HEARINGS

AGENDA ITEM 16.01
TO: Mayor and City Council

FROM: Michael E. Locke/Deputy City Manager/
       Interim Community Development Director

SUBJECT: PUBLIC HEARING: DEPARTMENT OF PUBLIC WORKS REQUEST FOR AN AMENDMENT TO THE EIGHT MILE ROAD PRECISE ROAD PLAN (P11-023)

RECOMMENDATION

It is recommended that the City Council adopt two resolutions, as follows:

1. Resolution certifying an Initial Study/Final Mitigated Negative Declaration (P11-023) and adopting the related CEQA (California Environmental Quality Act) “Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project,” dated August 2011; and

2. Resolution approving an amendment to the adopted Eight Mile Road Precise Road Plan in order to allow a relocation of a roadway access, Signature Drive, east of the Union Pacific Rail Road, and further, to allow for future signalization, along a segment of roadway generally beginning east of its intersection with Leach Road and ending east of Golfview Road.

Summary

The Public Works Department's approved design for an overhead grade separation on Eight Mile Road at the Union Pacific Railroad, between Leach Road and Golf View Road, affected two existing driveways, one of which is identified in the current Eight Mile Road Precise Road Plan as right in/right out only (Signature Drive), on the south side of Eight Mile Road, that serves the Cannery Park Project. To mitigate for the loss of access and to facilitate construction of the overhead grade separation project, the Public Works Department is requesting an amendment to the Eight Mile Road Precise Road Plan in order to allow for a relocated access to serve the Cannery Park property and allow for the signalization of this access with future development of the Cannery Park project. The proposed amendment to the Eight Mile Road Plan also allows for future right-turn in/out access at Eight Mile Road and Golf View Road, which was not provided any access in the Original Precise Road Plan due to an earlier grade separation concept design. The Public Works Department determined with the latest grade separation design and future signalization of Signature Drive, a right in/right out access could be provided at Golf View Road with construction of raised median improvements. A neighborhood meeting was held on April 14, 2011 with no adverse public comments received. The Planning Commission held a public hearing on October 13, 2011 to consider this item and voted 6-0 to recommend that the City Council adopt the Initial Study/Mitigated Negative Declaration and approve the proposed Eight Mile Road Precise Road Plan Amendment.
PUBLIC HEARING: DEPARTMENT OF PUBLIC WORKS REQUEST FOR AN AMENDMENT TO THE EIGHT MILE ROAD PRECISE ROAD PLAN (P11-023)

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DISCUSSION

Background

In 1994, the City Council adopted the Eight Mile Road Precise Road Plan, which identified the ultimate right-of-way needed for an eight-lane roadway from Interstate 5 to State Route 99. The plan included future roadway configurations, specified roadway access locations and level-of-traffic control. The approved plan also identified the need to construct grade separations to replace existing at-grade Union Pacific Railroad crossings of Eight Mile Road near the Elkhorn Golf Course on the west and near State Highway Route 99 on the east. Several amendments to the Precise Road Plan have been approved by the City Council since 1994. These amendments have generally consisted of additions, relocations and/or removals of driveway access, in conjunction with land development.

A major Precise Road Plan amendment, which was approved in 2004, allowed new right-turn in/right-turn out access and a full signalized access to Eight Mile Road in conjunction with the Cannery Park Project. That project is located on the south side of Eight Mile Road, between the easterly Union Pacific Railroad crossing and State Highway Route 99. The Public Works Department subsequently completed a more detailed engineering design for the planned easterly railroad grade separation on Eight Mile Road, between Leach Road and Golfview Road at the Union Pacific Railroad tracks, adjacent to Cannery Park. This design provided for an overhead grade separation that affected two existing driveways on the south side of Eight Mile Road. One of these two driveways is identified in the current Eight Mile Road Precise Road Plan to remain in place as a right-turn in/right-turn out access only. To mitigate for the loss of access and to facilitate the construction of the overhead grade separation project, the Public Works Department is proposing to provide a relocated access, Signature Drive, further east of the two affected driveways.

Present Situation

The Public Works Department is requesting an amendment to the Eight Mile Road Precise Road Plan in order to allow a relocation of a roadway access, Signature Drive, to serve the Cannery Park property and allow for signalization of this access with future development of the Cannery Park project. The proposed amendment would relocate the Signature Drive roadway access, on the south side of Eight Mile Road, further east of Golfview Road. In the interim, the grade separation project will construct the intersection of Eight Mile Road and Signature Drive to operate under stop sign control for Signature Drive and no controls on Eight Mile Road. An amendment of the Precise Road Plan is necessary because the original plan did not contemplate the current overhead grade separation design which requires relocation of the approved roadway access and further allows for future signalization of this intersection.
The proposed amendment to the Eight Mile Road Precise Road Plan would also allow right-turn in/right-turn out access to Eight Mile Road from Golfview Road. Currently, the Eight Mile Road Precise Road Plan does not provide for any future access to Golfview Road at Eight Mile Road, due to the originally planned grade separation design. However, based on the latest railroad grade separation design, the Public Works Department has determined that the provision of right-turn in/right-turn out access could be accommodated with the future installation of a traffic signal at Signature Drive and the construction of raised median improvements at Golf View Road. In the interim, the Public Works grade separation project will construct improvements on Eight Mile Road at Golf View Road that will continue to allow left and right turn in/out movements under stop sign control for Golf View Road and uncontrolled for Eight Mile Road.

Construction of the grade separation project is currently underway and is tentatively scheduled for completion in the Fall of 2012. The Signature Drive access is anticipated to be constructed in December of 2011. The timing for the construction of a traffic signal at this location is largely dependant upon future development of the Cannery Park Development Project and resultant side street traffic volumes warranting signalization. As a condition of the Precise Road Plan amendment approval, the Cannery Park Development would be responsible for 100 percent of the cost of design and construction of the Signature Drive traffic signalization improvements.

**Neighborhood Participation**

In accordance with the provisions of Stockton Municipal Code (SMC) Section 16.88.025, which require a neighborhood meeting for any application requiring action by the City Council, the Public Works Department held an open house-style public meeting on April 14, 2011, at the Benjamin Holt College Preparatory Academy, located at 3201 East Morada Lane. Two members of the public, as well San Joaquin County Supervisor Ken Vogel and staff from the City and County, attended the meeting. Staff answered the public's questions and explained details of the project. No adverse comments were received.

**PUBLIC HEARING DISCUSSION**

The Planning Commission held a public hearing on this item on October 13, 2011. No one spoke in favor, against or neutral regarding the project.

**PLANNING COMMISSION ACTION**

Following the public hearing on October 13, 2011, the Planning Commission voted 6-0 (Commissioner Garcia was absent) to recommend that the City Council approve the following actions, based on he findings contained in the attached Planning Commission staff report (Attachment A):
1. Adopt the Final Initial Study/Mitigated Negative Declaration and adopt the “Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project” dated August, 2011; and

2. Approve the Precise Road Plan Amendment to the adopted Eight Mile Road Precise Road Plan in order to allow a relocation of a roadway access, Signature Drive, east of the Union Pacific Rail Road, and further, to allow signalization of this access with future development of the Cannery Park Project, along a segment of roadway generally beginning east of its intersection with Leach Road and ending east of Golfview Road (P11-023).

FINANCIAL SUMMARY

There is no financial impact to City departments with this action.

PUBLIC NOTIFICATION

Notice in the local newspaper at least one time, ten days prior to the public hearing and notice to owners of record as shown on the last equalized tax roll and addresses within 300 feet of the site at least 10 days prior to the public hearing (Stockton Municipal Code Section 16.88.030).

VOTES REQUIRED

Four votes of the City Council are necessary to approve the Planning Commission recommendation.

Respectfully submitted,

MICHAEL E. LOCKE  
DEPUTY CITY MANAGER/  
INTERIM COMMUNITY DEVELOPMENT DIRECTOR

APPROVED

BOB DEIS  
CITY MANAGER

Attachment A – Planning Commission staff report (dated October 13, 2011)
Item 4.01: PUBLIC HEARING – Precise Road Plan Amendment
Case No. P11-023, City of Stockton Public Works Department

Data: The City of Stockton Public Works Department is requesting approval of a proposed Initial Study/Mitigated Negative Declaration and a proposed Amendment to the Eight Mile Road Precise Road Plan for a segment of Eight Mile Road generally beginning east of its intersection with Leach Road and ending east of Golfview Road. This segment of Eight Mile Road runs east-to-west, is bounded on the south side by IL (Industrial, Limited) and CG (Commercial, General) zoning districts in the City and by Limited Industrial (I-L) and General Industrial (I-G) zoning districts in the unincorporated County. The segment is bounded on the north side by General Agriculture, 40-Acre Minimum Parcel Size (AG-40) and Limited Agriculture, 5-Acre Minimum Parcel Size (AL-5) zoning districts in the unincorporated County. (see attached exhibits).

General Plan: Eight Mile Road is designated on the General Plan's Land Use/Circulation Diagram as a major arterial.

Environmental Clearance: Staff has prepared, circulated and is recommending approval of an Initial Study/Final Mitigated Negative Declaration (P11-023) for the project. Pursuant to Sections 15071 and 15074 of the State CEQA Guidelines, the Initial Study/Proposed Mitigated Negative Declaration (P11-023) must be adopted prior to any approval for the proposed project. In addition, the “Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project” must be adopted to ensure that mitigation measures are implemented as part of the project. The Draft Initial Study/Mitigated Negative Declaration, Final Initial Study/Mitigated Negative Declaration and the Findings and Mitigation Monitoring and Reporting Program are attached to this staff report (Exhibits 2, 3, and 4).

Discussion:

Background

In 1994, the City Council adopted the Eight Mile Road Precise Road Plan which identified the ultimate right-of-way needed for an eight-lane roadway, from Interstate 5 to State Route 99. Among other things, the plan included future
roadway configurations, specified roadway access locations and level of traffic control. Additionally, the approved plan identified the need to construct grade separations to replace existing at-grade Union Pacific Railroad crossings on Eight Mile Road near the Elkhorn Golf Course on the west and near State Highway Route 99 on the east. Since its original adoption, amendments to modify the Eight Mile Road Precise Road Plan have been considered by the Planning Commission and approved by City Council. These amendments have generally consisted of additions, relocations, and/or removals of driveway access in conjunction with land development. Of particular note was a major Precise Road Plan amendment approved in 2004, which allowed new right-turn in/right-turn out access and a full signalized access to Eight Mile Road in conjunction with a proposed project referred to as Cannery Park. Cannery Park is located south of Eight Mile Road, between the easterly Union Pacific Railroad crossing and State Highway Route 99. Subsequently, the Public Works Department completed a more detailed engineering design for the planned easterly railroad grade separation on Eight Mile Road, between Leach Road and Golfview Road at the Union Pacific Railroad tracks adjacent to Cannery Park. This design provides for an overhead grade separation that results in an impact on two existing driveways on the south side of Eight Mile Road currently serving the Cannery Park business park. These two driveways are identified in the current Eight Mile Road Precise Road Plan to be right-turn in/right-turn out access only. To mitigate for the loss of access with the overhead grade separation project, the Public Works Department is proposing to provide a relocated access, Signature Drive, further east of the two impacted driveways.

Present Situation

The Public Works Department is requesting an amendment to the Eight Mile Road Precise Road Plan in order to allow a relocation of a roadway access, Signature Drive, to serve the Cannery Park property and further allow for signalization of this access with future development of the Cannery Park project. The proposed amendment would relocate the Signature Drive roadway access, on the south side of Eight Mile Road, east of Golfview Road. In the interim, the Grade Separation project will construct the intersection of Eight Mile Road and Signature Drive to operate under stop sign control for Signature Drive and uncontrolled for Eight Mile Road. An amendment of the Precise Road Plan is necessary, because the original plan did not contemplate the current overhead grade separation design which requires relocation of approved roadway access and allowance for future signalization of this intersection.

In addition, with this proposed amendment to the Eight Mile Road Precise Road Plan, Golfview Road is identified as allowing right-turn in/right-turn out access. Currently, the Eight Mile Road Precise Road Plan does not provide future access to Golfview Road at Eight Mile Road due to the planned grade separation. However, based on the latest railroad grade separation design, the Public Works Department has determined that the provision of right-turn in/right-turn out
access could be accommodated with the future installation of a traffic signal at Signature Drive and the construction of raised median improvements at Golf View Road. (Exhibit 8)

In the interim, the Grade Separation project will construct improvements on Eight Mile Road at Golf View Road that will continue the allowance of left and right turn in/out movements and remain under stop sign control for Golf View Road and uncontrolled for Eight Mile Road.

Neighborhood Participation

In accordance with the provisions of Stockton Municipal Code (SMC) Section 16.88.025, which require a neighborhood meeting for any application requiring action by the City Council, the Public Works Department held an open-house style public meeting on April 14, 2011, at the Benjamin Holt College Preparatory Academy, located at 3201 East Morada Lane. Two members of the public attended the meeting, in addition to San Joaquin County Supervisor Ken Vogel and staff from the City and County. Staff answered the public's questions and explained details of the project. No adverse comments were received.

City departments, responsible agencies, and surrounding property owners have been notified of this request. As of the writing of this staff report, no objections have been received concerning this request. The Development Review Committee reviewed the project on July 26, 2011 and recommended that it be approved, subject to three conditions that have been incorporated into the proposed Conditions of Approval for the project.

Recommendation for the Final IS/MND: It is recommended that the Planning Commission recommend that the City Council adopt the Final Initial Study/Mitigated Negative Declaration and adopt the “Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project” prior to, or in conjunction with any applicable discretionary approvals for this project, based on the following findings:

1. The Final Initial Study/Mitigated Negative Declaration has been completed in compliance with the California Environmental Quality Act (CEQA), State CEQA Guidelines and City Guidelines for the Implementation of CEQA.

2. The Final Initial Study/Mitigated Negative Declaration has been reviewed and considered prior to any related project approvals, reflects the City's independent judgment and has been found to be adequate for said approvals.
3. Based on the review of the Final Initial Study/Mitigated Negative Declaration, consideration of all written and oral comments received, and subject to any modifications and mitigation measures identified in the Final Initial Study, the project will not have a significant, adverse effect on the environment.

4. Pursuant to Section 15074 of the State CEQA Guidelines (California Code of Regulations), all project approvals shall be based on and subject to the CEQA findings, mitigation measures and mitigation monitoring/reporting provisions, as specified in the "Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project").

Recommendation for the Precise Road Plan Amendment: Approval, based on the following findings:

1. The City of Stockton has reviewed the Final Initial Study/Mitigated Negative Declaration (P11-023) for the proposed project and has certified that it has been completed in compliance with the California Environmental Quality Act (CEQA) and that the final decision making body for this and/or any related discretionary approval for the project has considered the information contained in the Initial Study/Mitigated Negative Declaration prior to approving the project.

2. The proposed project is consistent with the City's 2035 General Plan Land Use and Circulation Diagram for the area.

3. The proposed Precise Road Plan Amendment is appropriate and reasonable and will improve circulation throughout the Eight Mile Road corridor.

Proposed Conditions for the Precise Road Plan Amendment:

1. Signature Drive shall be designed and constructed to prevent on-site cross traffic for a minimum of 200 feet from the ultimate right-of-way location along Eight Mile Road. A maintenance easement shall be dedicated to the City of Stockton extending back a minimum of 100 feet from the crosswalk line to allow for City maintenance of the vehicle detection system and traffic signal equipment.

2. The owners, developers and/or successor's-in-interest (ODS) of Assessors Parcels Numbers 122-020-18 and 122-020-19 shall be responsible for 100% of the cost of design and construction of the Signature Drive traffic signalization improvements. Further, the ODS shall
dedicate at no cost any additional right-of-way necessary to accommodate the proposed Signature Drive traffic signalization improvements.

3. If the Signature Drive traffic signalization improvements allowed by this Precise Road Plan Amendment (P11-023) are not constructed within ten years of the effective date of the amendment, the allowance for full intersection access shall be null and void and a right turn in/right turn out access only shall remain in effect.

October 5, 2011

Note: Staff reports are prepared well in advance of the Planning Commission's consideration of the proposal and reflect the staff's view based on the best available information at the time the report was formulated. Evidence submitted during the course of the public hearing may require a re-evaluation of the staff's position.

This staff report was prepared by Senior Planner Adam Brucker.
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

EIGHT MILE ROAD/SIGNATURE DRIVE SIGNALIZATION AND PRECISE ROAD PLAN AMENDMENT PROJECT

NORTH STOCKTON, CALIFORNIA

Planning Application # P11-023

LSA

March 2011
EIGHT MILE ROAD/SIGNATURE DRIVE
SIGNALIZATION AND PRECISE ROAD PLAN
AMENDMENT PROJECT

Initial Study / Final Mitigated Negative Declaration

Planning Application #P11-023
SCH 2011042016

Prepared for:

LEAD AGENCY
CITY OF STOCKTON
Community Development Department
Planning Division
345 North El Dorado Street
Stockton, CA 95202
(209) 937-8444

Prepared by:

LSA ASSOCIATES, INC.
4200 Rocklin Road, Suite 11B
Rocklin, CA 95677
(916) 630-4600

LSA Project No. MKT531

AUGUST 2011

Hard copy available in
City Clerk's office
EXHIBIT 3
EIGHT MILE ROAD/SIGNATURE DRIVE SIGNALIZATION AND PRECISE ROAD PLAN AMENDMENT PROJECT

Mitigation Monitoring and Reporting Program

Planning Application #P11-023
SCH 2011042016

Prepared for:

LEAD AGENCY
CITY OF STOCKTON
Community Development Department
345 North El Dorado Street
Stockton, CA 95202

Prepared by:

LSA ASSOCIATES, INC.
4200 Rocklin Road, Suite 11B
Rocklin, CA 95677

LSA Project No. MKT531

August 2011
VICINITY MAP

City of Stockton - Public Works
P11-023

STOCKTON CITY PLANNING COMMISSION

PH DATE: 10-13-11
SITE PLAN
City of Stockton Public Works Department
P11-023

STOCKTON CITY PLANNING COMMISSION
RESOLUTION APPROVING THE INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (P11-023) FOR THE EIGHT MILE ROAD/SIGNATURE DRIVE SIGNALIZATION AND PRECISE ROAD PLAN AMENDMENT PROJECT

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Council of the City of Stockton, after careful review and consideration of all comments received, and after using its independent judgment, hereby approves the Initial Study/Mitigated Negative Declaration for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project and adopts the "Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project" (P11-023), in order to allow a relocation of roadway access, along a segment of roadway generally beginning east of its intersection with Leach Road and ending east of Golfview Road, as set forth in the report of the Planning Commission filed with the City Council on December 13, 2011, based upon the following findings:

   a. The Initial Study/Mitigated Negative Declaration has been completed in compliance with the California Environmental Quality Act (CEQA), State CEQA Guidelines, and City Guidelines for the Implementation of CEQA;

   b. The Initial Study/Mitigated Negative Declaration has been reviewed and considered prior to any related project approvals, reflects the City's independent judgment, and has been found to be adequate for said approvals; and
c. Based on the significant and/or potentially significant environmental effects identified in the Initial Study/ Mitigated Negative Declaration and pursuant to Sections 15091 and 15093 of the State CEQA Guidelines, all applicable approvals are based on, and subject to, the adopted findings, mitigation/measures, and mitigation monitoring/reporting provisions as specified in the "Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project."

PASSED, APPROVED, and ADOPTED ______________ December 13, 2011

ATTEST: ________________________________

ANN JOHNSTON
Mayor of the City of Stockton

BONNIE PAIGE
City Clerk of the City of Stockton
Resolution No. __________

STOCKTON CITY COUNCIL

RESOLUTION APPROVING A PRECISE ROAD PLAN AMENDMENT TO THE ADOPTED EIGHT MILE ROAD PRECISE ROAD PLAN TO ALLOW RELOCATION OF A ROADWAY ACCESS, SIGNATURE DRIVE, EAST OF THE UNION PACIFIC RAIL ROAD AND FURTHER ALLOW FOR SIGNALIZATION OF THIS ACCESS WITH FUTURE DEVELOPMENT OF THE CANNERY PARK PROJECT, ALONG A SEGMENT OF ROADWAY GENERALLY BEGINNING EAST OF ITS INTERSECTION WITH LEACH ROAD AND ENDING EAST OF GOLFVIEW ROAD (P11-023)

The City of Stockton has heretofore formulated and adopted a General Plan for the physical development of the City, which General Plan contains each of the elements required by law; and

The City of Stockton has adopted an Eight Mile Road Precise Road Plan to facilitate implementation of the General Plan; and

An amendment to the adopted Eight Mile Road Precise Road Plan has been requested by the Department of Public Works to allow relocation of a roadway access, Signature Drive, to serve the Cannery Park property and further allow for signalization of this access with future development of the Cannery Park project; and

Following a public hearing on October 13, 2011, the Planning Commission recommended that the City Council approve the request of the Department of Public Works to amend the adopted Eight Mile Road Precise Road Plan to allow the construction of a new roadway access, Signature Drive, on the south side of Eight Mile Road, east of Golfview Road, as a replacement for the two existing driveways that will be removed by the North Stockton Railroad Grade Separation Project; and

The City Council has reviewed and considered the Planning Commission’s recommendation for approval of the proposed amendment to the adopted Eight Mile Road Precise Road Plan (Exhibit 1) at a duly noticed public hearing on December 13, 2011; now, therefore,
BE IT RESOLVED BY THE COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. The City Council finds as follows:
   a. The proposed project is consistent with the City's 2035 General Plan Land Use and Circulation Diagram for the area.
   b. The proposed Precise Road Plan amendment is appropriate and reasonable and will improve access along the Eight Mile Road corridor.
   c. A Final Initial Study/Mitigated Negative Declaration (Final IS/MND) has been prepared and approved for the project. This Final IS/MND addresses the environmental impacts of the proposed Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project. In addition, pursuant to Sections 15071 and 15074 of the State CEQA Guidelines, the Initial Study/Proposed Mitigated Negative Declaration must be adopted prior to any approval for the proposed project. In addition, the "Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project" has been adopted;

2. Based upon the above findings, the City Council upholds the Planning Commission's recommendation and approves the proposed Eight Mile Road Precise Road Plan amendment which allows for relocation of a roadway access, Signature Drive, to serve the Cannery Park property and further allow signalization of this access with future development of the Cannery Park project, as shown on Exhibit 2. The plan is subject to the following conditions:
   a. Signature Drive shall be designed and constructed to prevent on-site cross traffic for a minimum of 200 feet from the ultimate right-of-way location along Eight Mile Road. A maintenance easement shall be dedicated to the City of Stockton extending back a minimum of 100 feet from the crosswalk line to allow for City maintenance of the vehicle detection system and traffic signal equipment.
   b. The owners, developers, and/or successor's-in-interest (ODS) of Assessors Parcels Numbers 122-020-18 and 122-020-19 shall be responsible for 100% of the cost of design and construction of the Signature Drive traffic signalization improvements. Further, the ODS shall dedicate at no cost any additional right-of-way
necessary to accommodate the proposed Signature Drive traffic signalization improvements.

c. If the Signature Drive traffic signalization improvements allowed by this Precise Road Plan Amendment (P11-023) are not constructed within ten years of the effective date of the amendment, the allowance for full intersection access shall be null and void and a right turn in/right turn out access only shall remain in effect.

3. The City Manager is authorized to take whatever action is necessary to carry out the purpose and intent of this resolution.

4. Pursuant to Stockton Municipal Code section 16.148.080, this Precise Road Plan Amendment shall become effective on the 31st day following adoption of this resolution.

PASSED, APPROVED, and ADOPTED December 13, 2011.

ANN JOHNSTON, Mayor
of the City of Stockton

ATTEST:

BONNIE PAGE, City Clerk
of the City of Stockton
RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STOCKTON TO RECOMMEND TO THE CITY COUNCIL APPROVAL OF THE REQUEST OF THE DEPARTMENT OF PUBLIC WORKS, FOR A PRECISE ROAD PLAN AMENDMENT TO THE ADOPTED EIGHT MILE ROAD PRECISE ROAD PLAN, TO ALLOW A RELOCATION OF A ROADWAY ACCESS, SIGNATURE DRIVE, EAST OF THE UNION PACIFIC RAILROAD, AND FURTHER ALLOW FOR SIGNALIZATION OF THIS ACCESS WITH FUTURE DEVELOPMENT OF THE CANNERY PARK PROJECT, ALONG A SEGMENT OF ROADWAY GENERALLY BEGINNING EAST OF ITS INTERSECTION WITH LEACH ROAD AND ENDING EAST OF GOLFVIEW ROAD (P11-023)

The City of Stockton has heretofore formulated and adopted a General Plan for the physical development of the City, which General Plan contains each of the elements required by law to be a part of it;

The City of Stockton has adopted an Eight Mile Road Precise Road Plan to facilitate implementation of the General Plan; and

An amendment to the Eight Mile Road Precise Road Plan has been requested by the Department of Public Works to permit the construction of a new roadway access, Signature Drive, on the south side of Eight Mile Road, east of Golfview Road, as a replacement for the two existing driveways that will be removed by the North Stockton Railroad Grade Separation Project; and

Said area is bounded by a variety of residential, commercial, and industrial uses.

The Planning Commission of the City of Stockton finds and determines as follows:

That the amendment to the Eight Mile Road Precise Road Plan is recommended for adoption for the following reasons:

1. A Final Initial Study/Mitigated Negative Declaration (Final IS/MND) has been prepared and approved for the project. This Final IS/MND addresses the environmental impacts of the proposed Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project. In addition, pursuant to Sections 15071 and 15074 of the State CEQA Guidelines, the Initial Study/Proposed Mitigated Negative Declaration (P11-023) must be adopted prior to any approval for the proposed project. In addition, the “Findings and Mitigation Monitoring/Reporting Program for the Eight Mile Road/Signature Drive Signalization and Precise Road Plan Amendment Project” has been adopted;

2. The proposed project is consistent with the City’s 2035 General Plan Land Use and Circulation Diagram for the area; and

3. The proposed Precise Road Plan Amendment is appropriate and reasonable and will improve circulation throughout the Eight Mile Road corridor.
NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON AS Follows:

That the Planning Commission does hereby recommend to the City Council that the proposed Eight Mile Road Precise Road Plan Amendment, which would allow relocation of a roadway access, Signature Drive, east of the Union Pacific Railroad to serve the Cannery Park property and allow for signalization of this access with future development of the Cannery Park project, be approved (P11-023).

PASSED, APPROVED, AND ADOPTED this 13th day of October 2011, by the following votes:

AYES: Commissioner Davis, Commissioner Fugazi, Commissioner Lopez, Commissioner Surritt, Vice Chair Hatch, and Chair Fant

NOES:

ABSENT: Commissioner Garcia

ATTEST: APPROVED:

______________________________
MICHAEL M. NIBLOCK, SECRETARY
CITY PLANNING COMMISSION

______________________________
SAMUEL E. FANT, JR., CHAIR
CITY PLANNING COMMISSION
NOTES:
1. FUTURE ROAD ACCESS POINTS ARE APPROXIMATE LOCATION.
2. 11' CONTINUOUS DECELERATION/ACCELERATION LANE 300' WEST OF FUTURE HOLMAN ROAD TO RIEA CREEK.
3. ACCESS FROM FUTURE HOLMAN ROAD WEST APPROVED WITH PRELIM ROAD PLAN AMENDMENT SPAT-03.