

Resolution No. **2019-07-16-1104**

STOCKTON CITY COUNCIL

RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE THE FIRST AMENDMENT TO THE CANNERY PARK, UNIT NO. 1 – TRACT NO. 3465 (TM8-04B) SUBDIVISION

On December 6, 2005, the City Council authorized the City Manager to execute a Cannery Park Unit No. 1 Subdivision Agreement, between the City of Stockton and Holman Investors, LLC, (also referred to as Vascorp Investments Corporation) outlining conditions for the approval of a large lot Final Map for Cannery Park - Tract No. 3465; in compliance with Stockton Municipal Code Section 16.192.020A.4; and

On December 12, 2005, the Subdivision Agreement and Final Map for the Cannery Park Project were recorded by the San Joaquin County Recorder's Office. Due to the complexity of the Cannery Park Project that was approved with 48 conditions of approval, a "Master Subdivision Agreement Cannery Park" was prepared to more specifically address the timing for construction of conditioned infrastructure improvements that were associated with specific areas of development occurring within the Project. The Master Subdivision Agreement was incorporated into the Subdivision Agreement as Exhibit B; and

Holman Investors, LLC is requesting the first amendment to the recorded Cannery Park Unit 1 Subdivision Agreement, more specifically changes are requested to Exhibit B "Master Subdivision Agreement Cannery Park" contained within the Subdivision Agreement to revise and remove certain conditions of approval; and

Stockton Municipal Code Section 16.192.050B.2 requires the City Council to consider changes to any tentative map conditions that are part of a subdivision agreement for a recorded final map; and

Approval of the requested amendment changes the timing and extent of certain in-tract infrastructure improvements that are conditioned on the Project and deletes certain development conditions that are determined to be unnecessary due a change in circumstances, such as the City completing a required improvement as a Capital Improvement Project or such as the Council adopting the Envision Stockton 2040 General Plan (adopted on December 4, 2018) which no longer identifies the need for certain infrastructure improvements to be constructed; now, therefore,

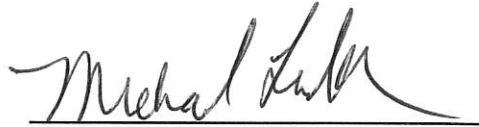
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF STOCKTON, AS FOLLOWS:

1. That the City Manager is authorized to approve and execute on behalf of the City of Stockton the first amendment to Exhibit B of the Subdivision Agreement

containing revised conditions for the approval of the Final Map for Cannery Park Subdivision – Tract No. 3465, as set forth in Exhibit “1” which is attached hereto and incorporated by this reference.

2. The City Manager is hereby authorized to take whatever actions are appropriate and necessary to carry out the purpose and intent of this resolution.

PASSED, APPROVED, and ADOPTED July 16, 2019.



MICHAEL D. TUBBS
Mayor of the City of Stockton

ATTEST:



ELIZA R. GARZA, CMC
City Clerk of the City of Stockton

**EXHIBIT B
MASTER SUBDIVISION
AGREEMENT CANNERY PARK**

The intent of this Master Subdivision Agreement is to provide an outline for the orderly implementation of the conditions of approval for TM8-04A&B. The timing and extent of the improvements referenced below are subject to changes in accordance with approval by the City of Stockton Public Works Director or City Engineer. Such changes, consistent with the above conditions of approval, are to be reflected in the subsequent subdivision agreements for each development phase of the Cannery Park Subdivision.

General Conditions

The owners, and developers and/or successors-in-interest (the 'ODS') whom subdivide property with the Cannery Park Subdivision shall comply with the following general conditions. These general conditions may be more specifically detailed in the development scenarios presented herein.

1. Comply with all applicable Federal, State, County, and City codes, regulations, and adopted standards and pay all applicable fees. (#1), (SPA#1)
2. Pursuant to Section 15091 and 15093 of the State CEQA Guidelines, the project shall be subject to all applicable mitigation measures identified in the City-adopted "Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program for the Cannery Park Mixed Use Project." (#2), (SPA#2)
3. Tentative maps TM8-04A&B shall not be effective until the execution of the Annexation Memorandum of Understanding (MOU) by the applicant and the City, the effective date of the General Plan Amendment (GPA1-03), rezoning (Z-1-03) Specific Plan Amendment (SPA1-03) and Development Agreement (DA2-03) for this site, and the recordation of the Annexation (A-03-1) of this site to the City of Stockton. If annexation is not completed within two (2) years of the approval of the tentative map by the Planning Commission, this map shall be null and void. (#44)
4. Establish Covenants, Conditions and Restrictions (CC&Rs) for the maintenance of landscaping, structures and fences on the private properties and review of architectural design for residential structures 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 the issuance of the first residential building permit. The owners, developers and/or successors-in-interest shall be responsible for recordation of the CC&Rs and payment of recording expenses. The City shall be declared to be a third-party beneficiary of the CC&Rs and shall be entitled, without obligation, to take appropriate legal action to enforce the CC&Rs. (#45)

Sanitary Sewer

1. Prepare and have approved a master plan to demonstrate that sewage generation by the proposed project can be accommodated within planned collection system improvements. The ODS shall design and construct all necessary improvements to the system to accommodate anticipated sewage generation and transmission. (#3)

Storm Drainage

1. Demonstrate to the satisfaction of the City Engineer that the storm water runoff generated by the proposed project can be accommodated with the planned storm water collection system improvements, as provided by the City's Standard Plans and Specifications. The ODS shall provide an alternative storm water collection plan if the proposed storm water collection system is determined to not have sufficient capacity. (#4)
2. The ODS of Lot 3 shall dedicate the Lot to the City of Stockton when determined necessary by the Director of the City of Stockton Municipal Utilities Department.

Traffic & Circulation (Analysis, Phasing and Dedication)

1. Conduct a queuing and traffic access analysis at proposed signalized intersections to determine appropriate intersection location and required turn pocket/lane length. (#8)
2. Prior to recordation of any part of these Tentative Maps (TM8-04A&B) as a 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. (#26)
3. The ODS shall conduct a project phasing analysis to determine the timing and level of project development that can occur before degrading the operational level of service at the Eight Mile Road/State Highway Route 99 interchange and Morada Lane/State Highway Route 99 interchange below level of service that conforms with State Urban Highway Standards. Said study shall be approved by the City and identified improvement timing shall be binding on the ODS. (#14)

Traffic & Circulation (Design, Construction and/or Funding Proportionate Share)

1. The ODS shall be responsible for 100 percent 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 EIR, 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 and sidewalk. (#10)

2. The ODS shall be responsible for their proportionate share, based on traffic loadings, of the costs for Project Study Reports (PSRs) and Project Reports (PRs) and necessary improvements described in the PSRs/PRs for the State Route 99 mainline system, the Morada Lane/State Route 99 overcrossing-interchange, and Eight Mile Road/State Route 99 overcrossing-interchange to provide a level-of-service that conforms with State Urban Highway Standards. The ODS shall participate in a funding mechanism including, but not limited to: an assessment district (AD); area of benefit (AOB); or equivalent, and the ODS shall prepare and enter into an agreement with the City to establish the financing, design, construction, and timing of the PSRs, PRs and necessary improvements as identified. Said agreement shall be subject to the approval of the City Manager. (#15)

Eight Mile Road Specific Plan

1. If the improvements allowed by Specific Plan Amendment SPA1-03 are not constructed within five years, the Specific Plan Amendment shall be null and void. (SPA#6)
2. Specific Plan Amendment SPA1-03 shall not be effective until the effective date of annexation A-03-1. (SPA#7)

Domestic Water

1. The ODS shall conduct an engineering 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: (#28)

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 no wells on 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 percent 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 no wells on 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 percent of the average day demands) combined with a fire flow of 2,000 gpm out of any fire hydrant in the residential portion of the subdivision.

- c. With a given system pressure of 45 psi at all future points of connection to the City water system and no wells on 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 3,000 gpm out of any fire hydrant in the commercial and industrial areas of the subdivision.

For phased developments of units within a subdivision (interim development):

- d. With a given system pressure of 45 psi at the existing points of connection to the City water system and no wells on 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 percent of the average day demands).
2. Appropriately sized utilities and 3-phase electrical service shall be provided for all City owned or operated facilities. (#29)

Non-potable Water (Landscape Irrigation)

1. The ODS shall prepare a master plan for the non-potable irrigation system for the withdrawal and use of non-potable water from the Woodbridge Irrigation District (WID) canal system that passes through the project site. The system will consist of an intake structure, pump and mains, etc. that would distribute non-potable water to parks, open space, streetscape, landscaping adjoining and within commercial and industrial areas within the project area. System operation will be coordinated by the City with financing provided by a maintenance district. The master plan shall be subject to the approval of the Municipal Utilities Director. The ODS shall construct the approved system to the satisfaction of the Director of Public Works and the Director of the Parks and Recreation Department. (#32)

Landscape Maintenance District

1. Prior to recordation of any 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 public parks within the service area for this subdivision or serving this subdivision. (#30)
2. Prior to recordation of any Final Map, the ODS shall establish a maintenance entity acceptable to the Community Development Director, the Parks and Recreation Director and the Public Works Director to provide funding for the maintenance of improvements including, but not limited to, common area landscaping, landscaping in the right-of-way, sound walls and/or back-up walls, constructed for the special benefit of this subdivision. The maintenance entity shall also provide funding for

the seasonal "ripping" offload control basin 2 and vector control within the basin.
(#31)

Oak Tree Avoidance/mitigation

1. Removal of Oak trees shall be avoided whenever feasible. The owners, developers, and/or successors-in-interest shall coordinate the layout of project plans with the City Arborist and City Parks Facility Planner/Landscape Architect to minimize or eliminate Oak tree removals. If removal of an Oak tree cannot be avoided, the owners, developers, and/or successors-in-interest shall be responsible for replacement of Oak trees on site, as approved by the City Parks and Recreation Department representatives. If on-site planting is not possible, the owners, developers, and/or successors-in-interest shall pay the City Parks and Recreation Department the estimated cost (as determined by the City Arborist or Parks Facility Planner/Landscape Architect) for the City to have the replacement Oak trees planted by private contract on a site deemed appropriate by the City Parks and Recreation Department representative in accordance with the mitigation measures identified in the Final Environmental Impact Report (EIR1-03), as amended, and in the related CEQA Findings, Statement of Overriding Considerations, and Mitigation Monitoring/Reporting Program for the Cannery Park Mixed Use Project. (#46)

Improvement/Development Plan

In order to provide an appropriate and reliable Improvement/Development Plan for a mixed-use development with the component elements contained in the Cannery Park Subdivision, the Subdivision has been divided into five (5) Plan Areas (Exhibit 'X'). The on-site/in-tract improvements and the off-site improvements corresponding to subdivision map conditions are listed separately for each Plan Area.

Cannery Park Subdivision Plan Areas

The improvements associated with each Plan Area are as follows:

□ Plan Area 'A'

Plan Area 'A' encompasses approximately 112.65± acres and includes Lot 11, Lot 12 (elementary school site), Lot 13 (neighborhood park), and Lot 14. The following general conditions are associated with development within Plan Area 'A' for Lot 11:

▪ General Conditions

Neighborhood Park

- A1. Dedicate Lot 13 to the City of Stockton as a site for a Neighborhood Park. The City shall provide reimbursement for the park site at \$60,000.00 per net

acre, which is the rate established for land cost by the public facilities fee program. (#38)

- A2. Remove trash; fill debris, etc. from Lot 13 until acceptance of the park site by the City. (#35)

School Site

- A3. A six (6) foot tall masonry wall shall be constructed between Lot 12 and Lot 13 (park site) if Lot 12 is no longer going to be a public-school site. Such wall shall be on Lot 12. (#37)

Easements

- A4. Provide an accessible 10-foot wide maintenance/access easement or license agreement from UPRR for access purposes along the westerly side and a 3-foot wide maintenance/access easement along the easterly side of the masonry soundwall/fence constructed along the western boundary of Lot 11. (#33)

The following on-site/in-tract improvements are required to be constructed to support development within Improvement Plan Area 'A' for Lot 11:

▪ **On-site/In-tract Improvements**

Holman Road

- A5. Construct the road to the full one hundred thirty-four (134) foot width (one hundred fourteen (114) feet from curb face to curb face) from the southern boundary of the TM8-04A&B northward to the easement of the Woodbridge Irrigation District canal. Include median lighting. (#11)
- A6. Install a barricade per City of Stockton standards at the northern curb flare of the intersection of Holman Road and Lt. Col. Mark Taylor Street Hendrix Drive.
- A7. Install bus turnouts at the intersection of Holman Road and Lt. Col. Mark Taylor Street Hendrix Drive as depicted on the tentative map. (#17)
- A8. Construct a masonry sound wall along the west side of Holman Road from the southern boundary of the subdivision northward to the intersection with Lt. Col. Mark Taylor Street. The height of the soundwall shall be a minimum of seven feet, subject to design approval by the Community Development Director. (#47)

- A9. Access to Holman Road shall be restricted except at public street intersections. (#7)
- A10. Install landscaping and sidewalk between masonry soundwall and back of curb subject to review and approval by the Community Development Director and the Parks and Recreation Director. (#40)

Lt. Col. Mark Taylor Street

- A11. Construct the road to the full ninety-six (96) foot width (sixty-six (66) feet from curb face to curb face) from the western most curb flare at the intersection with Holman Road westward to a point located approximately fifty feet (50) west of the intersection of Lt. Col. Mark Taylor Street and Street 'P'. Include median lighting.
- A12. Install a barricade per City of Stockton standards at a point adjoining the western and northern curb flare of the intersection of Lt. Col. Mark Taylor Street and Street 'P'.
- A13. Access to Lt. Col. Mark Taylor Street shall be restricted except at public street intersections. (#7)
- A14. Construct a masonry sound wall along the south side of Lt. Col. Mark Taylor Street beginning at the western curb flare of the intersection of Lt. Col. Mark Taylor Street and Holman Road extending westward to the western property boundary. The height of the soundwall shall be at a minimum of seven feet, subject to design approval by the Community Development Director. (#47)
- A15. Install landscaping and sidewalk between masonry soundwall and back of curb subject to review and approval by the Community Development Director and the Parks and Recreation Director. (#40)

Minor roads and Collectors

- A16. Rights of ways and/or lot layouts shall be reconfigured as necessary to accommodate traffic calming measures required by City Standard including, but not limited to, roundabouts and traffic circles. (#41)

Traffic Signals/Intersection Improvements

- A17. Design and install a traffic signal at the intersection of Holman Road and Lt. Col. Mark Taylor Street /Hendrix Drive and an additional traffic signal at the intersection of Lt. Col. Mark Taylor Street and Street P. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#10)

- **Off-site Improvements**

Other Roadways/Intersections

A18. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 11 (i.e., 2,622), the owner/subdivider of Lot 11 shall pay a proportionate share (i.e., 5.38%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
- Morada Lane/Hwy 99 West Frontage Road (interim improvements); and
- Morada Lane/Hwy 99 East Frontage Road (interim improvements).

A19. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 11 (i.e., 2,622), the owner/subdivider of Lot 11 shall pay a proportionate share (i.e., 5.38%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)

Other Facilities

A20. Based upon the total gross acreage of land designated as single family residential on the Cannery Park Tentative Map (i.e., 197.77 acres) compared to the total gross acreage associated with Lot 11 on TM8-04A&B (i.e., 53.13 acres), the owner/subdivider of Lot 11 shall pay a proportionate share (i.e., 26.8%) of the costs associated with the following improvements:

- Bear Creek pedestrian/bicycle trail; and
- Temporary Park & Ride Lot to be located on lot 17.

Note: If development of Lot 11 occurs prior to the development of Lot 14, the following off-site improvements shall occur:

Morada Lane/Hwy 99 Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- A21. Design and install a traffic signal at Morada Lane/Hwy 99 West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13)

NB – one through/left-turn shared lane, and one right-turn lane
SB – one through/left-turn shared lane, and one right-turn lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one through, one left-turn lane, and one right-turn lane

- A22. Design and install a traffic signal at the Morada Lane/Hwy 99 East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane, one through lane and one right-turn lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

If the owner/subdivider of Lot 11 constructs the interim improvements identified in A21 and A22, the payment of a proportionate share of the cost of those improvements as defined in A18 above is not required.

The following general conditions are associated with development within Plan Area 'A' for Lot 14:

▪ General Conditions

Fire Station

- A23. Dedicate Lot YY as shown on TM8-04A&B to the City of Stockton for the development of a fire station and construct all frontage improvements. The City shall provide reimbursement for the fire station site at \$130,000.00 per net acre, which is the rate established for land cost by the public facilities fee program. Reimbursement for the construction of frontage improvements shall be made pursuant to the Public Facilities Fee Administrative Guidelines. (#42a, #42b & #42c)

Neighborhood Park

- A24. Dedicate Lot K as shown on TM8-04A&B to the City of Stockton as a site for a Neighborhood Park. The City shall provide reimbursement for the park site at \$60,000.00 per net acre, which is the rate established for land cost by the public facilities fee program. (#38)
- A25. Remove trash; fill debris, etc. from Lot K as shown on TM8-04A&B until

acceptance of the park site by the City. (#35)

Land Use Compatibility

- A26. Install a barricade to City standards to terminate connection of the project with land uses along Waller Road. (#23)

Easements

- A27. Comply with all requirements of agencies having jurisdiction over the Woodbridge Irrigation District (WID). (#25)

The following on-site/in-tract improvements are required to be constructed to support development within Plan Area 'A' for Lot 14:

▪ **On-site/In-tract Improvements**

Holman Road

- A28. Construct the road to the full one hundred thirty-four (134) foot width (one hundred fourteen (114) feet from curb face to curb face) from the southern boundary of TM8-04A&B northward to the easement of the Woodbridge Irrigation District canal. Include median lighting. (#11)
- A29. Install a barricade per City of Stockton standards at the northern curb flare of the intersection of Holman Road and Lt. Col. Mark Taylor Street/Hendrix Drive.
- A30. Install bus turnouts at the intersection of Holman Road and Lt. Col. Mark Taylor Street/Hendrix Drive as depicted on the tentative map. (#17)
- A31. Construct a masonry sound wall along the east side of Holman Road from the southern boundary of TM8-04A&B northward to the easement of the Woodbridge Irrigation District canal. The height of the soundwall shall be a minimum of seven feet, subject to design approval by the Community Development Director. (#47)
- A32. Access to Holman Road shall be restricted except at public street intersections. (#7)
- A33. Install landscaping and sidewalk between masonry soundwall and back of curb subject to review and approval by the Community Development Director and the Parks and Recreation Director. (#40)

Minor roads and Collectors

- A34. Rights of ways and/or lot layouts shall be reconfigured as necessary to accommodate traffic calming measures required by City Standard including, but not limited to, roundabouts and traffic circles. (#41)

Traffic Signals/Intersection Improvements

- A35. Design and install a traffic signal at the intersection of Holman Road and Hendrix Drive. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#10)

▪ **Off-site Improvements**

Other Roadways/Intersections

- A36. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with the Lot 14 (i.e., 2,268), the owner/subdivider of Lot 14 shall pay a proportionate share (i.e., 4.65%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
- Morada Lane/Hwy 99 West Frontage Road (interim improvements); and
- Morada Lane/Hwy 99 East Frontage Road (interim improvements).

- A37. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two-percent (2%), Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 14 (i.e., 2,268), the owner/subdivider of Lot 14 shall pay a proportionate share (i.e., 4.65%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)

Other Facilities

- A38. Based upon the total gross acreage of land designated as single family residential on TM8-04A&B (i.e., 197.77 acres) compared to the total gross acreage associated with Lot 14 on TM8-04A&B (i.e., 45.00 acres), the owner/subdivider of Lot 14 shall pay a proportionate share (i.e., 22.7%) of the costs associated with the following improvements:

- Bear Creek pedestrian/bicycle trail; and
- Temporary Park & Ride Lot to be located on Lot 17.

Note: If development of Lot 14 occurs prior to the development of Lot 11, the following off-site improvements shall occur:

Morada Lane Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- A39. Design and install a traffic signal at Morada Lane/Hwy 99 West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13)

NB – one through/left-turn shared lane, and one right-turn lane
SB – one through/left-turn shared lane, and one right-turn lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one through, one left-turn lane, and one right-turn lane

- A40. Design and install a traffic signal at the Morada Lane/Hwy 99 East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane, one through lane and one right-turn lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

If the owner/subdivider of Lot 14 constructs the interim improvements identified in A39 and A40, the payment of a proportionate share of the cost of those improvements as defined in A36 above is not required.

□ Plan Area 'B'

Plan Area 'B' encompasses approximately 99.86± acres consisting of Lot 7, Lot 8, Lot 9 and Lot 10. The following general conditions are associated with development within Plan Area 'B' Lot 7, Lot 8, Lot 9 and Lot 10:

▪ General Conditions

Domestic Water

- B1. The owner/subdivider of Lot 10 shall dedicate Lot MM as associated with the adjacent park and as shown on TM8-04A to the City of Stockton to be used exclusively as a water well site. If the Municipal Utilities Director

determines that the water well site is required before the re-subdivision of Lot 10, then the owner of Lot 10 shall dedicate a lot exclusively for use as a water well site. The lot, its location, and all necessary easements shall be subject to the approval of the Municipal Utilities Director. (#27)

Bikeway, Pedestrian Pathway & Crossings

- B2. All crossings of Holman Road proposed for bikeway/pedestrian purposes (i.e., "Parkway" and Bear Creek) shall be grade separated or occur at pedestrian actuated (midblock) signals. (#22)
- B3. The Final Map prepared for Lot 9 and Lot 10 shall show those access point dedications along the south side of Bear Creek that are associated with the class one bike trail. All access points will need to be a separate lot acquired and improved by the ODS. All plans and improvements shall be subject to approval by the City Parks and Recreation Department, the City Police Department and the City Public Works Department. (#34)
- B4. The owner/subdivider of Lot 10 shall provide appropriate security, design and install a bikeway/pedestrian walkway along the south side of the Bear Creek drainage corridor. The bikeway/pedestrian walkway shall consist of an asphalt or concrete bike path as proposed in the project environmental document. Provide a Master Plan for the bikeway/pedestrian walkway prior to approval of the Final Map. The Master Plan shall contain but not be limited to the following component plans: signage, bollards, public access, landscaping, fencing, security (including hours of operation), and maintenance (including litter removal). A consolidated maintenance district will be responsible for litter clean-up for the Bear Creek Corridor. The master plan shall be subject to review and approval by the Community Development Director and the Parks and Recreation Director. (#40), (#48)
- B5. Prior to the recording a Final Subdivision Map within Plan Area B, design and submit to the Union Pacific Railroad (UPRR) the plans necessary to obtain UPRR approval of an a bikeway/pedestrian walkway crossing of the UPRR right-of-way along the south levee bank of Bear Creek.

Easements

- B6. Comply with all requirements of agencies having jurisdiction over the Woodbridge Irrigation District (WID). (#25)
- B7. The Final Map for Lot 9 and Lot 10 shall include a ten (10) foot easement from the existing toe of the levee along Bear Creek for maintenance of all levee slopes. Note: This condition is not required if the easement is already included as a component of another recorded map. (#18)

- B8. Provide an accessible 10-foot wide maintenance/access easement or license agreement from UPRR for access purposes along the westerly side and a 3-foot wide maintenance/access easement along the easterly side of the masonry soundwall/fence constructed on the western side of Lot 10. (#33)

Disclosure/Notification

- B9. The owner/subdivider of Lot 10 shall disclose to all prospective home buyers as a condition of sale and prior to the opening of escrow, the existence of any present or former remediation site (lead or any other contaminant) within the project boundaries. (#43)

The following on-site/in-tract improvements are necessary to support development within Plan Area 'B' Lot 7, Lot 8, Lot 9 and Lot 10:

On-site/In-tract Improvements Holman Road

- B10. Prior to recording a final subdivision map within Lot 7, Lot 8, or Lot 10 within Plan Area B, prepare preliminary design plans and submit permit applications with Federal and State permitting agencies for the Holman Road Bridge crossing at Bear Creek and extension of Holman Road to Eight Mile Road. If the Federal and State permitting agencies approve and issue permits for the Holman Road Bridge crossing at Bear Creek, then prior to recording any additional final subdivision maps within Plan Area B, design and submit for City approval plans for the Holman Road Bridge crossing at Bear Creek and the extension of Holman Road to Eight Mile Road. Upon approval of the Holman Road Bridge and extension plans by the City, initiate the construction of the extension of Holman Road to Eight Mile Road and the Holman Road Bridge crossing at Bear Creek. To assure adequate right-of-way is reserved to accommodate the Holman Road Bridge crossing at Bear Creek, no final subdivision map(s) shall be recorded within Lot 9 until the Federal and State permitting agencies approve and issue permits for the Holman Road Bridge crossing at Bear Creek. Include median lighting. (#11)
- B11. Concurrent with the construction of the extension of Holman Road to Eight Mile Road, install barricades per City of Stockton standards at the intersection of Holman Road and Cannery Circle/Tri-Valley Drive.
- B12. Install bus turnouts at the intersection of Holman Road and Pfc Jessie Mizener Street and Holman Road and Eight Mile Road as depicted on the tentative map. (#17)
- B13. The owner/subdivider of Lot 8 and Lot 9 shall construct a masonry sound

wall along the east side of Holman Road from the northern boundary of the Woodbridge Irrigation District canal easement northward to The Bear Creek levee. The height of the soundwall shall be a minimum of seven feet, subject to design approval by the Community Development Director. (#47)

- B14. The owner/subdivider of Lot 10 shall construct a masonry sound wall along the west side of Holman Road from the northern boundary of the Woodbridge Irrigation District canal easement northward to The Bear Creek levee. The height of the soundwall shall be a minimum of seven feet, subject to design approval by the Community Development Director. (#47)
- B15. Access to Holman Road shall be restricted except at public street intersections. (#7)
- B16. Install landscaping and sidewalk between masonry soundwall and back of curb subject to review and approval by the Community Development Director and the Parks and Recreation Director. (#40)

Storm Water/Holman Road North of Bear Creek

- B17. The construction of Holman Road north of Bear Creek to Eight Mile Road prior to development occurring in Plan Area C, D or E will require the design and construction of an interim drainage facility to address runoff from construction of the required roadway improvements north of Bear Creek. The design of the interim drainage facility and its construction is subject the approval of the Director of Municipal Utilities and the Public Works Director.

Lt. Col. Mark Taylor Street

- B18. The owner/subdivider of Lot 10 shall construct the road to the full ninety-six (96) foot width (sixty-six (66) feet from curb face to curb face) from the western most curb flare at the intersection of Lt. Col. Mark Taylor Street and Street 'P' to the western boundary of Cannery Park TM8-04A&B at a time determined to be appropriate by the Public Works Director.
- B19. Access to Lt. Col. Mark Taylor Street shall be restricted except at public street intersections. (#7)
- B20. Construct a masonry sound wall along the north side of Lt. Col. Mark Taylor Street beginning at the western curb flare of the intersection of Lt. Col. Mark Taylor Street and Holman Road extending westward to the property boundary. The height of the soundwalls shall be at a minimum of seven feet, subject to design approval by the Community Development Director. (#47)
- B21. Install landscaping and sidewalk between masonry soundwall and back of curb subject to review and approval by the Community Development

Director and the Parks and Recreation Director. (#40)

Pfc. Jessie Mizener Street

The owner/subdivider of Lot 7, Lot 8 or Lot 9 shall construct Pfc Jessie Mizener Street pursuant to the following improvement conditions. Note: In the event that the Holman Road Road/Bear Creek Bridge is not granted its environmental permits allowing for its construction, and security has been provided for the construction of the bridge and Holman Road to Eight Mile Road, then in order to accommodate the daily trips from Improvement Plan Area B, the first final map within Plan Area B (i.e., Lot 7, Lot 8, Lot 9 or Lot 10) shall include the construction of Pfc Jessie Mizener Street pursuant to the dimensions and segment length described in B26 below.

- B22. Construct the road to the full seventy-eight (78) foot width (forty-eight (48) feet from curb face to curb face) from approximately one hundred (100) feet west of the western most curb flare at the intersection with Holman Road and Pfc Jessie Mizener Street to the State Route Hwy 99 Frontage Road.
- B23. Install a barricade per City of Stockton standards at the intersection of Pfc Jessie Mizener Street and Collector A.
- B24. Access to Pfc Jessie Mizener Street shall be restricted except at public street intersections. (#7)
- B25. The owner/subdivider of Lot 9 shall construct a masonry sound wall along the north side of Pfc Jessie Mizener Street beginning at the eastern most curb flare of the intersection of Holman Road and Pfc Jessie Mizener Street eastward across the southern property boundary intersecting with the easement of the Woodbridge Irrigation District Canal; excepting appropriate access points into the subdivision. The height of the soundwall shall be at a minimum of seven feet, subject to design approval by the Community Development Director. (#47)
- B26. The owner/subdivider of Lot 8 shall construct a masonry sound wall along the south side of Pfc Jessie Mizener Street beginning at the eastern most curb flare of the intersection of Holman Road and Pfc Jessie Mizener Street eastward along the northern boundary of the property intersecting with the easement of the Woodbridge Irrigation District Canal; excepting appropriate access points into the subdivision. The height of the soundwall shall be at a minimum of seven feet, subject to design approval by the Community Development Director. (#47)
- B27. The owner/subdivider of Lot 7 shall construct a masonry sound wall along the south side of Pfc Jessie Mizener Street beginning at the eastern boundary of the Woodbridge Irrigation District canal easement (Lot GG)

eastward along the northern boundary of the property intersecting with the western boundary of Lot 5; excepting appropriate access points into the subdivision. The height of the soundwall shall be at a minimum of seven feet, subject to design approval by the Community Development Director. (#47)

- B28. Install landscaping and sidewalk between masonry soundwall and back of curb subject to review and approval by the Community Development Director and the Parks and Recreation Director. (#40)

Traffic Signals/Intersection Improvements

- B29. Design and install traffic signals at the intersection of Holman Road and Pfc Jessie Mizener Street. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)

Minor roads and Collectors

- B30. Rights of ways and/or lot layouts shall be reconfigured as necessary to accommodate traffic calming measures required by City Standard including, but not limited to, roundabouts and traffic circles. (#41)

▪ **Off-site Improvements**

Eight Mile Road

- B31. Prior to recording a final subdivision map within Plan Area B, design and submit for City approval a traffic signal at the intersection of Holman Road and Eight Mile Road and interim intersection improvements to the satisfaction of the Public Works Director, including appropriate alignment and striping of the intersection turn lanes and the provision of transition lanes on the south side of Eight Mile Road approaching and departing Holman Road. Provide vehicle acceleration and de-acceleration lanes, as appropriate. The improvements described in this Section B31 shall be constructed concurrent with the construction of the Holman Road Bridge crossing at Bear Creek and the extension of Holman Road to Eight Mile Road in conformance with Section B10 above. (#10), (#13)

Other Intersections/Roadways

- B32. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 7 (i.e., 804), the owner/subdivider of Lot 7 shall pay a proportionate share (i.e., 1.65%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
 - Eight Mile Road/Leach Road;
 - Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
 - Morada Lane/Hwy 99 West Frontage Road (interim improvements);
and
 - Morada Lane/Hwy 99 East Frontage Road (interim improvements).
- B33. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 7 (i.e., 804), the owner/subdivider of Lot 7 shall pay a proportionate share (i.e., 1.65%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)
- B34. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 8 (i.e., 641), the owner/subdivider of Lot 8 shall pay a proportionate share (i.e., 1.32%) of the total cost of roadway improvements at the following intersections (#13), (#16):
- Eight Mile Road/Ham Lane;
 - Eight Mile Road/Leach Road;
 - Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
 - Morada Lane/Hwy 99 West Frontage Road (interim improvements);
and
 - Morada Lane/Hwy 99 East Frontage Road (interim improvements).
- B35. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 8 (i.e., 641), the owner/subdivider of Lot 8 shall pay a proportionate share (i.e., 1.32%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)
- B36. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 9 (i.e., 842), the owner/subdivider of Lot 9 shall pay a proportionate share (i.e.,

1.73%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
- Morada Lane/Hwy 99 West Frontage Road (interim improvements);
- and
- Morada Lane/Hwy 99 East Frontage Road (interim improvements).

B37. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 9 (i.e., 842), the owner/subdivider of Lot 9 shall pay a proportionate share (i.e., 1.73%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)

B38. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 10 (i.e., 4,087), the owner/subdivider of Lot 10 shall pay a proportionate share (i.e., 8.39%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
- Morada Lane/Hwy 99 West Frontage Road (interim improvements);
- and
- Morada Lane/Hwy 99 East Frontage Road (interim improvements).

B39. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 10 (i.e., 4,087), the owner/subdivider of Lot 10 shall pay a proportionate share (i.e., 8.39%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)

Other Facilities

- B40. Based upon the total gross acreage of land designated as single family residential on TM8-04A&B (i.e., 197.77 acres) compared to the total gross acreage associated with Lot 7 on TM8-04A&B (i.e., 9.01 acres), the owner/subdivider of Lot 7 shall pay a proportionate share (i.e., 4.6%) of the costs associated with the following improvements:
- Bear Creek pedestrian/bicycle trail; and
 - Temporary Park & Ride Lot to be located on lot 17.
- B41. Based upon the total gross acreage of land designated as single family residential on TM8-04A&B (i.e., 197.77 acres) compared to the total gross acreage associated with Lot 8 on TM8-04A&B (i.e., 6.59 acres), the owner/subdivider of Lot 8 shall pay a proportionate share (i.e., 3.3%) of the costs associated with the following improvements:
- Bear Creek pedestrian/bicycle trail; and
 - Temporary Park & Ride Lot to be located on lot 17.
- B42. Based upon the total gross acreage of land designated as single family residential on TM8-04A&B (i.e., 197.77 acres) compared to the total gross acreage associated with Lot 9 on TM8-04A&B (i.e., 9.29 acres), the owner/subdivider of Lot 9 shall pay a proportionate share (i.e., 4.7%) of the costs associated with the following improvements:
- Bear Creek pedestrian/bicycle trail; and
 - Temporary Park & Ride Lot to be located on lot 17.
- B43. Based upon the total gross acreage of land designated as single family residential on TM8-04A&B (i.e., 197.77 acres) compared to the total gross acreage associated with Lot 10 on TM8-04A&B (i.e., 74.97 acres), the owner/subdivider of Lot 10 shall pay a proportionate share (i.e., 37.9%) of the costs associated with the following improvements:
- Temporary Park & Ride Lot to be located on lot 17.

Note: If development occurs within Plan Area 'B' prior to occurring in Plan Area 'A', the following on-site/in-tract improvements shall occur:

Holman Road

- B44. Construct Holman Road to the full one hundred thirty-four (134) foot width (one hundred fourteen (114) feet from curb face to curb face) from southern boundary of TM8-04A&8 to the Woodbridge Irrigation canal easement. Include median lighting. (#11)

- B45. Install a barricade per City of Stockton standards at the northern curb flare of the intersection of Holman Road and Lt. Col. Mark Taylor Street/Hendrix Drive.
- B46. Install bus turnouts at the intersection of Holman Road and Lt. Col. Mark Taylor Street/Hendrix Drive as depicted on the tentative map. (#17)
- B47. Access to Holman Road shall be restricted except at public street intersections. (#7)

Lt. Col. Mark Taylor Street

- B48. Construct the road to the full ninety-six (96) foot width (sixty-six (66) feet from curb face to curb face) from the western most curb flare at the intersection with Holman Road westward to a point located approximately fifty feet (50) west of the intersection of Lt. Col. Mark Taylor Street and Street 'P'. Include median lighting.

Traffic Signals/Intersection Improvements

- B49. Design and install a traffic signal at the intersection of Holman Road and Hendrix Drive. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#10)

▪ **Off-site Improvements**

Eight Mile Road Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- B50. Design and install a traffic signal at the intersection of Eight Mile Road/West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- B51. Design and construct a traffic signal at the intersection of Eight Mile Road/East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane

EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- B52. Install stop signs at the intersection of the north bound off-ramp and East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

N8 – one left-turn lane and one through/right-turn shared lane
SB – one right-lane and one through lane
EB – one left-turn lane and one right-turn lane
WB – Not applicable

If the owner/subdivider of Lot 7, Lot 8, Lot 9 or Lot 10 constructs the interim improvements identified in B50, B51 and B52, the payment of a proportionate share of the cost of those improvements as defined in B32, B34, B36 and B38 above is not required of the owner/subdivider who constructed said improvements.

Note: If development occurs in Improvement Plan Area 'B' prior to occurring in Improvement Plan Area 'A', the following off-site improvements shall occur:

Morada Lane Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- B53. Design and install a traffic signal at Morada Lane/Hwy 99 West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13)

NB – one through/left-turn shared lane, and one right-turn lane
SB – one through/left-turn shared lane, and one right-turn lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one through, one left-turn lane, and one right-turn lane

- B54. Design and install a traffic signal at the Morada Lane/Hwy 99 East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane, one through lane and one right-turn lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

If the owner/subdivider of Lot 7, Lot 8, Lot 9 or Lot 10 constructs the interim improvements identified in B53 and B54, the payment of a proportionate share of

the cost of those improvements as defined in B32, B34, B36 and B38 above is not required of the owner/subdivider who constructed said improvements.

□ **Plan Area 'C'**

Plan Area 'C' encompasses approximately 73.52± acres of light industrial/business park uses, consisting of the Lot 1, Lot 2 and Lot 3. The following general conditions are associated with development within Improvement Plan Area 'C':

▪ **General Conditions**

Storm Water

- C1. The owner/subdivider of Lot 1 and Lot 2 shall provide appropriate security, design and construct a drainage basin/pump station on Lot 3. The design of the basin/pump station shall be subject to the approval of the Director of Municipal Utilities.

Easements

- C2. The owner/subdivider of Lot 2 shall comply with all requirements of agencies having jurisdiction over the Woodbridge Irrigation District (WID). (#25)
- C3. The Final Map for Lot 1 and Lot 2 shall include a ten (10) foot easement from the existing toe of the levee along Bear Creek for maintenance of all levee slopes. Note: This condition is not required if the easement is already included as a component of another recorded map. (#18)
- C4. Provide non-exclusive access easements within the industrial and commercial areas as necessary to provide all required lot accesses. (#24)

Transportation System Management

- C5. The owner/subdivider of Lots 1 and 2 shall participate in any Transportation Systems Management (TSM) programs established by the City of Stockton and provide a permanent area for a park and ride facility as a part of the development of Lots 1, 2, 4 or 5, or a combination thereof. Lot 17 is considered an interim park & ride location that will eventually be eliminated with the reconstruction of the State Highway Route 99/Eight Mile Road interchange. The Park and Ride facility may be a stand-alone designated lot or may consist of designated spaces within a parking area in the above referenced lots. The required number of park & ride spaces shall be determined by the Public Works Director in consultation with Caltrans. (#21)

The following on-site/in-tract improvements are necessary to support development

within Improvement Plan Area 'C':

▪ **On-site/In-tract Improvements**

Signature Drive

- C6. Dedicate the right-of-way and construct the road to the full sixty (60) foot width (forty (40) feet from curb face to curb face) from Eight Mile Road southward as depicted on TM8-04A&B.

Cannery Circle

- C7. The owner/subdivider of Lot 2 shall dedicate the right-of-way and construct the road to the full seventy-eight (78) foot width (forty-eight (48) feet from curb face to curb face) from Holman Road westward approximately 365 feet as depicted on the tentative map. Dedicate the right-of-way and construct the road to the full sixty (60) foot width (forty (40) feet from curb face to curb face) as depicted on TM8-04A&B.

▪ **Off-site Improvements**

Golfview Road

- C8. Design and construct a traffic signal at the future intersection of Eight Mile Road/Golfview Road/Signature Drive and stripe to provide the following lane configuration (#10), (#13), (#16)

NB – one left-turn lane and 1 through/right-turn shared lane

SB – one left-turn lane and one through/right-turn shared lane

EB – one left-turn lane and two through lanes

WB – one through lane and one through/right-turn shared lane

Other Roadways/Intersections

- C9. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 1 (i.e., 4,061), the owner/subdivider of Lot 1 shall pay a proportionate share (i.e., 8.33%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);

- Morada Lane/Hwy 99 West Frontage Road (interim improvements);
and
 - Morada Lane/Hwy 99 East Frontage Road (interim improvements).
- C10. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 1 (i.e., 4,061), the owner/subdivider of Lot 1 shall pay a proportionate share (i.e., 8.33%) of the two-percent (2%) share of the cost of roadway improvements at the West lane/Arterial A intersection. (#16)
- C11. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 2 (i.e., 5,844), the owner/subdivider of Lot 2 shall pay a proportionate share (i.e., 12.00%) of the total cost of roadway improvements at the following intersections (#13), (#16):
- Eight Mile Road/Ham Lane;
 - Eight Mile Road/Leach Road;
 - Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
 - Morada Lane/Hwy 99 West Frontage Road (interim improvements);
and
 - Morada Lane/Hwy 99 East Frontage Road (interim improvements).
- C12. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 2 (i.e., 5,844), the owner/subdivider of Lot 2 shall pay a proportionate share (i.e., 12.00%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)

Note: If development occurs in Improvement Plan Area 'C' prior to occurring in Improvement Plan Areas 'B' or 'D', the following on-site/in- tract improvements shall occur:

Holman Road

- C13. Construct Holman Road to the full one hundred thirty-four (134) foot width (one hundred fourteen (114) feet from curb face to curb face) from Eight Mile Road southward to Bear Creek. Include median lighting. (#11)

- C14. Install a bus turnout at the intersection of Holman Road and Eight Mile Road as depicted on TM8-04A&B. (#17)
- C15. Access to Holman Road shall be restricted except at public street intersections. (#7)

Traffic Signals/Intersection Improvements

- C16. Design and install a traffic signal at the intersection of Holman Road and Cannery Circle/Tri-Valley Drive. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)

Note: If development occurs in Improvement Plan Area 'C' prior to occurring in Improvement Plan Areas 'B', 'D' or 'E', the following off-site improvements shall occur:

Eight Mile Road

- C17. Comply with all conditions of Specific Plan Amendment SPA1-03 and install all improvements required by said amendment. (#6)
- C18. Install frontage improvements from the western boundary of TM8-04A&B eastward to the eastern boundary of TM8-04A&B, including but not limited to curb, gutter, sidewalk, pavement widening and street lighting along Eight Mile Road to provide a minimum 72-foot half street section. (#5)
- C19. Existing points of access shall remain unrestricted until such time as the Eight Mile Road improvements are constructed or until an adjacent parcel is developed. (#12)
- C20. Install a continuous eleven (11) foot minimum width deceleration lane on the south side of Eight Mile Road for a minimum of 200 feet west of the driveway located approximately 800 feet east of the Union Pacific Railroad (formerly the SPRR). (SPA #5)
- C21. The Project driveway(s) on Eight Mile Road shall be limited to a total of four (three new) driveways and shall be limited to right-turn in/right-turn out. Driveways shall be spaced a minimum distance of 300 feet from any intersection, driveway or creek and shall be a minimum of 750 feet from the Union Pacific Railroad tracks. Project driveway(s) shall be designed and constructed to prevent on-site cross traffic for a minimum distance of 100 feet from the future property line along Eight Mile Road. (SPA #3)
- C22. Design and install a traffic signal at the intersection of Holman Road and Eight Mile Road. Construct interim intersection improvements to the satisfaction of the Public Works Director, including appropriate alignment

and striping of the intersection turn lanes and the provision of transition lanes on the south side of Eight Mile Road approaching and departing Holman Road. Provide vehicle acceleration and de-acceleration lanes, as appropriate. (#10), (#13)

Eight Mile Road Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- C23. Design and install a traffic signal at the intersection of Eight Mile Road/West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- C24. Design and construct a traffic signal at the intersection of Eight Mile Road/East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- C25. Install stop signs at the intersection of the north bound off-ramp and East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB - one left-turn lane and one through/right-turn shared lane
SB – one right-lane and one through lane
EB – one left-turn lane and one right-turn lane
WB – Not applicable

If the owner/subdivider of Lot 1 or Lot 2 constructs the interim improvements identified in C23, C24 and C25, the payment of a proportionate share of the cost of those improvements as defined in C9 and C11 above is not required of the owner/subdivider who constructed said improvements.

☐ **Improvement Plan Area 'D'**

Improvement Plan Area 'D' encompasses approximately 32.09± acres of business park/commercial uses consisting of Lot 4. The following general conditions are

associated with development within Improvement Plan Area 'D' Lot 4 (Parcels 22 through 36):

▪ **General Conditions Easements**

- D1. Comply with all requirements of agencies having jurisdiction over the Woodbridge Irrigation District (WID). (#25)
- D2. The Final Map for Lot 4 shall include a ten (10) foot easement from the existing toe of the levee along Bear Creek for maintenance of all levee slopes. Note: This condition is not required if the easement is already included as a component of another recorded map. (#18)

Transportation System Management

- D3. The owner/subdivider shall participate in any Transportation Systems Management (TSM) programs established by the City of Stockton and provide a permanent area for a park and ride facility as a part of the development of Lots 1, 2, 4 or 5, or a combination thereof. Lot 17 is considered an interim park & ride location that will eventually be eliminated with the reconstruction of the State Highway Route 99/Eight Mile Road interchange. The Park and Ride facility may be a stand-alone designated lot or may consist of designated spaces within a parking area in the above referenced lots. The required number of park & ride spaces shall be determined by the Public Works Director in consultation with Caltrans. (#21)

Note: If construction occurs in Improvement Plan Area 'D' prior to occurring in Improvement Plan Area 'C', the following improvement shall occur:

Storm Water

- D4. Provide appropriate security, design and construct a drainage basin/pump station on Lot 3. The design of the basin/pump station shall be subject to the approval of the Director of Municipal Utilities.

The following on-site/in-tract improvements are necessary to support development within Improvement Plan Area 'D' Lot 4:

▪ **On-site/in-tract Improvements**

Tri-Valley Drive

- D5. Dedicate the right-of-way and construct the road to the full seventy-eight (78) foot width (forty-eight (48) feet from curb face to curb face) from Holman Road eastward approximately 300 feet and from Collector A westward

approximately 300 feet as depicted on the tentative map. Dedicate the right-of-way and construct the road to the full sixty (60) foot width (forty (40) feet from curb face to curb face) for the mid-section of the roadway as depicted on TM8-04A&B.

Collector A

- D6. Dedicate the right-of-way and construct the road to the full ninety-six (96) foot width (sixty-six (66) feet from curb face to curb face) from Eight Mile Road southward to point adjoining the southern curb flare of the intersection of Collector A and Tri-Valley Drive.
- D7. Install a barricade per City of Stockton standards at the southern curb flare of the intersection of Collector A and Tri-valley Drive.
- D8. Access to Collector A shall be restricted within 300 feet from any street intersection, driveway or creek. Any access within 500 feet from a street intersection/traffic signal shall be right-in/right-out only. (#7)
- D9. Install bus turnouts at the intersection of Collector A and Eight Mile Road as depicted on TM8-04A&B. (#17)
- D10. A full access intersection shall be allowed at Eight Mile Road and Collector 'A', located 1,000 feet west of the west frontage road and a traffic signal shall be installed to use the access. (SPA#4)

Collector A/Bear Creek Bridge

- D11. The owner/subdivider of Lot 4 shall pay a proportionate share of the cost associated with the design and construction of the Collector A/Bear Creek Bridge. The proportionate shall be based upon a percentage of the total gross acreage of land associated with Lot 4, Lot 5 and lot 6 (i.e., 99.83 acres). The total gross acreage associated with Lot 4 on TM8-04A&B is 32.09 acres. The owner/subdivider of Lot 4 shall pay 32% of the cost to design and construct the Collector A/Bear Creek Bridge.

Traffic Signals/Intersection Improvements

- D12. Design and install a traffic signal at the intersection of Tri-Valley Drive and Collector A. The activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)
- D13. Design and install a traffic signal at the intersection of Eight Mile Road and Collector A. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)

▪ **Off-site Improvements**

Other Roadways/Intersections

D14. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 4 (i.e., 5,914), the owner/subdivider of Lot 4 shall pay a proportionate share (i.e., 12.13%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
- Morada Lane/Hwy 99 West Frontage Road (interim improvements);
- and
- Morada Lane/Hwy 99 East Frontage Road (interim improvements).

D15. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 4 (i.e., 5,914), the owner/subdivider of Lot 4 shall pay a proportionate share (i.e., 12.13%) of the two-percent (2%) share of the cost of roadway improvements at the West Lane/Arterial A intersection. (#16)

Note: If development occurs in Improvement Plan Area 'D' prior to occurring in Improvement Plan Areas 'B' or 'C', the following on-site/in- tract improvements shall occur:

Holman Road

D16. Construct Holman Road to the full one hundred thirty-four (134) foot width (one hundred fourteen (114) feet from curb face to curb face) from Eight Mile Road southward to Bear Creek. Include median lighting. (#11)

D17. Install a bus turnout at the intersection of Holman Road and Eight Mile Road as depicted on the tentative map. (#17)

D18. Access to Holman Road shall be restricted except at public street intersections. (#7)

Traffic Signals/Intersection Improvements

- D19. Design and install a traffic signal at the intersection of Holman Road and Cannery Circle/Tri-Valley Drive. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)

Note: If development occurs in Improvement Plan Area 'D' prior to occurring in Improvement Plan Areas 'B', 'C' or 'E', the following off-site improvements shall occur:

Eight Mile Road

- D20. Comply with all conditions of Specific Plan Amendment SPA 1-03 and install all improvements required by said amendment. (#6)
- D21. Install frontage improvements from the western boundary of TM8-04A&B eastward to the eastern boundary of TM8-04A&B, including but not limited to curb, gutter, sidewalk, pavement widening and street lighting along Eight Mile Road to provide a minimum 72-foot half street section. (#5)
- D22. Existing points of access shall remain unrestricted until such time as the Eight Mile Road improvements are constructed or until an adjacent parcel is developed. (#12)
- D23. Install a continuous eleven (11) foot minimum width deceleration lane on the south side of Eight Mile Road for a minimum of 200 feet west of the driveway located approximately 800 feet east of the Union Pacific Railroad (formerly the SPRR). (SPA #5)
- D24. The Project driveway(s) on Eight Mile Road shall be limited to a total of four (three new) driveways and shall be limited to right-turn in/right-turn out. Driveways shall be spaced a minimum distance of 300 feet from any intersection, driveway or creek and shall be a minimum of 750 feet from the Union Pacific Railroad tracks. Project driveway(s) shall be designed and constructed to prevent on-site cross traffic for a minimum distance of 100 feet from the future property line along Eight Mile Road. (SPA #3)
- D25. Design and install a traffic signal at the intersection of Holman Road and Eight Mile Road. Construct interim intersection improvements to the satisfaction of the Public Works Director, including appropriate alignment and striping of the intersection turn lanes and the provision of transition lanes on the south side of Eight Mile Road approaching and departing Holman Road. Provide vehicle acceleration and de-acceleration lanes, as appropriate. (#10), (#13)

Eight Mile Road Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- D26. Design and install a traffic signal at the intersection of Eight Mile Road/West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations. (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- D27. Design and construct a traffic signal at the intersection of Eight Mile Road/East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- D28. Install stop signs at the intersection of the north bound off-ramp and East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one right-lane and one through lane
EB – one left-turn lane and one right-turn lane
WB – Not applicable

If the owner/subdivider of Lot 4 constructs the interim improvements identified in D26, D27 & D28, the payment of a proportionate share of the cost of those improvements as defined in D14 above is not required.

☐ **Plan Area 'E'**

Plan Area 'E' encompasses approximately 67.74± acres consisting of the Lot 5 and Lot 6. The following general conditions are associated with development within Plan Area 'E' Lot 5 and Lot 6:

▪ **General Conditions**

Easements

- E1. Comply with all requirements of agencies having jurisdiction over the Woodbridge Irrigation District (WID). (#25)

- E2. The Final Map for Lot 5 shall include a ten (10) foot easement from the existing toe of the levee along Bear Creek for maintenance of all levee slopes. Note: This condition is not required if the easement is already included as a component of another recorded map. (#18)

Transportation System Management

- E3. The owner/subdivider shall participate in any Transportation Systems Management (TSM) programs established by the City of Stockton and provide a permanent area for a park and ride facility as a part of the development of Lots 1, 2, 4 or 5, or a combination thereof. Lot 17 is considered an interim park & ride location that will eventually be eliminated with the reconstruction of the State Highway Route 99/Eight Mile Road interchange. The Park and Ride facility may be a stand-alone designated lot or may consist of designated spaces within a parking area in the above referenced lots. The required number of park & ride spaces shall be determined by the Public Works Director in consultation with Caltrans. (#21)

The following on-site/in-tract improvements are necessary to support development within Improvement Plan Area 'E' Lot 5 and Lot 6:

▪ **On-site/In-tract Improvements**

Collector A

- E4. Dedicate the right-of-way and construct the road to the full ninety-six (96) foot width (sixty-six (66) feet from curb face to curb face) from the southern curb flare of the intersection of Tri-Valley Drive and Collector A southward across Bear Creek to an intersection with Pfc Jessie Mizener Street.
- E5. Access to Collector A shall be restricted within 300 feet from any street intersection, driveway or creek. Any access within 500 feet from a street intersection/traffic signal shall be right-in/right-out only. (#7)

Collector A/Bear Creek Bridge

- E6. Based on the timing of development, the owner/subdivider of Lot 5 or Lot 6 shall provide appropriate security, design and construct the Collector A Bridge across Bear Creek. The owner/subdivider of Lot 5 and Lot 6 shall pay a proportionate share of the cost associated with the design and construction of the Collector A/Bear Creek Bridge. The proportionate share shall be based upon a percentage of the total gross acreage of land associated with Lot 4 (Lot 4 is conditioned to contribute 32% of the cost to design and construct the bridge), Lot 5 and Lot 6 (i.e., 99.83 acres). The

total gross acreage associated with Lot 5 on TM8-04A&B is 55.87 acres. The owner/subdivider of Lot 5 shall pay 56% of the cost to design and construct the Collector A/Bear Creek Bridge. The total gross acreage associated with Lot 6 on TM8-04A&B is 11.87 acres. The owner/subdivider of Lot 6 shall pay 12% of the cost to design and construct the Collector A/Bear Creek Bridge.

▪ **Off-site Improvements**

State Route 99 Frontage Road

- E7. The owner/subdivider of Lot 6 shall dedicate 50 feet of right-of-way along the State Highway Route 99 West Frontage Road, from Collector "B" to the south property line at Lot F, and install frontage improvements, including but not limited to curb, gutter, sidewalk, and street lighting along the property frontage of Lot F. Note: This condition is not required if the dedication is already included as a component of another recorded map. (#9)

Other Roadways/Intersections

- E8. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 5 (i.e., 20,126), the owner/subdivider of Lot 5 shall pay a proportionate share (i.e., 41.31%) of the total cost of roadway improvements at the following intersections (#13), (#16):
- Eight Mile Road/Ham Lane;
 - Eight Mile Road/Leach Road;
 - Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
 - Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
 - Morada Lane/Hwy 99 West Frontage Road (interim improvements);
 - and
 - Morada Lane/Hwy 99 East Frontage Road (interim improvements).
- E9. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 5 (i.e., 20,126), the owner/subdivider of Lot 5 shall pay a proportionate share (i.e., 41.31%) of the two-percent (2%) share of the cost of roadway improvements at that intersection. (#16)
- E10. Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 6

(i.e., 1,517), the owner/subdivider of Lot 6 shall pay a proportionate share (i.e., 3.11%) of the total cost of roadway improvements at the following intersections (#13), (#16):

- Eight Mile Road/Ham Lane;
- Eight Mile Road/Leach Road;
- Eight Mile Road/Hwy 99 West Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road (interim improvements);
- Eight Mile Road/Hwy 99 East Frontage Road at Northbound ramp (interim improvements);
- Morada Lane/Hwy 99 West Frontage Road (interim improvements);
- and
- Morada Lane/Hwy 99 East Frontage Road (interim improvements).

E11. The proportionate share for roadway improvements at West Lane/Arterial A intersection for the Cannery Park TM8-04A&B is two percent (2%). Based upon the total daily trip generation rate for Cannery Park (i.e., 48,726) compared to the total daily trip generation estimate associated with Lot 6 (i.e., 1,517), the owner/subdivider of Lot 6 shall pay a proportionate share (i.e., 3.11%) of the two-percent (2%) share of the cost of roadway improvements at that intersection. (#16)

Note: If construction occurs in Improvement Plan Area 'E' prior to occurring in improvement Plan Area 'C' or 'D', the following improvement shall occur:

Storm Water

E12. Provide appropriate security, design and construct a drainage basin/pump station on Lot 3. The design of the basin/pump station shall be subject to the approval of the Director of Municipal Utilities.

Note: If construction occurs in Improvement Plan Area 'E' prior to occurring in Improvement Plan Area 'B', the following improvement shall occur:

Collector A

E13. Dedicate the right-of-way and construct the road to the full ninety-six (96) foot width (sixty-six (66) feet from curb face to curb face) from Eight Mile Road southward to point adjoining the southern curb flare of the intersection of Collector A and Tri-Valley Drive.

E14. Install bus turnouts at the intersection of Collector A and Eight Mile Road as depicted on TM8-04A&B. (#17)

E15. A full access intersection shall be allowed at Eight Mile Road and Collector 'A', located 1,000 feet west of the west frontage road and a traffic signal

shall be installed to use the access. (SPA#4)

Traffic Signals/Intersection Improvements

- E16. Design and install a traffic signal at the intersection of Tri-Valley Drive and Collector A. The activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)
- E17. Design and install a traffic signal at the intersection of Eight Mile Road and Collector A. Activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)

Pfc Jessie Mizener Street

- E18. Construct the road to the full seventy-eight (78) foot width (forty-eight (48) feet from curb face to curb face) from approximately one hundred (100) feet west of the western most curb flare at the intersection with Collector A eastward to the State Route Hwy 99 Frontage Road.
- E19. Install a barricade per City of Stockton standards at the western most curb flare of the intersection of Pfc Jessie Mizener Street and Collector A.
- E20. Access to Pfc Jessie Mizener Street shall be restricted except at public street intersections. (#7)

Traffic Signals/Intersection Improvements

- E21. Design and install a traffic signal at the intersection of Collector A and Pfc Jessie Mizener Street. The activation of the traffic signal shall be at the discretion of the Public Works Director. (#13)

Note: If development occurs in Improvement Plan Area 'E' prior to occurring in Improvement Plan Areas 'B', 'C' or 'D', the following off-site improvements shall occur:

Eight Mile Road

- E22. Comply with all conditions of Specific Plan Amendment SPA1-03 and install all improvements required by said amendment. (#6)
- E23. Install frontage improvements from the western boundary of TM8-04A&B eastward to the eastern boundary of TM8-04A&B, including but not limited to curb, gutter, sidewalk, pavement widening and street lighting along Eight Mile Road to provide a minimum 72-foot half street section. (#5)

- E24. Existing points of access shall remain unrestricted until such time as the Eight Mile Road improvements are constructed or until an adjacent parcel is developed. (#12)
- E25. Install a continuous eleven (11) foot minimum width deceleration lane on the south side of Eight Mile Road for a minimum of 200 feet west of the driveway located approximately 800 feet east of the Union Pacific Railroad (formerly the SPRR). (SPA #5)
- E26. The Project driveway(s) on Eight Mile Road shall be limited to a total of four (three new) driveways and shall be limited to right-turn in/right-turn out. Driveways shall be spaced a minimum distance of 300 feet from any intersection, driveway or creek and shall be a minimum of 750 feet from the Union Pacific Railroad tracks. Project driveway(s) shall be designed and constructed to prevent on-site cross traffic for a minimum distance of 100 feet from the future property line along Eight Mile Road. (SPA #3)
- E27. Prior to recording a final subdivision map or obtaining site plan approval within Plan Area E, design and submit for City approval a traffic signal at the intersection of Holman Road and Eight Mile Road and interim intersection improvements to the satisfaction of the Public Works Director, including appropriate alignment and striping of the intersection turn lanes and the provision of transition lanes on the south side of Eight Mile Road approaching and departing Holman Road. Provide vehicle acceleration and de-acceleration lanes, as appropriate. The improvements described in this Section E27 shall be constructed concurrent with the construction of the Holman Road Bridge crossing at Bear Creek and the extension of Holman Road to Eight Mile Road. (#10), (#13)

Eight Mile Road Interchange Frontage Roads

Provide appropriate security, design and construct the following interim improvements to mitigate near-term impacts and enhance circulation.

- E28. Design and install a traffic signal at the intersection of Eight Mile Road/West Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)
- NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane
- E29. Design and construct a traffic signal at the intersection of Eight Mile Road/East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one left-turn lane and one through/right-turn shared lane
EB – one left-turn lane and one through/right-turn shared lane
WB – one left-turn lane and one through/right-turn shared lane

- E30. Install stop signs at the intersection of the north bound off-ramp and East Frontage Road and widen the intersection as appropriate, with striping to provide the following lane configurations: (#10), (#13), (#16)

NB – one left-turn lane and one through/right-turn shared lane
SB – one right-lane and one through lane
EB – one left-turn lane and one right-turn lane
WB – Not applicable

If the owner/subdivider of Lot 5 or Lot 6 constructs the interim improvements identified in E28, E29 and E30, the payment of a proportionate share of the cost of those improvements as defined in E8 and E10 above is not required of owner/subdivider who constructs said improvements.