



PLANNED UNIT RESIDENTIAL DEVELOPMENT GUIDELINES

For LeBaron Ranch



Planned Unit Residential Development Guidelines

For

LeBaron Ranch

September 2024

Client:

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Project Address:

Southwest corner of E. Eight Mile Road & West Lane
Stockton, CA 95210
APNs: 084-050-06, -07, -08, -14, -27, & -28

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LeBaron Ranch

A Planned Unit Residential Development

Project Summary

The LeBaron Ranch (Project) Planned Unit Residential Development (PURD) is located in the northern portion of the City of Stockton (City) Metropolitan Area, within the unincorporated area of San Joaquin County. As a Planned Unit Development, it will be compliant with SMC 16.144. The Project abuts the northern City limits and is within the City's Sphere of Influence (as defined in the Envision Stockton 2040 General Plan) and Urban Services Boundary. The Project will provide up to 1,411 dwelling units in an area bounded by Eight Mile Road, West Lane, Lower Sacramento Road and the extension of Marlette Road.

The Project will feature three distinct product types: Low-Density Residential (LDR), Medium-Density Residential (MDR), and High-density Residential (HDR), all of which will be consistent with the assigned General Plan uses. The project will also include twelve acres of park space and nearly twenty acres of open space, including wellness walks connecting residents to the two park sites. Separated bike lanes and a bike path will be provided along arterials within the project site to provide continuity with the larger bicycle circulation system and give residents a meaningful alternative transportation option to nearby amenities.

The LDR and MDR subareas are generally dispersed throughout the plan area to provide for a balanced single-family community. The HDR area is located on the southwest corner of the project site to allow easy vehicular and transit access via Lower Sacramento Road and the future extension of Marlette Road. The composition and disposition of the subareas is illustrated in Exhibit A.

The LDR area will be developed with lots generally ranging in size from 5,000 to 6,000 square feet, with slightly larger lots at corners and along radii. The MDR area will be developed with typical lots sizes of 3,250 to 4,000 square feet, also with slightly larger lots at corners and along radii. The development standards for these areas are described below and also detailed in Exhibits B, C, D, and E. The HDR area will be developed to City standards, at a density of 20 du/acre on a 9.5-acre parcel in accordance with the Zoning District Development Standards, and as shown in Table 2-3 of the City of Stockton Municipal Code (Section 16.24.200).

A Planned Unit Residential Development has been requested for this project to allow for flexibility in creating a unique and high quality development. With that, the project does deviate from certain City standards. For the 423 LDR lots, the front yard setback is reduced from 20 feet to 15 feet, the front porch/patio setback is reduced from 20 feet to 10 feet, and the front-facing garage setback is reduced from 20 feet to 18 feet, and a side-facing garage setback is reduced from 20 to 15 feet (Refer to Figure 1 below: For clarification a side-facing garage is still placed near the front property line, but the garage door does not face the front property line. It instead faces the side property line, so a vehicle has to make a turn into the garage from the front property line). Rear-facing porches and patios have a

reduced setback from 10 feet to 7 feet. The lot coverage for LDR will increase from 50% to 60% (lot coverage in this PD does not include driveway area). All other development standards will remain the same. Refer to Exhibits B and C for tables describing the setbacks for both the proposed PURD development standards and City standards, as well as a layout of a typical LDR lot.

For the 794 MDR lots, the lot size will be reduced from 5,000 square feet to 3,250 square feet. The lot width will be reduced from 50 feet to 45 feet. The lot coverage will increase from 50% to 65% (does not include driveway area), the front-facing garage setback will decrease from 20 feet to 18 feet, and the main structure side setback will decrease from 5 feet to 4 feet. Refer to Exhibits D and E describing the setbacks for both the proposed PURD development standards and City standards, as well as a layout of a typical MDR lot.

The internal streets are thoughtfully designed to facilitate comfortable and convenient circulation for automobiles, pedestrians, and bicyclists and encourage community connection with generous landscaping and meandering trails. The only street segments that will deviate from City standards will be the knuckles in order to allow for the necessary space required for the important community amenity of the wellness walk areas. The cross sections for internal streets are shown in Exhibit F. The streets, storm drainage facilities, water and sewer facilities, streetlights, and landscape improvements within this community will be installed by the developer and owned and maintained by the City of Stockton and be part of the city-wide Community Facilities District. All utilities will be placed in roadways or within public utility easements in accordance with City standards.

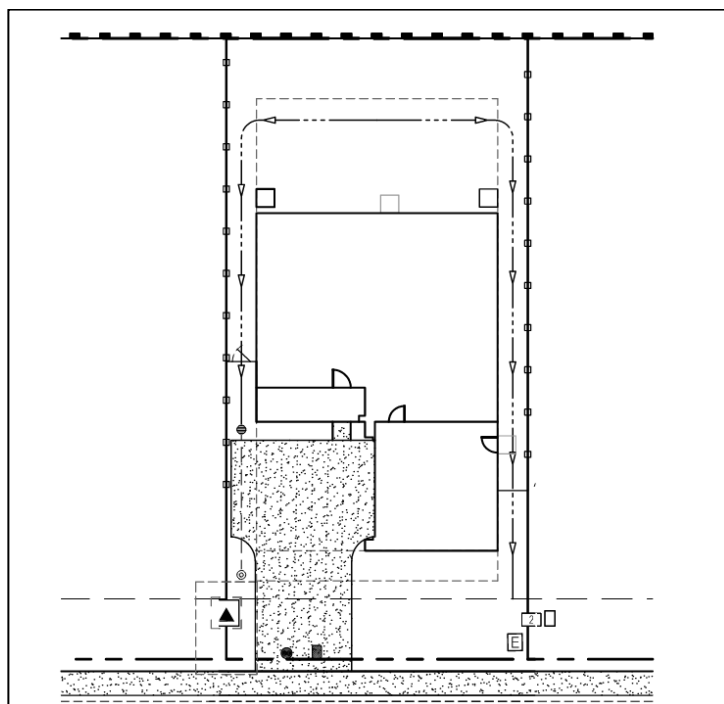


Figure 1: Example of a Side-Facing Garage. The garage door does not face the front property line. This type of garage is allowed a 15-foot setback.

Exhibit A: Site Layout

RESIDENTIAL LEGEND

COLOR	LDR	LDR	MDR	MDR	HDR	TOTAL
LOT SIZE	50' X 100'	60' X 100'	45' X 75'	50' X 80'	-	
PHASE 1	-	82	77	70	-	229
PHASE 2	59	-	60	101	-	220
PHASE 3	80	-	103	81	-	264
PHASE 4	75	-	57	83	-	215
PHASE 5	67	60	-	84	-	211
PHASE 6	-	-	-	78	-	78
TOTAL	281	142	297	497	194	1,411

*HDR shall comply with the SMC.

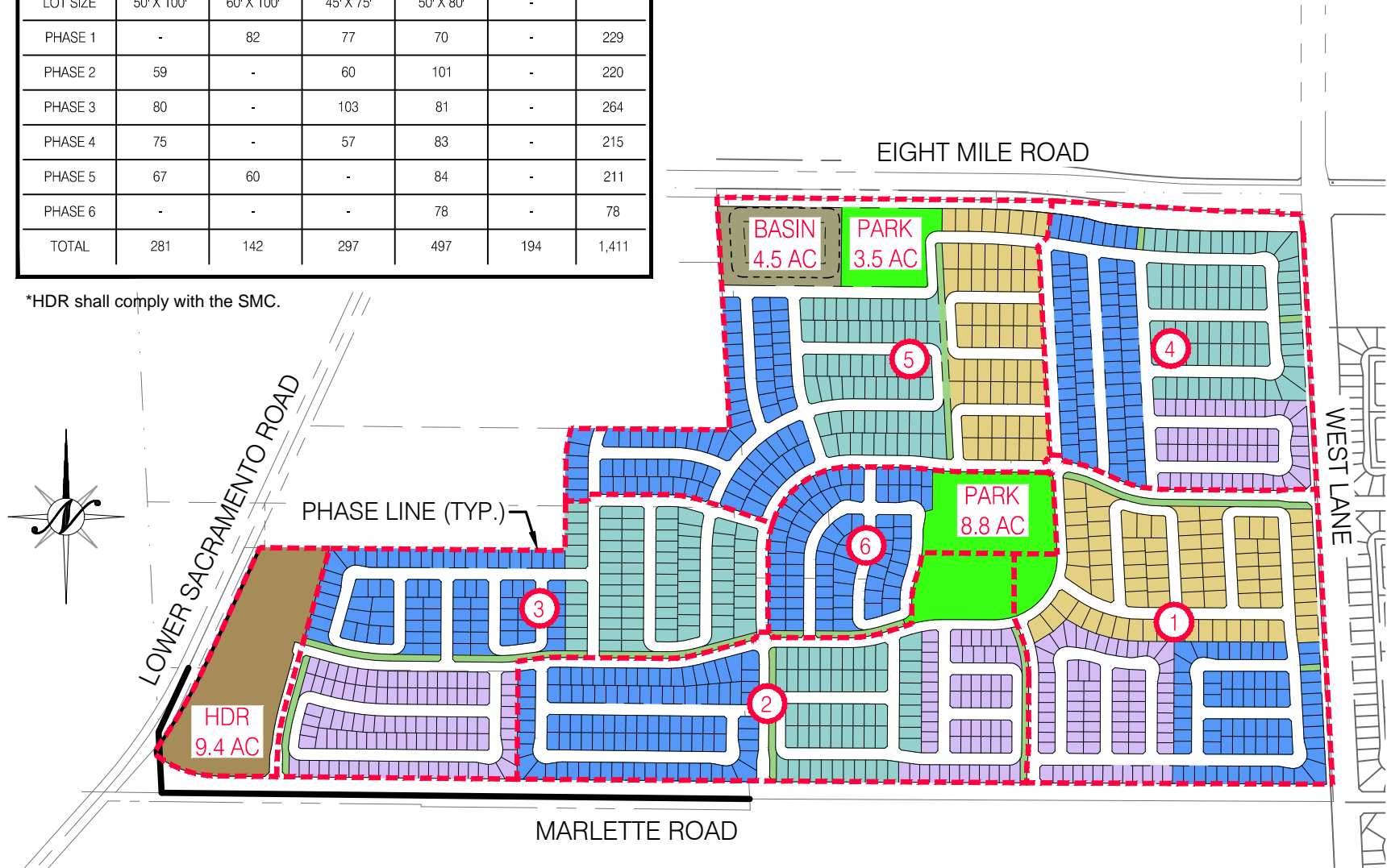
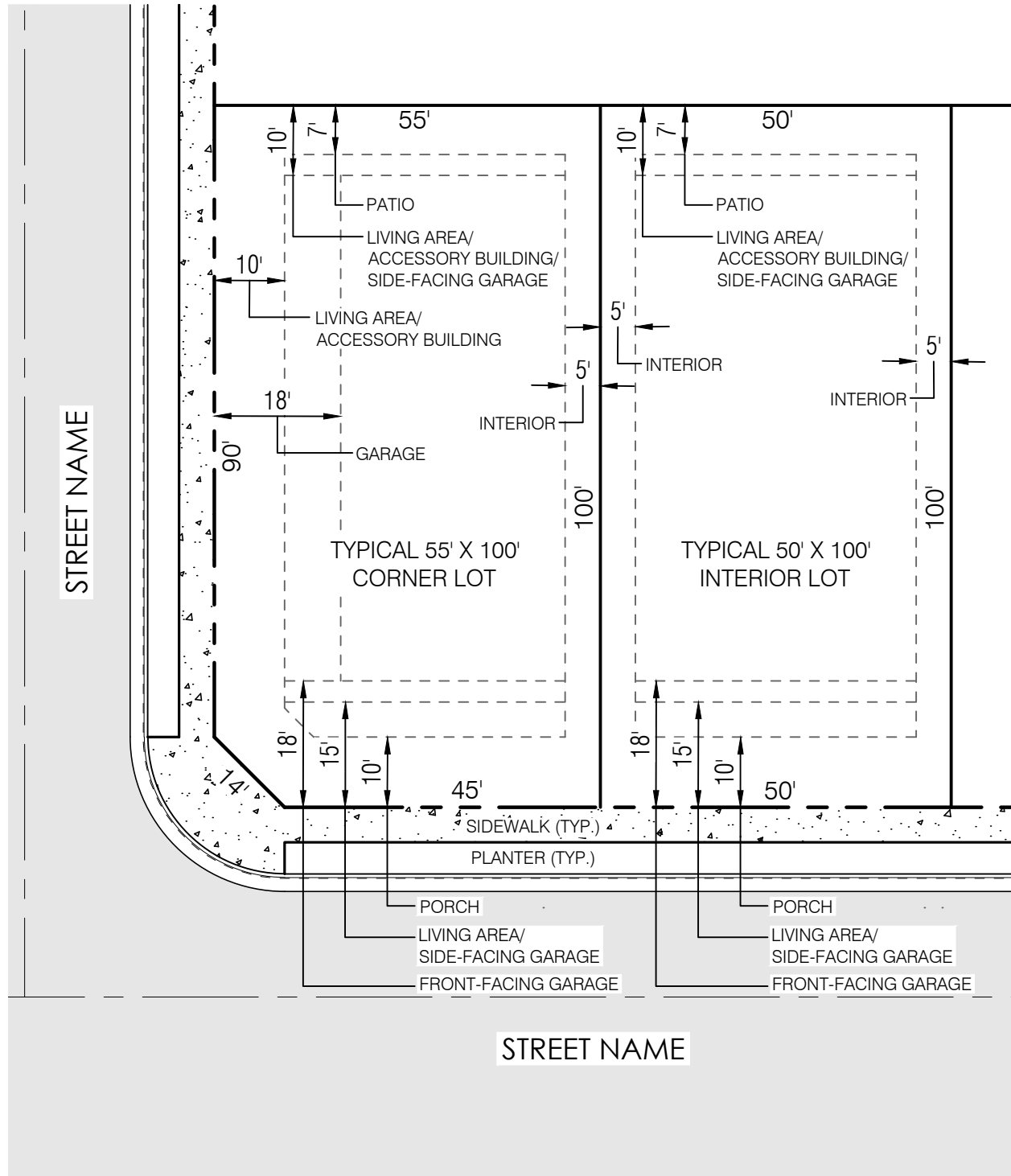


Exhibit B: Proposed PURD Low Density Residential Development Standards

PURD - Proposed Low Density Residential Lot Standards				
For 50x100 lots & 60x100 lots (Refer to Exhibit A)				
(Numbers in parentheses denote City Standards)				
Minimum Lot Size				
Area		5,000 sf (5,000 sf)		
Width		50 ft. (5,000 sf)		
Minimum Setbacks				
	Front Yard	Side Street	Interior	Rear
Living Area	15' (20')	10' (10')	5' (5')	10' (10')
Porch/Patio	10' (20')	10' (10')	5' (5')	7' (10')
Garage (front/side)	18'/15'(20')	18' / 15' (10')	0' / 5' (5')	0' / 10' (10')
Accessory Bldg.	Not allowed	10' (10')	3' (3')	3' (3')
Open Space				
Lot Coverage	60% - Coverage does not include driveways (50%)			
Maximum Building Heights				
Living Area	35' (35')			
Garage	15' (15')			
Accessory Bldg.	15' (15')			

*Numbers in parentheses denote City Standards

Exhibit C - Low Density Residential Development Standards Setback Exhibit



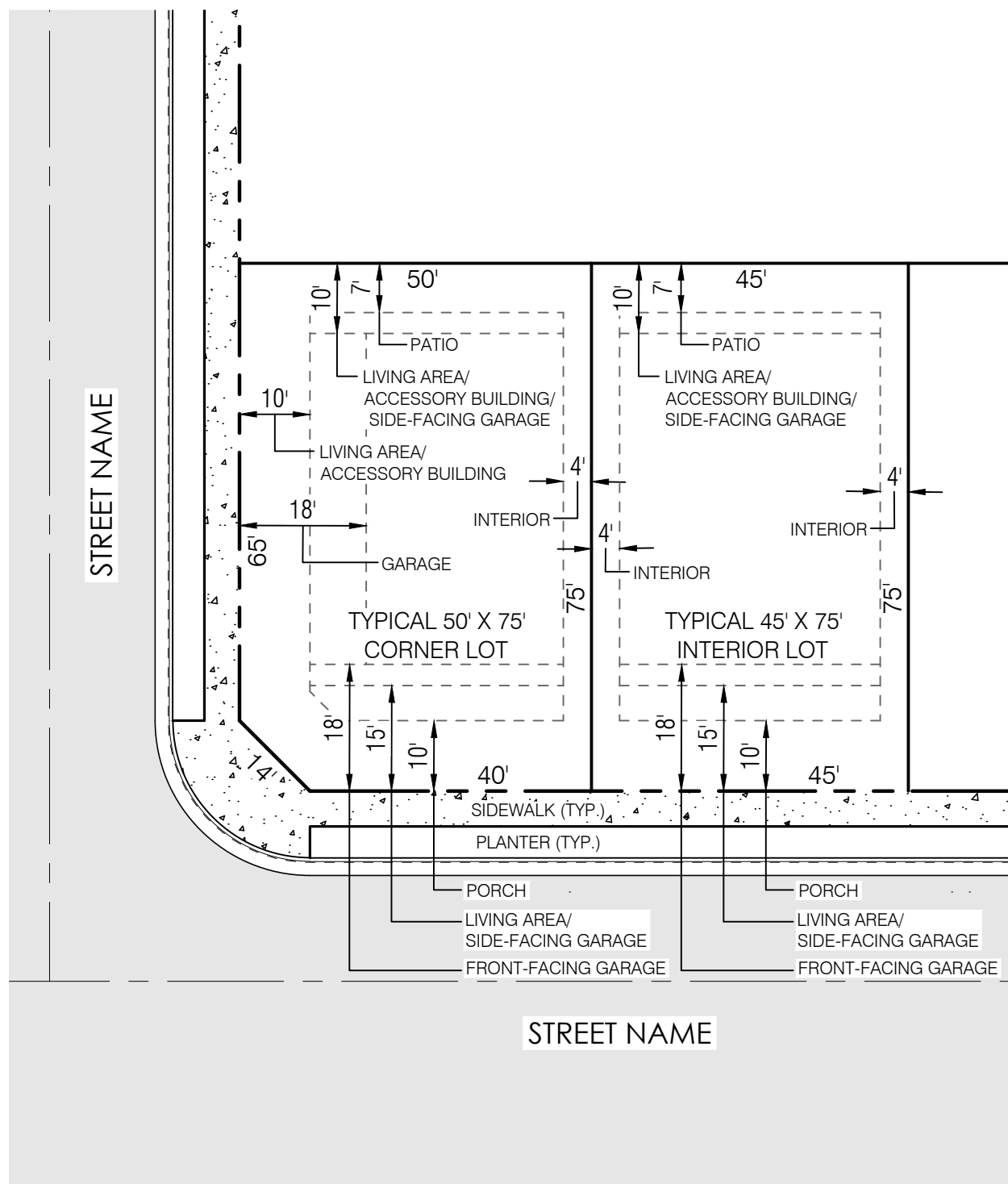
* Lot Coverage for LDR: 60% (Coverage does not include driveways).

Exhibit D: Proposed PURD Medium-Density Residential Standards

PURD - Proposed Medium Density Residential Lots For 45'x75' lots and 50'x80' lots (Refer to Exhibit A) (Numbers in parentheses denote City Standards)				
Minimum Lot Size				
Area		3,250 sf (5,000 sf)		
Width		45 ft. (50 ft.)		
Setbacks				
	Front Yard	Side Street	Interior	Rear
Living Area	15' (15')	10' (10')	4' (5')	10' (10')
Porch/Patio	10' (10')	10' (10')	4' (5')	7' (7')
Garage (front/side)	18' / 15' (20')	18' / 15' (15')	- / 4' (-/5')	- / 10' (-/10')
Accessory Bldg.	Not allowed	10' (10')	3' (3')	3' (3')
Open Space				
Lot Coverage	65% - Coverage does not include driveways (50%)			
Building Heights				
Living Area	35' (35')			
Garage	15' (15')			
Accessory Bldg.	15' (15')			

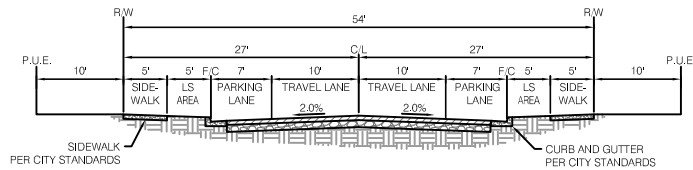
*Numbers in parentheses denote City Standards

Exhibit E - Medium Density Residential Development Standards Setback Exhibit

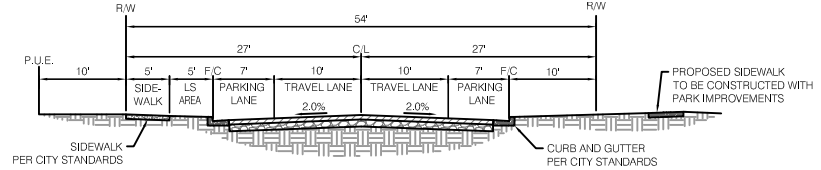


* Lot Coverage for MDR: 65% (Coverage does not include driveways).

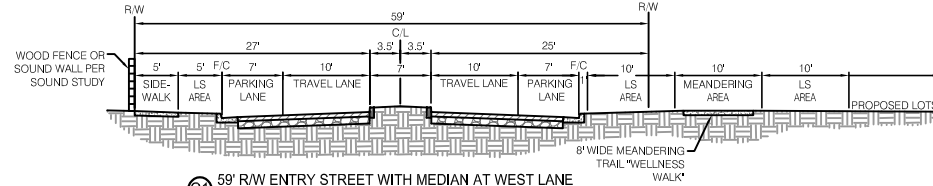
Exhibit F: Internal Streets



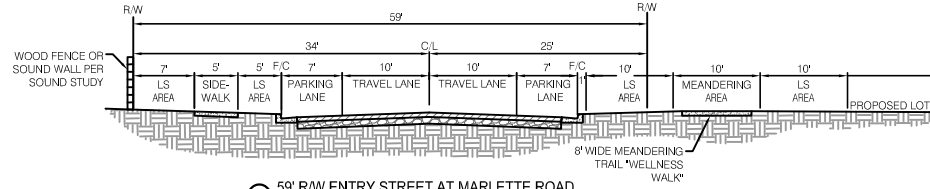
A 54' R/W LOCAL STREET
TYPICAL RESIDENTIAL STREET
NOT TO SCALE



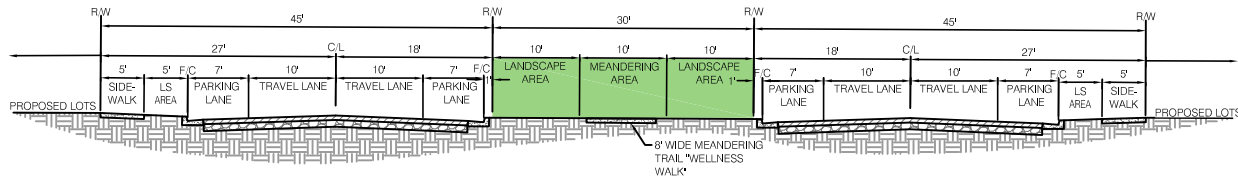
B 54' R/W LOCAL STREET AT PARKS
NOT TO SCALE



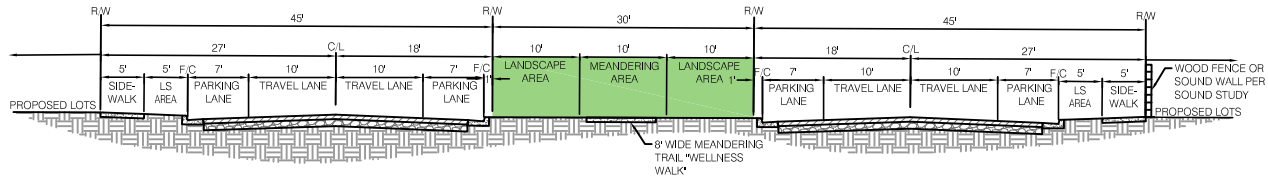
C1 59' R/W ENTRY STREET WITH MEDIAN AT WEST LANE
NOT TO SCALE



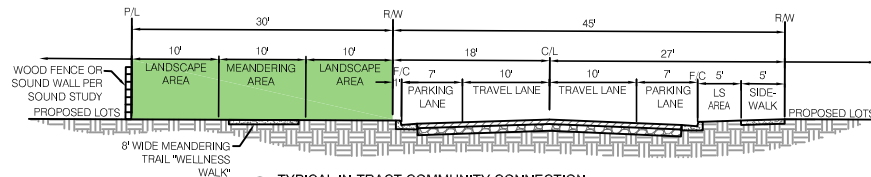
C2 59' R/W ENTRY STREET AT MARLETTE ROAD
NOT TO SCALE



D1 TYPICAL ENTRY STREET CONNECTION
NOT TO SCALE



D2 TYPICAL ENTRY STREET CONNECTION WITH WALL
NOT TO SCALE



E1 TYPICAL IN-TRAC COMMUNITY CONNECTION
NOT TO SCALE