

Tra Vigne Development General Plan Amendment Request Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

Project Location:

Location Map "Attachment A"
City of Stockton, 10-year Sphere of Influence, "Attachment E"
Southeast quadrant of Eight Mile Road and West Lane, Neighborhood 15 (Bear Creek),
North Stockton

Project Description:

"Attachment D"
Gross land area of proposed annexation 341.17 acres ±
Land area of proposed developments 318.82 acres ±

Project land uses

Residential – Single Family Detached	1,073 units
Residential – Multi-Family	340 units
Commercial Site	10.5 acres, 101,500 bldg sq. ft.
School Site (K-8)	14.7 acres
Parks	
Traditional ¹	15.07 acres
Non-Traditional ²	20.36 acres

General Plan Amendment Request

The Tra Vigne Development Project is consistent with the Envisions Stockton 2040 General Plan "Attachment B" (adopted December 4, 2018) with two exceptions, which are the basis of the proposed Amendments.

- General Plan, Land Use Map – Figure 2-8

The location and size of the multi-family residential site, the commercial site and the school site option. The Amendment would amend the 2040 General Plan Land Use Map to incorporate the Tra Vigne Development Plan, "Attachments C & D."

¹ Traditional Parks are publicly accessible parks with full amenities that are at least two acres in area and provide active and passive facilities with a 3-acre/1,000 population minimum.

² Non-Traditional Parks include Pocket Parks less than 2 acres, trails along levees, linear parks, improved landscaping and trail greenways in power lines and utility easements, storm water basins (adjoining a traditional public park which have been landscaped and are fully accessible by park users), natural preserves with a network of paths and educational stations, riparian habitat beyond high water line, artificial lakes, landscaping between right-of-way and private residential lots and private landscaped street medians outside or between the public rights-of-way.

Tra Vigne Development General Plan Amendment Request Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

- General Plan, Circulation Map – Figure 4-1
The second requested Amendment is a modification to the Transportation Circulation Map “Attachment F” removing the illustrated Collector Street from West Lane to the Union Pacific Railroad Line serving both passenger and freight traffic.

Envisions Stockton General Plan 2040 Plan “Attachment B”

- The General Plan as adopted included an elimination of urban growth north of Eight Mile Road from Davis Road to State Highway 99 thus making Eight Mile Road an urban limit line for this segment.
- The Tra Vigne Project is consistent with the General Plan 2040 with the exception of the elimination of the Collector Street from West Lane to the UPRR line as shown on the Circulation Map, Figure 4-1, “Attachment F.”
- The project is consistent with the Local Agency Formation Commission’s adopted (2008) Sphere of Influence and the Interim Sphere of Influence, 10-year Planning Horizon (2019).
- The Project is consistent with the San Joaquin County General Plan, adopted December 2016.
- The Project is consistent with the San Joaquin Council of Governments 2014 Regional Transportation Plan/Sustainable Communities Strategy Scenario C+ in compliance with SB 325, “The Sustainable Communities and Climate Protection Act of 2008.”

The Environmental Impact Report

The Tra Vigne Development Project, Environmental Impact Report Draft (SCH 2016022061) was completed in April 2018 and is pending final publication consistent with other documents required for consideration by the Planning Commission and City Council preceeding any formal action in considering the Tra Vigne Development Project and its Annexation.

As part of the Environmental Review changes in Land Uses on the Project Site and to the Transportation/Circulation Map to remove reference to a proposed bridge that would cross Bear Creek were addressed.

Changes to the Circulation Element would include the removal of a bridge crossing over Bear Creek associated with what is shown on the Envisions Stockton 2040 General Plan, Transportation/Circulation Map as an extension of Marlette Road from the west through the Project site and ultimately traveling eastward through the Bear Creek South project to Holman Road. As a component of the Environmental Review the following paragraph is a summary and conclusion of the proposed deletion of the collector street east of West Lane.

Tra Vigne Development

General Plan Amendment Request

Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

The Stockton City Council on July 16, 2019 approved the first Amendment to the Master Subdivision Agreement for Cannery Park Development Tract No. 3465. The change to the Conditions of Approval eliminated the establishment of Lt. Col. Mark Taylor Street, a collector street. The deletion of the requirements for the collector street included the elimination of the grade separation, underpass of the Union Pacific Railroad line on the western boundary of Cannery Park. This eliminates the eastern end of proposed collector street east of the UPRR.

Traffic Analysis for Review of Bear Creek Bridge vs. No Bridge Alternatives

The Tra Vigne EIR includes thirteen different scenarios for traffic analysis as following;

- Existing
- Existing Plus Approved Projects (EPAP) No Project (No Build Alternative)
- EPAP Plus Project (the Project as proposed)
- EPAP Plus with Bridge Alternative
- EPAP Plus General Plan 2035 Alternative
- EPAP Plus Reduced Project Alternative
- EPAP Plus Reduced Intensity/Density Alternative
- Cumulative No Project (General Plan 2035 Alternative)
- Cumulative Plus Project (as proposed)
- Cumulative Plus No Build Alternative
- Cumulative Plus with Bridge Alternative
- Cumulative Plus Reduced Project Alternative
- Cumulative Plus Reduced Intensity/Density Alternative

According to KD Anderson Traffic Engineers, the EIR traffic analysis does show the Tra Vigne project without the Bear Creek bridge does not have any significant unavoidable traffic impacts. The traffic engineers further stated that the combination of no bridge and Tra Vigne land uses results in traffic conditions quite similar to the “No Project” scenario with the bridge and the General Plan land uses.

The reduction in demand with the elimination of development north of Eight Mile Road results in a significant reduction in traffic on both West Lane and Eight Mile Road. The adopted General Plan 2040 Land Use Map results in the elimination of collector streets such as Ham Lane which was to extend south of Eight Mile Road and connect to Lt. Col. Mark Taylor Street, a proposed collector.

The recognition of the forecast traffic changes with the elimination of growth north of Eight Mile Road resulted in all surface streets being capped at a six-lane cross section which included Eight Mile Road and West Lane adjacent to the Tra Vigne Project. With the adoption of the Bicycle

Tra Vigne Development
General Plan Amendment Request
Amending the Envisions Stockton General Plan 2040
Land Use Plan and Circulation Plan

Master Plan "Attachment G" the City established new Policy and Bikeway standards which designates a Class IV, Separated Bikeway to West Lane and a Class II buffered Bike Lane to Eight Mile Road.

The Existing and Planned Bicycle Network (Figure 4-3, attached) identifies a Class I (Bike Path) on the Bear Creek Levee Structure that serves as the southern boundary of the Tra Vigne Project.

Proposed Amendment to General Plan 2040

The proposed Amendments to the General Plan 2040 would;

1. Modify the Land Use Map to implement the Tra Vigne Land Use Plan.
2. Eliminate the illustrated Collector Street (Lt. Col. Mark Taylor) between West Lane and the Union Pacific Railroad including the bridge structure over the Bear Creek Flood Control Channel on the Circulation Map.

Tra Vigne Development General Plan Amendment Request Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

2040 General Plan Consistency

In the review of the adopted Envisions Stockton 2040 General Plan Policy Statements and Action Items the following listings are Specific Actions that are incorporated in the Tra Vigne Development Plan.

The Tra Vigne Development Plan and proposed amendments to the Land Use Map and the Circulation Map are consistent with the Goals, Policies and Actions that specifically relate to new large mixed-use developments. The policies/actions listed are those Actions with specific application to the Tra Vigne Project which provides the basis for a determination that the Tra Vigne Development Project is consistent with the 2040 General Plan.

Land Use Policies

Action LU-1.1A

Require renovated and new mixed-use projects to be planned and designed to contribute to the corridor's identity through appropriate public spaces, gateways, streetscapes, pedestrian walkways, setbacks, edge treatments, and other design features.

The Tra Vigne Project is a mixed-use Project with 1,073 units and 340 multi-family units or 24% of the residential units within the Project are multi-family. The 10.5-acre commercial site will provide a neighborhood Center of 101,500 sq.ft. of retail and service businesses. This will provide a focal point at the intersection of two arterials, West Lane and Eight Mile Road.

Action LU-3.2A

Implement the "road diet" recommendations from the City's Bicycle Master Plan that reduce roadway widths to provide space for bike lanes and other amenities that improve safety and ease of the streetscape for all modes.

The application for the Tra Vigne Project is the lane reductions to six (6) lanes on West Lane and Eight Mile Road with the addition of Class IV and Class II Bike Lanes.

Action LU-3.3E

Require new development to improve utility easement property as usable open space where feasible.

Tra Vigne Development

General Plan Amendment Request

Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

The Bear Creek Levee Corridor, the Bear Creek Flood Control Channel, includes the levee structure and setbacks. On the north side of the channel the Plan calls out as passive Open Space and a Pedestrian/Bike Path on the top of the South Levee.

Action LU-5.2E

Continue to consult with Native American representatives including through early coordination, to identify locations of importance to Native Americans, including archaeological sites and traditional cultural properties.

The Tra Vigne Project has conducted a trenching survey on the southwest corner of the site in collaboration with the Native American Indian Council and will continue to consult with the Native American Indian Council in initial site excavation.

Action LU-6.1A

Environmental Impact Report (EIR) assumes the following maximum development projections for the year 2040 for the lands located within the Sphere of Influence, including projects that were already approved prior to the General Plan Update, but not yet constructed:

- 40,900 new dwelling units.
- 13.8 million square feet of new commercial and office space.
- 35.6 million square feet of new industrial space.

When approved development within the city reaches the maximum number of residential units or any of the non-residential square footages projected in the General Plan EIR, require that environmental review conducted for any subsequent development project address growth impacts that would occur due to development exceeding the General Plan EIR's projections. This does not preclude the City, as lead agency, from determining that an EIR would be required for any development in the Sphere of Influence to the extent required under the relevant provisions of CEQA (e.g., Section 21166 and related guidelines). The City will conduct the appropriate scoping at the time of initial study for any project, all in accordance with these requirements.

The Tra Vigne Project mixed-use component has been included in the Potential Residential Projects with the Stockton Sphere of Influence Table 2-5, Mintier-Harnish, September 2017 and adopted in the 2040 General Plan forecast.

Tra Vigne Development General Plan Amendment Request Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

The absorption assumption within the 2040 General Plan reflects the City's understanding of the states of projects, including consideration of development constraints identified within the SB-5 restrictions and compliance identified levee protections and project financing (2040 General Plan, Market Analysis Technical Memorandum, July 20, 2016.)

Action LU-6.1E

Do not approve new development unless there is infrastructure in place or planned and funded to support the growth.

The Tra Vigne Project will be conditioned on the Implementation of the adopted Public Infrastructure Finance Plan, which includes offsite Arterial Streets, West Lane and Eight Mile Road, Potable Water Mains, Sanitary Sewer Trunk Lines and an onsite Storm Water System.

Action LU-6.2B

Do not approve future annexations or City utility connections unless they are consistent with the overall goals and policies of the General Plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life.

The Tra Vigne Project, to address its potential impact, has addressed and will provide mitigation for identified impacts and consistency with the 2040 General Plan.

The documentation and identified obligation are contained in the Environmental Impact Report, the Fiscal Impact Analysis, the Public Facilities Finance Plan, the Plan for Services and incorporated in the contractual obligations of the Development Agreement.

Action LU-6.3A

Require development to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park or library, infrastructure that would reduce service levels.

The Tra Vigne Project has identified its impact through the Plan of Services supported by the Fiscal Impact Analysis and the Public Facilities Finance Plan. The service component, financial support is identified in the Fiscal Impact Analysis and will be augmented with the formation of a Community Facility Finance District to provide funding for General Fund supported service in perpetuity.

Tra Vigne Development

General Plan Amendment Request

Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

Action LU-6.3B

Ensure that public facilities, infrastructure and related land area and other elements as designed and a right-of-way is required to meet 2040 planned development requirements to avoid the need for future upsizing or expansion, unless planned as phased construction.

The public facilities and infrastructure as designed are consistent with the City of Stockton's adopted Master Plans and future updates consistent with the 2040 General Plan Implementation.

Action LU-6.5A

Require preparation of a fiscal impact analysis for large development projects and proposed annexations to ensure a full accounting of infrastructure and public services costs and to ensure net fiscal balance or better and require appropriate fiscal mitigations, when necessary, to ensure the City's ongoing fiscal health and continual viability of the City's General Fund.

The Tra Vigne Project has prepared consistent with City direction, the Fiscal Impact Analysis, the Public Facilities Finance Plan and the Plan of Services. To support the General Fund, the Project will form a Community Facilities Finance District in perpetuity to support General Fund supported services.

Action LU-6.5B

Utilize adopted Financial Plans and Vested Tentative Subdivision Maps and Conditions of Approval as a tool to implement public facilities financing plans and to secure fiscal mitigations and various public benefits from new development projects.

The overriding contractual obligations are defined and incorporated in the adopted Financial Plans and Vested Tentative Subdivision Maps and Conditions of Approval to be adopted as part of the City Councils concluding entitlement actions.

Transportation

Action TR-1.1C

Require roadways in new development areas to be designed with multiple points of access and to address barriers, including waterways and railroads, in order to maximize connectivity for all modes of transportation.

Tra Vigne Development General Plan Amendment Request Amending the Envisions Stockton General Plan 2040 Land Use Plan and Circulation Plan

For consistency with the General Plan 2040 Policies, the Tra Vigne Project will complete the following:

- *Reconstruct and completion of 3 lanes of the east side of West Lane from the Bear Creek Channel to Eight Mile with full upgrade of the intersection. This will include a Class IV Separated Bike Lane.*
- *Reconstruction and completion of the south half of Eight Mile Road from the intersection with West Lane including full expansion and reconstruction of the intersection and signal system. This will include Bike Lane striping for Class II Bikeway.*
- *Additionally, there will be a bus turnout on Eight Mile Road in proximity to the Commercial Center and the Multi-family use.*

Action TR-2.1B

Maintain and implement the City of Stockton Bicycle Master Plan.

The Bicycle Master Plan Standards are incorporated and specified for West Lane, Eight Mile Road and the Bear Creek levee improvements.

Action TR-2.2B

Obtain input from local and regional Transit operators on major new development projects to ensure projects are designed to support transit and provide adequate transit services and access.

The Tra Vigne Project has had ongoing discussions with the San Joaquin Regional Transit District (RTD). The project will construct a bus turn out on Eight Mile Road at the future commercial site as requested by the RTD.

Action TR-2.3A

Develop and maintain bikeways on separate rights-of-way, i.e. Bear Creek Channel.

Tra Vigne will be responsible to design and construct a Pedestrian/Bike Path on top of the levee on the south side of the Bear Creek Channel consistent with the Adopted Bicycle Master Plan and the 2040 General Plan.

Action TR-2.3B

Require dedication of adequate rights-of-way for bicycle use in new arterial and collector streets and where feasible, in street improvement projects.

Tra Vigne Development

General Plan Amendment Request

Amending the Envisions Stockton General Plan 2040

Land Use Plan and Circulation Plan

The Tra Vigne project will design and construct Arterial Roads consistent with the Bicycle Master Plan. All internal streets will comply with the City standards as the Project phases are constructed.

Action TR-3.1A

Limit street widths to minimum necessary to adequately carry the volume of anticipated traffic, while allowing for safe bicycle and pedestrian facilities, emergency access and large vehicle access.

The Tra Vigne Arterial Streets will be consistent with 2040 General Plan Standards and the adopted Bicycle Master Plan.

Safety

Action SAF-2.2A

Require new development to provide adequate access for emergency vehicles and evacuation routes including by designing roadway systems to provide multiple escape routes in the event of a levee failure.

The Tra Vigne Project is consistent with the policies of the 2040 General Plan with provisions for four access points to the Arterial Roads, West Lane and Eight Mile Road.

The completion of Holman Road to Eight Mile Road will ensure adequate fire response times to the project site consistent with the 2040 General Policies. Should the Developer want to initiate construction of homes upon the substantial completion of the Holman Road Bridge and Road Extension it may exercise the provision of the Interim Fire Services Agreement.

Action SAF-2.4A

Regulate new urban development in accordance with state requirements for 200-year level of flood protection and Federal requirements for a 100-year level of flood protection.

The Tra Vigne Project will provide the certification of elevations by a Registered Civil Engineer as the project site is compliant with the Flood Management Act (SB-5) and regulations of the City of Stockton.

Tra Vigne Development

General Plan Amendment Request

Amending the Envisions Stockton General Plan 2040

Land Use Plan and Circulation Plan

Action SAF-2.5E

Require all new habitable structures to be setback from railroad tracks to protect residents from noise, vibration and safety impacts.

The requisite mitigations, where Residences are adjacent to the UPRR, will be addressed in the Tentative Subdivision Map, Conditions of Approval.

Action SAF-3.3A

Require new development to install non-potable water infrastructure for irrigation of large landscaped areas where feasible.

The Tentative Subdivision Maps will address non-potable water distribution requirements in the Conditions of Approval.

Action SAF-3.4A

Require all new urban development to be served by an adequate wastewater collection system to avoid possible contamination of ground water for onsite wastewater disposal systems.

The Tra Vigne Project will be served by Wastewater collection and transmission to the City of Stockton Wastewater Treatment Facility consistent with the adopted Wastewater Master Plan.

Community Health

Action CH-1.1A

Plant and maintain appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the City with significantly less tree canopy and provide a buffer between the travel way and bicycle and pedestrian facilities and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting.

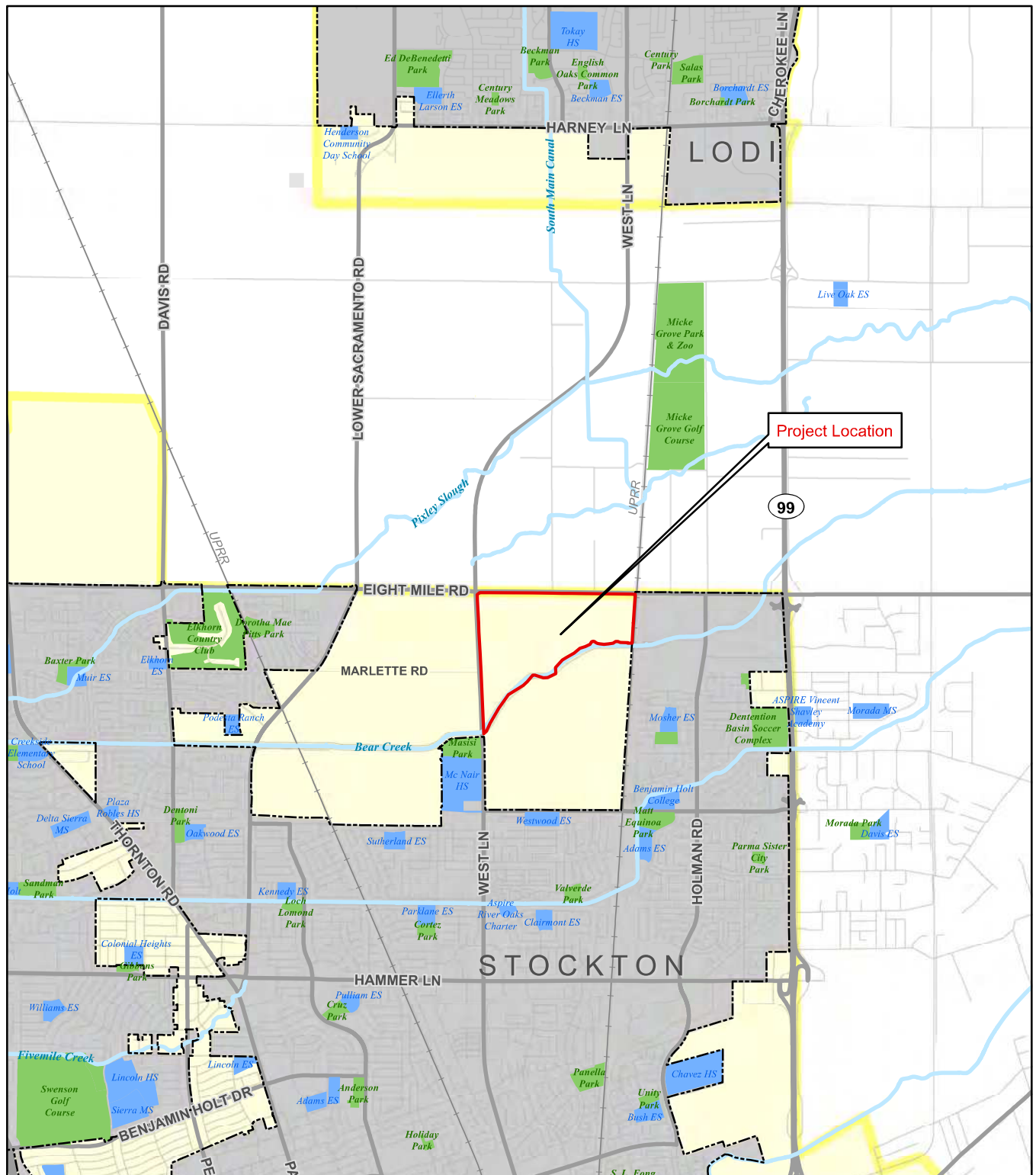
The Tra Vigne Project as Conditions of Approval will be responsible for street tree planting and improvement of all Parks and Open Space consistent with adopted City Standards. The Tentative Subdivision Maps call out all public right-of-way improvement consistent with adopted City Standards.

Tra Vigne Development
General Plan Amendment Request
Amending the Envisions Stockton General Plan 2040
Land Use Plan and Circulation Plan

Action CH-3.2

Encourage neighborhood serving commercial uses in areas where frequently needed goods and services are not widely available, especially for those areas with no availability within a 2-mile radius.

The Tra Vigne Project includes a 10-acre Commercial Center to provide a variety of neighborhood services meeting the needs within the Bear Creek Neighborhoods.



Project Location

99

STOCKTON

TRA VIGNE

Figure 2-2: Project Vicinity

Legend

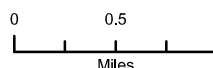
City Limits

Sphere of Influence

Public School

Park

USGS Stream/River



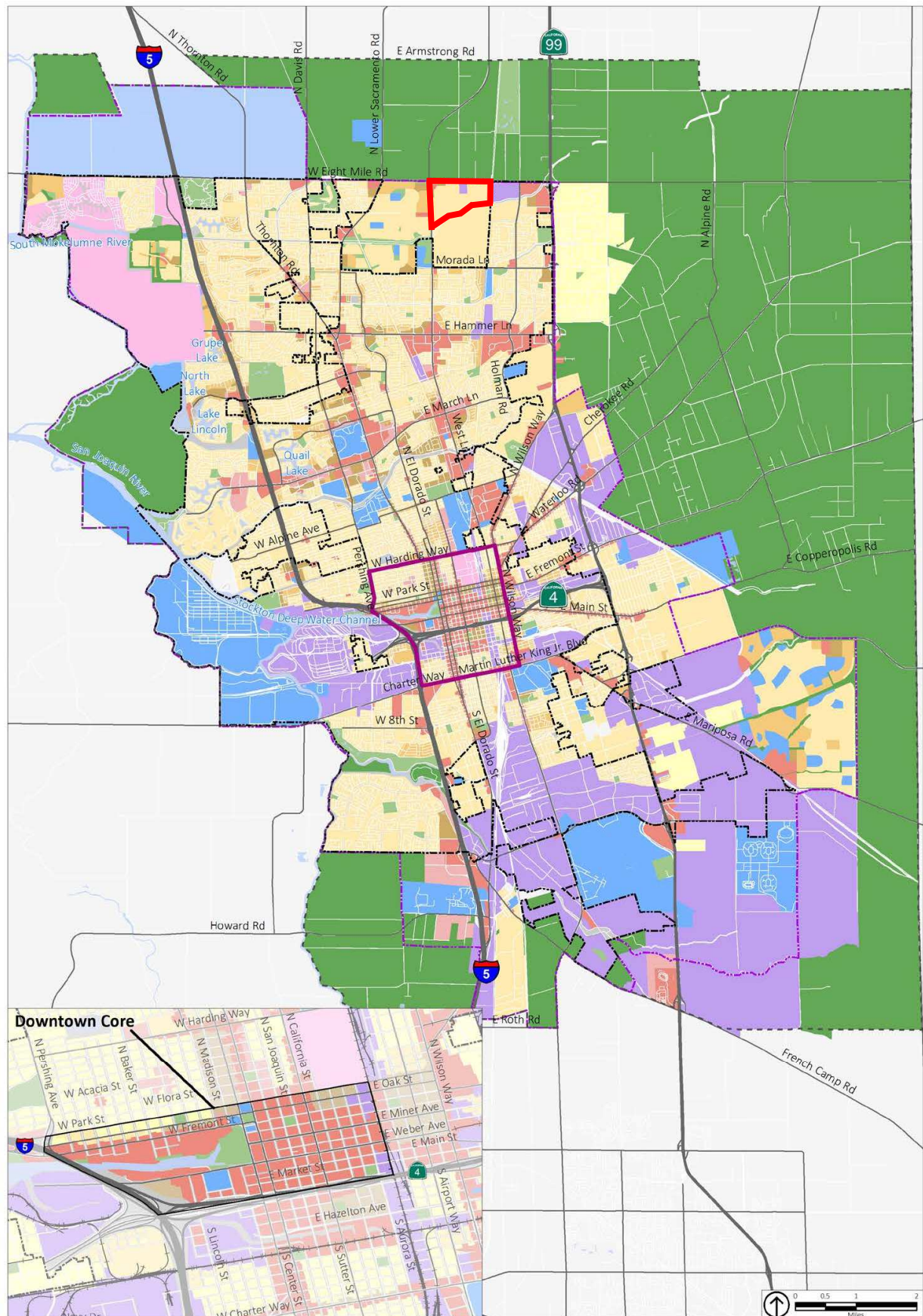
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Data sources: North Star Engineering Group, Inc., December 16, 2015; San Joaquin County GIS; USGS National Hydrography Data Set. Map date: May 17, 2016.

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Attachment B

Figure 2-8
General Plan Land Use Map



Source: City of Stockton, 2017; PlaceWorks, 2017.

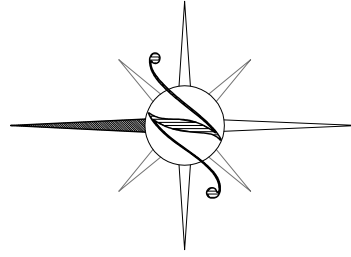


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**TRA VIGNE
GENERAL PLAN EXHIBIT
SEPTEMBER 13, 2019**

- RESIDENTIAL, LOW DENSITY (RL)
- RESIDENTIAL, HIGH DENSITY (RH)
- PUBLIC FACILITIES (PF)
- COMMERCIAL GENERAL (CG)

Attachment C





TRA VIGNE
LOT LAYOUT EXHIBIT
SCENARIO 43.4.1
WITH SCHOOL SITE
SEPTEMBER 13, 2019

LAND USE LEGEND-WEST SIDE

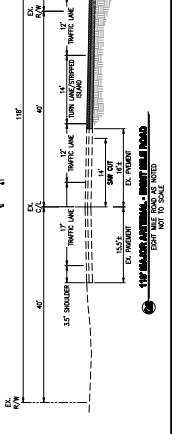
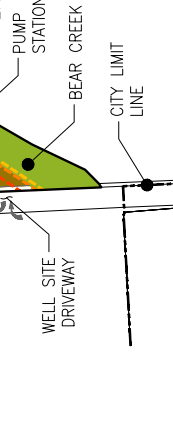
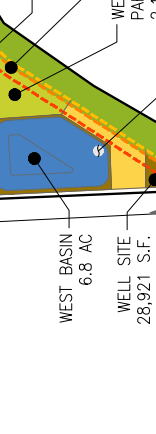
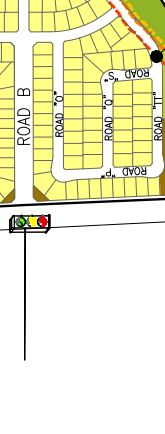
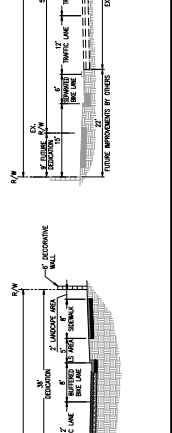
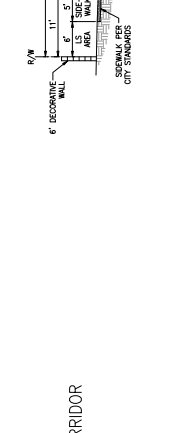
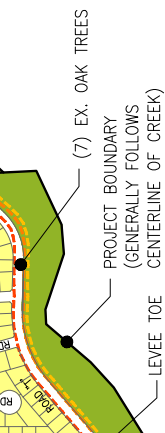
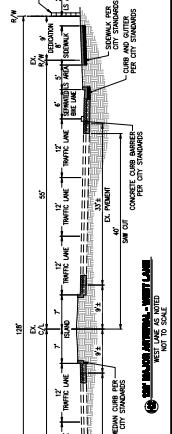
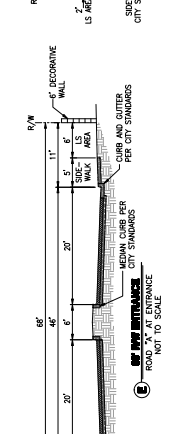
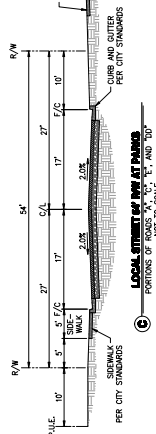
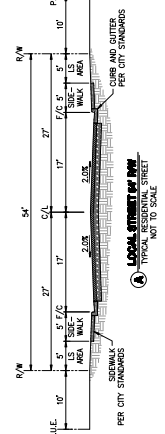
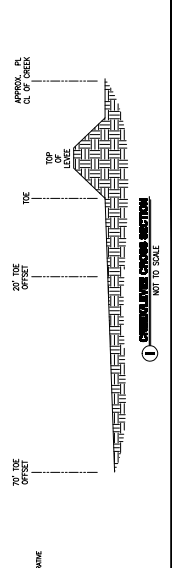
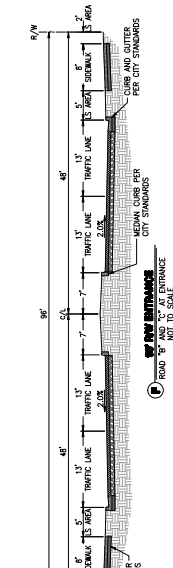
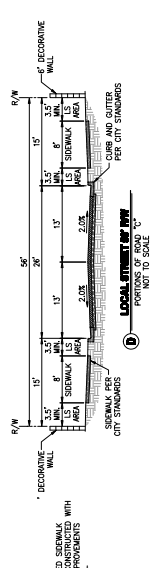
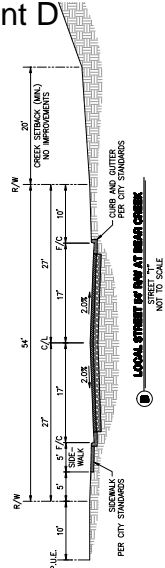
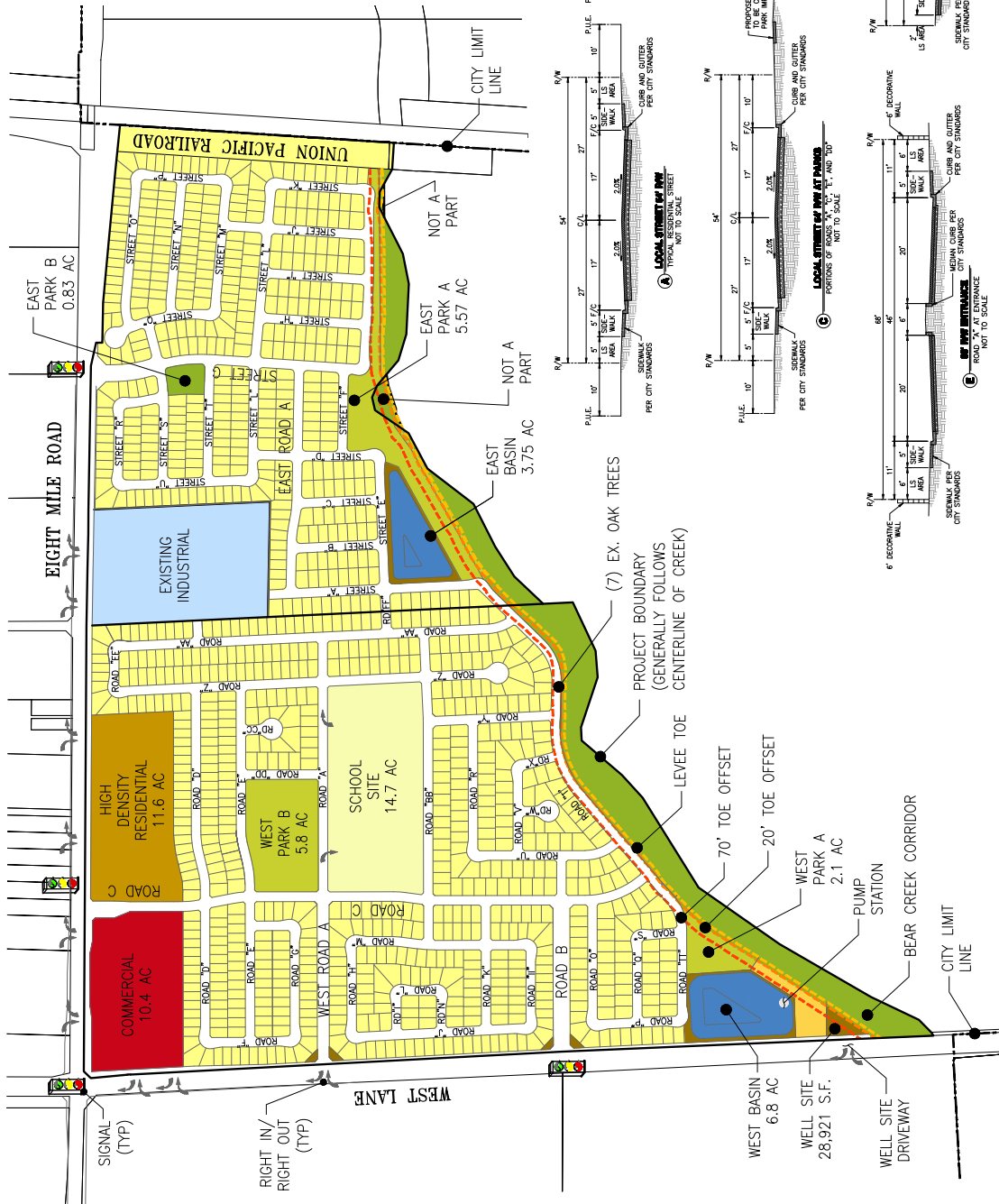
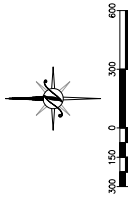
COMMERCIAL	10.4 ACRES
SCHOOL SITE	14.7 ACRES
TRADITIONAL PARK AREA	7.9 ACRES
NON-TRADITIONAL PARK AREA	13.75 ACRES
TOTAL RL LOTS	657
TOTAL HO UNITS	340

LAND USE LEGEND-EAST SIDE

TRADITIONAL PARK AREA	6.4 ACRES
NON-TRADITIONAL PARK AREA	6.6 ACRES
TOTAL RL LOTS	418

LAND USE LEGEND-TOTAL

COMMERCIAL	10.4 ACRES
SCHOOL SITE	14.7 ACRES
TRADITIONAL PARK AREA	14.3 ACRES
NON-TRADITIONAL PARK AREA	20.36 ACRES
TOTAL RL LOTS	1,075
TOTAL HO UNITS	340



Attachment E

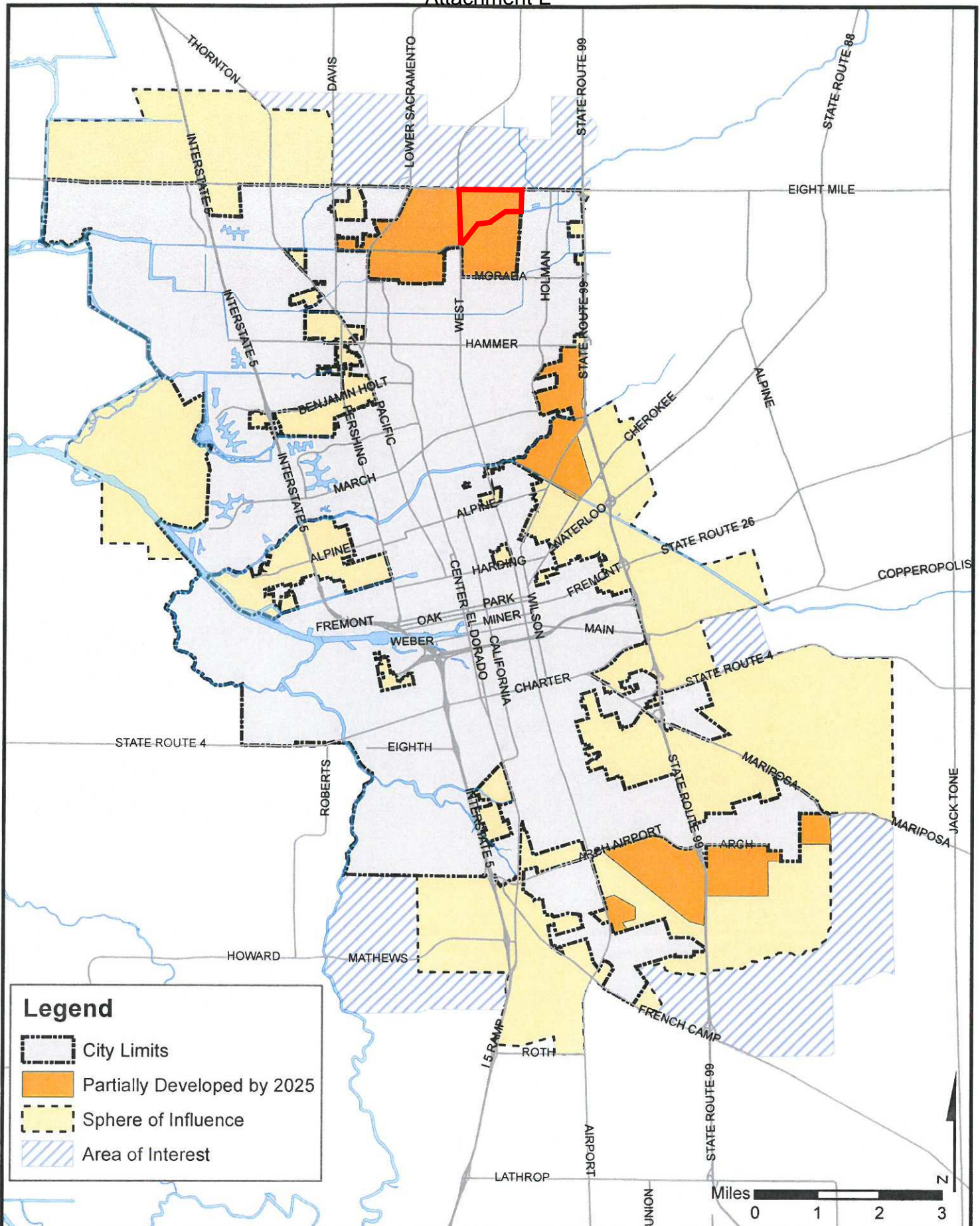
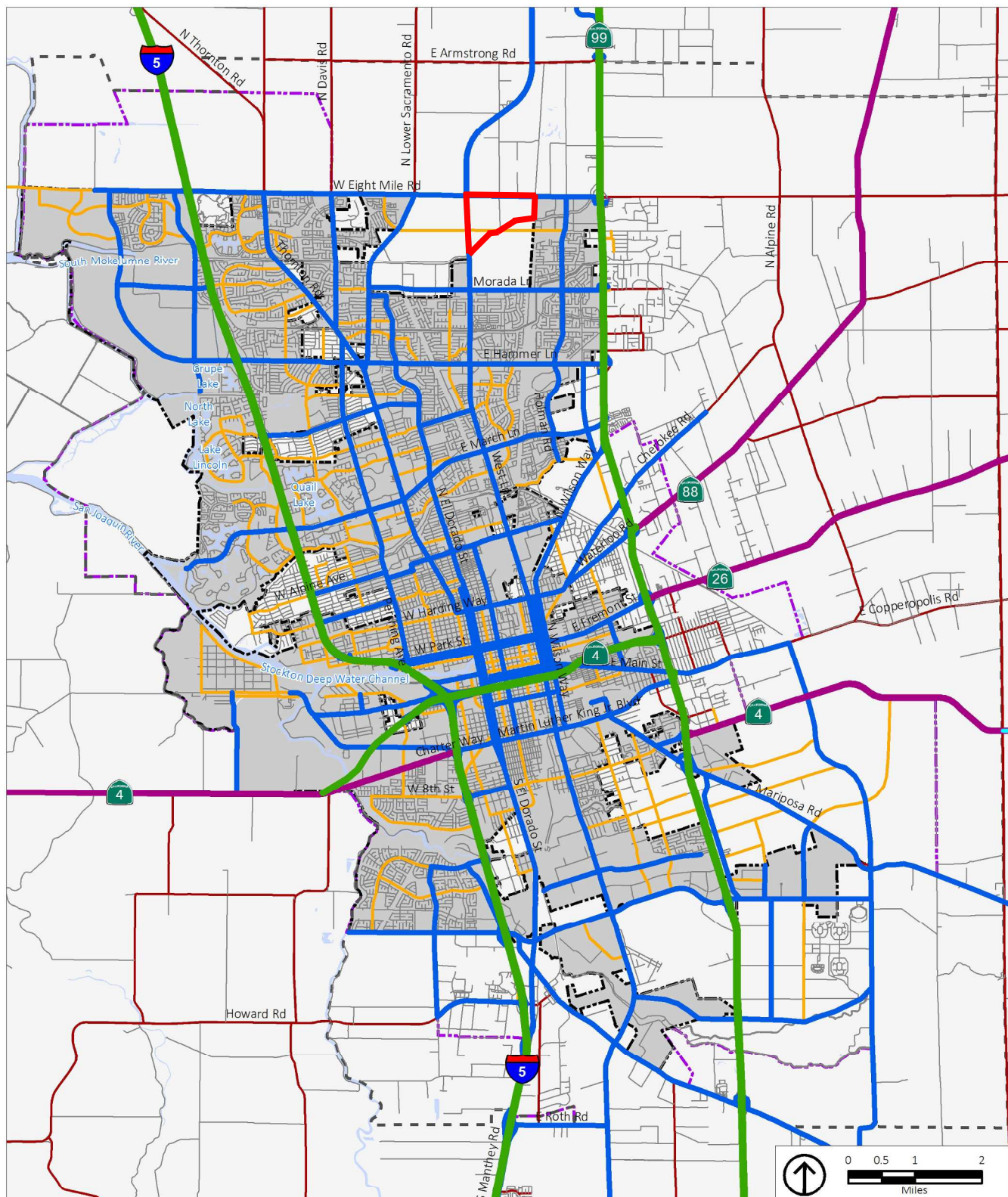


Figure 2-10

10-Year Planning Horizon Annexation Areas

Figure 4-1
Circulation Map

Attachment F



Source: City of Stockton; Fehr & Peers, 2016; PlaceWorks, 2017.

- Freeways — Collectors City Limit
- Highways — Rural Road Sphere of Influence
- Arterials — Local Roads General Plan Planning Area

Attachment G

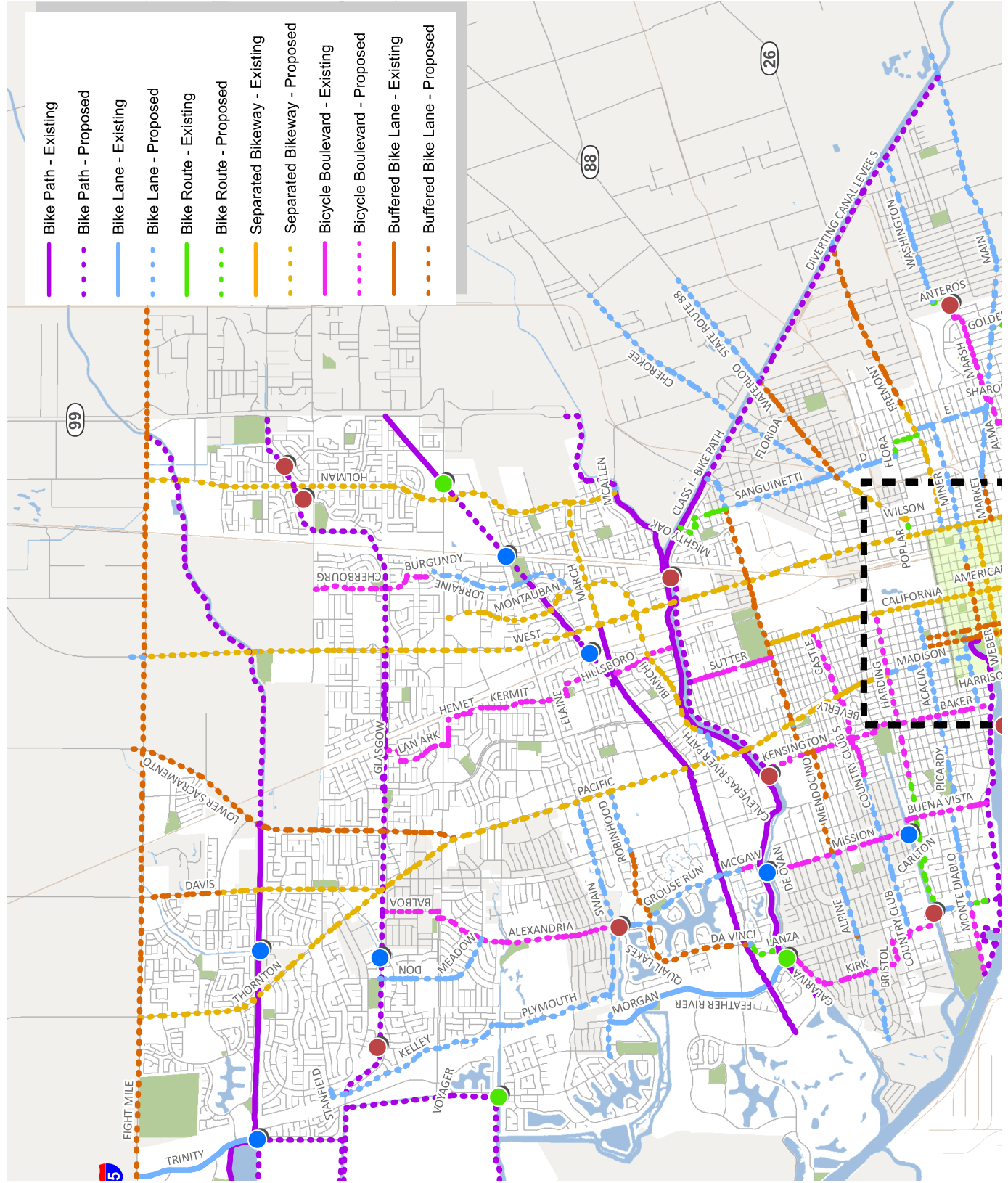


Figure 4-1.B:
North Stockton
Citywide
Backbone
Network Map by
Facility Type

Attachment G

Figure 4-1.C:
South Stockton
Citywide
Backbone
Network Map by
Facility Type

