

Resolution No.

STOCKTON PLANNING COMMISSION

RESOLUTION APPROVING A VESTING TENTATIVE MAP, PLANNED DEVELOPMENT, AND WAIVER, FOR A PROPOSED 1,411 LOT RESIDENTIAL DEVELOPMENT (LEBARON RANCH) AT 900 & 1300 EAST EIGHT MILE ROAD AND 10550 & 10600 NORTH LOWER SACRAMENTO ROAD (APNS 084-050-06; -07; -08; -14; -27; and -28) (P22-0139)

Bear Creek Ventures (hereafter "Applicant") is proposing a Vesting Tentative Map to subdivide six (6) parcels (APNs 084-050-06; -07; -08; -14; -27; and -28), for a total combined acreage of 236.30-acres, into 1,411 residential parcels with common space lots, located at 900 & 1300 East Eight Mile Road and 10550 & 10600 North Lower Sacramento Road and known as "LeBaron Ranch"; and

The Project also includes a Planned Development and Waiver request for LeBaron Ranch, in addition to other entitlements to annex the lands and surrounding area into the City of Stockton for the greater Project site; and

On June 6, 2025, public notice for the subject application was published in the local newspaper in accordance with Stockton Municipal Code (SMC) Section 16.88.030; and

On June 26, 2025, the Planning Commission conducted a public hearing on the application, in compliance with SMC Chapter 16.88, at which point all persons wishing to be heard were provided such opportunity; now, therefore,

BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF STOCKTON AS FOLLOWS:

1. The foregoing recitals are true and correct and incorporated by reference.
2. Based upon its review of the entire record herein, the Planning Commission makes the following findings:

SECTION I: VESTING TENTATIVE MAP

Per SMC Section 16.188.080(B)(2) the approval of a vesting tentative map or vesting tentative parcel map shall not be granted unless the Review Authority first determines that the intended development of the subdivision is consistent with the zoning regulations applicable to the property at the time of filing, in addition to all other findings required for tentative map or tentative parcel map approval by Section 16.188.060 (Findings and decision).

1. The proposed project is a residential project that has a mix of residential zoning including Residential, Low (RL), Residential, Medium (RM),

Residential-High (RH) density, and Public Facilities (PF) zoning, and will comply with the approved Planned Development permit applicable to the property at the time of filing.

Per SMC Section 16.188.060(A), a vesting tentative map or tentative parcel map may only be approved if the Review Authority makes the following findings:

1. Per SMC Section 16.188.060(A)(1), the proposed subdivision is consistent with the General Plan (Subdivision Map Act § 66473.5), and any applicable Specific Plan, Precise Road Plan, or Master Development Plan. The proposed residential use is consistent with the 2040 General Plan designation(s) of Low, Medium and High Density Residential, as well as Parks and Open Space.
2. Per SMC Section 16.188.060(A)(2), the supplemental findings can also be made which are a) the residential project will construct necessary sidewalk, curb, gutter, water, sewer, and street improvements; b) the map is not creating condominiums or is a condominium conversion; c) the proposed map will not be creating any exactions and any necessary dedications will comply with City standards; and d) the developer is not requesting a waiver of a parcel map, as outlined in SMC Section 16.192.020(A)(1).

Per SMC Section 16.188.060(B) the following findings for the vesting tentative map can be made in the affirmative.

1. With approval of the proposed general plan amendment, the proposed subdivision would be consistent with the General Plan designations of Low, Medium and High Density Residential, as well as Parks and Recreation since the proposed subdivision would divide the property into residential lots in accordance with the General Plan designation and zoning, and the proposed primary use is residential.
2. The site is physically suitable for the type of proposed density of the development as it is a vacant site proposed for residential use. With the implementation of the proposed Conditions of Approval, services will be available to the site.
3. The design of the subdivision is not likely to cause substantial environmental damage or injure fish or wildlife or their habitat as determined by the City's adopted 2040 General Plan Environmental Impact Report (SCH# 2017052062) and documented in the Environmental Impact Report prepared for the Project.
4. The proposed Vesting Tentative Map complies with the California Environmental Quality Act (CEQA). An environmental assessment for the LeBaron Ranch project has been prepared in accordance with the provisions of CEQA, resulting in adoption of an Environmental Impact

Report (SCH #2023070657), Statement of Overriding Considerations, Findings, and Mitigation and Monitoring Reporting Program. The proposed project is consistent with the adopted Envision Stockton 2040 General Plan land use designation for the Project site and the Project was evaluated in the certified Stockton 2040 General Plan EIR (SCH# 2017052062), with City Council action taken on December 4, 2018. The Project is also consistent with the applicable general plan designation and applicable general plan policies.

5. The design of the subdivision would not conflict with easements acquired by the public at large for access through, or use of, property within the proposed subdivision. There are no existing easements that have been acquired through, or use of, the property within the proposed subdivision of the parcel.
6. The discharge of sewage from the proposed subdivision into the regional sewer system would not result in the violation of existing requirements prescribed by the California Regional Water Quality Control Board as documented in the Project EIR and the City's adopted 2040 General Plan EIR. The City Municipal Utilities Department has reviewed the Project and voiced no concerns over serving the proposed residential units.
7. A preliminary soils report or geological hazard report indicating adverse soil or geological conditions will be required at the time of building permit submittal.
8. The proposed subdivision is consistent with all applicable sections of the Development Code, Municipal Code, the City's standard specifications and plans, and the Map Act.

SECTION II: PLANNED DEVELOPMENT PERMIT

Per SMC Section 16.144.060, the following findings listed below can be made in the affirmative:

1. The proposed planned development would be allowed within the proposed residential zoning districts; complies with the applicable provisions in the development code as well as provide for maximum flexibility in site planning and property development to carry out the purpose, intent, and requirements of the respective zoning district, including prescribed development standards; and is consistent with the general land uses, objectives, policies, and programs of the General Plan for a mix of Low, Medium, and High Density Residential as well as parks and open space uses. The Project is consistent with the Low, Medium and High Density Residential density ranges as well as the Public Facilities zoning designation.

2. There are adequate provisions for public utilities and services to ensure that the proposed development would not be detrimental to public health and safety. Existing utilities are located within the adjacent roadway rights-of-way and the applicant has worked with the respective City Departments to verify capacity against the project's projected demands.
3. The establishment, maintenance, or operation of the proposed activity at the location proposed would not endanger, jeopardize, or otherwise constitute a hazard to the public convenience, health, interest, safety, or general welfare of persons residing or working in the neighborhood of the proposed use. Conversely, the project will seek to develop a vacant and blighted parcel that has been a frequent target for loitering, littering and vandalism.
4. The subject site would be: 1) physically suitable for the residential use and density proposed as the provision of utilities exists, there is public access from West Lane, Marlette Road, Lower Sacramento Road, and East Eight Mile Road, and there are no physical constraints on the parcels or getting into the parcels; 2) the site is adequate in size and shape to accommodate the use and all fences and walls, landscaping, loading, parking, yards, and other features required by this Development Code; and 3) the internal public streets will be designed to City standards and adequate in width and pavement type to carry the quantity and type of traffic generated by the proposed residential development.
5. The proposed development would produce a comprehensive development of superior quality than might otherwise occur from more traditional development applications in that it will provide a new residential project that offers a wider variety of home types of varying densities, while still providing for adequate landscape relief and rear yards.
6. The proposed design and development is innovative and creative and in compliance with the standards identified in Chapter 16.68 (Planned Development Permit Standards). It sets unique development standards specific to the Project that encourages design creativity at a varying densities.

SECTION III: WAIVER

Per SMC Section 16.176.040, the following findings can be made in the affirmative:

1. The granting of the waiver shall enable the site to be utilized so that specific standards can be addressed without creating undue hardship. Granting of the waiver enables the site to be developed with housing in a manner that provides current market-driven options to a potential homeowner, as well as providing a wide range of open space and landscape opportunities within the development.

2. The granting of the waiver shall allow for the economic viability and use of the site. The waiver is varying the quantity of open space throughout the overall project site and is enabling the residential development on the site to be designed in a manner that is consistent with the neighborhood development and surrounding project densities and quantity of open space.
3. The granting of the waiver, with conditions that are imposed, will not be detrimental to the public convenience, health, interest, safety, or general welfare of the City or injurious to the property or improvements in the zone or neighborhood in which the property is located. The Project is located in a residential area and is a residential project. Added residential homes in the area will not be detrimental to the public convenience, health, interest, safety or general welfare.
4. The granting of the waiver will be consistent with the general land uses, objectives, policies, and programs of the General Plan, any applicable specific plan, precise road plan, or master development plan, and the intent of this Development Code. The Project site has a General Plan designation of Residential and is being rezoned for residential and open space uses. The development of this Project fulfills the intent of the General Plan as intended.
5. The granting of the waiver will not conflict with applicable provisions of the latest edition of the California Building Code and Fire Code and other applicable Federal, State, and local laws and regulations. The waiver request has been reviewed by our Fire Department and Building Division and the waiver does not request any concessions related to the Building Code or Fire Codes, or any other applicable law or regulation.
9. The granting of the waiver will be in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines. The proposed Waiver action complies with the California Environmental Quality Act (CEQA). An environmental assessment for the LeBaron Ranch project has been prepared in accordance with the provisions of CEQA, resulting in adoption of an Environmental Impact Report (SCH #2023070657), Statement of Overriding Considerations, Findings, and Mitigation and Monitoring Reporting Program. The proposed Project is consistent with the adopted Envision Stockton 2040 General Plan land use designation for the Project site and the Project was evaluated in the certified Stockton 2040 General Plan EIR (SCH# 2017052062), with City Council action taken on December 4, 2018. The Project is also consistent with the applicable general plan designation and applicable general plan policies.

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SECTION IV: CONDITIONS OF APPROVAL

1. The Project approvals shall become effective following the completion of a ten (10) day appeal period following approval of the application and approval by the City Council for Rezoning of the site, as well as annexation approval from the Local Agency Formation Commission (LAFCo) into the City of Stockton.

2. This approval is for the Vesting Tentative Map (Exhibit 1), Planned Development (Exhibit 2), and Waiver included and incorporated by this reference.

3. The Vesting Tentative Map approval is valid for 24 months after its effective date per SMC Section 16.188.100(B). At the end of 24 months, the approval shall expire and become void unless: A parcel or final map, and any required bonds and improvement agreements, have been filed with the City Engineer in compliance with SMC 16.192 (Parcel Maps and Final Maps); or an extension of time has been granted in compliance with subsection SMC 16.188.100(C).

4. Future residential architecture shall apply for an Architectural Review application with the Community Development Department Planning Division. All architectural design shall be compatible with the Citywide Design Guidelines for new residential construction.

5. Design and development of Lot A (High Density Residential site) shall file an application to the Community Development Department for Site Plan Review and Architectural Review. The maximum allowable units for Lot A shall be 194 units in compliance with the adopted Environmental Impact Report.

APN 084-050-03 is under a Williamson Act contract and shall be required to file a notice of nonrenewal upon annexation into the City. Uses can continue as legally nonconforming within the City of Stockton.

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

7. The property owners, developers, and/or successors-in-interest (ODS) shall be responsible for the City's legal and administrative costs associated with defending any legal challenge of the approval for this project or its related environmental document.

8. In order to minimize any adverse financial impact on the City of Stockton associated with development and/or use of the subject site, the ODS agrees that it will not challenge, or protest and applicable fees associated with the development of the site, but if such fees are amended or modified, the ODS agree to pay such fees as they may be amended or modified from time to time, in accordance with Government Code sections 66000 – 66025.

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Community Development Department – Engineering Division

9. ODS shall submit off-site improvement plans for the frontage and in-tract improvements to CDD-Engineering for review and approval. Improvements to include but not be limited to; public streets, traffic medians, traffic signal modifications, storm sewer, sanitary sewer, and water utilities, streetlighting, public fire hydrants, traffic circles or roundabouts, curb, gutter, sidewalk, landscaping, public bicycle facilities, storm drain pump station and basin. Improvements plans showing roundabouts or traffic circles shall be able to accommodate the largest design vehicle to service the area and as directed and approved by the City Engineer.

10. Prior to recordation of any final map, the ODS shall annex into and comply with all requirements of the Citywide Services and Maintenance Facilities District known as CFD-2018-03 pursuant to the Community Facilities Act and the City Council's adopted Capital Financing and Debt Management Policy (Resolution 2018-07-17-1301).

11. ODS shall dedicate all rights of way required for all public streets and public improvements.

12. ODS shall preserve property pins and all other survey monuments within the project scope of work.

Community Development Department – Building Division

13. Based on the 200 Year Floodplain Analysis Map, and the Technical Memorandum prepared by NorthStar Engineering Group, Inc. dated March 31, 2024, the property is located in an area of potential flooding in excess of three (3) feet from a storm event that has a 1-in-200 chance of occurring in any given year, from sources other than local drainage, in urban and urbanizing areas. The finished floor elevations for each new residential unit shall be elevated to within three (3) feet of the 200-year base flood elevation providing an urban level of flood protection in accordance with SMC 16.90.020(A)2.

Public Works Department – Traffic Division

14. Owner Developer Successor (ODS) shall design and construct improvements on Marlette Road with traffic calming measures and intersection controls including but not limited to roundabouts, traffic circles, bulb outs, speed tables, speed cushions, chicanes and traffic signals as directed and approved by the City Engineer in accordance with the approved Traffic Circulation Technical Memo. Improvements for Marlette Road shall be constructed with Phase 1, 2 and 3, respectively. Temporary turn around shall be constructed at terminal end of Marlette Road.

15. ODS shall construct all streets identified in the tentative map to include traffic calming device as identified in the Traffic Circulation Technical Memo performed by the developer. Refer to City standard plans dwg No. R-11, R12, & R13 for determining appropriate location and design of roundabouts and traffic circles.

16. ODS shall construct raised intersections as approved by the City Engineer in accordance with the approved Traffic Circulation Memo.

17. ODS shall submit Improvement plans designed with traffic calming subject to the City's NTMP guidelines.

18. ODS shall submit improvement plans showing roundabouts or traffic circles that are able to accommodate the largest design vehicle to service the area and as directed and approved by the City Engineer.

19. The Lower Sacramento Precise Road Plan shall be amended to reflect updates as part of this development project. Required improvements along Lower Sacramento Road shall conform with City Standards, the Lower Sacramento Road Special Purpose Plan, and the City Bicycle Master Plan for bike facilities.

20. ODS shall design and construct two ADA ramps per corner as part of the improvement plans. The ramps shall be aligned with the path of pedestrian travel. Installation of curb ramps at an intersection must meet AADAG standards. Appropriate public right of ways shall be dedicated for sidewalk / ramps and shown on the tentative map.

21. ODS shall submit the improvement plans with an approved Master Plans for roadway network, striping/lane geometrics, and fiber optic cable interconnect of all traffic signals and roundabouts for the ultimate build-out.

22. ODS shall coordinate with SJRTD on bus routes, bus bays, and shelter locations. Locations of bus turnouts shall conform to City standard plans dwg No. R-33 and/or R-34. The corner radii on SJRTD bus routes shall be at least a 30-feet or larger, according to the recommended SJRTD design bus vehicle. Appropriate public right of ways shall be dedicated for bus turnouts and shown on the tentative map.

23. At locations where pedestrian walkways are brought into the intersection, the walkway shall align with the unmarked crosswalk so that a wheelchair ramp can be built in alignment with the unmarked crosswalk. Wheelchair ramps are not allowed on street "knuckles" since there is no intersection to establish a crosswalk.

24. ODS shall design and construct intersection per S.M.C Section 16.36-140, table 3.3. Block walls and vegetation need to be kept clear of the sight distance area. Trees on intersection approaches shall be limited to provide acceptable visibility of traffic control devices and corner sight distance.

25. ODS shall design and construct bikeways to meet City Standards. The tentative map and improvement plans shall identify such trail locations of bicycle and pedestrian facilities. Improvement plans shall provide transitioning to existing facilities in accordance to adopted Bikeway Master Plan. All trails and routes shall be connected and signed for bicycles and pedestrians.

26. ODS shall design and construct the east leg and upgrade the signal of Lower Sacramento Road and Marlette Road intersection. A traffic tech memo shall be submitted with the improvement plans to show geometric design and new signal timing with upgrades to the controller to accommodate future buildout condition of the LeBaron community. This signal upgrade shall be in operation with construction of Phase 3.

27. ODS shall design and construct Marlette Road the west leg to align with the proposed signal at West Lane and Zinfandel Drive new (Tra Vigne development) intersection. A traffic tech memo shall be submitted with the improvement plans to show geometric design, identify signal upgrades, and new signal timing to accommodate future buildout condition of the LeBaron community. The upgraded signal shall be in full operation with construction of Phase 1.

28. An absolute minimum of 4 feet of clear width (pedestrian clear zone) and continuous of sidewalk is required.

29. The project shall be consistent with the Lower Sacramento Plan. Also, refer to City bicycle master plan for bike facilities required along Lower Sacramento Road.

30. Owner, Developer, and Successor shall pay traffic fair share fees to upgrade the signal at West Lane and Eight Mile Road.

31. Owner, Developer, and Successor shall construct improvements on West Lane in accordance with the project phasing plan shown on the Tentative Map as follows:

- a. Phase 1 shall construct West Lane from the Intersection of Marlette Road to Street "Y".
- b. Phase 5 shall construct West Lane from Street "Y" to Eight Mile Road including Traffic Signal Modifications to West Lane and Eight Mile Road Intersection.

32. Owner, Developer, Successor shall construct improvements on Eight Mile Road in accordance with the project phasing plan shown on the Tentative Map as follows:

- a. Phase 5 shall construct Eight Mile Road from the western limit of this phase to Eight Mile Road.
- b. Phase 6 shall construct Eight Mile Road from the western limit of this phase to the Western limit of Phase 5.

33. All improvements shall be constructed per the Tentative Map cross sections and per these Conditions of Approval with Phase 1 and Eight Mile Road with construction of Phase 2.

34. Maintenance easements shall be provided on approaches into private drives for traffic signal equipment, at a minimum 100 feet from property line. This is needed for the city crew to maintain the vehicle detection system and other signal equipment.

35. Landscaping at project intersections shall consider vehicle sight distance requirements. Project shall maintain clear sight triangle of appropriate distance for the given vehicle speeds.

36. The main access throat depth shall meet the City of Stockton Standard drawing R20 at a minimum.

37. All access to the Road shall reflect the approved specific plan for the road. Accesses to the Road must meet C.O.S. development code 16.36.030 for residential and non-residential development.

38. There will be required traffic signal modifications for Eight Mile Road and West Lane to bring signals up to today's City standards. Provisions for STAA (67' radii) truck turning must be included for all approaches.

Public Works Department – Parks Division

39. Storm water basin to be maintained by separate entity than that which will be maintaining the public parks.

40. The Developer/ODS shall pay Parkland Public Facility fees as security and the ODS shall be responsible for the design and development of the public parks shown. The Developers (ODS) shall enter into a Design Development-Reimbursement Agreement with the City of Stockton. Total reimbursement shall not exceed the total amount collected through Parkland Public Facility Fees for the respective development.

41. ODS Shall be responsible for maintaining the Park Improvements per respective phase of the Development is completed and accepted; at such time, maintenance may be turned over to the intended maintenance entity.

42. Unless otherwise indicated below, for each park and green belt site the ODS shall be responsible for the preparation of landscape plans and construction documents prepared by a licensed Landscape Architect licensed by the State of California, and for the development of each site. Park site development shall be turn-key whereby the City has review and approval authority over the master plan, construction documents (preliminary plans, final plans and specifications) and the final constructed product. Improvements shall be in accordance with the most recent City Standard Drawings and Specifications, City Park Amenities and Design Standards, the City 2040 General Plan, and all applicable State and Federal Codes and Regulations and shall be to the satisfaction of the City. As a minimum, each public park parcel shall include the following:

- a. Lot B (8.75-Acre Public Park)
 - i. 7' wide (minimum) meandering looped concrete path
 - ii. Low level pathway lighting (1/2 f.c. min. over walks)
 - iii. CMWELo compliance landscaping with automatic irrigation, turf, groundcover and shrub areas, and trees.

- iv. Amenities including but not limited to: a public restroom, benches, trash receptables, drinking fountain (potable water must be metered separately from landscape irrigation), group picnic area with shade structure and picnic tables, dog waste bag dispensers, sport court/basketball court, playground concrete monument sign with park name, and appropriate regulatory signage.
- v. 8' high masonry wall separating any abutting residential lots (wall shall be on private property).
- b. Lot D (3.47-Acre Public Park)
 - i. 7' wide (minimum) meandering looped concrete path
 - ii. Low level pathway lighting (1/2 f.c. min. over walks)
 - iii. CMWELO compliance landscaping with automatic irrigation, turf, groundcover and shrub areas, and trees
 - iv. Amenities including but not limited to: benches, trash receptables, drinking fountain (potable water must be metered separately from landscape irrigation), group picnic area with shade structure and picnic tables, dog waste bag dispensers, sport court.
 - v. 8' high masonry wall separating any abutting residential lots (wall shall be on private property).
- c. Greenbelt/Wellness Walks and pedestrian access points to Eight Mile Road (Lot K and westerly access point adjacent to Lot D)
 - i. 8' wide meandering path (concrete or decomposed granite with aluminum or concrete edging).
 - ii. Waterwise landscaping with automatic irrigation.
 - iii. Minimum ½ f.c. illumination over pathway (may be solar lighting, which is preferred).

43. ODS shall be responsible for the maintenance of all park and public access lots until such time as the maintenance entity has accepted the final improvements (as described above). Maintenance shall be for fire prevention and trash, debris and weed abatement and shall be to the satisfaction of the City Public Works Director or appointed representative.

44. Landscaping for areas along arterials with backup walls shall be installed within 180 calendar days of the installation of any adjacent masonry walls, unless otherwise stated in the Stockton Municipal Code or as determined by the Community Development Director.

45. Prior to recordation of any Final Map, the ODS shall form a new zone of the Stockton Consolidated Landscape and Lighting Maintenance District 96-2, and approve an assessment providing for the subdivision's proportional share of the costs to maintain any public parks within the service area for this subdivision or serving this subdivision. The ODS may request to annex to an existing zone of the Stockton Consolidated Landscape Lighting Maintenance District 96-2 provided the subdivision is

within the service area of a park for which a zone of the Stockton Consolidated Landscape and Lighting Maintenance District 96-2 has already been formed.

46. Prior to recordation of any small lot Final Map, the ODS shall establish an entity approved by the City to provide funding for the maintenance of, and, if necessary, replacement at the end of the useful life of, improvements including but not limited to common area landscaping, publicly accessible open space and parks, bicycle/pedestrian trails and access lots, landscaping in the right of way, street trees, soundwalls and/or back-up walls and/or walls separating public open space/parks and private property, any area set aside for wall maintenance access, and all "Improvements" serving or for the special benefit of this subdivision. If the ODS elects to provide maintenance for the Improvements through a maintenance assessment district, the ODS shall form a new zone of the Stockton Consolidated Landscape and Lighting Maintenance District 96-2 that includes the entire subdivision. The entire subdivision may be considered for annexation to an existing zone of the Stockton Consolidated Landscape Maintenance Assessment District provided the type, intensity and amount of the Improvements to be maintained are similar to Improvements in the zone to which annexation is proposed. Formation/annexation shall result in an assessment being approved that shall be levied on all properties in the subdivision to ensure that all property owners pay their proportional share of the costs of maintaining (including eventual replacement of at the end of their useful life) in perpetuity, the Improvements serving or for the special benefit of this subdivision.

47. All walls shall be located on private property and a separate maintenance easement shall be recorded for such walls. Such easement shall be sufficient to allow for regular maintenance (i.e. graffiti removal) and shall include width of the support footing as it extends from both sides of the wall.

48. In accordance with SMC Chapter 16.130 Heritage Tree Permit, removal of Oak trees shall be avoided whenever feasible. If removal of any Heritage Oak tree cannot be avoided, the ODS shall be responsible for replacement on site in accordance with the City Heritage Oak ordinance, as approved by the Community Development Director.

49. ODS shall plant street trees in accordance with Stockton Municipal Code Chapter 16.72.180 Street Trees. ODS shall provide automatic irrigation to each street tree either via overall front yard landscape irrigation or separate irrigation system for the newly planted street tree/s. Water for such irrigation shall be by separate meter or private meter serving the respective home parcel upon which the tree/s was/were planted and shall be the ODS responsibility until privately owned.

50. Developer / ODS shall enter into a maintenance agreement with WID to provide for the maintenance of the WID ditch along Eight-Mile Road. The proposed barricade along WID ditch to match, if feasible, the barricade installed along the "Destination's" residential project frontage adjacent to Eight Mile Road. The barricade shall be maintained by City of Stockton.

51. Developer / ODS shall enter into a maintenance agreement with WID to provide for the maintenance of the WID ditch along the southside of Marlette Road.

52. Owner, Developer Successor (ODS) shall be responsible for an improvement and maintenance agreement with WID for the installation of ground-cover material within the WID easement.

53. Lot C is for storm water management and is separate and apart from the Park Parcel (Lot D). Maintenance for Lot C (basin) shall be by separate entity than that for the public parks. The ODS shall be responsible for the establishment of a maintenance entity for Lot C.

54. ODS shall be responsible for maintaining the park improvements for each respective phase of the development until that phase of development is completed and accepted; at such time, maintenance may be turned over to the intended maintenance entity.

Municipal Utilities Department

55. The property Owners, Developers, and/or Successors in Interest will construct the extension of a 30-inch water line in Eight Mile Road and a 24-inch water line in West Lane prior to approval of the project's first set of improvement plans, if the infrastructure is not in place.

56. The property Owners, Developers, and/or Successors in Interest will construct the extension of a 24-inch sanitary sewer line from the existing 42-inch sewer line near Bear Creek to the intersection of West Lane and Marlette Road prior to approval of the project's first set of improvement plans, if the infrastructure is not in place.

57. The Owners, Developers, and/or Successors-in-Interest (ODS) will construct a 16-inch water main along Lower Sacramento Road from Marlette Road to Eight Mile Road.

58. The Owners, Developers, and/or Successors-in-Interest (ODS) will construct a minimum of one water tie-in connection from the water main Eight Mile Road to Street "AG."

59. The Owners, Developers, and/or Successors-in-Interest (ODS) will construct for connection of fire hydrants a parallel 12-inch water main in Eight Mile Road along the frontage of the project; or provide separate water services from the in-tract water system with approval of City of Stockton Fire Department for the connection of fire hydrants.

60. The Owners, Developers, and/or Successors-in-Interest (ODS) must submit subdivision master plans for water, storm and sanitary sewer service. These plans shall show all on-site and off-site utilities necessary to provide water, storm and

sanitary sewer utility service. These plans shall be approved by the Deputy Director of Municipal Utilities prior to the submittal of any improvement plans.

61. The Owners, Developers and/or Successors in Interest shall design and construct the detention basin, pump station and any necessary frontage improvements along the basin parcels. The detention basin parcel shall be dedicated to the City when the improvements are accepted.

62. The ODS must provide a 16-foot all weather access road around the detention basin and to the storm pump station.

63. The ODS must provide appropriately sized utilities, including natural gas and three-phase electrical power to the storm pump station.

64. The ODS must construct minimum 8' tall masonry walls to enclose the perimeter of the City pumps and controls in the storm pump station.

65. The ODS must obtain a discharge permit for storm runoff into Pixley Slough. A copy of the written permission must be on file with the City of Stockton, Municipal Utilities Department prior to approval of the subdivision storm master plans.

66. The Owners, Developers, and/or Successors-in-Interest (ODS) must create a zone within the Stockton Consolidated Storm Drainage Maintenance Assessment District No. 2005-1, prior to the recordation of a Final Map, to provide funding for the operation, maintenance, and replacement costs of the storm water best management practices. In addition, the ODS shall be responsible for the costs of forming the Assessment District, including, but not limited to, the City-selected Assessment District Council, Engineer's Report, Proposition 218 vote, and noticing requirements.

67. Any on-site wells and septic tanks shall be abandoned and destroyed prior to recordation of any final map. Standard for abandonment and destruction shall be as required by San Joaquin County Department of Environmental Health.

68. The developer shall pay all associated fees, as required by the City's Storm Water Pollution Prevention.

69. The phasing of development must ensure that each phase meets the minimum City of Stockton water flows and fire flows requirements.

70. The Owners, Developers and/or Successors in Interest will be required to obtain all necessary permits and shall meet all requirements established by the City of Stockton and the San Joaquin County Flood Control, and Water Conservation District prior to discharge of storm water to Bear Creek.

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Fire Department

71. Frontage improvements for Eight Mile Road (south frontage), West Lane (west frontage), Marlette Road (both frontages), and Lower Sacramento Road (east frontage) shall be reviewed by the Stockton Fire Department for public fire hydrant spacing at time of Improvement Plan submittal.

72. Fire flows for the proposed development shall be in compliance with City of Stockton water modeling for new development.

73. All interior streets within the development shall meet city standards for road width and design.

74. All interior streets within the development shall provide fire hydrants in locations as approved by the Stockton Fire Department.

75. All new single-family homes (LDR/MDR) will require fire sprinklers designed and installed per NFPA 13-D Standards.

76. All commercial housing units (HDR) will require fire sprinklers designed and installed per NFPA 13 Standards.

77. All new homes will require minimum 1-inch water meters to support domestic water and fire sprinkler system demands.

SECTION VI: PLANNING COMMISSION ACTION

Based on its review of the entire record herein, including the June 26, 2025, Planning Commission staff report, all supporting, referenced, and incorporated documents, and all comments received, the Planning Commission hereby approves the requested Vesting Tentative Map (Exhibit 1) and Planned Development (Exhibit 2), each attached hereto and incorporated by reference, and Waiver.

PASSED, APPROVED, and ADOPTED June 26, 2025.

JEFF SANGUINETTI, CHAIR
City of Stockton Planning Commission

ATTEST:

MICHAEL MCDOWELL, SECRETARY
City of Stockton Planning Commission