ILLUSTRATIVE PLAN

French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION
PHASING PLAN A

French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION
PHASING PLAN B

French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION
The DEIR presents an alternative (i.e., Alternative 4) to the MDP project that examines the addition of non-applicant properties for the purpose of evaluating annexation-related differences and examining the delivery of City services within the context of a larger planning area. Alternative 4 also examined slight changes to the land use plan within the applicant’s project boundaries. Most specifically, Village C was shown as an industrial use, reflecting a change in the MDP from a medium density residential use. In addition, the land uses within Village M are shown as both industrial and commercial, compared with high density residential and commercial uses contained in the MDP. The land use alternative shown within Village M suggests that the Village Center, and its supporting high density residential land uses should be positioned elsewhere in the planning area; perhaps along either East French Camp Road or South Airport Way or at the intersection of the two arterial roadways, which is consistent with the 2035 General Plan. The analysis of Alternative in the DEIR examined the full range of environmental issue areas, including a semi-quantitative analysis of traffic effects.

Based upon the DEIR analysis of Alternative 4, a slight modification to the MDP Project provides a land use assemblage that presents certain planning benefits. Within the applicant’s project boundaries, the modification reflects the change of land use within Village C from medium density residential to industrial. Like the MDP project, access into Village C would continue to be provided along South Airport Way adjacent to French Camp Slough. Unlike the MDP project for Village C, access would not be provided into Villages B&D via bridging at French Camp Slough. Alternatives regarding emergency vehicle access can be addressed during the preparation of site specific improvement plans.

Since the “industrial” designation for Village C has been previously included in the analysis for Alternative 4, environmental review has occurred, albeit at a program level, together with a project level of review for the remaining MDP project. Because of this relationship with Alternative 4 and the MDP project, environmental analyses in one form or another has been completed through public review of the DEIR.

A summary of the environmental issues for Village C industrial uses is provided as follows:

- **Traffic.** A total of approximately 4,400 ADT would be generated by industrial uses (0.45 FAR) in Village C. Although the ADT is greater than for residential (nearly 50%), the intersection at South Airport Way has remaining capacity (LOS B/C with residential). A modification to industrial uses will not result in the deterioration of LOS to levels not meeting City policy for LOS. However, it is expected that some reconfiguration of roadway/intersection geometry may be necessary at Airport Way. Likewise, nearby intersections experiencing borderline LOS acceptability (even with mitigation) may need additional mitigation. Overall, while some decline is expected in traffic conditions, impacts from the change to industrial uses can be mitigated.

- **Noise.** Noise from additional vehicular traffic is expected to increase slightly on area roadways. However, since traffic will not be distributed into Villages B & D residential neighborhoods, those sensitive receptors will actually benefit when compared with Village C residential (MDP project). In addition, although Village C falls outside of the technical 65 CNEL noise contour for Stockton Metropolitan Airport air traffic, this area is expected to continue to experience noise events associated with National Guard helicopter operations/flyovers. As an industrial use, Village C would not include sensitive receptors and would not be exposed to potentially significant noise conditions from helicopter flyovers.
• **Land Use Compatibility.** As a residential use within Village C, railroad uses, and potential noise effects from rail activity, could adversely affect the quality of life for residential uses in Village C per the MDP project. An industrial use within Village C is compatible with other industrial land uses north of the MDP project. Additionally, Village C is isolated from residential uses located to the south by the French Camp Slough corridor.

There is likely to be some conflict between industrial traffic associated with the uses within Village C and the commercial and high density uses located nearby. The conflict can be addressed through proper land use orientation and design.

• **Other Environmental Issue Areas.** Overall, in consideration of other remaining environmental issue areas, developing Village C as industrial versus residential may have minor advantages and disadvantages that can be managed with appropriate design, mitigation, etc. None are considered significantly unique or important that warrant an additional comparison evaluation other than previously provided in the DEIR for Alternative 4.
CIRCULATION

French Camp Investments, LLC, et al.

Tidewater Crossing Master Development Project
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STOCKTON CITY PLANNING COMMISSION
STREET CROSSING SECTION

French Camp Investments, LLC, et al.

Tidewater Crossing Master Development Project
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STOCKTON CITY PLANNING COMMISSION
STREET CROSSING SECTION
French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION
Neighborhood Collector St

Private Residential St (A)

Local Street (Medium & Low Volume Traffic)

Private Residential St (B)

Section Alley

STREET CROSSING SECTION

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Tidewater Crossing Master Development Project

FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION
Industrial Access Exhibit

CIRCULATION
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Tidewater Crossing Master Development Project
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STOCKTON CITY PLANNING COMMISSION
EXHIBIT 21

TRANSIT MAP

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Tidewater Crossing Master Development Project
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STOCKTON CITY PLANNING COMMISSION
NON-POTABLE MAP

French Camp Investments, LLC, et al.

Tidewater Crossing Master Development Project
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STOCKTON CITY PLANNING COMMISSION
FLOOD CONTROL MAP

French Camp Investments, LLC, et al.
Tidewater Crossing Master Development Project
FEIR2-05, GPA 1-05, DA1-05, Z-1-05, MDP2-05

STOCKTON CITY PLANNING COMMISSION

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Errata to Tidewater Crossing Master Development Plan (TCMDP) Project

1. Page 6-49, Under “Plan” Section-replaced with the following:

   The Tidewater Crossing Master Development Plan project is required to dedicate 1.3 acres of land in Phase II for a permanent fire station that houses an engine and a truck company. The initial firehouse may be a temporary structure constructed to the satisfaction of the Fire Chief. The exact location will be determined by the Fire Chief. An operational firehouse is required when the amount of occupied residential structures reaches 301. Changes to the current development plan may alter this requirement.

   Adequate staffing of the firehouse will be determined by negotiation between the City and the Professional Firefighter’s Local 456. If a traditional source of funding cannot be identified to fund the operation and staffing of the firehouse, the Project Developer shall identify an alternative funding source, which may include the formation of a Community Facilities District (CFD) to cover operations and staffing. Should the City decide to locate the firehouse in a different location other than the Tidewater Crossing MDP project site, the development must still pay its fair share for PFF and fire service operations.

2. Page 6-49, added the following sentence at the end of No. 3:

   In addition, operational costs are funded through the Measure “W” 0.1-cent sales tax that was approved by voters in 2004 to provide revenue for the City’s public safety employees. A Community Facilities District (CFD) may be used as an alternative funding source if Measure W funds are unavailable.

3. Page 9-22, Section 9.7.3- added the following sentence at the end of Policy 2:

   ...Or a green building program of comparable effectiveness at the time building permits are approved.

4. Page 6-50-revised No. 2 regarding the security plan:

   The Owner, Developer and/or successors-in-interest (ODS) shall prepare a detailed security plan for each tentative map and/or development area and submit same for the approval of the Police Department. The security plan shall provide for an on-site full time (24/7) security patrol service funded by the Homeowners Association and shall also include video surveillance equipment with 14-day continuous recording capability and 30 day archival capacity subject to the approval of the Police Department at strategic locations in the community without violating private property rights.

5. Page 11-25, revised the following policy:
Policy 11.2: The requisite backbone and arterial infrastructure for approximately 8± acres of commercial land use shall be constructed upon build-out of 50% of the residential units associated with the development of Villages A, B, C, D, E and F (i.e., approximately 550 dwelling units). The backbone and arterial infrastructure for the remaining 8± acres of commercial land use shall be constructed prior to the build-out of 30% of the dwelling units associated with Villages I, J, K, L, M & N (i.e., approximately 270 dwelling units). The requisite backbone and arterial infrastructure for approximately 150 acres of industrial use shall be constructed prior to build-out of 50% of all residential units (i.e., approximately 1330 dwelling units). For all commercial and industrial uses, the project developer shall use all reasonable efforts to market such land uses and shall report such marketing activity on an annual basis to the City.

In any event, the owner, developer, and/or successors-in-interest shall be entitled to a revision to the development plan if a high employment land use application is made for any future development.

If the Planning Commission approves staff recommendation to change Neighborhood “C” from Medium-Density Residential to Industrial and prezone to IL, Industrial, Limited. The requisite of backbone and arterial infrastructure for the TCMDP would be revised as follows:

Policy 11.2: The requisite backbone and arterial infrastructure for approximately 8± acres of commercial land use shall be constructed upon build-out of 50% of the residential units associated with the development of Villages B, C, D, E and F (i.e., approximately 438 dwelling units). The backbone and arterial infrastructure for the remaining 8± acres of commercial land use shall be constructed prior to the build-out of 30% of the dwelling units associated with Villages I, J, K, L, M & N (i.e., approximately 270 dwelling units). The requisite backbone and arterial infrastructure for approximately 150 acres of industrial use shall be constructed prior to build-out of 50% of all residential units (i.e., approximately 1218 dwelling units). For all commercial and industrial uses, the project developer shall use all reasonable efforts to market such land uses and shall report such marketing activity on an annual basis to the City.

In any event, the owner, developer, and/or successors-in-interest shall be entitled to a revision to the development plan if a high employment land use application is made for any future development.

6. Page 11-25-added the following at the end of Section 11.3.8, Policies:

In the event that the TCMDP Development Agreement (DA) defaults, all financing mechanisms associated with impacts fees and processing fees stated on Section 2.04 (a), (b), (c), (d), (e) and (f) of DA is still applicable for this development.

7. Added a General Plan designation for “Parks and Recreation” and Zoning District for “PF, Public Facilities” in Figures 3-4 and 3-5.