceed the cost identified for the said improvement(s) included in the calculation of the above referenced fee. However, should the extent of identified PFF improvements be revised, all or part of the PFF Program repealed or suspended, or for other reasons/actions, the improvements become ineligible under PFF program in effect at the time of development, the ODS shall be responsible for payment of their proportionate share of the cost of said improvements.

488 PROVIDE APPROPRIATELY SIZED UTILITIES, INCLUDING NATURAL GAS AND THREE-PHASE ELECTRICAL POWER (WHERE NECESSARY) TO ALL CITY OWNED AND MAINTAINED FACILITIES

469 The ODS shall dedicate, design and construct a minimum 12-foot wide paved Class 1 bicycle/pedestrian path along the westerly side of Trinity Parkway through the project site. Further, the ODS shall dedicate and prepare plans for an 18-foot wide improved (minimum 12-foot paved) Class 1 bicycle/pedestrian path along the north side of the Fourteen Mile Slough and the south side of Mosher Slough within the project site. Said plans shall be subject to approval of Reclamation District 2115, City’s Park and Recreation Director and the City Engineer. The ODS shall complete said Class I bike path construction prior to issuance of the building permit that contains the 200th Dwelling Unit Equivalent (DUE). Further, the ODS shall prepare and submit plans and construct ADA compliant access from the subdivision to the Class 1 Path as required and approved by the Community Development Director. The ODS or an entity approved by the City shall be responsible for the operation, maintenance and repair of the approved Class 1 bike path and ADA compliant access.

4750 Deed notifications shall be recorded against all properties adjoining the Fourteen Mile Slough and Mosher Slough disclosing the potential for levee seepage and potential for "standing groundwater." Further, the ODS shall disclose to all future home buyers in this development that there will be a paved Class 1 bicycle/pedestrian path on the crown of the Fourteen Mile Slough and Mosher Slough levees.

4851 Prior to recordation of any part of these Tentative Maps (TM16-07 A and B) as a small lot Final Map (Parcel Map/Subdivision Map), the ODS shall enter into a Master Agreement to identify the timing/phasing of improvements and provide for appropriate improvement securities. Developer shall be entitled to employ Large Lot Maps for the purposes of subdividing the Project into parcels for the purposes of phasing, leasing financing, construction or sale. The only conditions that may be imposed upon such Large Lot Maps upon recordation shall be the provision of legal access easements consistent with the circulation routes as shown in the Master Development Plan mitigation measures. This Section is subject to Government Code section 66411 1. However, Developer shall not be obligated to provide any form of bond or other security to guarantee any public improvements unless and until required under the Subdivision Map Act (Gov Code § 66410 et seq).

4952 Comply with the requirements of the various agencies having jurisdiction over the
Mosher Slough and Fourteen Mile Slough, regarding dedication of right-of-way, easement fencing etc

5053 Dedicate lots used for private streets as a public utility easement for the proposed public sanitary sewer and water lines. All gated private street access that adjoins to a public street shall be identified and shall conform to the minimum design requirements identified in City Standard Drawing 17

Municipal Utilities Department

General

541 The ODS shall provide permanent rights-of-way for and construct all on-site and off-site water storm non-potable water and sanitary sewer facilities as designed and shown on the accepted improvement plans for the development. Any reimbursement costs for oversizing shall be determined in accordance with the Stockton Municipal Code

55 The ODS shall prepare and submit a master water, storm, sanitary sewer and non-potable water plans for this Project subject to approval by the Municipal Utilities Director and prior to the approval of any improvement plans. These master utility plans must identify future extensions to adjacent property

526 Water valves sanitary maintenance holes and storm drainage maintenance holes shall not be installed in traffic circles or medians

573 All utilities shall be extended in both bridge crossings over Mosher Slough and 14-Mile Slough

Water

548 Update the water system analysis for the Sanctuary Development Project to reflect the changes in the location of the reservoir site and incorporate a plan to facilitate the phasing of the 30-inch/42-inch Westside Water Transmission Main along Trinity Parkway/Boulevard. A Proposed water system shall confirm to the adopted Water Master Plan

569 Make the following modification to the water distribution system

A Water main on Boulevard "A" west of 24-inch water main from reservoir tank shall be 16-inch in diameter to the subject project's boundary

60 The ODS shall design and construct in accordance to Municipal Utilities Department standards, a 2.5-million-gallon water storage tank and associated booster pump station. The facilities shall be operational in the phase of the Project as determined by the water system analysis for the Sanctuary Development Project

61 The ODS shall prepare and submit, acceptable to the Director of Municipal Utilities, an Integrated Water Management Plan
62 C In accordance with Senate Bill 221 and Government Code section 66473.7 the ODS shall submit a request to the Director of Municipal Utilities for a Verification of Water Supply. The request shall be submitted 90 days prior to the filing of the first small-lot final map, and accompanied by the appropriate fees (refer to the City's adopted Fee Schedule).

63 D The ODS shall conduct a water system analysis acceptable to the Director of Municipal Utilities that demonstrates that the water system improvements to be constructed within the City of Stockton water service area are sufficient to meet the following conditions. For ultimate build-out of the subdivision:

EA With a given system pressure of 45 psi at all future points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 40 psi pressure at any location during the period of peak hour demand (peak hour demands shall be calculated at 175% of maximum daily demands).

FB With a given system pressure of 45 psi at all future points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 20 psi pressure at any location during the period of maximum day demand (maximum day demands shall be calculated at 210% of the average day demands) combined with a fire flow (refer to table for fire flow demands) out of any fire hydrant in the subdivision.

<table>
<thead>
<tr>
<th>Single family use</th>
<th>2,000 gpm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi family use</td>
<td>3,000 gpm</td>
</tr>
<tr>
<td>Commercial use</td>
<td>2,500 gpm</td>
</tr>
<tr>
<td>Institutional use</td>
<td>4,500 gpm</td>
</tr>
</tbody>
</table>

GC For phased developments of units within a subdivision (interim development) With a given system pressure of 45 psi at the existing points of connection to the City water system and wells offline within the subdivision, the internal water system improvements shall be sized to provide at least 20 psi pressure at any location during the period of maximum day demand combined with a fire flow of 1,500 gpm out of any fire hydrant in the subdivision (maximum day demands shall be calculated at 210% of the average day demands).

Sanitary Sewer

5664 In the event that the Sanitary Sewer Master Plan for the 2035 General Plan is not adopted by the Stockton City Council, ODS shall prepare an Update to the City of Stockton Sanitary Sewer Master Plan, which shall include this Project, and shall be subject to review and approval by the Municipal Utilities Department Director. Prior to approval of improvement plans for any subdivision unit ODS will pay all applicable connection fees as determined by a financial analysis. The Update to the City of Stockton...
Sanitary Sewer Master Plan shall be adopted by the City Council

The ODS shall design and construct the 36-inch sanitary sewer forcemain along Trinity Parkway from the northern Project limits to the intersection of Boulevard "A" and Street "41" and south on Street "41" from the intersection. Design and installation of the forcemain including the 14-Mile Slough and Mosher Slough water crossings will be subject to reimbursement.

Construction of any facilities or structures will not be allowed over the 20-inch sewer easement.

**Stormwater**

Storm drainage pipelines on Boulevard "A", Trinity Parkway, Hammer Lane, pump station in Lot Z and associated outfall to 14-Mile Slough are the only publicly owned and maintained infrastructure with the subject tentative map.

Pump station adjacent to Sanctuary Boulevard west of Boulevard "A" shall be privately owned and maintained.

Prior to the recordation of any small-lot final map the ODS shall form a maintenance assessment district acceptable to the City of Stockton which includes all necessary assessments to fund the operation, maintenance, repair, and replacement of the Project's Stormwater Quality Control Criteria Plan best management practice that is required.

Prior to recordation of any small-lot final map the ODS shall establish a maintenance entity, approved by the City, to provide funding for the operation, maintenance, repair, and replacement of projects privately owned and maintained storm drainage infrastructure, including but not limited to pipelines and pumps.

The ODS will be required to obtain all necessary permits and shall meet all requirements established by the City of Stockton and the San Joaquin County Flood Control and Water Conservation District prior to discharge to Fourteen Mile Slough.

Comply with all the requirements of the agency having jurisdiction over Fourteen Mile Slough regarding dedication of right-of-way, easement, fencing, etc.

Prior to approval of improvement plans for any subdivision unit the ODS shall demonstrate, in conjunction with the storm drain master plan, to the satisfaction of the Public Works Director and Municipal Utilities Director that receiving waters have capacity to handle storm water discharge from the subject project and identified watershed.

The use of cast-in-place pipe is prohibited.

**Non-potable Water**
6775 Unless demonstrated otherwise the ODS shall design, construct, own and operate a permanent dewatering and groundwater discharge system to mitigate the high groundwater levels on the Project site. The ODS shall prepare Master Plans for the construction of a permanent dewatering system to mitigate the high groundwater levels on the Project site. Said Master Plans shall be subject to the approval of the Municipal Utilities Director. The maintenance entity, approved by the City, shall be established and be responsible for establishing a funding mechanism for the design, permitting, construction, operation, maintenance and repair of the approved system prior to the recording of any small-lot final map. The collection system shall be privately owned and maintained.

6776 The ODS shall prepare a master plan for the non-potable irrigation system for the withdrawal and use of non-potable water from the Project lake, Fourteen Mile Slough, and/or other identified water sources. The master plan shall be subject to the approval of the Municipal Utilities Director. The system will consist of an intake structures, interconnections between lakes, lakes, bulkheads, pumps, non-potable water mains, etc., that would distribute non-potable water to parks, open space, streetscape, landscaping, and landscaped medians within the Project area. The City will coordinate system operations and maintenance by means of an assessment district or other entity approved by the City. The ODS shall design and construct the approved system to the satisfaction of the Director of Public Works and the Director of Municipal Utilities. The non-potable irrigation system shall be constructed with each small-lot final map and the initial system shall be operational no more than six (6) months after the completion of any non-potable irrigated landscaping.

6777 The non-potable water infrastructure and appurtenances will be dedicated to the City and system operation will be provided by the City with financing provided by an assessment district. Prior to recording of any small-lot final map, the owner, developer, and/or successor-in-interest shall establish an assessment district subject to approval of the City to provide funding for the operation, maintenance, repair, and replacement of project’s non-potable water system improvements, including but not limited to the pump stations, wet wells, and distribution systems.

6778 If the ODS construct a levee seepage system, the ODS shall provide adequate room for a levee seepage collection system at the toe of the levee. This system must collect and convey levee seepage water to the public storm drainage system. The ODS shall design, construct, and operate the levee seepage collection system. The collection system shall be privately owned and maintained. The point-of-connection to the public storm drainage system shall be at a storm drainage maintenance hole, located in the public right-of-way.

7078 Access to the proposed development is limited to one arterial, Hammer Lane, which will limit future access by a proposed fire station on Eight Mile Road, North of the development. The Sanctuary Development requires a minimum of two major fire apparatus access roads located not less than one half of the length of the maximum overall diagonal dimension of the property measured in a straight line or as approved by the Fire Marshal. The second fire department access road must not utilize Hammer Lane.
2007 CFC, APPENDIX 0, SECTION 0 104 3 and 0107 1

7479 Developments of one or two family dwellings where the number of dwelling units exceeds 40 shall be provided with separate and approved fire apparatus access. The above-mentioned access is approved for up to 200 dwelling units 2007 CFC, APPENDIX D, SECTION 0107 1

7280 In lieu of the fire code requirement that the second access road is not less than one half the length of the overall diagonal dimension of the property measured in a straight line, the Fire Marshal shall approve the use of the Trinity Parkway Bridge as a secondary fire apparatus access point. The Trinity Parkway Bridge must be provided as a fire apparatus access point before construction begins on the 201st structure.

7381 A single 20-foot wide alley in the rear of single family homes fronting parks and other areas is not considered adequate fire apparatus access. The lack of parking in the front of these dwellings will make enforcing a no parking zone in the rear alley completely impractical and unenforceable. Basic firefighting strategy, techniques and teachings strongly discourage the use of alleys for firefighting and fire apparatus access.

7482 Fire apparatus access roads shall not be obstructed in any manner. Fire apparatus access roads 34 feet and wider may allow for the parking of vehicles on both sides provided the minimum widths and clearances are maintained at all times. Proper marking and signage of all fire lanes shall be required. Fire lane enforcement will be enforced by the homeowners association. Any administrative citations will be the responsibility of the homeowners association 2007 CFC, CHAPTER 5, SECTION 503 4

7583 Fire apparatus turn around areas are required in any areas with dead end roads or alleys over 150 feet in length 2007 CFC, APPENDIX D, SECTION D 103 4

84 Knox key access and Opticom shall be required on all emergency vehicle access gates.

7685 A financial plan must be established for continuous fire protection staffing and maintenance of fire equipment and stations.

7786 The ODS shall implement a Traffic Monitoring Plan, as outlined in the Fehr and Peers.

7887 Memorandum “Sanctuary Phasing Assessment” (dated September 2, 2016) and submit the resulting traffic analysis to the City for review on a biennial basis commencing within six months after completion of the initial on-site project roadway improvements that connect to any existing City roadway facility.

//
//
//
//
In compliance with Government Code sections 65865.5, 65962, and 66474.5 and SMC section 16.90, the ODS shall prepare and submit to the City an Engineer's Report that identifies the flood protection improvements necessary to protect the Sanctuary project site to the 200-year urban level of flood protection prior to recordation of any final map or parcel map for development of the Sanctuary project. In connection therewith, the developer of the Sanctuary project has provided the required substantial evidence in the report from Kjeldsen Sinnock & Neudeck dated June 12, 2017 and attached hereto as Exhibit 1, which will serve as the demonstration that the herein imposed conditions will result in the Sanctuary project site having a 200-year urban level of flood protection as required.

PASSED APPROVED and ADOPTED ____ August 10, 2017____

ELIZABETH MOWRY HULL CHAIR
City of Stockton Planning Commission

ATTEST

______________________________
DAVID KWONG, SECRETARY
City of Stockton Planning Commission
ADDENDUM TO
ENVIRONMENTAL IMPACT REPORT

FOR THE
SANCTUARY MASTER DEVELOPMENT PLAN

Stockton, CA

June 20, 2017

Prepared for

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPARTMENT
340 N El Dorado Street
Stockton, CA 95202
209-937-8266

Prepared by

BaseCamp Environmental
115 S School Street, Suite 14
Lodi, CA 95240
209-224-8213
ADDENDUM TO
ENVIRONMENTAL IMPACT REPORT

FOR THE

SANCTUARY MASTER DEVELOPMENT PLAN

Stockton, CA

State Clearinghouse No 2006022028

June 20, 2017

Prepared for

CITY OF STOCKTON
COMMUNITY DEVELOPMENT DEPARTMENT
340 N El Dorado Street
Stockton, CA 95202
209-937-8266

Prepared by

BASECAMP ENVIRONMENTAL
115 S School Street, Suite 14
Lodi, CA 95240
209-224-8213
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 0  INTRODUCTION</td>
<td>1 1</td>
</tr>
<tr>
<td>2 0  PROJECT DESCRIPTION</td>
<td>2 1</td>
</tr>
<tr>
<td>2 1  Project Location</td>
<td>2 1</td>
</tr>
<tr>
<td>2 2  Project Objectives</td>
<td>2 1</td>
</tr>
<tr>
<td>2 3  Project Characteristics</td>
<td>2 1</td>
</tr>
<tr>
<td>3 0  CEQA REQUIREMENTS</td>
<td>3 1</td>
</tr>
<tr>
<td>3 1  Subsequent EIR and Supplemental EIR</td>
<td>3 1</td>
</tr>
<tr>
<td>3 2  Addendum to a CEQA Document</td>
<td>3 2</td>
</tr>
<tr>
<td>4 0  ADDENDUM TO THE EIR</td>
<td>4 1</td>
</tr>
<tr>
<td>4 1  Changes in Project</td>
<td>4 1</td>
</tr>
<tr>
<td>4 2  Changes in Circumstances</td>
<td>4 2</td>
</tr>
<tr>
<td>4 3  Environmental Analysis</td>
<td>4 3</td>
</tr>
<tr>
<td>4 3 1  Aesthetics</td>
<td>4 3</td>
</tr>
<tr>
<td>4 3 2  Agricultural Resources</td>
<td>4 3</td>
</tr>
<tr>
<td>4 3 3  Air Quality</td>
<td>4 3</td>
</tr>
<tr>
<td>4 3 3 1  Greenhouse Gas Emissions</td>
<td>4 4</td>
</tr>
<tr>
<td>4 3 4  Biological Resources</td>
<td>4 6</td>
</tr>
<tr>
<td>4 3 5  Cultural Resources</td>
<td>4 6</td>
</tr>
<tr>
<td>4 3 6  Geology and Soils</td>
<td>4 6</td>
</tr>
<tr>
<td>4 3 7  Hazards and Hazardous Materials</td>
<td>4 6</td>
</tr>
<tr>
<td>4 3 8  Hydrology and Water Quality</td>
<td>4 7</td>
</tr>
<tr>
<td>4 3 8 1  Flood Protection</td>
<td>4 8</td>
</tr>
<tr>
<td>4 3 9  Land Use and Planning</td>
<td>4 8</td>
</tr>
<tr>
<td>4 3 10  Mineral Resources</td>
<td>4 8</td>
</tr>
<tr>
<td>4 3 11  Noise</td>
<td>4 8</td>
</tr>
<tr>
<td>4 3 12  Population and Housing</td>
<td>4 9</td>
</tr>
<tr>
<td>4 3 13  Public Services and Utilities</td>
<td>4 9</td>
</tr>
<tr>
<td>4 3 14  Recreation</td>
<td>4 9</td>
</tr>
<tr>
<td>4 3 15  Transportation and Traffic</td>
<td>4 9</td>
</tr>
<tr>
<td>4 4  Cumulative Impacts</td>
<td>4 12</td>
</tr>
<tr>
<td>4 4 1  Delta Cove</td>
<td>4 12</td>
</tr>
<tr>
<td>4 4 2  Cumulative Impacts of Phase 1 Development</td>
<td>4 13</td>
</tr>
<tr>
<td>4 5  Significant and Unavoidable Impacts</td>
<td>4 13</td>
</tr>
</tbody>
</table>
50 CONCLUSION

APPENDICES

A Phasing Assessment
B Sanctuary Conditions of Approval
C Proposed Modifications to Conditions of Approval
D Sanctuary MDP EIR Summary of Impacts and Mitigation Measures
E Air Quality Modeling

LIST OF FIGURES

2.1 Sanctuary Project Location 2-4
2.2 Sanctuary Project Location (USGS) 2.5
2.3 Sanctuary Phasing Plan 2.6
2.4 Sanctuary Land Use Plan 2.7
2.5 Sanctuary Phase 1 Area 2.8

LIST OF TABLES

4.1 LOS at Phasing Assessment Intersections 4.11

LIST OF ACRONYMS

AB Assembly Bill
BMP best management practice
CalEEMod California Emissions Estimator Model
CAP Climate Action Plan
CEQA California Environmental Quality Act
CO2e carbon dioxide equivalent
COA Condition of Approval
DWSP Delta Water Supply Project
EIR Environmental Impact Report
GHG greenhouse gas
I 5 Interstate 5
LOS Level of Service
MDP (Sanctuary) Master Development Plan
PM10 particulate matter less than 10 micrometers in diameter
SB Senate Bill
SJMSCP San Joaquin County Multi Species Open Space and Habitat Conservation Plan
SJVAPCD San Joaquin Valley Air Pollution Control District
10 INTRODUCTION

This document is an Addendum to the Environmental Impact Report (EIR) for the Sanctuary Master Development Plan (State Clearinghouse No 2006022028) which was certified by the Stockton City Council in 2008. The EIR, which is incorporated by reference in Section 40 of this Addendum includes both the draft and final versions, along with the CEQA findings and the Statement of Overriding Considerations adopted by the City. A copy of the EIR may be reviewed at the Stockton Community Development Department at 345 N El Dorado Street in Stockton. A summary of the EIR is shown in Appendix D.

This Addendum considers proposed changes to the approved Sanctuary project and any necessary changes to the certified EIR related to planned near-term development of Phase 1 of the Sanctuary Master Development Plan (MDP). Changes include the addition of a traffic analysis that considers the more specific traffic impacts of development of the Phase 1 area alone, mitigation measures needed to address these specific near-term impacts and any necessary changes in the potential environmental effects of the overall Sanctuary project as they were documented in the certified EIR.

The City of Stockton (City) approved the Sanctuary MDP in 2008 after certifying the EIR. The MDP site is located on Shima Tract west of Interstate 5 (I-5) and south of the Spanos Park West development in northwestern Stockton. The MDP provides a framework for planned urban development of approximately 1,728 acres of a 1,967 acre project site. The site was within the unincorporated area of San Joaquin County at the time of project approval but has since been annexed to the City of Stockton. The proposed development consists of residential areas of varying types, office, retail, hotel schools, and recreational open spaces and amenities. The Plan site was proposed to be developed in four phases with each phase to be developed when considered economically feasible. The MDP was approved subject to a number of Conditions of Approval (Appendix B) which were made a part of the Sanctuary project.

The EIR for the MDP was prepared in accordance with the requirements of the California Environmental Quality Act (CEQA). Among the impacts identified in the MDP EIR were several impacts on streets, highways, and intersections resulting from traffic generated by MDP development in conjunction with traffic generated by development of other previously approved projects in the northwest Stockton area. Mitigation measures were identified for these traffic impacts, including Mitigation Measure TRA 2b which requires the project applicant to complete a phasing analysis to ensure that roadway improvements for mitigation of traffic impacts are completed when needed to permit project development while at the same time maintaining City traffic operations standards.

Development of the MDP was delayed during the recession which reduced the market for new land development. The project applicant indicates that it will soon be prepared to initiate Phase 1 of the MDP. Phase 1 consists of various types of residential development as well as office and retail spaces, restaurant, hotel, and an elementary school as described in the certified EIR (Figure 2.4). The development would occur in the southeastern portion of the MDP area. The Phase 1 project would implement the mitigation recommendations in the Phasing Assessment and require modifications to the approved Conditions of Approval as discussed in more detail in Section 20.
As part of preparation for Phase 1 development, the project applicant retained Fehr and Peers to prepare a Phasing Assessment to assess the traffic impacts of Phase 1 development and the traffic improvements needed to avoid or minimize any significant adverse traffic effects. This Phasing Assessment completed on September 2, 2016 and shown in Appendix A of this document was prepared in accordance with Mitigation Measure TRA 2b of the certified EIR.

This Addendum considers whether the Phase 1 project would require changes to the certified EIR. This analysis considers proposed modifications to the approved Conditions of Approval as well as incorporation of the mitigation recommendations of the Phasing. The conclusion reached in this Addendum is that the MDP EIR as modified by this Addendum, when adopted, does not identify any new or substantially more severe environmental effects than were identified in the certified EIR nor does it identify the need for new or more effective mitigation measures than those described in the certified EIR. Therefore, in accordance with the provisions of CEQA and the State CEQA Guidelines, the certified EIR as modified by this Addendum, is considered adequate to meet CEQA review requirements for Phase 1 of the MDP.
2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

As described in the Sanctuary MDP EIR the MDP site is located on Shuma Tract an area of reclaimed land in northwest Stockton. The site is west of Interstate 5 south of the Spanos Park West development and north of the Lincoln Village West development. Shuma Tract is bounded by Disappointment Slough, Pixley Slough, Bear Creek, Mosher Slough, and Fourteen Mile Slough (Figures 2.1 and 2.2). The location of the project has not changed since the certification of the EIR.

2.2 PROJECT OBJECTIVES

The objectives of the MDP are the same as those described in the certified EIR. As expressed in the MDP project objectives include creating a sense of community integrating sustainable practices, adding long-term value, encouraging diversity and balance, supporting the best educational facilities, enhancing open space opportunities, promoting health and wellness, meeting regional housing needs, increasing water-related recreation, developing the project area and assisting in urban design of Stockton.

2.3 PROJECT CHARACTERISTICS

The Sanctuary MDP provides a planning framework that will guide development of approximately 1,728 acres of the 1,967 acre Shuma Tract. The MDP proposes to balance and provide a wide range of opportunities for residential and employment land uses and community facilities. It envisions a walkable community with a mixed-use core, a high level of amenities and carefully designed residential neighborhoods. Figure 2.4 shows the approved land use plan for the MDP site. As described in the MDP EIR, the approved Sanctuary development would consist of the following:

- 7,070 dwelling units (5,312 single family homes, 1,261 condominiums, 51 apartments, and 446 active adult homes)
- 483,984 square feet of office space
- 208,272 square feet of retail space
- 100 hotel rooms
- Marina and private River Club
- Religious facilities
- Recreational open space and lakes
- Four schools and
- Orchards, vineyards, and a small winery

The current Phase 1 project does not involve any change to the nature or amount of development provided for in the Sanctuary MDP and addressed in the certified EIR. Additional detail related to the physical development permitted by the MDP is provided in the certified EIR, which is incorporated into this document by reference in Chapter 4.0.
In addition to planned land uses project development would also include improvements to existing levees to protect the site from 300 year frequency flooding installation of a 2.5 million gallon water storage tank and a circulation system composed of arterial collector and local streets bike paths and transit improvements and among other things an extension of Hammer Lane to the MDP site. The project would connect to various utilities that are available in the project vicinity and would receive public services mainly from the City of Stockton.

The MDP proposes four phases of development that would occur over a number of years when considered feasible in light of development market conditions. Figure 2.6 illustrates the proposed phasing of development. The project proponent is considering initiating Phase 1 of the MDP in the near future. Phase 1 development would occur in the southeastern portion of the MDP site. As described in the certified EIR, and in detail in the Phasing Assessment (Appendix A) Phase 1 development would include up to

- 1,483 single family homes
- 705 condominiums
- 51 apartments
- 446 active adult homes
- 483,984 square feet of office space
- 156,000 square feet of shopping center space
- 17,000 square feet of restaurant uses
- 100 room hotel and
- one 800 student elementary school

The Phase 1 project addressed by this addendum does not involve any substantial changes to the nature or amount of development that would occur during development of the Sanctuary MDP as addressed in the certified EIR. Two elements of Phase 1, a planned high school and marina, are not proposed for construction at this time. Planned circulation features and utility lines would be installed as needed to serve each element of Phase 1 development brought forward to the City for final approval as anticipated in the certified EIR.

The Sanctuary MDP was approved by the City of Stockton subject to Conditions of Approval (COAs) which are shown in Appendix B. Among many other topics the certified EIR and the COAs require construction of a range of transportation improvements that need to be completed in order to accommodate full development of the Sanctuary MDP as well as other approved land development in northwest Stockton. The Phase 1 project would not modify any of the overall mitigation requirements described in the EIR.

The EIR and the COAs are oriented primarily to establishing requirements for relatively rapid buildout of the project. In the current environment and as explained in more detail in Section 4.0 rates of development and traffic growth are falling short of those predicted in the EIR. The overall project mitigation measures do not provide sufficient detail of the transportation improvements that will be needed in the present environment and their timing.

Mitigation measures in the certified EIR anticipating that development of the MDP and other approved nearby development would likely occur over a period of years call for the preparation of more specific transportation improvement plans. More specifically, Mitigation Measure TRA 2b requires a phasing analysis to ensure that project construction occurs commensurate with the major roadway infrastructure improvements in accordance with related Stockton General Plan policies. The General Plan requires that all new development shall be required to pay its fair share of the construction and operating costs of needed transportation and transit facilities and...
services and that the timing of the improvements will be prior to or concurrent with the new development or appropriate development phase

In accordance with Mitigation Measure TRA 2b and with the conditions of approval for the Plan Fehr and Peers prepared a Phasing Assessment to specifically evaluate traffic effects and the need for transportation improvements resulting from development of Phase 1 of the MDP. The current Phase 1 project would include incorporating the Phasing Assessment into the EIR. Transportation improvement requirements for Phase 1 would be governed by the mitigation recommendations of the Phasing Assessment. As envisioned in Mitigation Measure TRA 2b and the COAs, the Phasing Assessment does not modify the mitigation requirements for the Sanctuary project as a whole as described in the certified EIR but rather provides more specific mitigation requirements appropriate to the near term development of Phase 1.

Plans to proceed with Phase 1 and the results of the Phasing Assessment render some provisions of the Conditions of Approval inappropriate for near term development. Some major transportation improvements anticipated to be needed in conjunction with buildout of the project are not warranted by the potential traffic effects of Phase 1. Therefore the Phase 1 project proposes modification of the approved COAs shown in detail in Appendix C in order to ensure that Phase 1 projects will:

- Be responsible for transportation improvements that are needed to accommodate Phase 1 development while maintaining City traffic standards
- Be required to proportionately contribute to major improvement projects that are not triggered by Phase 1 development and may not be required in the foreseeable future
- Be proportionally responsible for the cost of future transportation improvements needed to address the project as a whole

The potential environmental effects of adopting the Phasing Assessment recommendations and proposed COA modifications are analyzed and discussed in Chapter 4 of this Addendum.
Figure 2-2
SANCTUARY PROJECT LOCATION (USGS)
Figure 2-4
SANCTUARY LAND USE PLAN

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

SOURCE: Jones and Stokes

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

Attachment C
30 CEQA REQUIREMENTS

Under CEQA an agency is required to review the potential environmental consequences of its development approvals and other activities that may involve physical effects on the environment before taking action on them. Where a proposed project has the potential to cause significant adverse impacts on the environment an EIR must be prepared (CEQA Guidelines Section 15064). Once an EIR for a project has been certified, then typically no further CEQA review of the project is required. However if changes occur to the project or to the circumstances associated with the project as described below CEQA offers three options for subsequent environmental review if it is necessary: a subsequent EIR, a supplemental EIR, or an Addendum to an EIR. This section describes all three options as they apply to implementation of Phase 1 and proposed modifications to the Sanctuary MDP EIR and Conditions of Approval.

3.1 SUBSEQUENT EIR AND SUPPLEMENTAL EIR

California Public Resources Code Section 21166 states that when an environmental impact report (EIR) has been prepared for a project pursuant to CEQA no subsequent or supplemental EIR shall be required by the lead agency or by any responsible agency unless substantial changes are proposed in the project or substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions of the EIR, or new information becomes available that was not known and could not have been known at the time the EIR was certified as complete. CEQA Guidelines Sections 15162 and 15163 expand upon Public Resources Code Section 21166 by describing the conditions under which a subsequent or supplemental EIR is prepared.

CEQA Guidelines Section 15162 describes a subsequent EIR and the conditions under which a subsequent EIR should be prepared. As set forth in CEQA Guidelines Section 15162 no subsequent EIR shall be prepared for a project when an EIR has been certified for the project unless the Lead Agency determines that on the basis of substantial evidence:

- Substantial changes are proposed in the project that would require major revisions in the EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant environmental effects.

- Substantial changes have occurred with respect to the circumstances of the project that would involve new significant environmental effects or a substantial increase in the severity of previously identified significant environmental effects.

- New information of substantial importance has become available that would result in the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant environmental effects or the consideration of mitigation measures or alternatives previously found to be infeasible.

Like a regular EIR, a subsequent EIR is subject to the same notice and public review requirements as set forth in CEQA Guidelines Section 15087. The subsequent EIR must state where the previous EIR is available and can be reviewed.
If a project meets any of the above conditions but only minor additions or changes to the EIR would be necessary to make the previous EIR adequately apply to the current project, a supplement to the previous EIR may be prepared in accordance with CEQA Guidelines Section 15163. A supplemental EIR only needs to contain the information necessary to make the previous EIR adequate for the current project. The supplemental EIR is likewise subject to the notice and public review requirements of CEQA Guidelines Section 15087.

The need for preparation of a subsequent or supplemental EIR was considered in the analysis of the potential environmental effects of the proposed changes to the MDP and COAs. However, as discussed in Section 4.0 of this document, the changes to the project would not trigger any of the specified conditions for preparation of a subsequent or supplemental EIR.

### 3.2 ADDENDUM TO A CEQA DOCUMENT

A third option for subsequent environmental review of a project is the preparation of an addendum. Under CEQA Guidelines Section 15164, an addendum may be used to make "minor technical changes or additions that are necessary to assure that the original EIR is adequate under CEQA provided that no new important issues about significant environmental effects are raised." More specifically, Section 15164 states:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

- (b) [Refers only to negative declarations]

- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.

- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.

- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR. The lead agency's required findings on the project or elsewhere in the record. The explanation must be supported by substantial evidence.

As discussed in Section 4.0, an addendum to the Plan EIR is considered the appropriate option to document the environmental review of Phase 1 of the Plan. None of the conditions that would require preparation of a subsequent or supplemental EIR are present and only minor technical changes or additions are necessary to assure that the original EIR is adequate per CEQA for processing of Phase 1 of the Plan.
4 0 ADDENDUM TO THE EIR

This document is an Addendum to the EIR for the Sanctuary Master Development Plan certified in 2008. A list of the relevant documents is presented below and all of the listed documents are incorporated into this Addendum by this reference. Copies of these documents are available for review at the offices of the Stockton Community Development Department 340 N El Dorado Street Stockton CA 95202.


ICF Jones & Stokes 2008 The Sanctuary Master Development Plan – Findings Overriding Considerations and Mitigation Monitoring and Reporting Program EIR File #5 05 State Clearinghouse #2006022028 August 2008

This Addendum documents the City's review of the MDP EIR for its adequacy in fulfilling the requirements of CEQA for Phase 1 of the MDP incorporation of the Phasing Assessment mitigation recommendations for Phase 1 and requested modifications of the MDP Conditions of Approval (COAs) The evidence supporting this analysis is provided in this section and in Appendix A. Specifically, the analysis considers:

1) Whether Phase 1 development with Phasing Assessment mitigation recommendations and in accordance with the modified COAs would involve any substantial changes from the MDP described in the MDP EIR.

2) Whether there have been substantial changes in circumstances or

3) Whether new information of importance has become available that would result in the identification of new significant environmental effects or a substantial increase in the severity of previously identified significant effects or the consideration of mitigation measures or alternatives previously found to be infeasible (CEQA Guidelines Section 15162).

4 1 CHANGES IN PROJECT

As discussed in Chapter 2.0 Project Description Phase 1 is part of a proposed four-phase development of the Sanctuary MDP. The proposed Phase 1 development is consistent with the Phase 1 development as described in the MDP EIR, except that the high school and marina originally proposed for development under this phase would not be constructed at this time. The removal of these facilities from Phase 1 is not expected to change the environmental effects of the MDP as these facilities are expected to be constructed at a later date and were already incorporated in the project description which established the baseline for evaluation of environmental impacts. The exclusion of the high school and the marina is expected to reduce the potential environmental effects of Phase 1, particularly those associated with transportation.
as the amount of traffic generated by the development would be less than with construction of these facilities. The reduced traffic impacts would also lead to reductions in associated impacts of air quality, greenhouse gas emissions, and noise.

As documented in the Phasing Assessment (Appendix A), traffic conditions have changed since certification of the EIR, resulting in generally lower traffic counts than anticipated. The Phasing Assessment, using the more conservative traffic predictions of the EIR, has identified the specific potential traffic effects of Phase 1 and traffic improvements that would be needed to mitigate these effects. The Phasing Assessment and its recommendations would be incorporated into the certified EIR.

4.2 CHANGES IN CIRCUMSTANCES

The certified MDP EIR evaluated the potential impacts of the approved development of the MDP area. The EIR described existing environmental conditions and identified potential environmental impacts of MDP development. For the significant environmental impacts that were identified, all feasible mitigation measures were incorporated to avoid or minimize these impacts. Despite the application of feasible mitigation, significant and unavoidable environmental effects were identified in the areas of visual character, agricultural land conversion, air pollutant emissions, and traffic impacts at various locations. Cumulatively, considerable and unavoidable impacts were identified in these issue areas. As part of the EIR certification, the Stockton City Council adopted a Statement of Overriding Considerations. The findings in this statement, along with the identified significant and unavoidable impacts, are described in Section 4.5 below.

The MDP EIR evaluation of potential environmental effects was conducted based on existing environmental conditions at the time of EIR preparation and certification. Since the EIR was certified in 2008, several changes in conditions have occurred:

- The MDP site has been annexed to the City of Stockton
- Less development has occurred in northern Stockton than the MDP EIR anticipated
- The Delta Water Supply Project has been completed
- The City has adopted a Climate Action Plan to reduce greenhouse gas emissions (GHGs)
- The City has adopted a Green Building Ordinance
- The State of California has enacted legislation to require provision of 200-year flood protection for urban and urbanizing areas of the Central Valley, including Stockton
- The State has enacted legislation requiring specified reductions in water use
- Changes have been made to the State CEQA Guidelines regarding impact discussion related to forestry resources, greenhouse gas emissions, transportation, and tribal cultural resources

The following subsections evaluate the potential environmental impacts of the above-described changes on each environmental issue discussed in the MDP EIR. This analysis is preceded in each subsection by a summary of environmental impacts identified in the EIR and their significance after mitigation. In summary, there were no changes in circumstances associated with Phase 1 development that would lead to new significant environmental impacts or a substantial increase in severity of previously identified significant environmental impacts. Thus, changes in circumstances would not lead to changes in environmental impacts that would
require a subsequent or supplemental EIR pursuant to CEQA Guidelines Sections 15162 and 15163

4.3 ENVIRONMENTAL ANALYSIS

The certified MDP EIR evaluated the potential impacts of the approved development of the MDP area with reference to then existing baseline conditions. The EIR described existing environmental conditions and identified potential environmental impacts of MDP development. For the significant environmental impacts that were identified, all feasible mitigation measures were identified that would avoid or minimize these impacts. Significant and unavoidable impacts are described in Section 4.5 below.

The following subsections evaluate the potential environmental impacts of the proposed changes to the MDP Conditions of Approval and the above described changed environmental conditions on each environmental issue discussed in the MDP EIR. This analysis is preceded in each subsection by a summary of environmental impacts identified in the EIR and their significance after mitigation. In summary, there were no changes in circumstances associated with Phase 1 development that would lead to new significant environmental impacts or a substantial increase in severity of previously identified significant environmental impacts. Thus, changes in circumstances would not lead to changes in environmental impacts that would require a subsequent or supplemental EIR pursuant to CEQA Guidelines Sections 15162 and 15163.

4.3.1 Aesthetics

The MDP EIR identified no impacts on scenic vistas and scenic resources and Phase 1 development would also have no impact on these issues. The MDP EIR stated that construction would have temporary impacts on the visual character of the MDP site, but mitigation would reduce such impacts to a level that would be less than significant. Phase 1 development would have similar impacts and would be required to implement the same mitigation.

MDP site development would permanently change the visual character of the site from agricultural to urban a significant effect. Although mitigation was identified, the impact was considered significant and unavoidable. Phase 1 development would contribute to the same impact and would implement the same mitigation, but no additional mitigation would be feasible.

Phase 1 development would have the same lighting impacts as described for the entire project in the MDP EIR, but mitigation in the MDP EIR would apply to Phase 1 and would reduce the lighting impacts of Phase 1 to a level that would be less than significant.

4.3.2 Agricultural Resources

The MDP EIR states that MDP development would convert Prime Farmland and Farmland of Statewide Importance to non-agricultural uses. In addition, levee improvements would require the use of soil on a parcel under Williamson Act contract. Both of these impacts were considered significant and unavoidable. Although participation in the City’s Agricultural Land Mitigation Program would compensate for some of the impacts of conversion, Phase 1 development would have the same impacts and would also participate in the Agricultural Land Mitigation Program.

According to the MDP EIR, development of the MDP site would affect lands under Williamson Act contracts. MDP EIR mitigation would reduce this impact to a level that would be less than significant. Phase 1 development would have the same impact and would be required to comply with the identified mitigation. Phase 1 development would also have the same impacts related to
indirect conversion of farmland as described in the MDP EIR, and would be required to comply with the identified mitigation. Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts with respect to agricultural resources.

A recent change to the Environmental Review Checklist in Appendix G of the CEQA Guidelines includes questions regarding project impacts on forestry resources and on lands with forest zoning. There are no forests on the MDP site or in the Stockton vicinity so Phase 1 development would have no impact on forests.

4.3.3 Air Quality

Construction work related to MDP development was identified in the MDP EIR as a potentially significant source of air pollution due to generation of dust and diesel particulate matter emissions by construction equipment. Diesel particulate matter emissions were considered less than significant and mitigation for dust and other equipment emissions would reduce impacts to a level that would be less than significant. Phase 1 development would contribute to this larger impact but would involve less emissions due to the smaller amount of construction work; however, Phase 1 would be required to comply with the mitigation measures in the certified EIR for construction emissions in the MDP EIR.

MDP operational emissions were expected to exceed SJVAPCD significance thresholds for ozone precursor and for PM10 emissions both of which are subject to air quality management plans. Although mitigation measures were identified to reduce impacts, these impacts were considered significant and unavoidable. Phase 1 development would be similar to that identified with the South Neighborhood Group in the MDP EIR. Predicted emissions calculated from land uses in that group exceeded reactive organic gas and PM10 significance thresholds. While Phase 1 development would comply with the mitigation measures in the certified EIR, impacts would be significant and unavoidable as described in the MDP EIR.

Impacts related to exposure of sensitive receptors to carbon monoxide concentrations were considered less than significant by the MDP EIR. These impacts would be less under Phase 1 development due to the lesser amount of traffic that would be generated. As discussed in Subsection 4.3.15 Transportation and Traffic, traffic volumes estimated for the 2008 certified EIR were greater than actual volumes that have been generated. This indicates that the actual carbon monoxide concentrations were less than estimated in the EIR.

4.3.3.1 Greenhouse Gas Emissions

The setting for GHG emissions and global climate change was described in the Air Quality chapter of the MDP EIR, and impacts were analyzed in the Cumulative Impacts chapter. The EIR found that impacts were cumulatively considerable and described several mitigation measures to reduce GHG emissions. However, the EIR concluded that impacts on global climate change would be cumulatively considerable and unavoidable, even with implementation of the mitigation measures.

After certification of the MDP EIR, the State of California adopted the Climate Change Scoping Plan in December 2008 and subsequently updated it in 2014. The Climate Change Scoping Plan presents measures to achieve the Assembly Bill (AB) 32 target of total statewide GHG emissions being reduced to 1990 levels by 2020. Primary strategies addressed in the original Scoping Plan included new industrial and emission control technologies, alternative energy generation, technologies, advanced energy conservation in lighting, heating, cooling, and ventilation, fuels with reduced carbon content, hybrid and electric vehicles, and methods for improving vehicle efficiency.
mileage (ARB 2008). The 2014 update highlights California's progress toward meeting the 2020 GHG emission reduction goal of the original Scoping Plan and it establishes a broad framework for continued emission reductions beyond 2020 on the path to 80% below 1990 levels by 2050 (ARB 2014). In 2016, the State enacted Senate Bill (SB) 32, which sets a GHG emission reduction target for California of 40% below 1990 levels by 2030. The State is currently in the process of preparing a plan for achieving the SB 32 target.

The City of Stockton addressed the issue of global climate change and the need to reduce GHGs resulting from new land development in Policy HS 4.20 of the General Plan 2035, which was adopted in December 2007. Policy HS 4.20 required the City to develop and adopt a more detailed policy that would be focused on GHG reductions that can be achieved through the land use planning process. After a legal dispute, the City in 2008 signed a Settlement Agreement to a provision of which required the City to prepare a Climate Action Plan (CAP). After several years of work, the City adopted a CAP in 2014. The CAP outlines a framework to feasibly reduce community GHG emissions in a manner that is supportive of AB 32 and is consistent with the Settlement Agreement and 2035 General Plan policy (City of Stockton 2014). The CAP sets a community GHG emission reduction target of 10% below 2005 GHG emission levels by 2020. To achieve this target, the CAP incorporates a GHG reduction strategy for new development that includes a Development Review Process through which development projects document the incorporation of measures that would produce a 29% reduction from 2020 business as usual GHG emissions from the project.

The majority of the GHG reductions in Stockton would occur through State regulatory programs and local programs that are producing or will produce GHG emission reductions that would account for about 86% of the required 29% emission reduction approximately 25%. New development must provide the additional 4% reduction in GHG emissions (City of Stockton 2014). This can be accomplished through the implementation of Best Management Practices (BMPs) with quantified GHG emission reduction potential that are described in the CAP.

The amount of GHG emissions generated by Phase 1 development was calculated using CalEEMod, an air quality modeling program. Emissions were calculated for both unmitigated (business as usual) and mitigated conditions. For the latter condition, mitigation measures described in the Air Quality chapter of the MDP EIR were incorporated along with requirements of state regional and local agencies. The CalEEMod results (Appendix E) indicate that Phase 1 development would generate approximately 1,334 tons of carbon dioxide equivalent (CO2e) GHG emissions annually under business as usual conditions and approximately 572 tons CO2e annually with implementation of mitigation measures and other requirements. The mitigation measures would result in an approximately 57% reduction in GHG emissions from business as usual conditions, which exceeds the 4% emission reduction requirement of the Stockton CAP.

Phase 1 development would have less of an impact than described in the MDP EIR with implementation of the mitigation measures specified in the EIR and compliance with applicable regulations. Applicable regulations include the City’s Green Building Ordinance, which furthered the implementation of mitigation measures in the MDP EIR by requiring greater energy efficiency in structures. Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts.

4.3.4 Biological Resources

The MDP EIR identified potentially significant impacts on oak trees, special status plants, wetlands, giant garter snakes, western pond turtles, various bird species, bat species, and fish habitat. All of these impacts were considered less than significant, either by themselves or with
the incorporation of mitigation measures in lieu of participation in the San Joaquin County Multi Species Open Space and Habitat Conservation Plan (SJMSCP) Phase 1 development would have similar impacts and would be required to comply with the mitigation measures in the certified EIR. Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts.

4.3.5 Cultural Resources

The MDP EIR identified four sites on Shima Tract where archaeological resources were located. Two of these resources could not be investigated further. Mitigation measures were identified establishing procedures for the disposition of these resources and of any cultural and paleontological resources that are uncovered during development of the MDP as well as the disposition of any human remains that are uncovered. Phase 1 development would have similar impacts to MDP development and would be required to comply with the mitigation measures in the certified EIR. Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts.

In 2014 the California Legislature enacted AB 52 which focuses on consultation with Native American tribes to avoid or mitigate potential impacts on tribal cultural resources which are defined as sites features cultural landscapes sacred places and objects with cultural value to a California Native American tribe. AB 52 applies only to projects with a Notice of Preparation or a Notice of Intent to adopt a Negative Declaration on or after July 1, 2015. The Notice of Preparation had been issued for the MDP prior to July 1, 2015 and since Phase 1 development involves no significant changes from the MDP as originally adopted the provisions of AB 52 do not apply.

4.3.6 Geology and Soils

The MDP EIR identified potentially significant impacts related to liquefaction expansive soils and grading activities. Mitigation measures would reduce these impacts to a level that would be less than significant. No other significant impacts were identified. Phase 1 development would have similar impacts to MDP development and would be required to comply with the mitigation measures in the certified EIR. Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts.

4.3.7 Hazards and Hazardous Materials

The MDP EIR identified a potentially significant impact related to spills or releases of hazardous materials used during construction. Mitigation measures would reduce these impacts to a level that would be less than significant. In addition, hazards associated with levee failure were identified as a potentially significant impact, but the project would construct levee improvements to provide 300-year flood and mitigation measures in the certified EIR would likewise reduce this impact to a level less than significant. No other significant impacts were identified. Phase 1 development would need to be provided with urban level of flood protection as required by SB 5 and have the same impacts as those with MDP development though at a lesser level. Phase 1 would be required to comply with the mitigation measures in the certified EIR.

4.3.8 Hydrology and Water Quality

Potentially significant impacts identified in the MDP EIR included adverse surface water quality resulting from construction activities increased surface runoff due to additional impervious surfaces and contaminants in the surface runoff. Mitigation measures would reduce these
impacts to a level that would be less than significant. Phase 1 development would have the same impacts as those with MDP development though at a smaller level and would be required to comply with the mitigation measures in the certified EIR.

The MDP EIR noted that the use of recycled water for parks and landscaping could degrade the quality of surface and ground waters if the water is improperly applied making this a potential significant impact. It is not known if Phase 1 development would utilize recycled water at least in the near future but it is likely that the necessary infrastructure would be installed. Mitigation measures would reduce recycled water impacts to a level that would be less than significant and Phase 1 development would comply with these mitigation measures.

A Water Supply Assessment conducted for the project and included as an appendix in the MDP EIR indicated that MDP development could be provided with an adequate water supply once the Delta Water Supply Project (DWSP) is in operation. A short term water supply impact was based on the uncertainty of the timing of the completion of the DWSP. The DWSP is now completed and in operation so short term impacts related to water supply are likely to be less than significant. The Final MDP EIR indicated that the first phase of the DWSP would provide sufficient water for MDP development along with existing and reasonably foreseeable planned uses in the Stockton metropolitan area. As Phase 1 development is less extensive than MDP development it would have a smaller impact on water supply. In addition as a mitigation measure the Stockton Municipal Utilities Department must verify that water supply capacity and infrastructure are in place before the City may issue building permits for construction of each phase. Phase 1 development would comply with this measure.

Subsequent to certification of the MDP EIR, the State enacted SB X7 7 in 2009. The legislation sets an overall goal of reducing per capita urban water use by 20% by 2020. Urban retail water suppliers are required to develop water use targets in their water management plans. The City of Stockton would supply water to the MDP site and it has incorporated SB X7 7 targets in its Urban Water Management Plan. Phase 1 development would be required to comply with all City water conservation measures.

Other potentially significant impacts were related to the construction and operation of the proposed marina. However Phase 1 development would have none of these impacts as no marina is proposed for construction within Phase 1. No other significant impacts were identified and Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts.

4.3.8.1 Flood Protection

In 2007 the State of California approved SB 5 and a series of related Senate and Assembly bills intended to set new flood protection standards for urban areas. The SB 5 Bills establish the State standard for flood protection in Central Valley urban areas as protection from the 200 year frequency flood. Under the SB 5 Bills urban and urbanizing areas must be provided with 200 year flood protection no later than 2025. After July 2, 2016, new development in areas potentially exposed to 200 year flooding more than three feet deep is prohibited unless the local land use agency certifies that 200 year flood protection has been provided or that adequate progress has been made toward provision of 200 year flood protection by 2025. The MDP site is within an area designated as susceptible to a 200 year flood at depths of more than three feet (City of Stockton, 2016). The City has updated its General Plan and Development Code in compliance with the SB 5 Bills.
The MDP EIR states that project construction activities would include levee improvements designed to provide protection from a 300 year flood which exceeds the 200 year flood protection standard of SB 5. Levee improvements will also need to comply with SB 5 technical standards. In addition, mitigation specified in the MDP EIR would require compliance with a geotechnical study that recommended several measures to ensure the structural integrity of the levees protecting the MDP site. These combined actions would reduce potential flooding impacts to a level that would be less than significant. Phase 1 development would need to construct levee improvements as described in the MDP EIR and comply with the EIR mitigation measures. Phase 1 development would introduce no new impacts or increase the severity of previously described impacts.

4.3.9 Land Use and Planning

The MDP was found to be generally in conformance with the policies of the current Stockton General Plan and consistent with the land use designations. Since Phase 1 development is part of the overall MDP development, it also would generally conform to Stockton General Plan policies. No other significant impacts were identified, and Phase 1 development would introduce no new impacts or increase the severity of previously described impacts.

4.3.10 Mineral Resources

The MDP EIR did not identify any mineral resources on the MDP site. Because of this, MDP impacts on mineral resources were considered less than significant. The impacts of Phase 1 development on mineral resources would likewise be less than significant.

4.3.11 Noise

The MDP EIR identified several potentially significant impacts related to noise. These included exposure of existing noise sensitive land uses, mainly residences in the area, to construction and traffic noise that exceed City noise standards. They also included exposure of new noise sensitive land uses, mainly residences constructed on the MDP site, to noise from future traffic in the vicinity and from traffic generated by on-site land uses (e.g., delivery truck trips associated with commercial activities). Mitigation measures would reduce these impacts to a level that would be less than significant.

Phase 1 development would generate similar noise impacts during construction and residences in the Phase 1 area would experience noise impacts similar to those described in the MDP EIR. As discussed in Subsection 4.3.15 Transportation and Traffic, however, future traffic volumes estimated in the EIR were greater than actual volumes monitored since certification of the EIR. Therefore, noise levels that were estimated in the EIR on the basis of assumed future traffic conditions are likely greater than noise levels that will be experienced by future residents of Phase 1. Phase 1 development would be required to comply with the mitigation measures in the certified EIR in the MDP EIR, which would further reduce noise impacts. Phase 1 development would introduce no new impacts or increase the severity of previously described impacts.

4.3.12 Population and Housing

The only population and housing impact identified in the MDP EIR was the displacement of one residence located in the MDP area. This impact was considered less than significant since the MDP proposed thousands of dwelling units that would replace the one lost unit. The residence appears to be located in a portion of the MDP site that would be developed during Phase 2. Therefore, it appears that Phase 1 development would have no impact on housing displacement.
In any case, Phase 1 development would introduce no new impacts nor increase the severity of previously described impacts.

4.3.13 Public Services and Utilities

Public service impacts (i.e., fire, police, schools) of MDP development were considered less than significant by the MDP EIR mainly because of public facility fee payments and the capability to provide any necessary new facilities if necessary. Phase 1 development would include construction of an elementary school and it would pay fees for fire and police facilities. Phase 1 development would introduce no new public service impacts nor increase the severity of previously described impacts.

The MDP EIR did not identify any significant impacts related to utilities other than short-term water supply sufficiency (discussed in Subsection 4.3.8 Hydrology and Water Quality) and construction-related water service interruptions. For both impacts, mitigation measures would reduce them to a level that would be less than significant. Phase 1 development would have the same impacts as those with MDP development though at a lesser level and would be required to comply with the mitigation measures in the certified EIR. Phase 1 development would introduce no new utility impacts nor increase the severity of previously described impacts.

4.3.14 Recreation

The MDP EIR concluded that new construction of parks and recreational facilities would have an impact that was less than significant and in fact would have a beneficial impact by providing additional parks and recreational facilities at a level that exceeds the general standard of 3 acres of parks per 1,000 population. Phase 1 development would contribute to these same impacts but would not introduce new impacts or increase the severity of previously described impacts.

4.3.15 Transportation and Traffic

The MDP EIR evaluated potential traffic impacts of the MDP under existing plus approved projects conditions and projected future 2020 and 2035 traffic conditions. Traffic impacts were identified at several intersections and roadway segments based on Level of Service (LOS) standards established by the City. Mitigation measures were identified that would reduce some of these impacts to a level that would be less than significant. However, other impacts were considered significant and unavoidable even with implementation of identified mitigation.

One of these mitigation measures, Mitigation Measure TRA 2b, requires a phasing analysis to ensure that project construction occurs commensurate with the major roadway infrastructure improvements per proposed Stockton General Plan Policy TC 110 (now adopted under same name). This policy states that all new development shall be required to pay its fair share of the construction and operating costs of needed transportation and transit facilities and services and that the timing of the improvements will be prior to or concurrent with the new development or appropriate development phase.

In accordance with Mitigation Measure TRA 2b and with the COAs for the MDP, Fehr and Peers prepared a Phasing Assessment to quantify traffic impacts resulting from Phase 1 development. The following information comes primarily from the Phasing Assessment which is available in Appendix A of this document.

The MDP was approved at a time when significant land development was occurring and was projected to occur throughout the north Stockton area including development on the adjacent...
Atlas Tract Project applicants in coordination with City staff defined a comprehensive list of transportation improvements deemed necessary to mitigate impacts generated by the proposed projects in the north Stockton area. Due to the recession after the projects were approved, anticipated growth did not materialize and the rate of development in the north Stockton area has decreased significantly. As a result, some of the off-site transportation improvements that had been identified as being needed to accommodate vehicle traffic may no longer be necessary in the near term.

The COAs (Appendix B) for the MDP specify that a phasing plan may be prepared to identify the construction timing of off-site intersection improvements. Accordingly, Fehr and Peers has conducted an assessment of improvements needed for the following intersections as a result of Phase 1 development:

- Hammer Lane/Mariners Drive
- Hammer Lane/Interstate 5 (I 5) southbound ramps
- Hammer Lane/I 5 northbound ramps
- Hammer Lane/Kelley Drive

Consistent with the City's Transportation Impact Study Guidelines and the 2000 Highway Capacity Manual, the operations of roadway facilities are described in terms of LOS. The City has set LOS D as the minimally acceptable LOS at most intersections except that LOS E is permitted on Hammer Lane in the vicinity of the I 5 interchange due to physical constraints that limit additional improvements on this segment. It should be noted that the State is currently contemplating the required use of metrics other than LOS in evaluating traffic impacts; however, no new metrics have been adopted at this time.

The Phasing Assessment evaluated 12 scenarios:

- 1 Existing Conditions -- based on 2005 traffic counts and roadway network at time of data collection
- 2 Existing Plus Sanctuary Phase 1 Conditions
- 3 Existing Plus Sanctuary Phase 1 Conditions Plus Mitigation -- mitigation measures proposed for the assessment intersections in the MDP EIR
- 4 Existing Plus 300 Units at Delta Cove -- see Section 4.3 Cumulative Impacts for a description of the Delta Cove development
- 5 Existing Plus 300 Units at Delta Cove Plus Sanctuary Phase 1
- 6 Existing Plus 300 Units at Delta Cove Plus Sanctuary Phase 1 Plus Mitigation
- 7 Existing Plus 50% Buildout of Delta Cove
- 8 Existing Plus 50% Buildout of Delta Cove Plus Sanctuary Phase 1
- 9 Existing Plus 50% Buildout of Delta Cove Plus Sanctuary Phase 1 Plus Mitigation
- 10 Existing Plus Buildout of Delta Cove
- 11 Existing Plus Buildout of Delta Cove Plus Sanctuary Phase 1
- 12 Existing Plus Buildout of Delta Cove Plus Sanctuary Phase 1 Plus Mitigation

To assess if counts from 2005 are representative of current conditions, daily roadway segment counts from 2005 and 2014 along the Mariners Drive and Hammer Lane corridors were reviewed. Based on this review, traffic volumes on Mariners Drive north of Hammer Lane are fairly consistent between 2005 and 2014 conditions. On Hammer Lane traffic volumes in 2014 were between 4 and 15% lower than traffic volumes observed in 2005. For the assessment, the older data were used to present a conservative analysis, which is consistent with that in the MDP EIR.
The Phasing Assessment describes the methodology used to assess traffic impacts under each of the 12 scenarios including trip generation estimates for Phase 1 development and the Delta Cove scenarios. Table 4.1 below shows the resulting LOS at each of the assessment intersections under all 12 scenarios along with the LOS of the intersections as determined in the MDP EIR under existing plus approved projects plus project conditions. Intersections that would not meet the City’s LOS D standards are shown in bold.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Peak Hour</th>
<th>Scenarios</th>
<th>MDP EIR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1 2 3 4 5 6 7 8 9 10 11 12</td>
<td></td>
</tr>
<tr>
<td>Hammer Lane/</td>
<td>AM</td>
<td>D C B E D B E D E F C F</td>
<td></td>
</tr>
<tr>
<td>Marners Drive</td>
<td>PM</td>
<td>A C B C B C B C B C B C B F C F</td>
<td></td>
</tr>
<tr>
<td>Hammer Lane/1 5 southbound</td>
<td>AM</td>
<td>D B E D B C C B F D F</td>
<td></td>
</tr>
<tr>
<td>ramps</td>
<td>PM</td>
<td>B F C B F C B B F C B C B F C F</td>
<td></td>
</tr>
<tr>
<td>Hammer Lane/1 5 northbound</td>
<td>AM</td>
<td>D C B D C B C B E D E</td>
<td></td>
</tr>
<tr>
<td>ramps</td>
<td>PM</td>
<td>C F D C F D C C D F E F</td>
<td></td>
</tr>
<tr>
<td>Hammer Lane/Kelley Drive</td>
<td>AM</td>
<td>B B B B B C B B B B B C F</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>C C C C C C C C C C C C C F</td>
<td></td>
</tr>
</tbody>
</table>

As indicated in Table 4.1, none of the Phase 1 scenarios has overall worse LOS at the four intersections than the condition analyzed in the MDP EIR, especially when mitigation is applied (Scenarios 3, 6, 9 and 12). The Phasing Assessment concluded that traffic from both Phase 1 development and any Delta Cove development could be accommodated with only Hammer Lane access provided secondary emergency access is provided. The traffic could be accommodated with implementation of mitigation measures in the certified EIR at the Hammer Lane/Marners Drive intersection and periodic re-timing of traffic signals at the Hammer Lane intersections with the I 5 ramps. Phase 1 development would introduce no new traffic impacts nor increase the severity of previously described impacts.

The MDP EIR also identified potentially significant impacts associated with increased transit demand, safety hazards for bicyclists and pedestrians, and inadequate parking supply. Mitigation measures would reduce these impacts to a level that would be less than significant. No other significant impacts were identified. Phase 1 development would have similar impacts to MDP development and would be required to comply with the mitigation measures in the certified EIR. Phase 1 development would introduce no other new impacts related to transportation nor increase the severity of previously described impacts.

4.4 CUMULATIVE IMPACTS

Cumulative impacts in the MDP EIR were analyzed based primarily on the projections in the 1990 Stockton General Plan regarding future development within the City’s sphere of influence. For traffic, the background for cumulative impacts was buildout of the 1990 General Plan (Future 2025 conditions) and buildout of the 2035 Draft General Plan Update (Future 2035 conditions). In December 2007, the City of Stockton adopted its General Plan 2035. In general, the LOS under...
Future 2035 conditions as calculated in the adopted General Plan 2035 are worse than those in the MDP EIR for common road segments. This may be because the MDP EIR assumes road and bridge improvements that were not accounted for in the General Plan 2035.

### 4.4.1 Delta Cove

Both Future 2025 and Future 2035 traffic conditions in the MDP EIR included development of The Preserves on Atlas Tract adjacent to the MDP site. The Preserves development is now known as Delta Cove, which was included in most of the scenarios analyzed in the Phasing Assessment for Phase 1 of the MDP. At buildout, the Delta Cove development would consist of 1,165 single-family residences, 280 apartments, 40 condominiums, 60 live/work units, 3,000 square feet of office space, 12,000 square feet of specialty retail space, and one elementary school. Several parks and open space areas are also proposed. Key circulation improvements that would be part of the Delta Cove development include the extension of Otto Drive from the east and the extension of Trinity Parkway from the north. Another key transportation improvement, independent of the Delta Cove project, would be the construction of an interchange at I-5 and Otto Drive.

An EIR for the Preserves project, certified in 2008, identified several significant environmental impacts, most of which could be mitigated to a level that would be less than significant. However, long-term air quality impacts and several traffic impacts were considered significant and unavoidable. The Preserves EIR proposed several mitigation measures that would have the project contribute fair share costs to improvements at interchanges along I-5 such as expanding the capacities of the Hammer Lane and Eight Mile Road interchanges and constructing the I-5/Otto Drive interchange. Other mitigation included widening of I-5 in the vicinity of the Hammer Lane interchange, improvement of the Hammer Lane/Kelley Drive intersection, and extension of Trinity Parkway to Hammer Lane. Traffic impacts for Delta Cove were considered significant and unavoidable because the City of Stockton (the lead agency) had no control over the design of and funding for the proposed mitigation.

Both the Preserves EIR and the MDP EIR analyzed Future 2025 and Future 2035 traffic conditions with each including the other project in the cumulative impact analysis. A comparison of the cumulative analyses of the two EIRs indicates that both studied many of the same intersections but the MDP EIR studied more of them. For the study intersections common to both EIRs, significance of impacts of the respective projects were generally the same. In the cases of the 2025 Eight Mile Road/I-5 northbound ramps and the 2035 Otto Drive/Trinity Parkway intersections, the MDP EIR considered impacts significant and unavoidable whereas the Preserves EIR considered them less than significant. For one intersection, 2035 Hammer Lane/Mariners Drive, the MDP EIR considered impacts less than significant, but the Preserves EIR considered them significant and unavoidable. For common roadway segments, studies agreed on the significance of impacts were similar for both EIRs except the MDP EIR considered impacts on northbound and southbound I-5 south of Hammer Lane and from Hammer Lane to Otto Drive significant and unavoidable under 2035 conditions whereas the Preserves EIR considered them less than significant. Overall, where the MDP EIR and the Preserves EIR vary in their cumulative impact assessments, the MDP EIR generally tended to be more conservative in its significance determinations.
4.4.2 Cumulative Impacts of Phase 1 Development

The MDP EIR determined impacts to be cumulatively considerable and unavoidable for aesthetics, agricultural resources, air quality, and global climate change (even with mitigation) land use, noise, and specific transportation impacts. These impacts include worsening LOS under both Future 2025 plus project and Future 2035 plus project conditions at the Hammer Lane and I 5 southbound and northbound ramps and at the Hammer Lane/Kelley Drive intersection even with mitigation as described in the MDP EIR. Impacts on other issue areas were determined to be less than cumulatively considerable including specific transportation impacts. These include worsening LOS under both the Future 2025 plus project and Future 2035 plus project conditions at the Hammer Lane/Mariners Drive intersection with mitigation described in the MDP EIR.

Phase 1 development would have similar cumulative impacts to MDP development, though at a smaller level given the less extensive development. The cumulative impacts of Phase 1 development along with development of the other proposed phases of the MDP were described in the MDP EIR. The potential cumulative impacts related to the four intersections in the Phasing Assessment would not worsen; in fact cumulative conditions may improve from those described in the MDP EIR due to the reduced traffic volumes on Hammer Lane revealed in the 2014 traffic counts. Phase 1 development would be required to comply with any mitigation measures in the certified EIR in the MDP EIR for cumulative (Future 2025 and Future 2035) impacts. Phase 1 development would introduce no new cumulative impacts nor increase the severity of previously described cumulative impacts.

4.5 SIGNIFICANT AND UNAVOIDABLE IMPACTS

Despite the application of feasible mitigation, significant and unavoidable environmental effects were identified by the MDP EIR in the following areas:

- Change in visual character from agrarian to urban
- Conversion of Important Farmland to urban uses and cumulative loss of such lands
- Levee construction on Williamson Act lands
- Generation of emissions exceeding SJVAPCD thresholds and cumulative impacts on air quality
  - Contribution of greenhouse gas emissions to global climate change
- Cumulative loss of open space lands
- Cumulative impacts on noise levels
- Worsened LOS at specific intersections and Interstate 5 ramps under Existing Plus Approved Project and Future 2025 conditions

As part of the MDP EIR certification, the Stockton City Council adopted a Statement of Overriding Considerations in accordance with CEQA Guidelines Section 15093. The Statement of Overriding Considerations acknowledged the significant and unavoidable impacts of the MDP but found that these impacts were outweighed by MDP benefits, including the following:

- Creating a sense of community
- Integrating sustainable practices
- Adding long term value to the Stockton community
- Encouraging diversity and balance for the Stockton community
- Supporting the best educational facilities
- Enhancing open space opportunities
Promoting health and wellness of residents

- Meeting regional housing needs
- Increasing water related recreation
- Developing project area consistent with the Stockton General Plan
- Assisting urban design per the Stockton General Plan
- Creating a full service community

The proposed Phase 1 development would not have additional significant and unavoidable impacts and it would have no impacts different from those described in the MDP EIR.
5.0 CONCLUSION

Based on the analysis in both this document and the Phasing Assessment in Appendix A, the City has determined the following:

1. Phase I development under the Sanctuary Master Development Plan does not involve a substantial departure from the project defined in the previous EIR and does not involve any changes that would require major revisions of the previous EIR. Phase I development will not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

2. No substantial changes have occurred in the circumstances under which the project was described and analyzed in the previous EIR. Major revisions of the previous EIR will not be required as Phase I development would not involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

3. No new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time that the previous EIR was certified as complete shows any of the following:

   A. Phase I development will have one or more significant effects not discussed in the previous EIR.

   B. Significant effects previously examined will be substantially more severe than shown in the previous EIR.

   C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.

   D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Therefore, the City has determined that the Sanctuary Master Development Plan EIR, as amended by this Addendum, is sufficient for use in providing compliance for the proposed Phase I development. This Addendum attachments and documents incorporated by reference constitute the record of the City’s decision to allow Phase I development to proceed without preparation of a subsequent or supplemental EIR in accordance with CEQA Guidelines Section 15164(d).
REFERENCES

California Air Resources Board (ARB) 2008 Climate Change Scoping Plan A Framework for Change Adopted December 2008

——— 2014 First Update to the Climate Change Scoping Plan Building on the Framework May 2014

City of Stockton 2014 City of Stockton Climate Action Plan Prepared by ICF International August 2014

——— 2016 Stockton 2040 General Plan Update Existing Conditions Technical Memorandum Hazards and Safety June 28 2016

Fehr and Peers 2016 Sanctuary Phasing Assessment Draft Memorandum September 2 2016


APPENDIX A
PHASING ASSESSMENT
DRAFT MEMORANDUM

Date February 6, 2017
To Kyle Masters, Grupe Company
From Kathyn Tellez
Subject Sanctuary Traffic Monitoring Plan

The phasing assessment conducted for the Sanctuary project dated September 2, 2016 and provided as an attachment to this memo indicated that there are opportunities to phase identified roadway improvements along the Hammer Lane and Trinity Parkway corridor as Sanctuary and other developments are built out over time. With implementation of identified mitigation measures at the Hammer Lane at Mariners Drive intersection and periodic retiming of the traffic signals at the Hammer Lane ramp terminal interchange intersections with I-5, the first phase of the Sanctuary project could be accommodated with all access from Hammer Lane provided secondary emergency access is provided. Additionally, some level of development on Delta Cove could also be accommodated. This memorandum outlines the process to completed regular traffic monitoring to determine the timing of needed improvements.

TRAFFIC MONITORING PLAN

A transportation engineering firm from the city’s approved list should be retained to conduct traffic counts and analysis every two years to commence within six months of the issuance of the 500th building permit. To the extent feasible traffic monitoring for the Sanctuary project should be coordinated with the Delta Cove project such that the City receives one document that covers both projects. Should development commence for one project, but not the other, the non-developing project would not need to participate in the monitoring other than to provide the City with an updated schedule indicating if construction is expected to begin within the next two years.

As part of the monitoring, the following data should be collected.
MORNING AND EVENING PEAK PERIOD TURNING MOVEMENT COUNTS AND FIELD OBSERVATIONS

- Eight Mile Road/Interstate 5 Northbound Ramps
- Eight Mile Road/Davis Road
- Eight Mile Road/Lower Sacramento Road
- Hammer Lane/Loop Road
- Hammer Lane/Mariners Drive
- Hammer Lane/Interstate 5 Southbound Ramps
- Hammer Lane/Interstate 5 Northbound Ramps
- Hammer Lane/Pershing Avenue
- Hammer Lane/Lower Sacramento Road

72-HOUR ROADWAY TRAFFIC COUNTS INCLUDING TRAVEL SPEED

- Hammer Lane west of Mariners Drive
- Hammer Lane west of Interstate 5 Northbound Ramps

Based on the data collection effort, the following analysis should be prepared

- Existing intersection operations
- Existing roadway segment operations
- Projections of intersection operations with planned development over the next two year period. The expected level of development over the two year period will be based on discussions with City staff and consider the number of building permits issued in the past two years for entitled developments in the area.

Should intersections or roadway segments operate at a deficient level based on existing traffic counts or projected conditions, the necessary improvements as identified in the conditions of approval would need to be constructed.

Attachment A  Sanctuary Phasing Assessment
DRAFT MEMORANDUM

Date September 2, 2016
To Kyle Masters, Grupe Company
From Kathleen Tellez
Subject Sanctuary Phasing Assessment

ASSESSMENT SUMMARY

Results of the transportation mitigation phasing assessment conducted for Sanctuary indicates that the traffic generated by the initial project phase could be accommodated within with existing capacity within the Hammer Lane interchange area provided secondary emergency access is provided and traffic signals are retimed to better accommodate changed travel pattern. With traffic from Delta Cove, implementation of mitigation measures identified in the project’s Certified Environmental Impact Report (EIR) would need to be constructed at the Hammer Lane/Mariners Drive intersection.

The following presents the results of our phasing assessment.

BACKGROUND

The Sanctuary project (Figure 1) was approved by the City of Stockton at a time when significant land development was occurring and was projected to continue at a rapid pace throughout the North Stockton area including development on the Atlas Tract North Stockton Villages Westlake, Crystal Bay and Stockton Gateway (now referred to as The Preserve). Project applicants in concert with City staff defined a comprehensive list of transportation improvements that were deemed necessary to mitigate the transportation impacts generated by the projects proposed for the North Stockton area. This list included on-site improvements for each development, including within the boundaries of Sanctuary and off-site improvements such as widening of Interstate 5, interchange improvements and arterial roadway improvements.
Due to a number of local and national economic issues that have occurred since projects were approved, the anticipated levels of growth did not materialize and the rate of development in North Stockton has decreased significantly due to economic conditions and the viability of proposed projects. As a result, some of the off-site transportation improvements identified as being needed to accommodate vehicle traffic in the North Stockton area may no longer be necessary in the near term. Additionally, the conditions of approval for Sanctuary specify that a phasing plan may be prepared to identify the construction timing of off-site intersection improvements.

ANALYSIS LOCATIONS

Intersections evaluated for this assessment are shown on Figure 1 and include:

1. Hammer Lane/Manners Drive
2. Hammer Lane/Interstate 5 (I 5) Southbound Ramps
3. Hammer Lane/I 5 Northbound Ramps
4. Hammer Lane/Kelley Drive

Consistent with guidance provided in the City’s Transportation Impact Study Guidelines and the 2000 Highway Capacity Manual, Transportation Research Board, the operations of roadway facilities are described with the term level of service (LOS) in this study. **Attachment A** describes the LOS analysis methods. The City of Stockton has set LOS D as the level of acceptable delay at most intersections. However, on Hammer Lane, LOS E is permitted in the vicinity of the I 5 interchanges recognizing that there are physical constraints that limit the ability of additional improvements for this short roadway segment. This analysis was conducted using Synchro 9.0.

METHODOLOGY

Based on traffic counts conducted in 2005, Fehr & Peers estimated the level of development that could occur within the Sanctuary site without triggering major off-site road improvements identified as conditions as approval for the project. Traffic data collected in 2005 along the Hammer Lane corridor was compared to more recent data collection efforts which indicates 2005 traffic counts are higher than more current conditions.
This assessment considers the potential impacts from the initial phase of the Sanctuary project as well as the trip generating potential of the Delta Cove project located on the Atlas Tract north of the Sanctuary site. The effect of mitigation measures that could be implemented within the existing right of way is also considered in the assessment.

SCENARIOS

The following scenarios were evaluated for this assessment:

1. **Existing Conditions** – Based on traffic counts conducted in 2005 and the roadway network at the time of data collection. Daily roadway segment counts from the Hammer Lane Interchange area from 2005 and 2014 were compared. Traffic counts from 2005 are higher than more recent data collection efforts.

2. **Existing Plus Sanctuary Phase 1 Conditions** – Existing traffic conditions plus traffic generated by the Phase 1 Sanctuary project. No roadway improvements were assumed.

3. **Existing Plus Sanctuary Phase 1 Conditions Plus Mitigation** – Traffic volumes from Scenario 2 considering mitigation measures at the study intersections.

4. **Existing Plus 300 Units at Delta Cove** – Existing traffic conditions plus traffic from 300 units at Delta Cove. The extension of Trinity Parkway over Bear Creek connecting Otto Drive to Eight Mile Road was considered in this scenario as well as the connection of Mariners Drive to Trinity Parkway via Otto Drive. No improvements were assumed at the 4 intersections included in this assessment.

5. **Existing Plus 300 Units at Delta Cove Plus Sanctuary Phase 1** – Existing traffic conditions plus traffic from 300 units at Delta Cove plus traffic generated by the Phase 1 Sanctuary project. No additional roadway improvements were included in this assessment.

6. **Existing Plus 300 Units at Delta Cove Plus Sanctuary Phase 1 Plus Mitigation** – Traffic volumes from Scenario 5 considering mitigation measures at the study intersections.

7. **Existing Plus 50% Buildout of Delta Cove** – Existing traffic conditions plus the trip generating potential of half of Delta Cove.

8. **Existing Plus 50% Buildout of Delta Cove Plus 50% of Sanctuary Phase 1** – Scenario 7 plus traffic generated by half of the Phase 1 Sanctuary project.
9 Existing Plus 50% Buildout of Delta Cove Plus 50% of Sanctuary Phase 1 Plus Mitigation – Traffic volumes from Scenario 8 considering mitigation measures at the study intersections
10 Existing Plus Buildout of Delta Cove – Existing traffic conditions plus the traffic from buildout of Delta Cove
11 Existing Plus Buildout of Delta Cove Plus Sanctuary Phase 1 – Scenario 10 plus traffic generated by the Phase 1 Sanctuary project
12 Existing Plus Buildout of Delta Cove Plus Sanctuary Phase 1 Plus Mitigation – Traffic volumes from scenario 11 considering mitigation measures at the study intersections

EXISTING CONDITIONS

Weekday morning (7:00 to 9:00 AM) and evening (4:00 to 6:00 PM) peak period intersection turning movement counts were collected in Spring 2005 at the study intersections. This data formed the basis of the transportation analysis in the Environmental Impact Report. To assess if counts from 2005 are representative of current conditions, daily roadway segment counts from 2005 and 2014 were reviewed along the Manners Drive and Hammer Lane corridors as presented in Table 1. 2014 data is the most current year where city wide data is available for comparison with 2005 conditions.

Based on this review traffic volumes on Manners Drive north of Hammer Lane are fairly consistent between 2005 and 2014 conditions with a 1 percent difference between the observed volumes in the different data collection years. On Hammer Lane traffic volumes in 2014 were between 4 and 15 percent lower than traffic volumes observed in 2005. For this analysis the older data was used to present a conservative analysis as well as for consistency with the analysis conducted for the EIR. The peak hour turning movement volumes at the study locations are shown on Figure 2.
### TABLE 1
DAILY TRAFFIC COUNT COMPARISON

<table>
<thead>
<tr>
<th>Location</th>
<th>2005</th>
<th>2014</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manners Drive North of Hammer Lane</td>
<td>5,930</td>
<td>5,990</td>
<td>1 percent increase</td>
</tr>
<tr>
<td>Hammer Lane between Manners Drive and I-5</td>
<td>18,250</td>
<td>15,460</td>
<td>15 percent decrease</td>
</tr>
<tr>
<td>Hammer Lane between I-5 and Kelley</td>
<td>43,430</td>
<td>41,640</td>
<td>4 percent decrease</td>
</tr>
</tbody>
</table>

Source: City of Stockton Average Daily Traffic Counts

Existing operations were evaluated using the method described in Attachment A for the weekday AM and PM peak hours at the study intersections as summarized in Table 2. The analysis was based on the volumes, lane configurations, and traffic control presented on Figure 2. Observed peak hour factors\(^1\) were used at all intersections for the existing analysis.

As shown, the signalized study intersections operate at LOS D or better.

### TABLE 2
EXISTING CONDITIONS (2005) PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Peak Hour</th>
<th>Daily</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Hammer Lane/ Manners Drive</td>
<td>AM</td>
<td>13</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>PM</td>
<td>9</td>
<td>A</td>
</tr>
<tr>
<td>2. Hammer Lane / I-5 Southbound</td>
<td>AM</td>
<td>15</td>
<td>B</td>
</tr>
<tr>
<td>Ramps</td>
<td>PM</td>
<td>18</td>
<td>B</td>
</tr>
</tbody>
</table>

\(^1\) The peak hour factor is the relationship between the peak 15 minute flow rate and the full hourly volume. PHF = Hourly volume / (4 x (volume during the peak 15 minutes of flow)). The analysis level of served is based on peak rates of flow occurring within the peak hour because substantial short term fluctuations typically occurring during an hour.
### TABLE 2
EXISTING CONDITIONS (2005) PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Peak Hour</th>
<th>Delay</th>
<th>Level of Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>3 Hammer Lane/I-5</td>
<td>AM 11</td>
<td>B C</td>
<td></td>
</tr>
<tr>
<td>Northbound Ramps</td>
<td>PM 24</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 Hammer Lane/Kelley Drive</td>
<td>AM 19</td>
<td>B C</td>
<td></td>
</tr>
<tr>
<td></td>
<td>PM 27</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Notes: All intersections are signalized delay presented in seconds Delay calculating using the HCM 2000 method and Synchro 9.0 analysis software

### PROJECT CONDITIONS

This section provides an overview of the components of Sanctuary and presents the expected trip generation distribution and assignment characteristics allowing for an evaluation of traffic conditions on the surrounding roadway network with varying levels of development. The amount of traffic associated with Sanctuary was estimated using a three step process:

1. **Trip Generation** — The amount of vehicle traffic entering/exiting the Project site was estimated
2. **Trip Distribution** — The direction of trips would use to approach and depart the site was projected
3. **Trip Assignment** — Trips were then assigned to specific roadway segments and intersection turning movements

The trip generating potential of the Delta Cove project is also presented.

### SANCTUARY PROJECT

The Sanctuary project as analyzed in the certified EIR generally contains the following elements:

- 5312 single family homes
- 1261 condominiums
- 51 apartments
- 446 active adult homes
- 483,984 square feet of office space
- 208,272 square feet of shopping center space
- 29,000 square feet of restaurant uses
- 152,460 square feet of religious facilities
- 100 room hotel
- 1,800 student high school
- Three K-8 schools with 800 students each

The project is planned to be constructed in Phases with this assessment only addressing the development potential of the Phase 1 project which is generally proposed to include:

- 1,483 single family homes
- 705 condominiums
- 51 apartments
- 446 active adult homes
- 483,984 square feet of office space
- 156,000 square feet of shopping center space
- 17,000 square feet of restaurant uses
- 100 room hotel
- One 800 student elementary school

This level of development is anticipated to generate approximately 28,000 daily trips including 2,260 morning peak hour and 2,270 evening peak hour trips. Detailed trip generation calculations are presented in Table 3 based on the trip generation rates from the Certified EIR for the project. Buildout of the project as contemplated in the EIR would generate approximately 71,000 daily 6,000 morning peak hour and 6,900 evening peak hour vehicle trips. The Phase 1 project represents slightly less than 40 percent of the total vehicle traffic generated by the project at buildout.
### TABLE 3
SANCTUARY PROJECT PHASE 1 TRIP GENERATION ESTIMATES

<table>
<thead>
<tr>
<th>Number of Units</th>
<th>Component</th>
<th>Daily</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,483 units</td>
<td>Single family</td>
<td>12,430</td>
<td>262</td>
<td>786</td>
</tr>
<tr>
<td>705 units</td>
<td>Condos</td>
<td>3,380</td>
<td>42</td>
<td>204</td>
</tr>
<tr>
<td>55 units</td>
<td>Apartments</td>
<td>340</td>
<td>5</td>
<td>21</td>
</tr>
<tr>
<td>446 units</td>
<td>Active Adult</td>
<td>1,770</td>
<td>27</td>
<td>49</td>
</tr>
<tr>
<td>483,984 SF</td>
<td>Office</td>
<td>4,490</td>
<td>583</td>
<td>79</td>
</tr>
<tr>
<td>156,000 SF</td>
<td>Retail</td>
<td>9,070</td>
<td>98</td>
<td>63</td>
</tr>
<tr>
<td>17,000 SF</td>
<td>Restaurant</td>
<td>2,160</td>
<td>102</td>
<td>94</td>
</tr>
<tr>
<td>100 room</td>
<td>Hotel</td>
<td>820</td>
<td>34</td>
<td>22</td>
</tr>
<tr>
<td>273¹</td>
<td>Students</td>
<td>390</td>
<td>70</td>
<td>57</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td></td>
<td>34,850</td>
<td>1,223</td>
<td>1,375</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Trip Reductions</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Internal Trips</td>
<td>(3,310)</td>
<td>(108)</td>
<td>(108)</td>
<td>(216)</td>
<td>(171)</td>
<td>(171)</td>
<td>(242)</td>
<td></td>
</tr>
<tr>
<td>Pass by - Retail</td>
<td>(2,720)</td>
<td>(29)</td>
<td>(19)</td>
<td>(48)</td>
<td>(121)</td>
<td>(131)</td>
<td>(252)</td>
<td></td>
</tr>
<tr>
<td>Pass by Restaurant</td>
<td>(860)</td>
<td>(41)</td>
<td>(38)</td>
<td>(79)</td>
<td>(45)</td>
<td>(29)</td>
<td>(74)</td>
<td></td>
</tr>
<tr>
<td><strong>Net New Trips to Transportation System</strong></td>
<td><strong>27,960</strong></td>
<td><strong>1,045</strong></td>
<td><strong>1,210</strong></td>
<td><strong>2,255</strong></td>
<td><strong>1,377</strong></td>
<td><strong>1,336</strong></td>
<td><strong>2,714</strong></td>
<td></td>
</tr>
</tbody>
</table>

Notes: ¹ Based on a total enrollment of 800 approximately 527 students would reside within the development and would not add traffic to the regional roadway system.


Initial access to Sanctuary would be provided by an extension of Hammer Lane into the project site. As the project is developed, additional roadway connections would be provided, including the construction of Regatta Lane as a six lane arterial that would connect Hammer Lane to Eight Mile Road. An extension of Trinity Parkway from the project site north as a four lane roadway that would connect to Eight Mile Road. An extension of Otto Drive through the Delta Cove.
development connecting to Regatta Lane is also planned. In the long term a full access interchange is planned from I 5 at Otto Drive.

For the initial Phase 1 assessment of Sanctuary all project trips were assigned to the roadway network based on the trip distribution percentages developed for EIR assuming access only from Hammer Lane.

DELTA COVE

The Delta Cove project generally contains the following elements:

- 1,165 single family homes
- 280 apartments
- 40 condominiums
- 12,000 square feet of specialty retail
- 3,000 square feet of office
- 60 live/work units
- One elementary school

This level of development is anticipated to generate approximately 13,080 daily trips including 1,160 morning peak hour and 1,250 evening peak hour trips. Detailed trip generation calculations are presented in Table 4 based on the trip generation rates from the Certified EIR for that project.

**TABLE 4**
DELTA COVE PROJECT TRIP GENERATION ESTIMATES

<table>
<thead>
<tr>
<th>Component</th>
<th>Number of Units</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>In</td>
<td>Out</td>
<td>Total</td>
</tr>
<tr>
<td>Single family</td>
<td>1,165</td>
<td>9950</td>
<td>206</td>
<td>619</td>
</tr>
<tr>
<td>Apartments</td>
<td>280</td>
<td>1820</td>
<td>28</td>
<td>113</td>
</tr>
<tr>
<td>Condominiums</td>
<td>40</td>
<td>230</td>
<td>3</td>
<td>15</td>
</tr>
<tr>
<td>Specialty Retail</td>
<td>12,000</td>
<td>530</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td>Less Pass by (for retail only)</td>
<td>50.0%</td>
<td>270</td>
<td>3</td>
<td>3</td>
</tr>
</tbody>
</table>
TABLE 4
DELTA COVE PROJECT TRIP GENERATION ESTIMATES

<table>
<thead>
<tr>
<th>Number of Units</th>
<th>Component</th>
<th>Daily AM Peak Hour</th>
<th>Daily PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>3000</td>
<td>Office</td>
<td>30</td>
<td>4</td>
</tr>
<tr>
<td>60</td>
<td>Live/Work Units</td>
<td>440</td>
<td>18</td>
</tr>
<tr>
<td>273</td>
<td>Students</td>
<td>350</td>
<td>68</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>13,080</td>
<td>331</td>
</tr>
</tbody>
</table>

Notes 1 Based on a total enrollment of 650, approximately 377 students would reside within the development and would not add traffic to the regional roadway system.


Access to Delta Cove would occur from Otto Drive and Trinity Parkway. In the long term a full access interchange is planned from I-5 at Otto Drive and an extension of Trinity Parkway from Otto Drive to Hammer Lane. In the near term, access to Delta Cove would occur from Otto Drive via Manners Drive and an extension of Trinity Parkway from Bear Creek to Otto Drive connecting Otto Drive to Eight Mile Road.

ANALYSIS RESULTS

The expected level of trip generation from the initial phase of the Sanctuary project and Delta Cove was added to the existing traffic volumes at the study intersections based on the trip distribution percentages provided in the Certified EIR for the analysis scenarios listed starting on page 3. Intersection operations were evaluated based on the lane configurations and traffic control presented on Figure 3 which also shows existing traffic volumes plus traffic generated by the Phase 1 Sanctuary project. Analysis results for the 12 analysis scenarios are presented in Table 5. The following summarizes key analysis findings.
SCENARIO 1 - EXISTING CONDITIONS

Peak hour operations of the study intersections are within the City's established level of service standard based on the 2005 data collection effort confirmed to be representative of current conditions based on roadway segment counts.

SCENARIOS 2/3 - EXISTING PLUS SANCTUARY PHASE 1

With development of Sanctuary Phase 1 operations of the Hammer Lane at Manners Drive I 5 Southbound Ramp terminal intersection and northbound ramp terminal intersection are projected to degrade to beyond the City's established level of service standard. Retiming of the traffic signals within the Hammer Lane corridor to better accommodate changed travel patterns would result in acceptable intersection operations through the corridor as shown with the Scenario 3 analysis results.

SCENARIO 4 - EXISTING PLUS 300 UNITS AT DELTA COVE

Under this scenario all study intersections would operate within the City's established level of service standard and no improvements would be necessary.

SCENARIOS 5/6 - EXISTING PLUS 300 UNITS AT DELTA COVE PLUS SANCTUARY PHASE 1

Under this scenario operations of the Hammer Lane at Manners Drive I 5 Southbound Ramp terminal intersection and northbound ramp terminal intersection are projected to degrade to beyond the City's established level of service standard. Retiming of the traffic signals within the Hammer Lane corridor to better accommodate changed travel patterns would result in acceptable intersection operations through the corridor as shown with the Scenario 6 analysis results.

The results of this analysis scenario are similar to Scenarios 2/3.

SCENARIO 7 - EXISTING PLUS 50% BUILDOUT OF DELTA COVE

Under this scenario all study intersections would operate within the City's established level of service standard and no improvements would be necessary.
SCENARIO 8/9 - EXISTING PLUS 50% BUILDOUT OF DELTA COVE PLUS 50% OF SANCTUARY PHASE 1

Under this scenario, operations of the Hammer Lane at Manners Drive I 5 Southbound Ramp terminal intersection and northbound ramp terminal intersection are projected to degrade to beyond the City's established level of service standard. Retiming of the traffic signals within the Hammer Lane corridor to better accommodate changed travel patterns would result in acceptable intersection operations through the corridor as shown with the Scenario 9 analysis results.

The results of this analysis scenario are similar to Scenarios 2/3 and 5/6.

SCENARIO 10 - EXISTING PLUS BUILDOUT OF DELTA COVE

Under this scenario, operations of the Hammer Lane at Manners Drive intersection would degrade to LOS E. Implementation of the mitigation measure identified in the project EIR would be necessary which includes restriping the southbound approach within the existing right of way to provide a second left turn lane.

SCENARIO 11/12 EXISTING PLUS BUILDOUT OF DELTA COVE PLUS SANCTUARY PHASE 1

Under this scenario, operations of the Hammer Lane at Manners Drive I 5 Southbound Ramp terminal intersection and northbound ramp terminal intersection are projected to degrade to beyond the City's established level of service standard. Retiming of the traffic signals within the Hammer Lane corridor to better accommodate changed travel patterns would not be sufficient to result in acceptable intersection operations through the corridor.

With implementation of mitigation measures identified in the project EIR at the Hammer Lane at Manners Drive intersection which includes restriping the southbound approach within the existing right of way to provide a second left turn lane and restriping the eastbound approach to provide a third eastbound through lane operations of the Hammer Lane at Manners Drive intersection would improve to LOS C during both peak hours. At the ramp terminal intersections retiming the traffic signals to better accommodate changed travel patterns would reduce delay but the northbound ramps would operate at LOS E during the evening peak hour. The City's level of service standards do allow for LOS E operations at this interchange.
SUMMARY OF FINDINGS AND RECOMMENDATIONS

Analysis results indicate that there are opportunities to phase in roadway improvements along the Hammer Lane and Manners Drive corridor as Sanctuary and other developments are built out over time. Analysis results indicate that with implementation of identified mitigation measures at the Hammer Lane at Manners Drive intersection and periodic retiming of the traffic signals at the Hammer Lane ramp terminal interchange intersections with I-5 the first phase of the Sanctuary project could be accommodated with only access from Hammer Lane provided secondary emergency access was provided. Additionally, development on Delta Cove could also be accommodated. Regular traffic monitoring should be conducted to determine the timing of needed improvements.

This completes our phasing assessment for Sanctuary. Please call Kathleen at (925) 930 7100 with questions.

Attachments

Figure 1 Project Site Vicinity and Study Intersections
Figure 2 Existing Peak Hour Traffic Volumes and Intersection Traffic Control
Figure 3 Existing Plus Sanctuary Phase 1 Peak Hour Traffic Volumes and Intersection Traffic Control
Figure 4 Existing Plus Sanctuary Phase 1 and Delta Cove Peak Hour Traffic Volumes and Intersection Traffic Control

Attachment A Intersection Level of Service Analysis Methods
<table>
<thead>
<tr>
<th></th>
<th>Intersection Type</th>
<th>AM Delay (sec)</th>
<th>AM LOS</th>
<th>PM Delay (sec)</th>
<th>PM LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Hammer Lane/</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Manwys Drive</td>
<td>13</td>
<td>B</td>
<td>39</td>
<td>D</td>
</tr>
<tr>
<td></td>
<td>Southbound Ramps</td>
<td>15</td>
<td>B</td>
<td>86</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>Northbound Ramps</td>
<td>24</td>
<td>C</td>
<td>110</td>
<td>F</td>
</tr>
<tr>
<td></td>
<td>Kelley Drive</td>
<td>19</td>
<td>B</td>
<td>19</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td></td>
<td>27</td>
<td>C</td>
<td>29</td>
<td>C</td>
</tr>
</tbody>
</table>

Notes:
- Bold indicates level of service potentially exceeds City Standards
- Source: Fehr & Peers, 2016
ATTACHMENT A – INTERSECTION LEVEL OF SERVICE

ANALYSIS METHODS

The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (free flow operating conditions) to LOS F (over capacity operating conditions). LOS E corresponds to operations at capacity. When volumes exceed capacity, stop and go conditions result and operations are designated as LOS F. The City of Stockton strives to maintain LOS D or better for peak hour intersection operations, although LOS E may be permitted at some intersections, including the Hammer Lane interchange.

Signalized Intersections

Traffic conditions at signalized intersections were evaluated using the method from Chapter 16 of the Transportation Research Board’s 2000 Highway Capacity Manual. This operations analysis method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay experienced by motorists traveling through an intersection. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. Table A 1 summarizes the relationship between average delay per vehicle and LOS for signalized intersections.
# TABLE A 1
**SIGNALIZED INTERSECTION LOS CRITERIA**

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description</th>
<th>Average Control Delay Per Vehicle (Seconds)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Operations with very low delay occurring with favorable progression and/or short cycle lengths</td>
<td>≤ 100</td>
</tr>
<tr>
<td>B</td>
<td>Operations with low delay occurring with good progression and/or short cycle lengths</td>
<td>&gt; 100 to 200</td>
</tr>
<tr>
<td>C</td>
<td>Operations with average delays resulting from fair progression and/or longer cycle lengths Individual cycle failures begin to appear</td>
<td>&gt; 200 to 350</td>
</tr>
<tr>
<td>D</td>
<td>Operations with longer delays due to a combination of unfavorable progression long cycle lengths and/or high volume to capacity (V/C) ratios Many vehicles stop and individual cycle failures are noticeable</td>
<td>&gt; 350 to 550</td>
</tr>
<tr>
<td>E</td>
<td>Operations with long delays indicating poor progression long cycle lengths and high V/C ratios Individual cycle failures are frequent occurrences</td>
<td>&gt; 550 to 800</td>
</tr>
<tr>
<td>F</td>
<td>Operations with delays unacceptable to most drivers occurring due to over saturation poor progression or very long cycle lengths</td>
<td>&gt; 800</td>
</tr>
</tbody>
</table>

*Source: Highway Capacity Manual (Transportation Research Board, 2000)*
Project Study Area

Figure 1
### LEGEND

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>XX (YY)</td>
<td>AM (PM) Peak Period Traffic Volumes</td>
</tr>
<tr>
<td>⬤</td>
<td>Signalized Intersection</td>
</tr>
<tr>
<td>⬤</td>
<td>Study Intersection</td>
</tr>
</tbody>
</table>

### Figure 2

Existing Peak Period Traffic Volumes, Lane Configurations and Traffic Control
Figure 3

Existing Plus Buildout of Sanctuary Phase 1 Peak Period Traffic Volumes, Lane Configurations and Traffic Control
Existing Plus Buildout of Delta Cove Plus Buildout of Sanctuary Phase 1
Peak Period Traffic Volumes, Lane Configurations and Traffic Control
STATE OF CALIFORNIA
COUNTY OF SAN JOAQUIN

Allison Holmstedt declares

That she is at all times herein mentioned as an employee of the City of Stockton County of San Joaquin State of California

That on the 27TH day of JULY, 2017 she deposited in the United States mail facilities in the City of Stockton County of San Joaquin State of California a true copy of the notice hereto attached with the postage thereon prepaid addressed to each of the following named persons

See attached list

That said persons are the owners and tenants of real property as shown on San Joaquin County's latest equalized assessment roll within a radius of 325 feet of the exterior boundaries of the parcel involved in the application and that this notice was sent pursuant to the provisions of Section 16 88 030 of the Stockton Municipal Code

That the said notices were mailed at least ten (10) days prior to an action being taken on the above project

Dated JULY 27, 2017

I declare that the foregoing is true and correct

(Signature)
CITY OF STOCKTON
PLANNING COMMISSION
NOTICE OF PUBLIC HEARING

DATE/TIME OF MEETING AUGUST 10, 2017 at 6:00 P.M. or as soon thereafter as the matter can be heard

PLACE OF MEETING Council Chambers Second Floor City Hall
425 North El Dorado Street Stockton

SUBJECT A request for a Vesting Tentative Subdivision Map Amendment to approve modifications to previous conditions of approval for The Sanctuary Master Development Plan Project

CASE NUMBER P17 0224

Further information may be obtained by contacting
Matt Diaz Contract Planner via E-mail matt.diaz@mbakenntl.com

Proceedings before the Stockton City Planning Commission are conducted in English. The City of Stockton does not furnish interpreters and if one is needed it shall be the responsibility of the person needing one.

In accordance with the Americans with Disabilities Act and California Law it is the policy of the City of Stockton to offer its public programs, services, and meetings in a manner that is readily accessible to everyone including those with disabilities. If you are disabled and require a copy of a public hearing notice or an agenda and/or agenda packet in an appropriate alternative format or if you require other accommodation, please contact the Office of the City Clerk located at 425 North El Dorado Street Stockton CA 95202 during normal business hours or by calling (209) 537-8459 at least 5 days in advance of the hearing/meeting. Advance notification within this guideline will enable the City/Agency to make reasonable arrangements to ensure accessibility.

Anyone wishing to be heard on the issue may appear before the Planning Commission at the time of the Public Hearing. It deserves to be noted that the legal requirement of Public Notice does not guarantee notice to all persons residing in or otherwise using property in the general vicinity of the property in question. Accordingly, each recipient of this notice is respectfully requested to bring this notice promptly to the attention of others whom the recipient feels would be interested in or affected by this proposal in order that all persons may be given an opportunity to be heard on the issue. If you challenge the proposed action in court you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice or in written correspondence delivered to the Planning Commission at or prior to the Public Hearing.

DATE OF MAILING JULY 27, 2017
MEMORANDUM

February 24, 2017

TO    Richard Larrouy, Planning Manager
       Community Development Department/Planning

FROM  Ann Okubo  Associate Civil Engineer
       Municipal Utilities Department/Engineering

SUBJECT  APPLICATION REFERRAL – PROPOSED REVISIONS TO CONDITIONS
OF APPROVAL FOR DELTA COVE AND SANCTUARY

The Municipal Utilities Department staff has reviewed the subject Application Referral
Based on our review staff offers the following comments

DELTA COVE

1  Proposed Revised Condition 12, Please include in the revised condition the design
and construction of the extension of utilities into Shima Tract with the Otto Drive
bridge over Mosher Slough

SANCTUARY

1  No comments

Please incorporate the above comments. If you have any questions, please contact
Ann Okubo at 209-937-8250

JOHN ABREW
ACTING DIRECTOR OF MUNICIPAL UTILITIES

ANN OKUBO
ASSOCIATE CIVIL ENGINEER

JA AO hr
**Condition 28:**
Design and dedicate right of way for bridge with 600th building permit, bridge construction with 2 800th unit or when determined necessary by Public Works Director.

**Condition 30:**
Dedicate right of way for bridge with development in area. The ODS will file permits for the bridge when determined by Public Works Director or prior to issuance of 2 800th building permit if development is occurring on Elwood Tract.

**Condition 37:**
If Hammer Lane and I-5 interchange improvements are not constructed with the identified level of developments, commence Caltrans process with 4100th combined building permit or when determined by the Public Works Director.

**Condition 36:**
Commence Caltrans process with 4100th combined building permit or when determined by the Public Works Director.

**Condition 45 (not shown on map):**
Conduct monitoring and pay proportional share or install improvements when determined necessary by the Public Works Director or with the 7 2000th single family building permit.
FYI – I’m not sure why he keeps sending this information to me when you are corresponding with him.

From Kyle Masters [mailto kmasters@grupe.com]
Sent Wednesday March 22 2017 3:20 PM
To Michael McDowell <Michael McDowell@stocktonca.gov>
Cc Kathrin Tellez <k tellez@fehrandpeers.com>, jwhite@grupe.com
Subject Sanctuary COA Exhibit

Mike as I mentioned in my voice message to you on Monday I had asked Fehr and Peers to make a couple of revisions to the Sanctuary COA exhibit that Kathrin Tellez had sent you Monday afternoon. Kathrin was rushing to head out on a lengthy escape from the office and we didn’t have a chance to go over the details of the exhibit before she left. Jane Bierstedt with Fehr and Peers was kind enough to help me with the few revisions we had to the exhibit please see attached. It is challenging to produce a clear and concise exhibit when it needs to represent a set of conditions that are very detailed. I hope the attached exhibit serves the purpose you had desired. If you have any questions on the exhibit or any other Sanctuary matter please do not hesitate to contact me. Talk with you soon Kyle.

Kyle Masters
The Grupe Company
office 209 473 6066
cell 916 715-4083
VICINITY MAP
John Kelly, Jr., et al, (Sanctuary Master Development Plan Project)
FEIR5-05, GPA6-05, MDP1-05, Z-6-05, DA3-05, A-05-03
CC DATE: 11-18-08
STOCKTON CITY COUNCIL
John Kelly, Jr., et al, (Sanctuary Master Development Plan Project)
FEIR5-05, GPA6-05, MDP1-05, Z-6-05, DA3-05, A-05-03

STOCKTON CITY COUNCIL
John Kelly, Jr., et al, (Sanctuary Master Development Plan Project)
FEIR5-05, GPA6-05, MDP1-05, Z-6-05, DA3-05, A-05-03

STOCKTON CITY COUNCIL