WESTLAKE
at Spanos Park West

Master Development Plan

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Prepared for the City of Stockton by:

The SPANOS FAMILY TRUST

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# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>CHAPTER/SECTION</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CHAPTER ONE:</strong> Introduction</td>
<td></td>
</tr>
<tr>
<td>1.1 Purpose of the Master Development Plan</td>
<td>1-1</td>
</tr>
<tr>
<td>1.2 General Site Description</td>
<td>1-1</td>
</tr>
<tr>
<td>1.3 Elements of the Master Development Plan</td>
<td>1-1</td>
</tr>
<tr>
<td>1.4 How to Use the Master Development Plan</td>
<td>1-2</td>
</tr>
<tr>
<td>1.5 Vesting Tentative Maps</td>
<td>1-4</td>
</tr>
<tr>
<td>1.6 General Plan Consistency</td>
<td>1-4</td>
</tr>
<tr>
<td>1.6 Zoning Ordinance Consistency</td>
<td>1-20</td>
</tr>
<tr>
<td>1.7 Compliance with CEQA</td>
<td>1-20</td>
</tr>
<tr>
<td><strong>CHAPTER TWO:</strong> Existing Conditions</td>
<td></td>
</tr>
<tr>
<td>2.1 Introduction</td>
<td>2-1</td>
</tr>
<tr>
<td>2.2 Master Development Plan Area</td>
<td>2-1</td>
</tr>
<tr>
<td>2.2.1 Regional Location and Context</td>
<td>2-1</td>
</tr>
<tr>
<td>2.2.2 Project Location and Setting</td>
<td>2-1</td>
</tr>
<tr>
<td>2.3 Existing Land Use and Infrastructure</td>
<td>2-4</td>
</tr>
<tr>
<td>2.3.1 Existing Ownership</td>
<td>2-4</td>
</tr>
<tr>
<td>2.3.2 Existing Land use</td>
<td>2-4</td>
</tr>
<tr>
<td>2.3.3 Existing Circulation</td>
<td>2-4</td>
</tr>
<tr>
<td>2.3.4 Existing Utilities and Public Services</td>
<td>2-4</td>
</tr>
<tr>
<td>2.4 Environmental Characteristics</td>
<td>2-5</td>
</tr>
<tr>
<td>2.4.1 Land Form/Topography</td>
<td>2-5</td>
</tr>
<tr>
<td>2.4.2 Soils and Geology</td>
<td>2-5</td>
</tr>
<tr>
<td>2.4.3 Vegetation and Wildlife</td>
<td>2-5</td>
</tr>
<tr>
<td>2.4.4 Visual Character</td>
<td>2-6</td>
</tr>
<tr>
<td><strong>CHAPTER THREE:</strong> Master Development Plan</td>
<td></td>
</tr>
<tr>
<td>3.1 Introduction</td>
<td>3-1</td>
</tr>
<tr>
<td>3.2 Goals and Objectives of the Master Development Plan</td>
<td>3-1</td>
</tr>
<tr>
<td>3.3 Land Use Plan</td>
<td>3-2</td>
</tr>
<tr>
<td>3.3.1 General Description (Planning Concepts)</td>
<td>3-2</td>
</tr>
<tr>
<td>3.3.2 Residential Land Use</td>
<td>3-5</td>
</tr>
<tr>
<td>3.3.3 Marina/Commercial</td>
<td>3-5</td>
</tr>
<tr>
<td>3.3.4 Urban Design/Landscape Plan</td>
<td>3-5</td>
</tr>
</tbody>
</table>
# CHAPTER FOUR: Infrastructure Plan

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.1</td>
<td>Introduction</td>
<td>4-1</td>
</tr>
<tr>
<td>4.2</td>
<td>Circulation and Transportation</td>
<td>4-1</td>
</tr>
<tr>
<td>4.2.1</td>
<td>Regional Circulation</td>
<td>4-1</td>
</tr>
<tr>
<td>4.2.2</td>
<td>Project Access</td>
<td>4-5</td>
</tr>
<tr>
<td>4.2.3</td>
<td>Street &quot;F&quot;</td>
<td>4-5</td>
</tr>
<tr>
<td>4.2.4</td>
<td>Internal Streets</td>
<td>4-5</td>
</tr>
<tr>
<td>4.2.5</td>
<td>Pedestrian and Bicycle Circulation System</td>
<td>4-6</td>
</tr>
<tr>
<td>4.2.6</td>
<td>Public Transit</td>
<td>4-6</td>
</tr>
<tr>
<td>4.3</td>
<td>Utilities</td>
<td>4-12</td>
</tr>
<tr>
<td>4.3.1</td>
<td>Water Supply and Distribution System</td>
<td>4-12</td>
</tr>
<tr>
<td>4.3.2</td>
<td>Sanitary Sewer</td>
<td>4-12</td>
</tr>
<tr>
<td>4.3.3</td>
<td>Storm Drainage</td>
<td>4-13</td>
</tr>
<tr>
<td>4.4</td>
<td>Solid Waste</td>
<td>4-13</td>
</tr>
<tr>
<td>4.5</td>
<td>Energy</td>
<td>4-14</td>
</tr>
<tr>
<td>4.5.1</td>
<td>Electricity</td>
<td>4-14</td>
</tr>
<tr>
<td>4.5.2</td>
<td>Natural Gas</td>
<td>4-14</td>
</tr>
<tr>
<td>4.6</td>
<td>Communication</td>
<td>4-18</td>
</tr>
<tr>
<td>4.6.1</td>
<td>Telephone Service/Fiber Optics</td>
<td>4-18</td>
</tr>
<tr>
<td>4.6.2</td>
<td>Cable Television</td>
<td>4-18</td>
</tr>
<tr>
<td>4.7</td>
<td>Public Services</td>
<td>4-18</td>
</tr>
<tr>
<td>4.7.1</td>
<td>Fire Protection</td>
<td>4-18</td>
</tr>
<tr>
<td>4.7.2</td>
<td>Police Protection</td>
<td>4-18</td>
</tr>
</tbody>
</table>

# CHAPTER FIVE: Implementation and Phasing

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1</td>
<td>Introduction</td>
<td>5-1</td>
</tr>
<tr>
<td>5.2</td>
<td>Development Phasing</td>
<td>5-1</td>
</tr>
<tr>
<td>5.3</td>
<td>Detailed Development Phasing</td>
<td>5-3</td>
</tr>
<tr>
<td>5.4</td>
<td>Circulation Phasing</td>
<td>5-5</td>
</tr>
<tr>
<td>5.5</td>
<td>Maintenance Responsibilities</td>
<td>5-5</td>
</tr>
<tr>
<td>5.6</td>
<td>Development Project Application Requirements</td>
<td>5-5</td>
</tr>
<tr>
<td>5.7</td>
<td>Funding of Public Facilities/Improvements</td>
<td>5-7</td>
</tr>
</tbody>
</table>

# CHAPTER SIX: Development Standards

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1</td>
<td>Introduction</td>
<td>6-1</td>
</tr>
<tr>
<td>6.2</td>
<td>Land Use Policies</td>
<td>6-2</td>
</tr>
<tr>
<td>6.3</td>
<td>Land Use Regulations</td>
<td>6-4</td>
</tr>
<tr>
<td>6.4</td>
<td>Commercial</td>
<td>6-5</td>
</tr>
<tr>
<td>6.5</td>
<td>Residential</td>
<td>6-6</td>
</tr>
<tr>
<td>6.6</td>
<td>Open Space</td>
<td>6-6</td>
</tr>
<tr>
<td>6.7</td>
<td>Public Park</td>
<td>6-7</td>
</tr>
</tbody>
</table>
### Development Standards

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.8</td>
<td>Development Standards</td>
<td>6-7</td>
</tr>
<tr>
<td>6.8.1</td>
<td>General Description</td>
<td>6-7</td>
</tr>
<tr>
<td>6.8.2</td>
<td>Landscape Buffers</td>
<td>6-7</td>
</tr>
<tr>
<td>6.8.3</td>
<td>Setback</td>
<td>6-8</td>
</tr>
<tr>
<td>6.8.4</td>
<td>Building Requirements</td>
<td>6-10</td>
</tr>
<tr>
<td>6.8.5</td>
<td>Landscape Requirements</td>
<td>6-10</td>
</tr>
<tr>
<td>6.8.6</td>
<td>Parking, Access, and Loading Requirements</td>
<td>6-14</td>
</tr>
<tr>
<td>6.8.7</td>
<td>Fences, Walls, and Hedges</td>
<td>6-18</td>
</tr>
<tr>
<td>6.8.8</td>
<td>Site Furnishings</td>
<td>6-19</td>
</tr>
<tr>
<td>6.8.9</td>
<td>Equipment and Utilities</td>
<td>6-19</td>
</tr>
<tr>
<td>6.8.10</td>
<td>Fire Protection</td>
<td>6-20</td>
</tr>
<tr>
<td>6.9</td>
<td>Sign Program Standards</td>
<td>6-26</td>
</tr>
</tbody>
</table>

### CHAPTER SEVEN: Design Guidelines

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1</td>
<td>Introduction</td>
<td>7-1</td>
</tr>
<tr>
<td>7.2</td>
<td>Site Planning Guidelines</td>
<td>7-2</td>
</tr>
<tr>
<td>7.2.1</td>
<td>Westlake Concepts</td>
<td>7-2</td>
</tr>
<tr>
<td>7.2.2</td>
<td>Circulation</td>
<td>7-2</td>
</tr>
<tr>
<td>7.2.3</td>
<td>Residential Uses</td>
<td>7-4</td>
</tr>
<tr>
<td>7.2.4</td>
<td>Commercial Uses</td>
<td>7-4</td>
</tr>
<tr>
<td>7.3</td>
<td>Landscape Guidelines</td>
<td>7-5</td>
</tr>
<tr>
<td>7.3.1</td>
<td>Commercial Sites</td>
<td>7-5</td>
</tr>
<tr>
<td>7.3.2</td>
<td>Streets</td>
<td>7-11</td>
</tr>
<tr>
<td>7.3.3</td>
<td>Gateways</td>
<td>7-18</td>
</tr>
<tr>
<td>7.3.4</td>
<td>Parking Areas</td>
<td>7-19</td>
</tr>
<tr>
<td>7.3.5</td>
<td>Landscape Design – Residential Sites</td>
<td>7-26</td>
</tr>
<tr>
<td>7.3.6</td>
<td>Irrigation</td>
<td>7-28</td>
</tr>
<tr>
<td>7.4</td>
<td>Architectural Guidelines</td>
<td>7-30</td>
</tr>
<tr>
<td>7.4.1</td>
<td>Residential Architecture</td>
<td>7-30</td>
</tr>
<tr>
<td>7.4.2</td>
<td>Commercial Use Architecture</td>
<td>7-30</td>
</tr>
<tr>
<td>7.5</td>
<td>Site Furnishings</td>
<td>7-39</td>
</tr>
<tr>
<td>7.6</td>
<td>Walls and Fences</td>
<td>7-41</td>
</tr>
</tbody>
</table>

### CHAPTER EIGHT: Administration

<table>
<thead>
<tr>
<th>Section</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1</td>
<td>Introduction</td>
<td>8-1</td>
</tr>
<tr>
<td>8.2</td>
<td>Development Review Process</td>
<td>8-1</td>
</tr>
<tr>
<td>8.3</td>
<td>Amendments to the Master Development Plan</td>
<td>8-2</td>
</tr>
<tr>
<td>FIGURE</td>
<td>PAGE</td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>------</td>
<td></td>
</tr>
<tr>
<td>Figure 1.1</td>
<td>Existing General Plan</td>
<td>1-5</td>
</tr>
<tr>
<td>Figure 1.2</td>
<td>Proposed General Plan</td>
<td>1-6</td>
</tr>
<tr>
<td>Figure 1.3</td>
<td>Existing Zoning</td>
<td>1-21</td>
</tr>
<tr>
<td>Figure 1.4</td>
<td>Proposed Zoning</td>
<td>1-22</td>
</tr>
<tr>
<td>Figure 2.1</td>
<td>Regional Location</td>
<td>2-2</td>
</tr>
<tr>
<td>Figure 2.2</td>
<td>Vicinity Map</td>
<td>2-3</td>
</tr>
<tr>
<td>Figure 3.1</td>
<td>Conceptual General Development Plan</td>
<td>3-7</td>
</tr>
<tr>
<td>Figure 3.2</td>
<td>Overall Landscape Concept Plan</td>
<td>3-8</td>
</tr>
<tr>
<td>Figure 4.1</td>
<td>Circulation Plan</td>
<td>4-2</td>
</tr>
<tr>
<td>Figure 4.2</td>
<td>Traffic Calming and Pedestrian Enhancements</td>
<td>4-3</td>
</tr>
<tr>
<td>Figure 4.3</td>
<td>Existing and Future Bikeway Plan</td>
<td>4-4</td>
</tr>
<tr>
<td>Figure 4.4</td>
<td>Typical Street Sections</td>
<td>4-7</td>
</tr>
<tr>
<td>Figure 4.5</td>
<td>Typical Street Sections</td>
<td>4-8</td>
</tr>
<tr>
<td>Figure 4.6</td>
<td>Typical Street Sections</td>
<td>4-9</td>
</tr>
<tr>
<td>Figure 4.7</td>
<td>Typical Street Sections</td>
<td>4-10</td>
</tr>
<tr>
<td>Figure 4.8</td>
<td>Typical Street Sections</td>
<td>4-11</td>
</tr>
<tr>
<td>Figure 4.9</td>
<td>Conceptual Storm Drainage Master Plan</td>
<td>4-15</td>
</tr>
<tr>
<td>Figure 4.10</td>
<td>Conceptual Water Master Plan</td>
<td>4-16</td>
</tr>
<tr>
<td>Figure 4.11</td>
<td>Conceptual Sanitary Sewer Master Plan</td>
<td>4-17</td>
</tr>
<tr>
<td>Figure 5.1</td>
<td>Conceptual Phasing Plan</td>
<td>5-4</td>
</tr>
<tr>
<td>Figure 6.1</td>
<td>Major Intersection Concept</td>
<td>6-12</td>
</tr>
<tr>
<td>Figure 6.2</td>
<td>Traffic Sight Area Detail</td>
<td>6-13</td>
</tr>
<tr>
<td>Figure 6.3</td>
<td>Active Adult Community Recreation Area Concept</td>
<td>6-15</td>
</tr>
<tr>
<td>Figure 6.4</td>
<td>Community Park Concept Plan</td>
<td>6-16</td>
</tr>
<tr>
<td>Figure 6.5</td>
<td>Large Park at Active Adult Community Concept</td>
<td>6-17</td>
</tr>
<tr>
<td>Figure 6.6</td>
<td>Typical Sections at Levee and Lake Edge</td>
<td>6-21</td>
</tr>
<tr>
<td>Figure 6.7</td>
<td>Large Park Concept</td>
<td>6-22</td>
</tr>
<tr>
<td>Figure 6.8</td>
<td>Medium Park Concept</td>
<td>6-23</td>
</tr>
<tr>
<td>Figure 6.9</td>
<td>Small Park Concept</td>
<td>6-24</td>
</tr>
<tr>
<td>Figure 6.10</td>
<td>Concept for EVA/Pedestrian Access to Marina</td>
<td>6-25</td>
</tr>
<tr>
<td>Figure 6.11</td>
<td>Sign Concepts</td>
<td>6-28</td>
</tr>
<tr>
<td>Figure 6.12</td>
<td>Sign Concepts</td>
<td>6-29</td>
</tr>
</tbody>
</table>
Figure 7.1  Typical Non-Gated Entry  7-6
Figure 7.2  Typical Gated Neighborhood Entry  7-7
Figure 7.3  Active Adult Gated Community Entrance
             Landscaping Concept  7-8
Figure 7.4  Main Project Entry and Eight Mile Road
             Landscaping Concept  7-9
Figure 7.5  Concept Residential Architecture  7-32
Figure 7.6  Concept Residential Architecture  7-33
Figure 7.7  Concept Residential Architecture  7-34
Figure 7.8  Concept Residential Architecture  7-35
Figure 7.9  Concept Residential Architecture  7-36
Figure 7.9  Concept Commercial Architecture  7-40

LIST OF TABLES

TABLE                  PAGE
Table 3-1              Land Use Summary  3-3
Table 6.1              Residential Development Standards  6-9
Table 7-1              Westlake Plant Palette  7-22

TECHNICAL APPENDIX (UNDER SEPARATE COVER)

Appendix A - Water Master Plan (DEA, February 2004)
Appendix B - Wastewater Master Plan (DEA, February 2004)
Appendix C - Stormwater Management Plan & Hydrology/Hydraulic Study (PACE, May 2004)
Appendix D - Delta Farms Reclamation District No. 2042 Levee Improvement Standards
CHAPTER 1: INTRODUCTION

1.1 Purpose of the Master Development Plan

The intent and purpose of Westlake Master Development Plan ("Master Development Plan") is to describe all proposed land uses within "Westlake," provide an array of development options within the neighborhood pods, and to establish an accommodating and efficient planning review process ("the Project"). The Master Development Plan accommodates a range of densities within each neighborhood of Westlake, as well as the proposed commercial, recreational and institutional uses. Each use would be compatible and consistent with the objectives, policies, general land uses, and programs of the City's General Plan.

The Master Development Plan is the primary land use and regulatory document establishing the standards and strategies which will guide the future development of Westlake. The Master Development Plan simplifies project planning and review processes as it provides regulatory decision-makers with sufficient information to guide and manage the development of Westlake. The Master Development Plan includes practical and innovative planning within the framework of a comprehensive regulatory plan. The goals and objectives included in this Master Development Plan are intended to enhance those of the City's General Plan, summarize the inherent issues and development opportunities, and establish the policies and standards that both control and govern the build out of Westlake. The Master Development Plan would grant the decision-makers of future projects/site development the ability to amend the proposed development to meet unanticipated changes in market demand.

The Master Development Plan also includes an implementation program that describes regulatory mechanisms and amendment procedures. Strategies for financing, and the phasing of public facilities and services required by the Master Development Plan are also identified.

1.2 General Site Description

Westlake is adjacent to and immediately west of the Spanos Park West development, south of Eight Mile Road, east of Bishop Cut and north of Pixley Slough. Westlake is comprised of two parcels (APN 071-12-11 and 13) which are approximately 681.7 acres combined.

1.3 Elements of the Master Development Plan

The City of Stockton Development Code, Section 16-78-.050, Master Development Plans-Preparation and Content, mandates that a Master Development Plan include at a minimum the following information:

A. Proposed land use - The distribution, location, and extent (e.g., density, intensity, etc.) of land uses proposed within the area covered by the Master Development Plan, including open spaces areas;
B. Infrastructure - A description of the major components of public and private facilities, including circulation/transportation, energy, sanitary sewage, solid waste disposal, water, storm water drainage, and other essential facilities to be located within the Master Development Plan Area and needed to support the proposed land uses;

C. Land use and development standards - Criteria, guidelines, and standards by which development would proceed, and standards for the conservation, development, and utilization of natural resources, where applicable;

D. Implementation measures - A program of implementation measures and environmental mitigation measures, including regulations, programs, public works projects, and financing measures necessary to carry out the proposed land uses, infrastructure, development and conservation standards and criteria, and;

E. Relationship to General Plan – A discussion of the relationship of the Master Development Plan to the objectives, policies, general land uses, and programs of the City's General Plan.

The relationship of the Master Development Plan to the City's General Plan is described in Section 1.5.

The Stockton Municipal Code ("SMC") provides in SEC. 16-203.F. that a Master Development Plan shall also include such additional information, based on the characteristics of the area to be covered by the Plan, applicable policies of the General Plan, or any other issue(s) that are determined by the Community Development Director to be significant. A Development Agreement to implement the Master Development Plan will, as required by SMC Sec. 16-207.C., be processed concurrently with the Master Development Plan.

1.4 How to use the Master Development Plan

This Master Development Plan, Development Agreement, and the companion Environmental Impact Report, establish the criteria for evaluating and processing future specific proposals for development within Westlake. The primary intent and purpose of this Master Development Plan are to create the framework for future development, and provide effective design solutions where the residential uses interface with the proposed recreational, institutional and existing commercial uses within Westlake, while remaining consistent with the policies, general land uses and programs of the City's General Plan. The Master Development Plan, Development Agreement, and companion EIR, provide all the information that is required to establish the appropriateness of the Project for the intended uses, for the proposed intensity of those uses, for its consistency with the environment, and for the compatibility of those uses with public health, welfare and safety. Any future development application within Westlake must demonstrate that the proposed development is consistent with the goals, objectives and policies of the Master Development Plan and the City's General Plan. The City's General Plan,
Zoning Ordinance, this Master Development Plan and the companion EIR provide the criteria and process for considering and implementing development proposals taking into account the specific facts and conditions as disclosed by the project application.

The Project is a mixed-use project and provides a range of development options within each of the neighborhoods or villages within Westlake. Future project applications would need to include plans and technical studies, including site plans, floor plans, exterior building elevations, and soils reports to allow the project to be evaluated for consistency with the Master Development Plan. The Community Development Director may require additional studies, determined on a case by case basis.

Several findings are required before the Planning Commission and City Council may approve the Westlake Master Development Plan. The reviewing body must be able to make all of the following findings in a positive manner to approve the Master Development Plan:

A. The Master Development Plan is consistent with the objectives, policies, general land uses, programs and actions of the City's General Plan (Section 1.4);

B. The Master Development Plan adequately describes the physical development characteristics of Westlake site (Section 2.2);

C. The development standards identified in the Master Development Plan would serve to protect the public convenience, health, safety, and general welfare (Section 6.10);

D. Development of Westlake site would ensure a compatible land use relationship with the surrounding neighborhood (Section 2.3);

E. The Master Development Plan is in compliance with all applicable requirements of the City's Planning and Zoning Code, other local ordinances, and State and Federal Law (Sections 1.5 and 1.6); and

F. The Master Development Plan is in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City's environmental guidelines (Section 1.7).

During the review of an application for development of a project within Westlake it could be determined that the proposed project would be inconsistent with the uses and development densities identified and allowed within the Master Development Plan. In that event, the Master Development Plan shall only be amended if all of the following findings of fact can be made in a positive manner: (1) The proposed Master Development Plan would be consistent with the objectives, policies, general land uses, programs, and actions of all applicable elements of the General Plan; (2) The Master Development Plan would adequately address the physical development characteristics of the subject site(s); (3) The development standards identified in the Master Development Plan would serve to protect the public convenience, health, safety, and general welfare; (4) Development of the subject site(s) covered by the Master
Development Plan would ensure a compatible land use relationship with the surrounding neighborhood; (5) The Master Development Plan would be in compliance with all applicable requirements of the Planning and Zoning Code, local ordinances, and State law; (6) The proposed Master Development Plan or amendment would be in compliance with the provisions of the California Environmental Quality Act (CEQA) and the City’s environmental guidelines; and, (7) The proposed Master Development Plan amendment would not create internal inconsistencies within the Master Development Plan and is consistent with the purpose and intent of the Master Development Plan it is amending (see Section 8.3).

The Community Development Director may authorize minor changes to a Master Development Plan as provided in the Master Development Plan. The Community Development Director shall have the authority to interpret the precise language of the Master Development Plan to determine if a proposed use, while not specifically listed as an allowable use, would be consistent with and share the same or similar characteristics of an allowed use identified in the Master Development Plan.

Once adopted by the City, the Master Development Plan would be subject to a review by the Community Development Director every five years to ensure that the applicant, or any successor-in-interest, is in compliance with the intent and purpose of the Plan.

1.5 Vesting Tentative Maps

This Master Development Plan, and the companion Development Agreement and Environmental Impact Report, were prepared in concert with a large-lot and small-lot Vesting Tentative Map ("VTM") for this site. The Large-lot VTM consists of forty-four parcels, establishing parcels for the public right-of-ways, as well as parcels for the proposed on-site lakes, common landscaped areas, the sewer lift station, the storm drainage pump station, the public park and private community centers, and the twenty-four neighborhood villages. The Small-lot VTM subdivides the neighborhood villages into a combined 2,621 residential lots, of which 749 lots would be within a gated Active Adult community, and the remaining 1,872 lots would be developed as conventional single-family detached units. In addition, several "pocket" parks and parcels creating access to the proposed public trail on the levee would be established within selected villages. The proposed development would be within the range of densities indicated on Table 3-1 for each respective village, with six villages designed as gated communities in conformance with Section 3.3.2. The VTM subdivides the project area in substantial conformance with the Conceptual General Development Plan (see Figure 3.1).

1.6 General Plan Consistency

Westlake is presently located within the unincorporated area of San Joaquin County and not within the City of Stockton Sphere of Influence as established by the San Joaquin County Local Agency Formation Commission ("LAFCo"). Application has been made to the City of Stockton (1) to include Westlake within City’s General Plan and designate same “MX” (mixed use as described in the Stockton Municipal Code Section 16-075); (2) to prezone Westlake
MX; (3) to approve the Master Development Plan; (4) to approve a Development Agreement implementing the Master Development Plan; (5) to approve all applicable environmental documents; and (6) to request the LAFCo (a) to include Westlake within City's Sphere of Influence; (b) to include Westlake within City's Urban Service Line; and (c) to approve the annexation of Westlake to the City of Stockton. Figure 1-1, Existing General Plan, is an excerpt of the Stockton General Plan Land Use Map that includes the present land use designations for Westlake.

Upon approval by the City Council of the City of Stockton of items 1, 2, 3, 4 and 5 set forth in the preceding paragraph, the Master Development Plan will be consistent with the policies, general land uses and programs of the City of Stockton General Plan and the Land Use Element of the General Plan will be amended to reflect the land use designation for Westlake as MX. This Master Development Plan specifies a range of land uses, development intensities and densities that will be implemented within the project. Figure 1.2, Proposed General Plan, illustrates the amendment to the City of Stockton General Plan Land Use Map to MX.

The Master Development Plan complies with the following General Objectives, Goals and Policies of the General Plan:

**General Objectives:** Stockton's General Plan is a document designed to achieve the following general objectives (Refer to page I-13 of the City of Stockton General Plan Policy document):

**Objective 1:** Develop a balanced and complete community in terms of land use distribution and densities, housing types, and economic development opportunities.

**Objective 4:** Promote the development of a sufficient quantity and variety of decent, safe, and sanitary housing units to meet the needs of all residents.

**Objective 5:** Establish a balanced transportation and circulation system that provide for the efficient movement of people and goods while minimizing the impacts on adjacent land uses.

**Objective 11:** Promote development that, by its location and design, reduces the need for nonrenewable energy resources and the associated release of air pollutants.
Graphic Source:
City of Stockton General Plan

Existing General Plan
Proposed Land Use - MX, Mixed Use District

Legend

LAND USE
- LOW-MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- ADMINISTRATIVE PROFESSIONAL
- COMMERCIAL
- OPEN SPACE
- PERFORMANCE INDUSTRIAL
- INDUSTRIAL
- INSTITUTIONAL
- PARKS AND RECREATION
- AGRICULTURE
- MIXED USE
- LIMITED COMMERCIAL
- BOLD WASTE DISPOSAL FACILITY

CIRCULATION
- FREEWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- RAILROAD
- FULL INTERCHANGE
- PARTIAL INTERCHANGE
- RAILROAD BRIDGE SEPARATION

SCHOOLS AND PARKS
- EXISTING ELEMENTARY SCHOOL
- EXISTING MIDDLE SCHOOL
- EXISTING SENIOR HIGH SCHOOL
- EXISTING COLLEGE OR UNIVERSITY
- EXISTING COMMUNITY PARK
- EXISTING REGIONAL PARK
- PROPOSED ELEMENTARY SCHOOL
- PROPOSED MIDDLE SCHOOL
- PROPOSED SENIOR HIGH SCHOOL
- PROPOSED COLLEGE OR UNIVERSITY
- PROPOSED NEIGHBORHOOD PARK
- PROPOSED COMMUNITY PARK
- PROPOSED REGIONAL PARK
- URBAN SERVICE BOUNDARY

Graphic Source:
City of Stockton General Plan

Proposed General Plan
Figure 1.2
Urban Growth and Overall Development

Goal 1: Insure that Stockton's future growth will proceed in an orderly planned manner, thereby preventing urban sprawl and the wasteful use of land and promoting the efficient and equitable provision of public services.

Goal 4: Promote and maintain environmental quality and the preservation of agricultural land while promoting logical and efficient urban growth.

Policy 3: Urban growth, particularly sensitive developments, should avoid locating in areas that are subject to adverse environmental or noise impacts.

Policy 4: Environmentally sensitive areas, such as the Delta, oak groves and areas of archaeological/historic value, should be preserved for the benefit of present and future generations.

Policy 5: Storm water quality measures shall be undertaken to enhance to the maximum extent practicable the quality of the water in the sloughs, creeks and rivers in this area.

Policy 6: Encourage the use of energy efficient transportation systems and building designs along with other measures to reduce air pollution and to conserve energy resources in the process of urban development.

City Concept and Design

Goal 1: Enhance the sense of community in Stockton.

Policy 1: Encourage the development of identifiable boundaries for the City to maintain a sense of community identity.

Policy 2: Public and private development shall be designed to improve the character of existing neighborhoods.

Policy 3: Residential subdivisions shall be designed to provide for internal circulation within neighborhoods and to prevent through traffic from traversing the neighborhoods.

Policy 4: Promote aesthetically pleasing and environmentally sound urban development by providing for design flexibility through the use of development controls such as planned unit developments.
Goal 2: Develop a balanced and complete community in terms of land use distribution and densities, housing types and styles, job opportunities and opportunities for social and cultural expression.

Policy 1: Varied residential densities, housing types and styles should be equitably and appropriately distributed throughout the community and integrated with public facilities and commercial services.

Residential Land Use

Goal 1: Promote a variety of housing types and densities throughout the City to satisfy the housing needs of various age and socioeconomic groups.

Policy 5: Senior citizen housing shall be located in areas near commercial services, health and community facilities, and accessible to public transportation.

Goal 2: Promote and maintain a safe, healthful and aesthetically pleasing environment for residential development and conserve and enhance distinctive neighborhood identities.

Policy 1: The neighborhood shall be utilized as the basic planning unit for maintaining and preserving existing residential areas in the planning of new ones. Key features of the neighborhood unit include a centrally located meeting place (i.e., school, park), access to arterial streets only through collector streets with an internally directed local roadway system, and services located at the periphery of the neighborhood (i.e., commercial, offices, institutional).

Policy 2: Individual direct access to arterial streets from residential lots shall be strongly discouraged.

Policy 3: Residential development shall provide open space in either private yards or common areas to partially meet the residents' recreational needs.

Policy 4: Planned unit developments shall be encouraged in residential developments to provide flexibility, to meet various socioeconomic needs, and to address environmental and site design constraints.

Policy 5: Any change proposed in density for existing residential areas shall consider such factors as: neighborhood character and identity; compatibility of land use; impact on services and facilities (including schools); and impact on streets and highways.
Policy 6: Residential neighborhoods shall be protected from the excessive encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability) that may have negative impacts on the living environment.

Commercial Land Use

Goal 1: Direct commercial development to areas where it is complimentary to and compatible with surrounding land uses and will visually enhance the environment.

Mixed Use Land Uses

Goal 1: Encourage the development of integrated, mixed use projects on large parcels that can accommodate a variety of compatible land uses.

Policy 1: Project developments proposed in the Mixed Use designation shall be implemented by developing and processing a Master Development Plan for Westlake, and rezoning the area to a MX zoning district.

Policy 2: Land uses proposed for a mixed use development in the Mixed Use designation shall support each other by providing an integrated Master Development Plan that may include one or more industries, services, offices, retail uses, and residential opportunities for the common needs of the occupants and users of the mixed use development.

SECTION 2, HOUSING

Adequate Sites

Goal 1: Assure the adequate provision of sites for housing of all types.

Policy 1: The General Plan shall designate sufficient vacant land for residential purposes to accommodate anticipated population growth.

Policy 2: New residential uses shall be located close to main transportation routes to ensure convenient access to employment centers, schools, shopping and recreational facilities.

Governmental Constraints
Goal 1: Address and, where appropriate and possible, remove governmental constraints to the development, improvement and maintenance of the housing stock.

Policy 2: Continue to plan for the timely and adequate expansion and/or improvement of public facilities and infrastructure to coincide with housing developments and improvements.

Policy 3: Continue efforts to streamline the local permit approval and review processes.

Policy 4: Evaluate the City's application and development fees to determine their effect on the costs of providing housing and consider fee modifications to reduce the cost of housing where appropriate.

Housing Accessibility

Goal 1: Promote housing opportunities for all residents and support the elimination of discrimination in housing based on race, religion, sex, age, marital status, ancestry, national origin, color or other arbitrary factors.

Policy 4: Promote housing which meets the special needs of the handicapped and elderly segments of the population.

Energy Conservation

Goal 1: Promote the conservation of energy in Stockton's housing developments:

SECTION 3, TRANSPORTATION

Streets and Highways

Goal 1: Develop a street and highway system which promotes the safe efficient and reliable movement of people and goods.

Policy 3: Significant trip generating land uses should be served by roadways adequate to provide vehicular access with a minimum of delay.

Policy 5: State highways and arterial streets should provide for the flow of traffic with a minimum of delay. Therefore, the following should be undertaken:

a. Minimize the number of intersections along arterials,
b. Reduce curb cuts along arterials through the use of common access easements, backup lots and other design measures;

d. Extend arterials over waterways, railroads and through undeveloped areas to provide for the continuous flow of through traffic and appropriate area access.

**Policy 7:** Maintain existing arterial streets and develop new arterial streets to function as routes for efficient intra-city travel (i.e., streets paralleling State highways).

**Policy 9:** For traffic operating conditions, use "Level of Service" (LOS) of "D", or better, on a p.m. peak hour basis as the planning objective for the evaluation of new development, mitigation measures, impact fees and public works capital improvement programs.

**Goal 2:** Promote the development of a street and highway system that minimizes adverse impacts on the environment and surrounding land uses.

**Policy 1:** Inter-neighborhood traffic movement should occur on arterial and collector streets and is discouraged on neighborhood streets.

**Policy 2:** Neighborhood streets shall be designed to discourage through traffic and excessive speeds.

**Policy 3:** Off-street parking shall be required for all land uses in order to reduce congestion, improve overall operation and land use compatibility.

**Goal 3:** Design a street and highway system that accommodates urban development and is consistent with orderly growth.

**Policy 1:** Streets and highways shall be constructed to accommodate the expected traffic flow from existing and planned development, both local and regional.

**Policy 4:** Future street and highway rights-of-way shall be protected through the adoption of precise plans.

**Public Transportation**

**Goal 1:** Develop an efficient and attractive public transit system, which provides access to major activity centers.
Policy 2: Larger new developments along arterial and major collector streets shall provide transit-related public improvements (i.e., bus pullouts, bus shelters) to encourage bus use.

Policy 5: Strongly encourage that new development projects incorporate transit-related design features as outlined below:

a. A through roadway should connect adjacent developments so as to permit transit circulation between developments.

b. Shielded openings in subdivisions sound walls should be provided to facilitate more direct pedestrian access to transit stops.

Non-Motorized Transportation

Goal 1: Provide adequate pedestrian and bikeway facilities for present and future transportation needs.

Policy 1: Pedestrian travel shall be encouraged as a viable mode of movement throughout the City by providing safe and convenient pedestrian facilities, particularly in commercial areas and residential neighborhoods.

Policy 3: Recreational bikeways shall be developed and maintained on separate rights-of-way.

Policy 4: Right-of-way requirements for bike usage shall be considered in the planning of new arterial and collector streets and in street improvement projects.

Policy 5: Safe and secure bicycle parking facilities should be provided at major activity centers such as public facilities, employment sites and shopping and office centers.

SECTION 4, PUBLIC FACILITIES AND SERVICES

Public Facilities

Goal 1: Provide public facilities and City services throughout the urbanized area.

Policy 2: Capital improvements and facility needs generated by new development shall be financed by new development. The existing community should not be burdened by increased taxes and fees nor by lowered service
levels to accommodate the needs created by new development. Exceptions to this policy may be considered in an effort to encourage affordable housing.

**Policy 5:** Development proposals shall be reviewed for their impacts on various infrastructure components (i.e., sewer, water, fire stations, libraries, streets) and should be required to provide appropriate mitigation measures if development reduces services levels.

**Policy 9:** Continue to utilize developer fees and the City's public facilities fees to finance public facilities (e.g. sewer, water, parks and recreation, police and fire, general government).

**Policy 10:** Continue to utilize various methods in addition to the use of fees to finance public facilities (i.e. grant funding, assessment district, Mello-Roos funding).

**Policy 11:** PG & E, Pacific Bell and Continental Cablevision should upgrade their facilities and acquire appropriate easements to accommodate development.

**Goal 2:** Provide a full range of public facilities and City services where they are accessible to the public and are compatible with the area in which they are located.

**Policy 1:** Elementary schools should be located within residential neighborhoods with an ideal service radius of approximately ½ mile. Elementary schools should be located where students need not cross major arterial or collector streets.

**Policy 3:** City parks shall be developed in conjunction with elementary schools, whenever practical.

**Policy 7:** Residential developers should coordinate with the school district to insure the adequate provision of schools.

**Water Facilities**

**Goal 1:** Conserve groundwater and surface water resources in order to ensure sufficient supplies of good quality water.

**Policy 3:** All urban development shall be served by a sanitary sewage system to avoid possible contamination of groundwater from septic systems.
Policy 4: The use of Best Management Practices for the reduction of pollutant in urban runoff shall be encouraged within the storm drainage system in order to reduce the amount of pollutants entering the surface waters.

Policy 7: Encourage and support water conservation measures by all City water users.

Policy 8: Non-potable water should be used to fill any lake or water features within development projects.

Policy 10: The City shall require preparation of detailed watershed drainage plans for those areas identified in the City of Stockton Drainage Infrastructure Plan. These plans should be completed before development occurs in the areas and shall identify required drainage improvements and costs. The watershed drainage plans shall include Best Management Practices which will reduce pollutants in urban run of to the maximum extent practicable.

Policy 12: The City will comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants into surface waters.

Parks and Recreation

Goal 1: To provide a variety of recreational facilities and services to meet the diverse needs of Stockton's residents, workers, and visitors.

Policy 1: Park and recreation facilities shall be provided at a level that meets the City's park and recreation standards. Community Centers should be a minimum of 12,500 square feet in size located within a community park or at a public school site. Standards for neighborhood and community parks are as follows:

<table>
<thead>
<tr>
<th>Type of Facility</th>
<th>Acres Per 1,000 Persons</th>
<th>Acres Per Park</th>
<th>Desired Service Radius</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Park</td>
<td>.75</td>
<td>2 to 15</td>
<td>½ mile</td>
</tr>
<tr>
<td>Community Park</td>
<td>2.25</td>
<td>15 to 30</td>
<td>1 mile</td>
</tr>
</tbody>
</table>

Policy 2: Parks shall be located and designed in such a way as to facilitate their security and policing. Private property located immediately adjacent to a park site shall be discouraged.
Policy 3: Private open-space and recreational facilities shall be encouraged in larger residential developments in order to meet a portion of the open space and recreation needs generated by that development.

Policy 4: Neighborhood parks shall, whenever possible, be developed in conjunction with elementary schools centrally located within the neighborhood where park patrons need not cross major arterial or collector streets.

Policy 5: Community and City-wide parks shall be located with access to arterial or collector streets and shall have public streets around the balance of the park except where it is adjacent to another public facility.

Policy 6: Continue to provide for the development of linear parkways and recreational bikeways where the opportunity exists (i.e. Calaveras River path, EBMUD right-of-way).

Fire Safety

Goal 1: Incorporate fire safety precautions in existing urbanized areas and in planning for new development.

Policy 3: Locate and maintain fire stations according to fire service area standards and maintain the water supply system necessary to provide the required water flow for fire fighting purposes.

Policy 4: New development shall provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes.

Police Protection

Goal 1: Provide protection to the public through effective law enforcement and the incorporation of crime prevention features into new development.

Policy 1: Seek to promote the inclusion of security features in all structures.

Policy 2: Defensible space design techniques shall be considered in the review of new development in order to enhance crime prevention.

Policy 4: Residential areas should be encouraged to participate in neighborhood watch programs.
SECTION 5, NATURAL AND CULTURAL RESOURCES

Conservation

Goal 3: Achieve and maintain levels of air quality that comply with state and federal standards.

Policy 1: Consider the cumulative air quality impacts from development and use land use regulations to reduce air pollution.

Policy 2: The expansion and improvement of public transportation services and facilities shall be promoted for its air quality benefits.

Policy 3: Cooperate with the State Air Resources Board, the County Air Pollution Control District and other agencies in formulating and monitoring strategies and tactics to reduce air pollution emissions.

Goal 4: Conserve energy resources by encouraging energy efficient building designs and transportation systems.

Policy 1: Promote development in areas served by public transit. High residential densities shall be encouraged to locate in areas served by public transit routes and close to employment centers.

Policy 2: Land use decisions shall consider the proximity of industrial and commercial uses to major residential areas in order to reduce commuting.

Goal 5: Actively contribute to the solution of local and regional air quality problems.

Policy 2: Review proposed development for both local and regional air quality impacts.

Open Space

Goal 1: Preserve and enhance open space areas for the preservation of natural resources including plant life, habitat for fish and wildlife species, ecologically sensitive areas, and historic and cultural resources.

Policy 2: Urban development adjacent to the Delta and related waterways should give special consideration to the natural hazards in this area (i.e. flooding, soil subsidence, peat fires) and shall be required to provide access to and along this resource consistent with public safety and the preservation of sensitive biological areas.
Policy 6: Continue to recognize and preserve Stockton's historical and cultural resources.

Goal 2: Provide and maintain open space resources for outdoor recreation within the urban fabric of Stockton.

Policy 1: Utilize open space areas to provide community and neighborhood identity and to insulate conflicting land uses and noise generators.

Policy 2: Residential developments shall be encouraged to provide private open space areas.

Policy 3: Major arterials shall be provided with landscaped median strips in order to enhance these street systems as aesthetic open space corridors.

SECTION 6, SAFETY

General Safety Issues

Goal 1: Protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

Policy 1: Development shall only be permitted in those areas where the potential danger to the health and safety of people can be mitigated to an acceptable level.

Seismic and Other Geologic Hazards

Goal 1: Protect the community from the hazards of expansive soils, seismic dangers and other geologic activity.

Policy 4: Recognize the limitations of expansive and peat soils in designating areas for urban growth and development.

Flood Hazards

Goal 1: Protect the community from the risk of flood damage.
Policy 1: New urban development shall be approved only when the developer shows it to be protected from "100-year" floods.

Policy 5: Encourage appropriate reclamation districts to institute a levee maintenance program to reduce levee failures.

Emergency and Disaster Planning

Goal 1: Develop and maintain emergency preparedness programs and emergency health services in order to protect the public.

Policy 4: Maintain water supply requirements for fire fighting needs in accordance with the Insurance Services Office “Guide for Determination of Required Fire Flow”.

Policy 5: Continue to enforce minimum road widths and clearances around structures to promote fire and safety protection and access.

SECTION 7, NOISE

Goal 1: Protect the citizens of the Stockton Planning Area from the harmful and annoying effects of exposure to excessive noise.

Goal 2: Protect the economic base of the Stockton Planning Area by preventing incompatible land uses from encroaching upon areas with existing noise-producing uses.

Policy 1: New residential development shall not be allowed where the ambient noise level due to locally regulated noise sources (i.e., all noise sources other than roadway, railroad and aircraft noise) will exceed the noise level standards.

Policy 2: The compatibility of proposed projects with existing and future noise levels due to traffic on public roadways, railroad line operations and aircraft in flight shall be evaluated by comparison to Table 1 "Exterior Noise Level Standards for Locally-Regulated Noise Sources."

Policy 4: Before approving proposed development of new residential land uses in areas exposed to existing or projected exterior noise levels exceeding 60 dB Ldn/CNEL, an acoustical analysis shall be required. The acoustical analysis shall be required in the environmental review processed so that noise mitigation may be included in the project design.
Policy 5: Develop and employ procedures to ensure that requirements imposed pursuant to the findings of an acoustical analysis are implemented as part of the project review and building permit processes.

1.7 Zoning Ordinance Consistency

The zoning designation for the project area will, concurrently with the amendment of the Land Use Element of the City’s General Plan to MX, be amended to MX. Figure 1.3 Existing Zoning, indicates the current San Joaquin County and City of Stockton zoning designations for the subject area and vicinity. The proposed MX designation is intended to provide for a range of land uses and requires the preparation of a Master Development Plan. This Master Development Plan specifies a range of land uses, development intensities and densities that will be implemented within Westlake.

Figure 1.4, Proposed Zoning, illustrates the amendment to the City of Stockton Zoning Maps upon annexation and adoption of the MX Zoning Designation for Westlake.

1.8 Compliance with CEQA

Westlake Environmental Impact Report (EIR) is the Project EIR for Westlake and is intended to apply to a series of actions. The EIR is a companion document to the Master Development Plan for a mixed-use project with a range of uses and densities allocated for all portions of Westlake. Thus, any future development or use within Westlake is exempted from further environmental review provided the proposed development or use is substantially consistent with the Master Development Plan, and no new environmental impacts or conditions need to be addressed as provided by Section 21083.3 of the Public Resources Code.

If an application for development is determined to propose development which deviates from the Master Development Plan, a subsequent EIR, a supplemental EIR, or an addendum to the Project EIR may be required, to the extent that the specific details of the proposal disclose facts or conditions that were not available when this Master Development Plan was adopted, or the EIR certified. (Sections 15162, 15163 and 15164 of the CEQA Guidelines.)
LEGEND

- A1 - AGRICULTURAL DISTRICT
- C1 - NEIGHBORHOOD RETAIL DISTRICT
- C2 - GENERAL BUSINESS DISTRICT
- C3 - CENTRAL BUSINESS DISTRICT
- C4 - COMMUNITY SHOPPING CENTER DISTRICT
- CA - COMMERCIAL AUTO DISTRICT
- CF - FREEWAY INTERCHANGE DISTRICT
- CM - COMMERCIAL MANUFACTURING DISTRICT
- CR - COMMERCIAL RESIDENTIAL DISTRICT
- EP - ENTERPRISE PERFORMANCE DISTRICT
- M1 - LIGHT INDUSTRIAL DISTRICT
- M2 - HEAVY INDUSTRIAL DISTRICT
- MP - INDUSTRIAL PERFORMANCE DISTRICT
- MX - MIXED USE DISTRICT
- PL - PUBLIC LANDS DISTRICT
- R1 - SINGLE FAMILY DISTRICT
- R2 - TWO-FAMILY DISTRICT
- RS - APARTMENT DISTRICT
- UNZ - UNZONED
- CITY LIMIT LINE

Graphic Source: City of Stockton Zoning Ordinance
Proposed Zoning
MX, Mixed Use District

PROJECT SITE

LEGEND

A1 - AGRICULTURAL DISTRICT
C1 - NEIGHBORHOOD RETAIL DISTRICT
C3 - GENERAL BUSINESS DISTRICT
C4 - COMMUNITY SHOPPING CENTER DISTRICT
C6 - COMMERCIAL AUTO DISTRICT
CP - FREEWAY INTERCHANGE DISTRICT
CM - COMMERCIAL MANUFACTURING DISTRICT
CR - COMMERCIAL RESIDENTIAL DISTRICT
EP - ENTERPRISE PERFORMANCE DISTRICT
M1 - LIGHT INDUSTRIAL DISTRICT
M2 - HEAVY INDUSTRIAL DISTRICT
MP - INDUSTRIAL PERFORMANCE DISTRICT
MX - MIXED USE DISTRICT
PL - PUBLIC LANDS DISTRICT
R1 - SINGLE-FAMILY DISTRICT
R2 - TWO-FAMILY DISTRICT
R3 - APARTMENT DISTRICT
UNZ - UNZONED
CITY LIMIT LINE

Graphic Source:
City of Stockton Zoning Ordinance

Proposed Zoning Figure 1.4
CHAPTER 2: EXISTING CONDITIONS

2.1 Introduction

The existing environmental setting for Westlake Master Development Plan Area is discussed in this chapter. Regional and local relationships are discussed in the first part of the chapter, with major environmental characteristics described in the later portions. The primary purpose of this chapter is to provide the City's decision-makers with an analysis of the opportunities and constraints inherent in the project site. The companion Westlake EIR provides an assessment of the existing conditions in greater detail.

2.2 Master Development Plan Area

2.2.1 Regional Location and Context

Westlake is located in the northwest corner of the City of Stockton west of Interstate 5. Public access to Westlake is provided from Eight Mile Road, which abuts the northern boundary of the project site. Eight Mile Road provides access to the east to Interstate 5 and State Routes 99 and 88. State Route 99 provides direct access to and from Westlake to Stanislaus County and the City of Modesto to the south, and the cities of Lodi, Galt, Elk Grove, Sacramento, and other destinations to the north. Interstate 5 provides direct access to and from Westlake to Sacramento County and the cities of Lodi and Sacramento to the north, and the cities of Lathrop, Manteca and Tracy to the south.

Major employment centers are located in the Stockton and Sacramento areas. Other employment centers, including Modesto and the San Francisco Bay Area, are within commute distances. Figure 2.1, Regional Location, illustrates the relationship of Westlake to the surrounding region.

2.2.2 Project Location and Setting

The Master Development Plan Area contains approximately 681.7 acres. The Plan area is bounded by Pixley Slough to the south, Eight Mile Road to the north, and to the west by Bishop Cut and the southern and eastern boundary of the property identified by Assessors Parcel Numbers 171-120-04, 05, and 06 (The Spanos Parcel). The eastern boundary abuts the Spanos Park West development consisting of single family residential subdivisions, a proposed elementary school and a proposed neighborhood park to be developed along the adjoining project boundaries.

The lands west and south of Westlake on the opposite sides of Bishop Cut and Pixley Slough have historically been used for agricultural production. Land uses north of Eight Mile Road include agricultural production and The Reserve at Spanos Park Golf Course. The Spanos Park West residential development abuts Westlake to the east. Figure 2.2, Vicinity Map, indicates the location of Westlake, including the northern portions of the City.
of Stockton to the east and southeast.

Westlake consists of relatively flat land, typical of the flat central San Joaquin Valley floor. Elevation of Westlake ranges from approximately 3 feet below mean sea level in the northeast corner to 8 feet below mean sea level in the southwest corner.

2.3 Existing Land Use and Infrastructure

2.3.1 Existing Ownership

The subject site consists of two parcels, owned by the Spanos Family Partnership (Master Developer). The Assessor's Parcel Numbers for Westlake are APN 071-12-11 and 071-12-13.

2.3.2 Existing Land Use

The larger parcel (APN 071-12-11) has historically been used extensively for growing agricultural crops, including corn, tomatoes and other row crops since it was reclaimed from the Sacramento/San Joaquin Delta in 1919. The smaller parcel (APN 071-12-13) is presently developed as a commercial marina ("Paradise Point Marina"). An additional 2.86 acres of the larger parcel, which adjoins the smaller marina parcel, is also part of the marina development. An earthen levee separates the southern and western portions of Westlake from existing wetlands lying adjacent to Pixley Slough and Bishop Cut, respectively.

2.3.3 Existing Circulation

Vehicular access to the site is provided by the extensive frontage along Eight Mile Road at the project area's northern boundary. Additionally, the proposed development at Spanos Park West includes three streets which as designed would end at the adjoining eastern boundary of Westlake, and would be extended as part of the implementation of this Master Development Plan. Unpaved farm roads presently provide access to and from Eight Mile Road with the interior of the Plan Area. Vehicular access to and from Paradise Point Marina is provided by Rio Blanco Road, located on top of the levee at Bishop Cut and extending from the marina parcel to Eight Mile Road to the north. Access from Rio Blanco Road extends to the east along Reclamation District 2042's maintenance road on top of the earthen levee providing separation between the Plan Area and Disappointment/Pixley Slough.

2.3.4 Utilities and Public Services

Potable water for Westlake would be provided by the City of Stockton's Municipal Utilities Department.

Wastewater treatment for Westlake would be provided by the City of Stockton's Municipal Utilities Department.
Fire protection for Westlake would be provided by the City of Stockton Fire Department. In addition, the Fire Department is responsible for water rescues, technical rescues, and response to hazardous material spills.

Police protection would be provided to Westlake by the City of Stockton Police Department.

2.4 Environmental Characteristics

2.4.1 Land Form/Topography

The Plan Area consists of relatively flat lands with no significant topographic features. The boundary of Westlake includes an earthen levee on two sides, with Bishop Cut to the west and Pixley Slough to the south. Otherwise Westlake generally conforms to typical land features found within Northern San Joaquin Valley.

2.4.2 Soils and Geology

The geology of the Plan Area is similar to that found within the greater San Joaquin Valley, being composed primarily of delta fluvial and alluvial fan deposits. The Plan Area is located in the southwest quadrant of Bishop Tract in San Joaquin County. Soils conditions at Bishop Tract vary widely, but the surface conditions can be generally described as becoming more organic from east to west. Soil conditions in the southwest quadrant of the project site consist of organic clayey silt and silty clay, with some organic soil deposits (peat) present. The most southwesterly portion of the site includes a 20 to 30 acre band of particularly organic materials, consisting of one to five feet of fibrous peat. The majority of the site consists of a heterogenous mix of poorly sorted clay, silt, sand, and gravel of standard densities.

The entire Plan Area is subject to relatively high groundwater, particularly near the irrigation and drainage ditches where the depth to groundwater can be as little as two feet. However, comparisons of historic to current test borings seem to indicate the depth to groundwater in the eastern 1/3 of the site has been impacted by the dewatering efforts at Spanos Park West where the depth to groundwater has been lowered to five to eight feet.

There are no active seismic faults in proximity of the Plan Area. Earthquake events on several active faults, ranging from 24 to 64 miles away from the Plan Area may subject the proposed development to significant ground shaking.

2.4.3 Vegetation and Wildlife

The Plan Area has been historically used to grow food crops, primarily corn and tomatoes. There are several mature trees, primarily eucalyptus, close to a dwelling unit and outbuildings located in the southern central portion of the site; but generally the site is void of trees or mature vegetation. Due to the ongoing agricultural-related activities occurring over the entire
site, only limited wildlife is found on the site, primarily isolated in the irrigation and drainage ditches.

2.4.4 Visual Character

The relatively level topography, the former agricultural use, the site's proximity to Bishop Cut and Pixley Slough and the other site characteristics described in this chapter establish the visual character of the Plan Area. The Plan Area has no other significant visual features, and thus provides limited scenic value.
CHAPTER THREE: Master Development Plan

3.1 Introduction

The overall concept for land use of the Westlake Master Development Plan includes a description of the primary and secondary land use options for each development area or villages. The range of density or development intensity is provided for each anticipated land use, which includes active adult and conventional residential, commercial/industrial/retail facilities, open space, and public facilities including a community center, an elementary school and parks. This chapter also provides the goals and objectives for establishing the development character for Westlake.

3.2 Goals and Objectives of the Master Development Plan

Westlake is a mixed use development that includes single-family residential housing offering a wide range of product types to attract individuals and families from a broad economic spectrum, as well as providing public recreational facilities, commercial and recreational uses within the marina, and parks, lakes and open space areas designed to meet the needs of future Stockton residents. As a master-planned development, Westlake would expand the sense of place and build upon the quality of life created within Spanos Park, through innovative site planning and development standards, for the future residents to enjoy.

This section sets forth the planning goals, objectives and policies for Westlake. This Master Development Plan document is intended to be a refinement of the policies, general land uses and programs of the Stockton General Plan. Hence, this Master Development Plan incorporates the policies, general land uses and programs of the Stockton General Plan by reference.

The goals and objectives of Westlake Master Development Plan are as follows:

Primary Goal: The primary goal for Westlake is to create a community designed to enhance social interaction. To facilitate the design and development of a community at a human scale, with neighborhoods diverse in use and population. To introduce ample common ground into the development; parks, trails, lakes, and large community centers functioning as gathering places for the future residents and enhancing project livability.

Commercial/Retail Use Goals: Westlake would provide an opportunity to develop Paradise Point Marina with a mix of upscale commercial and service-oriented businesses, promoting the highest quality development. The project would place a significant number of potential customers within walking distance of these businesses to help ensure in their long-term viability.

Residential Goals: To build a unique community combining the best of modern suburban development practices with the building types and styles of traditional neighborhoods. To
create a safe, secure environment with walkable neighborhoods that meets the lifestyle goals of families with children and elderly alike. To design streets and a circulation system resulting in neighborhoods that balance the pedestrian and car, to promote and enhance the pedestrian experience.

Open Space Goals: Westlake would promote open space within neighborhoods to provide a convenient and safe destination for children to play and families to congregate. To develop a system of lakes that provide scenic vistas, recreation opportunities, that would also be utilized for enhancing the environment, improving water quality, and reducing water demand. Open space would also include a system of trails that would be available to the public, providing accessibility, recreation opportunities, and a visual amenity enjoyed by the entire community.

3.3 Land Use Plan

3.3.1 General Description (Planning Concepts)

A key objective of the Westlake Master Development Plan is to create a high quality mixed use development by expanding and joining the residential and commercial development to the east (Spanos Park West) with the residential, commercial and retail operations to the west (Paradise Point Marina). Westlake would expand the customer base for businesses developing in Spanos Park West, as well as Paradise Point Marina and The Reserve at Spanos Park Golf Course. Westlake would provide housing choice opportunities, with a range of affordability, with abundant on-site recreational amenities, and an efficient circulation system in an attractive landscaped setting.

The Park West Place Retail Center is becoming a vital and vibrant component of the northern Stockton community while creating a visually dramatic northern gateway to the City. The roadway network, and the pedestrian and bicycle trail system would link Westlake with Park West Place, as well as Spanos Park West, Spanos Park East, and the other neighborhoods in the northern part of the City.

Maintaining flexibility to accommodate future market changes while considering the widest range of development options for all portions of Westlake is the fundamental basis for the Master Development Plan. The Conceptual General Development Plan, Figure 3.1, represents a potential pattern of development adhering to the density ranges within each neighborhood or village and reflects current market conditions. Because of the MX zoning designation, several configurations that comply with the criteria established by the MX Zone are feasible. The concept plan is intended to illustrate one development scenario that meets the objectives of this Master Development Plan.

Table 3.1, Land Use Summary, indicates the recommended primary land use and the range of land uses considered for each conceptual parcel, or village in Westlake.
<table>
<thead>
<tr>
<th>Title</th>
<th>Gross Area (ac.)</th>
<th>Primary Use</th>
<th>Secondary Use(s)</th>
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Westlake at Spanos Park West Master Development Plan August 2004
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<tr>
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<td>Western Recreation Area</td>
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<td>Lake 1 (At Main Entry)</td>
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<td>Lake 2 (East of Main Road)</td>
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<td>Lake 3 (Active Adult North)</td>
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<td>Lake 4 (Active Adult South)</td>
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</tr>
<tr>
<td>Lake 5 (Community Center)</td>
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</tr>
<tr>
<td>Storm Water Pump Station Parcel</td>
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<td>Future Fire Station</td>
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<td>Future School Site</td>
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<td>Levee</td>
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<td>Eight Mile Road ROW Dedication</td>
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<td><strong>TOTALS</strong></td>
<td><strong>681.7</strong></td>
<td><strong>2,222-2,894 residential units</strong></td>
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</tbody>
</table>

Notes:

1. Permitted uses within villages A-Q include day care/pre-school of up to 3 acres in size. Up to two day care/pre-school facilities shall be permitted within Westlake. Residential development for the remaining village acreage shall be based on the density of that specific parcel indicated on Table 3-1.
2. The marina parcel acreage includes approximately 3 acres of parcel 071-120-13 that would be added to the marina parcel upon the processing of a Vesting Tentative Map.
3. The School site may be relocated based on Lodi Unified School District projected demand if villages R-X are developed as conventional housing and not as an active adult community.
4. The acreage indicated for each Village is the gross area. A minimum of 12 acres within villages A-X shall be set aside for village parks, ranging from approximately 0.5 to 1.5 acres in size.
5. Range of conventional housing proposed in A-Q is 1,573 - 2,047 units, and proposed active adult housing range in villages R-X is 649 - 847 units.
3.3.2 Residential Land Use

The residential development program for Westlake consists of 24 villages of detached residential units. Seventeen (17) of the villages (A through Q) would be conventional market-rate housing units developed within the range of densities described in Table 3-1. Of these residential villages, six (6) villages (G through L) would be designed and constructed as gated, private developments. The other eleven villages (A through F, and M through Q) would be planned and built as open communities with public streets maintained by the City. The remaining seven villages (R through X), located in the southwest quadrant of the project site, would comprise the proposed active senior adult community.

The area dedicated for conventional housing includes approximately 337 acres, with close to 129 acres set aside for a potential Active Adult Development. Of the combined 466 acres designated for residential use, a minimum of 12 acres shall be developed as neighborhood parks, ranging in size from approximately 0.5 to 1.5 acres. As stated in Table 3-1, the residential density within any Village would range between 3.5 and 8.0 units/acre. The higher and lower density development has been intermixed throughout the project, permitting the entire range of development within the project similar proximity and equal enjoyment of the many project amenities. In addition to residential uses, other permitted uses within the villages would include Public and Private Recreational Facilities, Day Care/Pre-school, Public School Facilities, Parks and Open Space. Each village would represent individual neighborhoods, with a variety of architectural character.

3.3.3 Marina/Commercial

The development program for Westlake recognizes and embraces the existing Paradise Point Marina, located on 13.96 acres adjacent to Bishop Cut along the Plan Area western boundary. The Master Development Plan permits the continued commercial and recreational operations of the Marina Parcel and a small portion of the larger parcel currently used for marina-related purposes, and provides the framework for the future expansion and redevelopment of the marina, including retail shops and restaurant uses. Timing for the future expansion and redevelopment of the marina would be subject to the prevailing market characteristics at the time.

3.3.4 Urban Design / Landscape Plan

The guiding concept for Westlake is the creation of a high quality mixed use development made up of a variety of uses that are complimentary to each other while exemplifying superior design.

Westlake is intended to become integral with Spanos Park West to the east, and further establish this important part of the City of Stockton. Westlake would be predominately residential in nature, with a generous amount of recreational facilities, parks, open space, and ancillary commercial (daycare) integrated into the overall pattern of the development.
Master Development Plan integrates the existing Spanos Park West residential development to the east, addresses the residential interface with the Paradise Point Marina, includes a circulation network that would logically serve future development to the west on Assessors Parcel Numbers 171-120-04, 05, and 06 (the Spanos Parcel), and could accommodate additional traffic generated by future development of the Shima Tract to the south. The development program reflects land uses that are responsive to the demands of the known market while complying with the policies and programs of the General Plan of the City.

The City's General Plan provides the primary guidance for the Master Development Plan. The policies and programs included in the General Plan establish the parameters for commercial use intensity and residential density to be included in the various phases of the project.

Section 7.3, Landscape Guidelines, creates the structure for Westlake by establishing a hierarchy of use areas defined by specific design elements. The Landscape Guidelines, which supports the components of the Circulation Plan, serves to unite all the parcels and land uses to illustrate a conceptual design theme that establishes Westlake as a mixed use development of the highest quality.

The Landscape Concept for Westlake is a combination of design quality, materials, and consistency that unifies the overall development with the roots of the Stockton community and the rich heritage of the Delta.

Consistent and common design elements should be used throughout the Project. These elements of the overall development should be features that stem from the landscape guidelines contained in this Master Development Plan. All landscape design elements shall be subject to review by the Design Review Board. The landscape elements have been carefully selected to provide a unified design fabric for Westlake. Figure 3.2, Overall Landscape Concept Plan, illustrates the overall landscape framework that will unite all the parcels and eventual land uses envisioned for the project.
Low Density Residential
3.5 - 4.5 D/U's per Gross Acre
Neighborhoods G, J, K, L, S

Medium Density Residential
4.6 - 6.0 D/U's per Gross Acre

Medium-High Density Residential
6.1 - 8.0 D/U's per Gross Acre
Neighborhoods B, D, F, I, Q, U, V, W

Marina Parcel

Primary Project Entry

Secondary Project Entry

Eight Mile Road

Neighborhood Designation

Spanos Park West

Section at Lake
See Figure 6.6

Multi-Use Pedestrian/Bike Path
See Figure 6.6

Village "pocket" Park Typical

Public Park

Pixley Slough

Section at Levee
See Figure 6.6

Conceptual General Development Plan Figure 3.1
CHAPTER FOUR: Infrastructure Plan

4.1 Introduction

The elements of the physical infrastructure required to serve and support the phased and full development of Westlake are described in this chapter of the Master Development Plan. The necessary infrastructure described herein is based on the land use program identified in Chapter Three above. The physical infrastructure discussed here includes: circulation and transportation; utilities (water, sewer, drainage); solid waste collection and disposal; and energy and communication services and facilities.

4.2 Circulation and Transportation

The development of the Westlake Plan Area would require both new and upgraded roadways to meet the needs of vehicular, bicycle, and pedestrian traffic generated as a result of the Project. When considered along with other projects in the general vicinity of the proposed Project, Westlake would contribute to the cumulative regional traffic impacts. These impacts and the proposed mitigation measure for the intersection of Thornton Road and Hammer Lane have been identified in the EIR for the Annexation, General Plan Amendment, Prezoning, and development of the Project, and are not discussed here. Fair share impact fees would be assigned to the property owner and applicant, and any successors to implement the required improvements.

The key elements of the circulation and transportation system for vehicles is described below and illustrated by Figure 4.1: Circulation Plan. The locations of features designed to provide traffic calming and pedestrian enhancements for safety are illustrated in Figure 4.2. The proposed elements designed to facilitate bicycle and pedestrian access are described in 4.2.5, and illustrated in Figure 4.3. The anticipated on-site bus service routing is described in 4.2.6, with anticipated bus stop locations shown on Figure 4.1, Circulation Plan.

4.2.1 Regional Circulation

Regional access to Westlake would be by way of Eight Mile Road, connecting to Interstate Highway 5, State Highway 99, and other north-south arterial roads serving Stockton. Additional local vehicular access would be provided via Scott Creek Road, Consumes Drive and Melones Way from Spanos Park West to the east. Eight Mile Road intersects with Interstate 5 east of the project site near the eastern boundary of Spanos Park West. Major signalized intersections in the vicinity of the site include Thornton Road, Hammer Lane, Lower Sacramento Road, and West Lane intersections with Eight Mile Road. Thornton Road/Wagner Heights is also a signalized intersection. Scott Creek Road would be designed as a collector street extending west across the project site to provide a future vehicular connection to serve the 175-acre parcel northwest of the project site. The secondary access road from Eight Mile Road (Street “2”) would be designed to accommodate traffic generated by the future development of Shima Tract and could become a major north-south arterial road serving the
Circulation Plan Figure 4.1
Traffic Calming and Pedestrian Safety Features

Legend

- Traffic Signal
- Roundabout
- High Visibility Crosswalk
- Traffic Circle

Eight Mile Road

Bishop Cut

Pixley Slough

Spanos Park West

Fehr & Peers Transportation Consultants

Figure 4.2
Class II Bike Lane (Marked & Signed)

Future Class I Bike Path

Future Class II Bike Path (Marked & Signed)
northwestern portion of the City of Stockton. The Eight Mile Road Specific Plan will be amended to include the vehicular access points serving the proposed project.

4.2.2 Project Access

Eight Mile Road serves as the major east-west arterial providing direct access to the Plan Area. Regional access to the site would be provided by Interstate 5 and State Highway 99. Thornton Road, Davis Road and Lower Sacramento Road are the primary north-south arterials that would provide additional, local access onto Eight Mile Road, and ultimately the Project. Scott Creek Road, Melones Way, and Consumes Drive would be extended to serve as local residential and collector streets connecting the project site to the neighboring Spanos Park West development. Additional future access to the project site is provided by the alignment of Street “2” and Scott Creek Road, which could accommodate potential vehicular access from Shima Tract and the 173-acre Spanos Parcel to the northwest of the project site.

4.2.3 Street “1”

Street “1” would be the primary spine road connecting at Eight Mile Road and running south through the project site. The northern segment of Street “1” would have a right-of-way width of 120’, with a 27-foot wide landscaped area on each side including an eight-foot (8’) wide meandering sidewalk, a four-lane configuration with a twelve-foot (12’) wide landscaped median/turn lane to accommodate traffic circulation. See Figure 4.1 for locations of typical street sections and widths. In the most northerly portion of this segment of Street “1”, between Eight Mile Road and the Village “A” entry road intersection, the landscaping area will be enhanced with an additional landscaping buffer of varied width on each side of the street, reducing in width as Street “1” extends south. The segment of Street “1” extending easterly from the access road for the Active Adult community (Street “3”) to the proposed future school site would be reduced from 4 lanes to 2, with an 82’ right-of-way with a 42’ wide paved section including a center left turn lane and median. The section of Street “1” extending easterly from Street “2” would be designed to smoothly transition until connecting to Consumnes Drive within Spanos Park West, which is a two-lane road with a different paved section and right-of-way width as Street “2”. All the development parcels would take access from Street “1”, by way of collector streets and driveways. See Figures 4.7 and 4.8.

4.2.4 Internal Streets

Internal streets within Westlake would connect the individual project sites to the main access roads. These smaller streets would also serve the residential neighborhoods. The internal streets would generally consist of two travel lanes with parking on both sides. It is anticipated that several villages would be developed as gated communities. See Figure 7.2 for the conceptual access road configuration at the gated entrances. Within any villages that are ultimately designed and constructed as private communities with limited public access, the streets within these villages shall be privately owned and maintained by an established HOA and/or Lighting and Landscaping District.
4.2.5 Pedestrian and Bicycle Circulation System

A system of paths for pedestrians and bicyclists would provide access to and between important destinations within the project area, such as the residential neighborhoods and the Community Centers and Parks. The pedestrian and bicycle circulation system would also provide links to areas outside Westlake, including the commercial power center site in Spanos Park West, and the Marina to the west. The basic components of the proposed circulation system include an eight-foot (8') wide pedestrian and bicycle path located within landscaped corridors adjacent to the arterial and major collector streets. A twelve-foot (12') wide path/maintenance road, located along the top of Reclamation District levee along Disappointment/Pixley Slough, will provide a connection to the paths within the proposed development and ultimately to the Class I bike path on the south side of Eight Mile Road. Pedestrian access would be provided within the villages by concrete sidewalks, typically separated from the roadway system and a minimum of five feet (5') wide.

The pedestrian and bicycle circulation system would be compatible with the City of Stockton Existing and Future Bikeways Plan. The exact locations of the elements of the pedestrian/bikeway system would be subject to the review and approval of the Design Review Board. See Figure 4.3 for the proposed integration of the bikeway system to the City of Stockton Bikeway Plan.

Additionally, traffic calming and pedestrian enhancement features would be incorporated as key elements of the roadway system. The roadway widths will be minimized, in part to reduce the amount of impervious surfaces, but also to promote slower vehicular speeds within the project area. Also included would be roundabouts, traffic circles, and high-visibility crosswalks to further reduce traffic speeds and increase pedestrian safety. See Figure 4.2

4.2.6 Public Transit

The San Joaquin Regional Transit District (SJRTD), also called the Stockton Metropolitan Transit (SMART), is the principal public transportation service serving Westlake. SJRTD currently provides a fixed-route bus service and a dial-a-ride response function for elderly or handicapped persons that can not use the regularly scheduled vehicles.

Public transportation would be encouraged within Westlake by incorporating bus turnouts and shelters along Streets “1” and “2”. The proposed locations for bus stop/turnouts are indicated on the Circulation Plan, Figure 4.1. Final design and locations would be subject to the approval of the SJRTD. These bus stops could be used for fixed route public bus service connecting other parts of the City of Stockton to Westlake, private commuter bus services, or a shuttle system.
A Typical Local Public Residential Street

B Typical Local Private Residential Street

Typical Street Sections

Figure 4.4
(c) Active Adult Loop Road Street

(d) Extension of Scott Creek Drive Street

Typical Street Sections 4.5
8' Meandering Sidewalk Typical Both Sides

Active Adult Community Entry Street

Arterial Street

Typical Street Sections Figure 4.6
Soundwall or Tubular Steel Fencing with Pilasters (Both Sides)

**Main Entry Arterial Street**

- 120' Right of Way
- 27' Landscaping
- 12' Lane
- 14' Lane
- 14' Lane
- 14' Median/Turn Lane
- 12' Lane
- 27' Landscaping

**Partial Street Section at Eight Mile Road**

- 67' to centerline of Right of Way
- 25' Landscaping
- 12' Lane
- 12'-0" Lane
- 12'-0" Lane
- 12'-0" Lane
- 9' Median
- 8' L/S
- 2'-0"
- Future improvements by others

**Typical Street Sections Figure 4.7**
Two-Lane Community Entry Street

Typical Street Sections
4.3 Utilities

4.3.1 Water Supply and Distribution System

Domestic water would be provided to Westlake by the City of Stockton's Water Utility. There is a 24-inch water main stubbed out at the end of Consumnes Drive that will be extended with a 16-inch water main to the west to the intersection of the main collector Street "1". From there, a 12-inch main will continue to the west along the main road (Street "2") in the project and will tie back into the new main line being extended along the project frontage in Eight Mile Road. There is an existing 12-inch main line within Eight Mile Road that is stubbed in the vicinity of the easterly project boundary. There is also an existing 12-inch water main stubbed out of Scott Creek Drive in Spanos Park West that will be extended as an 8-inch water main to the intersection with Street "2", which would be further extended to the west as a 12-inch main line and stubbed out at the Spanos Parcel to the west. Additionally, there will be a 12-inch water main in the Active Adult Loop Street (Street "3") that will be connected to a 12-inch main line within the loop road (Street "4"), which reduces in size to an 8-inch water main line in the western portion of the loop road. A separate 12-inch water main line would be constructed within villages S, R, and L providing a "looped" connection for the water distribution system within the private, gated western portion of the site and served by the main water line within Street "3" to the main water line within Street "2".

The primary distribution system has been designed to and will provide the Westlake Project Area including the Marina Parcel with a "looped" water system, and would be fully constructed as part of the initial development phase. The Master Development Plan includes a secondary distribution system of smaller diameter water lines that would serve all of the individual project sites within the Westlake Master Plan Area. The secondary system would be installed and expanded as the various phases of the overall project are implemented. See Figure 4.10, and the Water Master Plan included in the Technical Appendix.

4.3.2 Lake Water Supply and Non-potable Water Distribution System

Water solely used for irrigation of the Public Park, the various Pocket Parks, common landscaped areas and planting strips within the public right-of-way will be supplied by the on-site lakes and conveyed in a "purple pipe" (non-potable water) system. The lake system design would include a series of pumps, located in proximity to the areas being irrigated with treated lake water, that would deliver pressurized water into the purple pipe system.

The use of treated lake water for irrigation would have the following benefits: (1) reducing the demand for potable water serving the project; (2) providing another valuable function for the 68-acre man-made lake system; (3) improving the water treatment capability of the lake system by providing increasing lake circulation and water movement within the lakes, and (4) reduce lake maintenance through increased water movement, and hinder eutrophication. The purple pipe system would provide an unmetered, low-cost source of water for the City, the LLD and the HOA.
4.3.3 Sanitary Sewer

Westlake would be served by the Stockton sewerage system. There is a 30-inch gravity flow sewer line at the existing east end of Consumnes Drive that has the capacity, but not the depth to serve the entire project by gravity. Therefore, a lift station will be constructed, on a separate parcel located adjacent to the tie point at Consumnes Drive on the south side of the road, which will discharge the sewer flows into the existing 30-inch gravity line. A network of gravity flow sewer main lines serving the development will be designed within the arterial and major collector streets which would be fully constructed as part of Phase One. This includes a 15-inch sewer main which will be located within Scott Creek Road to the west of Street "2" and stubbed out at the Spanos Parcel to the west. The on-site sewer will ultimately collect into a 24-inch sanitary sewer line in Consumnes Drive that would discharge into the proposed pump station. Wastewater would ultimately be conveyed to the City’s Regional Wastewater Control Facility (RWCF), located on Navy Drive in southwest Stockton via the Westside Interceptor Pipeline. Refer to Figure 4.11, and the Wastewater Master Plan included in the Technical Appendix.

4.3.4 Storm Drainage

A series of drainage ditches and a pump station operated by Delta Farms Reclamation District No. 2042 presently convey and discharge drainage of the Plan Area into Bishop Cut. The master-planned area contains the previously mentioned 68-acre manmade lake system, designed to provide stormwater conveyance, detention, and water quality treatment from within the Plan Area. Implementation of the Project shall include the preparation of a Drainage Master Plan and Hydrology Study which provides an assessment of both the onsite development surface drainage requirements and flood protection from offsite tributary watershed. This Drainage Masterplan would provide an assessment of both the regional and local surface hydrology, and preliminary hydraulic analysis of the drainage facilities. Key objectives would include: (1) evaluate the internal drainage and flood protection requirements for the proposed residential development, (2) examine the technical feasibility and requirements for implementation of a “manmade” lake system for stormwater management purposes, (3) demonstrate that offsite drainage and hydrology will not be impacted with the proposed development, (4) quantify the onsite watershed hydrology values for peak flowrates and runoff volumes, (5) provide detailed hydraulic analysis of the storm drain systems hydraulics/ facility sizing, (6) evaluate proposed stormwater pump station operation and facility requirements, and (7) provide stormwater treatment system for the proposed development runoff.

The total regional watershed study area encompassed with the drainage Masterplan would include a total of 1,813 tributary acres, which is generally bounded by Telephone Cut to the north, the Spanos Park East development and existing golf course to the east, the Pixley Slough and levee to the south, and the Bishop Cut or San Joaquin River levee to the west. The Spanos Park East development acts as a natural drainage boundary since this development also has a self-contained drainage system and was not designed to accept...
drainage to the west of this development.

The proposed drainage facilities shall ensure that the Westlake Development is provided with a minimum of 100-year flood protection and satisfies local drainage criteria adopted by both the City of Stockton and San Joaquin County. In addition, the existing adjacent northern tributary watershed areas would not have their current levels of flood protection impaired or reduced from the development by reducing potential flood storage areas. A detailed hydrology analysis would evaluate both the onsite local development watershed and the offsite regional watershed as part of the flood protection assessment. This Masterplan will ensure that the Westlake Development is not dependent on a future municipal public works drainage infrastructure or backbone drainage facility development, but also does not limit the occurrence of additional development within the municipal watershed. A 0.3 to 0.5-acre parcel would be established to house the necessary pump station, generally located between the most southerly lake and the levee along Pixley Slough. A new stormwater outfall will be required at this location; see Figure 4.9.

4.4 Solid Waste

Solid waste from the residential portion of Westlake would be collected by the City's franchisee, Sunrise Sanitation and transported to facilities owned and operated with Forward Landfill. Both Sunrise Sanitation and Forward Landfill are subsidiaries of Allied Waste North America. Sunrise Sanitation has a contractual commitment to continue hauling solid waste through January, 2019 while Forward Landfill has a contractual commitment to continue disposing of Stockton's waste through January, 2007.

Development within Westlake would be required to comply with all City and State mandated programs for the reduction of solid waste.

4.5 Energy

4.5.1 Electricity

The Plan Area is within a Pacific Gas & Electric Company service area. PG&E currently serves the existing agricultural operations on the project site and the Spanos Park West Project.

Two substations currently provide electrical power to the area around the proposed Project area, including the Stagg Substation at Feather River Drive and March Lane, and the Eight Mile Substation located west of Interstate 5 and south of Eight Mile Road.
Conceptual Water Master Plan

Figure 4.10

- Water Stub for Future Development
- Point of Connection with Existing 12" Water Main
- Point of Connection with Existing 24" Water Main
4.5.2 Natural Gas

PG&E currently provides service to Spanos Park West and the facilities are sized to accommodate service to Westlake. Lines will be extended west from the existing ends of Scott Creek Drive, and Mokelumne Drive. There is also existing gas facilities in Eight Mile Road at the western intersection of Mokelumne Drive.

4.6 Communication

4.6.1 Telephone Service/Fiber Optics

Telephone service to the project area would be provided by SBC Pacific Bell. The communications facilities that would be located in the streets would include a mix of fiber optics and copper cable and their supporting facilities. Although the trench layout has not been specified, it generally consists of multi-duct facilities within the backbone areas, and duct plus direct buried facilities within the collector and service streets.

4.6.2 Cable Television

Cable television services to Stockton are provided by AT & T Broadband. Cable services are subject to Part IV of the Stockton Municipal Code entitled "Cable Television Franchises Procedures, Specifications and Terms."

4.7 Public Services

4.7.1 Fire Protection

The City of Stockton Fire Department would be responsible for providing fire protection services to the project area. The Fire Department also provides emergency medical and technical rescue services, and response to hazardous materials spills. The American Medical Response, a private company, would provide emergency transport services.

The nearest fire station to the project area is located east of Interstate 5 at the intersection of McNab and Thornton Roads. To ensure that response times for fire protection and emergency services to this project would meet City-mandated standards, a 2.2-acre parcel would be established within Westlake for housing a future Fire Station. The proposed location is at the southwest corner of the intersection of Eight Mile Road and Street "2". The objective for providing a new Fire Station in the project area is to ensure that the City Fire Department would have adequate facilities to service the project and vicinity.

4.7.2 Police Protection

The City of Stockton Police Department would provide protection to Westlake.
CHAPTER FIVE: Implementation and Phasing

5.1 Introduction

This chapter explains the required strategies, programs, and actions necessary for implementing the land use alternatives, development standards, and design guidelines included in this Master Development Plan. Sections describing project phasing, financing opportunities, and maintenance of improvements are also included.

The project phasing described below is intended to define the anticipated sequencing and timing for construction of the required infrastructure and construction projects, with the objective that all necessary infrastructure would be constructed in the most cost-effective, orderly fashion and ensuring all necessary infrastructure would be in place and operational for connection and use as portions of the project phases come on line. The phasing plan would permit the owner, developer, and/or successor-in-interest to implement construction projects over time if desired. Because phasing must be flexible to respond to market absorption and other relevant conditions, the phasing schedule should be used as a guideline rather than a binding commitment.

No construction of improvements shall be commenced nor shall any development be allowed that is dependent upon construction of public improvements unless and until the Owner, or subsequent developers, has provided assurance to the City of Stockton that the public improvements being constructed and/or required in connection with the proposed development would be constructed and completed in accordance with the standards set forth in this Master Development Plan and/or the Standard Specifications and Plans adopted by the City of Stockton. In the event of any conflict between with the standards set forth in this Master Development Plan and/or the Standard Specifications and Plans adopted by the City of Stockton, the standards set forth in the Master Development Plan shall prevail. Such assurance of construction and completion may take the form of bonds or deposits (such as those required under the Subdivision Map Act) or the proceeds of assessment or other bonded indebtedness.

Future development within Westlake would occur in phases responding to market demand and other economic factors as determined by the owner, developer, and/or successor-in-interest. Subsequent project phasing would only occur upon the condition that road improvements, wastewater collection, water supply, storm drainage, and other infrastructure improvements necessary to adequately serve the users of the subsequent project phases proposed within Westlake are either fully constructed and operational, or would be constructed concurrently as part of the development which they would serve.
5.2 Development Phasing

Development within Westlake would commence under an initial phase consisting of: mass grading and dewatering of the project site; construction of the spine roads and lake facilities; installation of underground utilities within the spine road right-of-way including stub-outs serving future phases, and; dedication of right-of-way for widening Eight Mile Road along the project frontage in conformance with the Eight Mile Road Specific Plan, and construction of required improvements including pedestrian and vehicular access into the project site. One goal in scheduling these components together in the initial phase of project development is to take advantage of the economics of scale in completing these major elements of the project infrastructure at one time. However, absolute compliance with the phasing schedule would not be a condition of approval, or grounds for disapproval, of any tentative parcel map, tentative subdivision map, vesting tentative parcel map, vesting tentative subdivision map, design review approval, conditional use permit, lot line adjustment, lot split, or any other entitlement or approval granted for any of the lands subject to this Master Development Plan, so long as the infrastructure and public facilities needed to support the development contemplated by such action or approval will be completed prior to occupancy.

5.3 Detailed Development Phasing

The following provides a more detailed description of the anticipated project phasing, based on the primary land uses included in the Master Development Plan, and as further depicted on Figure 5.1.

Phase IA: Grading/Site preparation: Mass grading of the entire site will be performed as part of the initial phase of development. This includes; delivery and operation of earth moving equipment, required demolition of on-site improvements, including site clearing and grubbing, installation of the necessary equipment for site dewatering, trucking construction materials off-site or on-site, excavation, shaping and installation of all associated piping and equipment for the various on-site lakes, and mass grading of the neighborhood villages into "superpads". Major/Backbone infrastructure: The first phase of the project infrastructure consists of: grading and installation of the main collector road, Street “1” from Eight Mile Road to the point which the road intersects with Street “2”; Street “2”, the secondary collector road from Eight Mile Road to the intersection with Street “1”; the extension of Scott Creek Drive westerly from the western boundary of Spanos Park West to the end of the street return on the west side of Street “1”; Street “3”, the entire segment from the intersection at Street “1” to the intersection at Street “4”; Street "4", the entire residential loop road within the proposed active adult community, as well as all the backbone systems and facilities, including the storm drainage, water, sewer, gas, electricity, cable, telephone, and fiber optics, or any other utility, that would ultimately be installed within the right-of-way of the named streets. Required grading, paving and landscaping for the necessary widening of Eight Mile Road along the project frontage in conformance with the Eight Mile Road Specific Plan. Road improvements within the initial phase of development may only require paving of half of Street “2” until such time as the full
pavement section is warranted by traffic volumes or construction traffic as determined by City's Director of Public Works. The extension of Consumnes Drive from the western boundary of Spanos Park West to the intersection of Street “2” shall be completed as part of the initial phase, chiefly due to infrastructure requirements. The first phase street landscaping improvements may be constructed on one or both sides of the completed roadway as agreed to by the City's Community Development Director, City Engineer and Public Works Director.

Construction of access streets, collector streets and service roads required to serve a particular project or parcel within Westlake may be constructed in the initial phase of development.

Phase IB: It is anticipated that final improvements would commence on villages A, B, C, E, F, J K, R, V, W and X under this phase. This represents approximately 50 percent of the proposed residential development for the project. Phase I and subsequent phases of development may also include the construction of additional access streets, collector streets or service roads to specific projects or parcels.

Phase II: It is anticipated that final improvements would commence on villages L, N, S, U, and a portion of W under this phase.

Phase III: Within this phase it is anticipated that final improvements would commence on villages G, T, and P.

Phase IV: It is anticipated that final improvements would commence on villages H, I and M under this phase.

Phase V: Representing the final phase, it is anticipated that final improvements would commence on villages D, O, and Q. The extension of Melones Street from the western boundary of Spanos Park West to the intersection of Street “E” would need to be completed prior to final occupancy of any residential units in this neighborhood.

The Westlake Master Development Plan also permits phasing between and among the portions of Westlake. If the infrastructure necessary to serve a particular area within Westlake has been completed, the owner, developer, and/or successor-in-interest may construct all, or a portion, of an approved project before any other project developer has commenced construction. The owner, developer, and/or successor-in-interest may initiate construction on any given parcel prior to the build-out of another parcel, provided that the infrastructure necessary to serve such parcel would be completed prior to occupancy. The phasing schedule for the proposed development is meant to be a general guide for project sequencing and is not a fixed requirement for the project. Development phasing is expected to be a flexible and dynamic process that allows adjustments for fluctuations in market demand and changing economic conditions.
Marina Parcel

Phase 1 Development

Phase 2 Development
Neighborhood L, N, S, U, W

Phase 3 Development
Neighborhood G, P, T

Phase 4 Development
Neighborhoods H, I, M

Phase 5 Development
Neighborhoods D, O, Q

Note:
All major streets depicted in black will be constructed with Phase 1

Phasing is conceptual only and will be based on market demand

Conceptual Phasing Plan Figure 5.1
Applications for individual projects may require lot line adjustments, or planning and permitting actions, defining the proposed development for individual parcels within Westlake, or lots within each parcel. The owner, developer, and/or successor-in-interest may file applications for lot line adjustments for the parcels identified by the Master Development Plan, as allowed by the Subdivision Map Act and the City's Planning and Zoning Code. Any proposed lot line adjustment would be subject to the approval of the City Engineer of the City of Stockton.

5.4 Circulation Phasing

The initial phase of the project infrastructure consists of constructing the entire system of minor arterial streets, including: the main collector Street “1” from Eight Mile Road to the point which the road connects with secondary collector Street “2”; minor arterial Street “2”, from Eight Mile Road to the intersection with the minor arterial Street “1”; the extension of Scott Creek Drive from the western boundary of Spanos Park West to the intersection of street "1"; Street “3”, the access road of the proposed active adult community; and residential loop Street “4” providing internal vehicular circulation within the proposed Active Adult community. Because construction of these streets will be completed prior to commencing final improvements within any Villages, primary access to the project for construction and ultimately for residents will be assured. Street “2” from Eight Mile Road will be used as the primary access point for construction-related trucks and equipment, delivery of materials, etc. Additional vehicular access will be provided into the project for subsequent phases when construction of the extension of Consumnes Drive from Spanos Park West to Street "2" is completed. The interior vehicular circulation within Villages will be addressed as part of the phase construction planning, based on the conditions inherit to the specific Villages and described in Section 5.3. The initial phase of the project shall also include full improvements to the half-width of Eight Mile Road along the entire southerly project frontage (see Figure 4.7, Section H).

5.5 Maintenance Responsibilities

All landscaped areas, view corridor areas, village parks and open space areas within Westlake shall be maintained by the Master Developer, by a Commercial Tenant Owner's Association, or, in the absence of a Commercial Tenant Owner's Association, by the City of Stockton through the formation of one or more Landscaping and Maintenance Districts or similar improvement districts, or by any combination of the above. The large public park at the intersection of Street “1” and Scott Creek drive shall be maintained by the City of Stockton.

5.6 Development Project Application Requirements

The following describes the project submittal requirements and review processes for development applications in Westlake Master Development Plan Area. Applications for development shall be in the form established by the Community Development Director at the time of application for the plan or permit, and shall include studies, plans, visual simulations and information as necessary to demonstrate consistency with the Master Development Plan, Development Agreement, and all pertinent policies and regulations.
All development project applications shall be submitted to and approved by the Westlake Design Review Board ("Design Review Board") prior to their submittal to the Community Development Director for site plan review.

Prior to the issuance of building permits for any development project, the applicant shall provide the Community Development Director with written findings from the Design Review Board that the project is compatible with the terms of the Master Development Plan, Development Agreement, and all other applicable policies and regulations. When compliance with the Development Standards for a particular land use designation creates practical difficulties or unnecessary physical hardships, a waiver of up to twenty percent (20%) deviation from the Development Standards of this Master Development Plan may occur. This would require the affirmative recommendation of both the Design Review Board and the City of Stockton Community Development Director. A deviation of more than twenty percent (20%) of an existing Master Development Plan Development Standards is subject to a Planning Commission approved Use Permit.

Practical difficulties or physical hardships may result from, but are not limited to:

1. Size, shape, or dimensions of a parcel within the project area, or the location of existing structures thereon;

2. Size, shape, dimension, or other physical condition of any adjacent or nearby parcel or facility.

As an example, development regulations with respect to fences, walls, landscaping requirements, screening, site area, site dimensions, site coverage, yards, maximum height of structures, distances between structures, open space, lighting, signs, on-site parking, off-street parking, off-street loading, frontage, and other similar performance standards may be modified if it can be determined that a particular land use designation creates practical difficulties or unnecessary physical hardships. Site development regulations within Westlake Master Development Plan would not be changed by the decision of the Community Development Director; the variation(s) in the site development regulations approved by the Design Review Board and the Community Development Director would solely apply to the specific project in which practical difficulties or unnecessary physical hardships cited by the project proponent were determined to exist.

5.7 Funding of Public Facilities/Improvements

It will be necessary as part of the build-out of Westlake to construct extensive capital improvements, including roadways, sewers, water distribution systems, a storm drainage system, and other infrastructure. The financing mechanism for each infrastructure improvement involves assigning responsibility for financing each of the necessary improvements. The financing options that are most viable for each improvement would be
mutually agreed upon by the owner, developer, and/or successor-in-interest, and the City. After the appropriate financing mechanisms are determined, the preferred programs would be incorporated into one or more subdivision agreements. Bonds or other forms of security would be required to guarantee the completion of the necessary improvements. It is anticipated that the construction and installation of public improvements would be primarily financed utilizing one or more public financing procedures, for example, The Mello-Roos Community Facilities Act of 1982, California Government Code section 53311 et seq.; the Municipal Improvement Act of 1913, California Streets & Highways Code section 10000 et seq.; and/or the Improvement Bond Act of 1915, California Streets & Highways Code section 8500 et seq.
CHAPTER SIX: Development Standards

6.1 Introduction

The Development Standards for Westlake were crafted to ensure that all development within Westlake would result in an attractive, desirable, and secure environment that is compatible and harmonious with the adjoining developments, protects the use and enjoyment of neighboring properties, and is consistent with the Master Development Plan.

The permitted land uses and development standards for Westlake Master Development Plan are described in the cited policies and regulations. Mechanisms are included in the regulations to; assure flexibility in the implementation and future development, to provide compatibility between the permitted uses, and to provide compatibility between the permitted uses with the goals and policies of the Master Development Plan and the policies, general land uses, and programs of the City's General Plan. The City of Stockton Standard Specifications shall apply to Westlake, with the exceptions noted. In addition, Chapters 13 and 14 of the City of Stockton Municipal Code, Uniform Administrative Provisions for Construction Codes, are also applicable.

This Master Development Plan implements the intent and purpose of the City's MX General Land Use Designation and Zoning District. All development within Westlake shall conform to the regulatory provisions of this Master Development Plan. When adopted by resolution pursuant to Section 16-204 F of the Stockton Planning and Zoning Code, this Master Development Plan will supersede any provision in the City's Planning and Zoning Code that is in conflict with this Master Development Plan.

The project owner shall create a Design Review Board for Westlake, charged with reviewing all proposed development projects for consistency with the Master Development Plan, and for general design quality. The Design Review Board shall consist of three (3) members, the Owner or designated representative, a representative from the Project Planning/Engineering firm, and a representative from the Project Landscape Architectural firm. Plans for proposed projects must be reviewed and approved by the Design Review Board prior to any formal application submittal to the City of Stockton for Community Director approval or building permits.

This chapter includes regulations describing development standards and permitted land uses within Westlake. The described and regulated land uses within this Master Development Plan include but are not limited to: low density residential (3.5 to 4.5 dwelling units/acre); medium density residential (4.6 to 6.0 dwelling units/acre); medium-high density residential (6.1 to 8.0 dwelling units/acre); day care/pre-school facilities; public school facilities; public marina with boat launching, recreational, and ancillary commercial/retail facilities; public and private community centers and recreational facilities; neighborhood and community parks, pedestrian trails; and open space. Flexible procedural mechanisms are provided herein to ensure
consistency with the goals, objectives, and policies of the Master Development Plan, and the programs, goals, policies, and land uses of the City of Stockton General Plan. Regulations cited in this chapter should be used when implementing the following stated policies.

The regulations cited in this Master Development Plan apply to the entire Plan Area, and are subject to modification(s) through the procedures stated in this document. Only the City of Stockton MX Zoning Designation applies to Westlake.

6.2 Land Use Policies

General Policies: The following general policies are to be used to achieve the goals stated in Section 3.2:

a. The City shall require that all proposals for development within Westlake be consistent with the intent and purpose of the Master Development Plan.

b. The City shall require that the backbone infrastructure plan for Westlake include implementation programs for the roads and streets, water service, sewerage, and storm drainage that connects Westlake with other parts of the City of Stockton.

The Project Land Use Plan and Infrastructure Plan shall incorporate the general policies listed above, which would be implemented according to the approval processes described in Chapter Five.

Circulation and Transportation Policies: The following circulation and transportation policies are to be used to implement the Master Development Plan:

a. All public improvements shall meet or exceed the requirements established by the City’s Department of Public Works Standard Specifications & Plans.

b. Streets shall be aligned to discourage high speeds during travel in residential neighborhoods. Incorporation of recommended traffic calming features into final project design shall be required as part of the Tentative Map, with incorporation in the Improvement Plans.

c. Residential developments shall be planned to allow safe and convenient pedestrian access to parks, schools, and open space.

d. All roads and streets in Westlake shall be landscaped in accordance with the Development Standards and Design Guidelines included in this Master Development Plan.

e. Pedestrian paths at collector streets shall be separated from vehicular traffic and streets to the maximum extent possible, with the exception of street intersections. Figure 7.4:
Main Project Entry and Eight Mile Road Landscape Concept, indicates the concept for screening the parking and setback areas adjacent to Eight Mile Road, by using earth berms, sound walls and landscape materials. Figure 6.1: Major Intersection Concept illustrates a conceptual scheme for the landscaping of major intersections within Westlake. All proposed design concepts shall be subject to review and approval by the Design Review Board.

f. The primary access to all development parcels shall be by way of Street ‘1’.

Commercial Use Policies:

a. Commercial Use developments, and public and private recreational facilities shall be designed to be compatible with adjacent uses to minimize traffic, noise, and other impacts.

Residential Development Policies: The following policies are to be used to implement those areas of the Master Development Plan designated for residential development:

a. Residential developments shall be in compliance with the Housing Element of the City's General Plan and meet the affordable housing requirements.

b. Residential developments shall include architectural elements with a variety of exterior design character.

c. Building facades shall be varied to emphasize individuality within the villages.

d. Residential developments shall include a landscape plan that specifies water conserving and low fuel volume plant materials for all public or common areas.

e. Residential neighborhood security shall be promoted by the use of architectural and urban design elements that create defensible space.

f. Residential developments shall be planned to provide adequate emergency access for vehicles and personnel as determined by the service providers and approved by the Community Development Director.

Noise Policies: The following noise policies are to be used to implement the Master Development Plan:

a. All residential development shall be sufficiently located away from, or screened from noise generators.

b. Sound attenuation walls, fences and screens shall be designed to comply with the Design Guidelines included in Chapter Seven of this Master Development Plan and the requirements of the project EIR.
The Noise Element of the City's General Plan includes policies and standards applicable to the proposed project. The Noise Element was prepared according to the mandate of Section 65302 (f) of the Government Code, as well as the guidelines established by the Department of Health Services (D.H.S.). The primary emphasis of the Noise Element is to ensure that all sections of the City are free from excessive noise, while establishing maximum sound levels for residential, commercial and industrial areas. In addition, the Noise Element includes standards intended to reduce new noise sources, to reduce the impact of noise in the City, and ensure that land uses are compatible with the relevant noise characteristics of those uses.

The project EIR further specifies noise sources, such as construction activities and traffic, and provides mitigation measures that would reduce these noise impacts to less than significant levels. This Master Development Plan shall be in conformance with the mitigation measures for noise impacts cited in the EIR.

6.3 Land Use Regulations

The land use regulations contained in this section have been established to provide criteria for the development of the parcels established by the Conceptual General Development Plan, Figure 3.1. As this Master Development Plan is a flexible plan, the parcels, as proposed, may be adjusted to meet changing market conditions.

These regulations provide for arrangement, development, and use of residential, commercial and retail uses, while ensuring substantial compliance with the City's Planning and Zoning Code. Application of these regulations is intended to encourage the most appropriate use of Westlake, create a harmonious relationship among adjacent and adjoining land uses, and protect the health, safety, and general welfare of the community.

Whenever this Master Development Plan refers to City codes, that reference shall be to the Stockton Municipal Codes as they apply to the Project pursuant to any development agreement between the City and the Owner. The Development Agreement, with certain exceptions set forth only in that Agreement, limits the governing codes to provisions that were in effect upon the effective date of the Development Agreement. Nothing in this Master Development Plan shall be construed to change this limiting provision of the Development Agreement. This Master Development Plan, by virtue of the General Plan Amendment approved at the same time, is consistent with the City's General Plan.

Whenever the Development Regulations contained herein conflict with those contained in the City codes, the Development Regulations contained within the Master Development Plan shall take precedence.

When any issue, condition or situation arises or occurs that is not covered or provided for by these Development Standards, those provisions in the City codes that are the most similar to
the issue, condition, or situation, as determined by the Community Development Director, or
designee and subject to the Subdivision Map Act and the City Engineer, shall apply.

General Regulations: The following general regulations are intended to achieve the goals
and objectives of the Master Development Plan as stated in Section 3.2:

a. The permitted uses within the Commercial land use designation in Westlake are
set forth in Section 6.4, infra. Commercial uses developed in these areas include
marina and ancillary commercial uses, hotels, retail stores and restaurants.

b. The permitted uses within the Residential land use designation in Westlake are
set forth in Section 6.5, infra. Residential units developed in this area include
attached or detached single-family residences, active adult communities, as well
as public and private recreational facilities and day care/pre-school facilities.

c. The permitted uses within the Open Space land use designation are set forth in
Section 6.7, infra. Open space uses developed in these areas include lakes,
recreation, biking and hiking trails and natural resource areas.

e. The permitted uses within the Neighborhood Park land use designation are set
forth in Section 6.8, infra. Neighborhood Park uses developed in these areas
include picnic facilities, playing fields and playground apparatus.

f. Prohibited uses on or in proximity to the levee would include any improvements of
uses not permitted by the Bureau of Recreation. Any proposed improvements on
the levee contiguous to Bishop Cut, Disappointment Slough, and Pixley Slough,
including but not limited to landscaping, walkways, fences, decks, and boat docks,
shall conform the Delta Farms Reclamation District No. 2042 Levee Improvement
Standards. The Levee Improvement Standards are included in the Technical
Appendix of this Master Development Plan.

6.4 Commercial

Permitted Uses

- Amusement and recreation;
- Grocery stores, meat and seafood stores, fruit and vegetable stores, bakery goods, ice
  cream, coffee, and specialty food stores (retail);
- Bed and Breakfast;
- Fire and Police facilities;
- Private school and day-care facilities;
- Boat repair services;
- Residence of a caretaker, proprietor, or owner of a permitted use;
• Restaurants, and;
• Retail boutique stores, sport specialty store uses, souvenir, craft stores, and aquatic uses.

Other uses, if similar in nature to a permitted use and recommended by the Design Review Board, may be conditionally approved by the City of Stockton Community Development Director and Public Works Director. Alternatively, the Community Development Director may recommend a review by the Planning Commission and process applications for other proposed uses in accordance with SMC regulations regarding Use Permit applications.

6.5 Residential

Permitted Uses

• Accessory uses and structures customarily incidental to a permitted use;
• Exercise trails, pedestrian and bicycle pathways;
• Pre-school and day care facilities;
• Public and Private Parks, including tot lots, ancillary structures and improvements.;
• Attached or detached single-family residential dwellings;
• Planned Unit Residential Developments (PURD);
• Recreation centers, pools, picnic areas, outdoor sports fields (soccer, baseball, basketball, etc.), and;
• Temporary uses (model homes, temporary real estate offices, temporary offices and construction facilities).

Other uses, if similar in nature to a permitted use and recommended by the Design Review Board, may be conditionally approved by the City of Stockton Community Development Director and Public Works Director. Alternatively, the Community Development Director may recommend a review by the Planning Commission and process applications for other proposed uses in accordance with SMC regulations regarding Use Permit Applications.

6.6 Open Space

Permitted Uses

• Pedestrian and bicycle pathways;
• Lakes and ancillary recreation;
• Levees;
• Natural resource areas, preserves, and protective buffer areas;
• Public or private utility buildings, structures and facilities (as needed for infrastructure services), and;
• Recreational facilities, including parks, recreation areas, buildings for recreational uses and incidental parking.
Other uses, if similar in nature to a permitted use and recommended by the Design Review Board, may be conditionally approved by the City of Stockton Community Development Director and Public Works Director. Alternatively, the Community Development Director may recommend a review by the Planning Commission and process applications for other proposed uses in accordance with SMC regulations regarding Use Permit applications.

6.7 Public Park

_Permitted Uses_

- Picnic facilities;
- Playground apparatus;
- Playing fields and courts, and;
- Ancillary buildings and incidental parking.

Other uses, if similar in nature to a permitted use and recommended by the Design Review Board, may be conditionally approved by the City of Stockton Community Development Director and Public Works Director. Alternatively, the Community Development Director may recommend a review by the Planning Commission and process applications for other proposed uses in accordance with SMC regulations regarding Use Permit applications.

6.8 Development Standards

6.8.1 General Description

This section establishes the regulations for site development, building standards, landscaping, and circulation within Westlake. These standards apply to all projects developed within Westlake.

All development within Westlake is meant to be developed according to the Conceptual General Development Plan, Figure 3.1, and Table 3.1, Land Use Summary. Based on the flexibility established by the MX Zone and allowed by the Master Development Plan, all tentative subdivision map lot lines are subject to refinement in accordance with the procedures and regulations included in Chapters Five and Eight of the Master Development Plan. Any lot line adjustments shall be subject to the approval of the City Engineer.

6.8.2 Landscape Buffers

Landscape buffers are required along the entire project frontage at Eight Mile Road, and on both sides of the arterial and collector streets in Westlake. No buildings or parking areas are allowed within these buffer areas. Monument signs, entry treatments, pathways, lighting, and street furniture are allowed in the buffer area. These buffers are measured from the face of curb to the property line of the adjoining parcel (typically the public right-of-way), and in some
cases is expanded by an additional landscaping parcel owned and maintained by the HOA.

6.8.3 Setback

All building or structure setbacks are measured horizontally from the property line, except as noted in Table 6.1.

All areas shall comply with the Traffic Site Area Detail as shown on Figure 6.2.

**Commercial Use:** Commercial uses that are separated from adjacent residential projects by a parking lot and landscape areas of a minimum of forty feet (40') in width shall not require any setback from the parking lot. All such site plan separations shall be subject to the review and approval of the Design Review Board.

A fifteen-foot (15') front yard setback shall be required, except the commercial/retail mixed use proposed on the Marina Parcel where the commercial uses would not share the street frontage with residential uses and no front yard setback shall be required.

No side yards setbacks are required except when abutting a residential use, in which case, the side yard requirement shall be fifteen-feet (15') for one-story buildings, and twenty-feet (20') for buildings above one-story in height.

Rear yards shall be required as follows:

- When a commercial mixed-use development abuts a residential use area, the rear yard setback shall be equal to one half (1/2) of the height of the maximum vertical projection of the commercial structure, but not less than twenty feet (20').
- A minimum of ten feet (10') at parking lots and accessory structures.

Minimum separation between buildings shall be twenty feet (20').

**Residential:** All residential buildings shall have a minimum front yard setback of eight feet (8') from the back of sidewalk to ground floor living areas and porches, and twenty-feet (20') at garage door(s) facing the street frontage. In conditions where the garage door(s) are set perpendicular to the street (swing garages), the minimum front yard setback for the garage shall be twelve feet (12').

Side yard setbacks shall be five feet (5') at interior lot lines, and ten feet (10') at the street side yard for corner lots.

Minimum separation between buildings shall be ten feet (10').

Rear yards shall be a minimum of ten feet (10').
### Table 6.1 - Development Standards

<table>
<thead>
<tr>
<th></th>
<th>Conventional Housing Villages (A-Q)</th>
<th>Conventional Housing Villages (R-X)</th>
<th>Commercial and Public use Buildings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Front Yard Setback&lt;sup&gt;1&lt;/sup&gt;</td>
<td>8 feet min.</td>
<td>8 feet min.&lt;sup&gt;2&lt;/sup&gt;</td>
<td>10 feet min.&lt;sup&gt;4&lt;/sup&gt;</td>
</tr>
<tr>
<td>Garage Setback&lt;sup&gt;6&lt;/sup&gt;</td>
<td>20 feet min.</td>
<td>20 feet min.</td>
<td>n/a</td>
</tr>
<tr>
<td>Side Yard Setback&lt;sup&gt;7&lt;/sup&gt;</td>
<td>5 feet min.</td>
<td>5 feet min.</td>
<td>10 feet min.</td>
</tr>
<tr>
<td>Corner/Side Setback&lt;sup&gt;8&lt;/sup&gt;</td>
<td>10 feet min.</td>
<td>10 feet min.</td>
<td>20 feet min.</td>
</tr>
<tr>
<td>Rear Yard Setback</td>
<td>10 feet min.</td>
<td>10 feet min.</td>
<td>20 feet min.</td>
</tr>
<tr>
<td>Max. Building Height&lt;sup&gt;5&lt;/sup&gt;</td>
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<td>35 feet</td>
<td>45 feet</td>
</tr>
<tr>
<td>Max. Coverage</td>
<td>55 percent</td>
<td>55 percent</td>
<td>25 percent</td>
</tr>
<tr>
<td>Required Parking</td>
<td>2 enclosed stalls</td>
<td>2 enclosed stalls</td>
<td>Per City Standards</td>
</tr>
</tbody>
</table>

**Notes:**

1) All building or structure setbacks are measured horizontally from the property line, except as noted. Required setback applies to habitable space and porches, but excludes all architectural projections listed below.

2) Front yard setback for lots fronting onto streets with sidewalks is measured from the back of sidewalk.

3) Front yard setback for lots fronting onto streets without sidewalks is measured from the back of curb.

4) Front yard setback for lots fronting onto the loop road is measured from the back of sidewalk.

5) A fifteen-foot (15') front yard setback is required for public use building within villages A-X.

6) Twenty-foot (20') setback applies to garage door(s) facing the street frontage, measured from the back of sidewalk; except at private streets without sidewalks, in this case the setback is measured from the back of curb. In conditions where the garage door(s) are set perpendicular to the street (swing garages), the minimum front yard setback for the garage shall be twelve feet (12').

7) Permitted architectural projections include; roof overhangs, pop-outs and decorative trim, fireplaces, bay windows and entertainment niches extending up to 2' – 0" into the setback area.

8) On corner lots where garage door(s) are facing and taking access from the street side yard, a minimum setback of twenty feet (20') from the garage to the sidewalk would be required.

9) Measured from the highest point where grade abuts the structure to the highest point of the roof.

10) Accessory Structures – Fences shall be constructed of approved materials (i.e., solid redwood, wrought iron, and/or vinyl-coated chain-link fencing) and are permitted up to six feet (6') in height with no required setbacks, except fences located within the front yard setback shall not exceed thirty inches (30") in height. Fences from six (6) to eight (8) feet in height are subject to review and approval of the design review board. Fences in excess of eight feet (8') in height are prohibited. Accessory structures of up to six feet (6') in height may be located to within three (3) feet of any side or rear property line, and accessory structures in excess of six feet (6') shall be located not less than five feet (5') from any side or rear property line. No accessory structures are permitted in the required front yard setback, or exceeding twelve feet (12') in height. See Standards Section 7.3.5 for fence conditions at rear yards abutting lake edges.
6.8.4 Building Requirements

**Commercial Use:** Building heights, lot coverage and use intensities for Commercial Use projects depend upon the project or use proposed for a specific parcel. (The amount of acreage set aside for commercial uses within any village shall be deducted from the gross acreage for that specific village when calculating the potential residential development within the remaining portion of that village). Such use intensities on the Marina parcel shall not exceed the specific parcel use intensities specified in Table 3.1 without the approval of the Community Development Director based on the approval and recommendation of the Design Review Board. Architectural guidelines are specified in Chapter Seven, Design Guidelines.

**Residential:** Use intensities proposed in any village shall not fall short of or exceed the use intensities for each Village as stated in Table 3-1. Lot areas shall be not less that three thousand six hundred (3,600) square feet per family unit.

Lot coverage shall be a maximum of fifty five percent (55%) for all buildings, accessory buildings, structures and covered patios.

Building heights shall not exceed thirty-five feet (35’) or two stories in height, whichever is greater.

6.8.5 Landscape Requirements

The landscape requirements included in this section are meant to be regulatory. The flexible landscape design guidelines are found in Chapter Seven below. All areas not covered by structures, parking, circulation, or paved work/storage areas shall be landscaped. All landscape improvement plans shall be subject to review and approval of Design Review Board.

a. Landscape plans for all areas intended to be landscaped within a proposed development project other than those for single family residences, shall be prepared by a Landscape Architect licensed by the State of California.

b. The Landscape Plans shall utilize water conserving and drought tolerant plant materials and incorporate Best Management Practices for maintenance and irrigation.

c. Fully-dimensioned landscape plans shall be prepared for all proposed development projects as specified by Chapter Seven of the Master Development Plan.

d. Landscaped buffers and solid barriers shall be used to separate the areas proposed for commercial and public facilities from adjacent residential areas.

e. The landscape plans for all development projects proposed for the Project shall conform to the design guidelines contained in Chapter Seven of this Master Development Plan.
Street tree landscape plans shall reflect the tiered hierarchy of the roads and streets in Westlake and shall reinforce the identity and character of the roadway network as defined by this Master Development Plan. The street tree planting scheme shall conform to the plant materials list included in Chapter Seven.

All parking areas having five (5) or more spaces shall be screened and include a landscape area of five feet (5') or more along the road or street side property lines not occupied by driveways. Parking area landscape screens shall be a minimum of thirty-six inches (36") in height and a maximum of sixty inches (60") at maturity, constructed of suitable materials as approved by the Design Review Board.

All parking areas, having eight (8) or more spaces shall provide one (1) tree for every eight (8) spaces. Trees installed in such parking areas shall be a minimum of 15-gallon can in size at the time of planting, and shall be placed in tree wells suitable for the species of trees to be installed. All trees planted in Westlake parking areas shall conform to the Plant Palette included in Chapter Seven of this Master Development Plan. All trees planted in parking areas shall be provided with a means for irrigation and maintenance as described in this Master Development Plan.

The street tree landscape plan shall identify the species and location of all trees to be planted during the installation of the backbone infrastructure for Westlake. Subsequent development proposals within Westlake shall also be required to include a Street Tree Landscape Plan. These plans shall be subject to the review and approval of the Design Review Board.

Landscape Plans for any development in Westlake shall consider service lines, traffic safety sight line requirements, and structures on adjacent properties to avoid conflicts as the landscape elements mature. Street trees and trees planted in landscaped areas near public walkways or street curbs shall be selected and installed to prevent reasonable damage to sidewalks, curbs, gutters, and other public improvements. Tree species with invasive root systems shall not be allowed near water lines or sewer lines. All landscape plans shall be subject to the review and approval of the Design Review Board.

Automatic irrigation systems shall be installed in all public areas, rights of way, commercial/office mixed use areas and residential areas. Irrigation Plans shall include low volume spray heads and drip emitters when practical. Irrigation Plans shall be compatible with reclaimed water systems or other water conservation techniques as appropriate.

The Plant Palette included in Chapter Seven of this Master Development Plan shall be used to prepare the Landscape Plans for all areas of development within Westlake. Plant materials not included on the palette included in Chapter Seven shall be subject to
Intersection Landscaping Concept at Street 1 & Scott Creek Road
<table>
<thead>
<tr>
<th>LOCATION</th>
<th>MINIMUM DIMENSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>STREET INTERSECTION WITHOUT STOP SIGN OR TRAFFIC SIGNAL</td>
<td>30 FT.</td>
</tr>
<tr>
<td>STREET INTERSECTION WITH STOP SIGN OR TRAFFIC SIGNAL</td>
<td>20 FT.</td>
</tr>
<tr>
<td>COMMERCIAL DRIVEWAY OR ALLEY</td>
<td>15 FT.</td>
</tr>
<tr>
<td>RESIDENTIAL DRIVEWAY</td>
<td>10 FT.</td>
</tr>
</tbody>
</table>

30 Inch Height Limit For Structures And Other Visual Obstructions In This Area

Traffic Site Area Detail

Figure 6.2
the review and approval of the Design Review Board.

m. Landscape maintenance practices shall include irrigation at regular intervals necessary to promote plant health, pruning, clearing of debris and weeds, removal and replacement of dead or dying plant materials, and repair and replacement of non-functioning or damaged irrigation equipment. Areas of lawn or ground cover shall be trimmed or mowed on a regular schedule. Fertilization, cultivation and pruning of trees shall be part of the regular maintenance program. Stakes, guy wires, and tree ties shall be checked regularly for proper function and removed once the plant material is established according to the intent of the landscape plans. Ties are to be positioned correctly as necessary to avoid damage to tree trunks or branches.

n. Development projects within Westlake shall include design characteristics of the project that incorporate the concept of "defensible space", such as increased lighting, low-level landscaping to reduce cover for intruders and entrances and windows facing on main access ways.

o. All development plans for projects proposed within Westlake shall be reviewed and approved by the Design Review Board and the Site Plan Review Committee of the City of Stockton. The Master Developer, or his successors in interest, shall implement all crime deterrence measures as required by the City. Compliance with these requirements shall be noted on project building and landscape plans and shall be monitored through site inspection by City staff prior to the issuance of certificates of occupancy.

6.8.6 Parking, Access, and Loading Requirements

The regulatory standards applicable to parking, access (including access to public pathways), and loading are described below. Consistent with the Federal Clean Water Act, and the City of Stockton's Storm Water Management Plan, a Storm Water Control Criteria Plan shall be prepared, according to Section 7-859.1, of the Health and Safety Code. The design guidelines for parking, access, and loading areas are included in Chapter Seven of this Master Development Plan.

a. The off-street parking requirements of the Stockton Municipal Code and City of Stockton Development Code, which are not inconsistent or in conflict with this Master Development Plan, shall establish the parking regulations for Westlake.

b. Bus parking areas, turnouts and shelters shall be provided within Westlake. General locations for bus turnouts are provided on the Circulation Plan, see Figure 4.1. The design and location of such facilities shall be approved by the City of Stockton Public Works Director, Community Development Director, and by the Transit District.
Western Private Recreation Area Concept
c. Shared parking shall be incorporated in all plans for the Marina commercial/retail development, for the Community Center and Community Park, and other areas as appropriate, to reduce the number of required parking spaces. The inclusion of shared parking within a Development Plan shall be required in situations where spaces to be shared are within 350 feet of the proposed development, different peak use periods exist, and the spaces to be shared are available on a continuous basis.

d. Driveway access to the commercial, public facilities, or community center facilities shall be designed to avoid conflict with adjacent streets and intersections, with the final location requiring approval by the City of Stockton Community Development Director, City Engineer, and Public Works Director.

e. Common access driveways or shared driveways shall be utilized where practical to avoid curb cuts and reduce the occurrence of conflict.

f. Pedestrian access to the parks, commercial uses, public facilities, and community center facilities shall be facilitated by the establishment of sidewalks, pedestrian/bicycle paths and bicycle parking/storage facilities.

g. The paved sidewalk and pedestrian paths shall be constructed in conformance with City of Stockton Design Standards regarding paving and sub-base section.

6.8.7 Fences, Walls, and Hedges

The provisions included in this section shall not apply to a fence or wall required by a law or regulation of the City of Stockton, the State of California, or any agency thereof.

a. Fences, walls, hedges, signs, artwork, or any other structure or landscape materials located at the road, street corner or driveway of any parcel shall not be sized or located in such a way as to obstruct the safe stopping sight distance along adjoining streets or driveways. See Figure 6.2.

b. The use of chain-link, welded wire mesh, barbed wire, razor wire or razor tape as a part of a fence, wall or barrier shall be prohibited.

c. Fences shall be constructed of approved materials and are permitted up to six feet (6') in height in residential lots with no required setbacks, except fences located within the front yard setback shall not exceed thirty inches (30") in height. Fences from six (6) to eight (8) feet in height are subject to review and approval of the design review board. Fences in excess of eight feet (8') in height are prohibited.
6.8.8 Site Furnishings

All signage and outdoor lighting for the illumination of landscaped areas, buildings, parking areas and pathways, shall comply with; (1) the standards of the City of Stockton, or (2) the design guidelines included in Chapter Seven of this Master Development Plan. All such signage and lighting shall be subject to review and approval of the Design Review Board and the Community Development Director.

a. Exterior lighting shall be shielded or recessed to minimize direct glare or reflections. Lighting that represents movement, flashes, blinks, or is unusually high in intensity or brightness shall be prohibited. Temporary holiday lighting within public and private right-of-ways is not excluded from this regulation.

b. All lighting fixtures shall be appropriate scale and intensity for the use intended as determined and approved by the Design Review Board.

c. All street lighting shall conform to the minimum standards and design criteria established by the City. However, all street lighting systems, layout, fixtures, and lighting patterns shall be subject to the review and approval of the Design Review Board and the Community Development Director, and any deviations from the City minimum standards shall be subject to the approval of the City Engineer.

d. Trash storage areas serving the marina, commercial uses, public facilities, or community center facilities areas shall be screened from public view by enclosed structures. All such trash receptacles and enclosures shall be located away from public rights-of-way. The design of trash enclosures shall be consistent with and be similar to the architectural character of the buildings served. Every commercial or public use building or structure shall have at least one trash receptacle sized to receive the general trash generated by the use contained therein.

e. Recycling facilities shall be incorporated into the plans for each development proposed in the marina and commercial uses as required by The California Solid Waste Reuse and Recycling Access Act.

f. Nighttime light sources, such as security lighting or tennis court lighting, shall be buffered from residential uses by landscape materials or other means to reduce the intensity of light spilling onto adjacent properties and uses.

6.8.9 Equipment and Utilities

All utilities that provide service to Westlake shall be placed underground.
a. Equipment and mechanical devices shall not be located in any required setback area or side yard except for electrical, telephone or fiberoptic lines installed by the service provider.

b. Equipment areas shall be screened by structures or landscape materials that are compatible with the architectural character of the building or structure as determined and approved by the Design Review Board.

c. Service areas proposed in marina and commercial uses shall be screened from public view.

d. Storage of recreational vehicles, trailers, boats, or their component parts, loose rubbish, garbage, garbage receptacles, tents, or building materials shall not be allowed within residential villages/neighbourhoods if publicly visible. Sport Utility Vehicles are exempted. Within the Marina development, motor vehicles, trailers and boats may be stored in locations that are screened from public view by fences, walls or other devices.

e. Building materials for use on the same premises may be stored on a lot or parcel during the time that a valid permit is in effect for construction on that site.

6.8.10 Fire Protection

All plans for future development in Westlake shall be reviewed by the City of Stockton Fire Department for conformance with the Uniform Building Code, Uniform Fire Code, and City Standards as part of the City's standard review process. The City shall require implementation of all fire protection measures, including interior sprinkling of commercial structures and use of exterior flame resistant materials, as may be required pursuant to City Standards or developed during future fire prevention program planning.

a. Where cul-de-sacs streets exceed 600 feet in length, an emergency vehicle access (EVA) shall be provided to the satisfaction of the City Fire Department.
Typical Sections at Levee & Lake Edge

(A) Typical Section at Levee

(B) Typical Section at Lake
Large Park Concept Figure 6.7
Conceptual Active Adult residential community abutting existing Marina

Existing Paradise Point Marina facilities and leased space

Boat launch ramp

Existing vehicle access to Marina and Rindge Tract

Existing bridge to Rindge Tract

Conceptual alignment for 20-foot wide EVA access and 5-foot wide pedestrian access to Marina and levee trail, w/ Knox box and gate at private road and bollards at trail

Proposed 12-foot wide levee trail

Concept for EVA/Pedestrian Access to Marina Figure 6.10
6.9 Sign Program Standards

General signage standards and guidelines regulate the various types of signs allowed within the project or site area with numerous land uses, and places of business under different ownerships or proprietorships. This section is meant to provide uniformity and clarity to an entity larger than a residential development, public facility, store or building.

An overall objective of the following sign program standards are to ensure that project signage is established in a manner that contributes to the character, design theme, and sense of uniformity for Westlake. Signage shall be understated and utilized only when necessary. Project signage shall be located in a hierarchical manner and shall reinforce and relate to the community theme. Signage shall be consistent in color, material and design and shall utilize materials and coatings that are permanent, durable, and vandal resistant. These standards are intended to be equitable for application throughout Westlake, while enhancing and protecting the value of each land use and contributing to the overall visual quality of the project. Project identification along roads and entries, directional signage, and related signage are regulated under the community-wide signage regulations.

Signage placed in Westlake shall conform to this sign program for the project, and contribute to the intent and purpose of the design objectives of Westlake. All signage shall be reviewed and approved by the Design Review Board and reviewed and approved by the Community Development Director for consistency with this Master Development Plan. The following general guidelines shall apply to all signage within the project:

a. All signs shall be maintained in good condition, always clean and free from graffiti or other disfigurations. The adjacent ground plane should be maintained so as to allow for visibility and to enhance the sign area and the adjacent development or structure.

b. No signage shall occur within the City’s Rights of Way, except for signs identifying the neighborhood villages where the sign is located.

c. All signs and associated landscaping shall conform to the City of Stockton Traffic Sight Area requirements, illustrated by Figure 6.2.

d. Revocable Permits are required for signs located within or projecting into the public right-of-way. This includes but is not limited to design approval from the City of Stockton Community Development Director, City Engineer, and Public Works Director.

Community-wide Signage

These signs include: signs identifying street names; marketing and directional signs, including model homes identification signs and future planned facilities; signs identifying public facilities such as community centers and parks, and; construction signage, used to identify the parties involved in the design and construction of a specific site.
Street and Vehicular Regulation Signs

These signs identify Westlake street names, orient travel, contribute to the overall project image, and are part of the streetscape design vocabulary. Signs shall follow a hierarchical order for size, with more prominent signs located at the major intersections along the arterial streets. Westlake shall use the City of Stockton sign requirements and standards for street identification signs and posts, with the signage and lettering colors matching the colors used within the Westlake project.

Marketing and Directional Signs

These sign shall provide model home location and sales information, directions to specific neighborhoods or amenities, and may promote or locate planned future amenities and commercial development within the marina. These signs shall match the entry monumentation signs in design and color, and may include the Westlake project name and logo. Marketing signs may be converted to permanent signage designating various community amenities, if desired. Signs shall conform to the following standards:

a. No single marketing or direction sign shall exceed twelve feet (12') in height, or include more than forty-eight square feet of combined signage.

b. The maximum size of individual sign panels shall not exceed eight square feet in area.

c. A building permit shall be secured for all signs prior to commencing construction.

d. Each sign permit shall include a disclosure of the party responsible for sign maintenance and removal, with contact information.

Construction Signage

These signs are limited to signage identifying the parties involved in the design and construction of a specific site. These signs are temporary, and must be removed upon completion of the project. Construction signage shall conform to the following standards:

a. These signs shall be freestanding signs, placed within the project boundaries.

b. Signs shall not exceed sixteen square feet in area.

c. Signs must face the public or private street at the project frontage.

d. A building permit shall be secured for all signs prior to commencing construction.

e. Each sign permit shall include a disclosure of the party responsible for sign maintenance and removal, with contact information.
Direction Sign

Small Monument Sign

Large Monument Sign

Sign Concepts
Concept Active Adult Entry Monument Signage

Concept Main Entry Monument Signage

Concept Project Entry Signage
General Sign Regulations

Residential Area Signage

These include entry monument signage for the various neighborhoods or villages, and identification signs for the public and private recreation facilities, the public parks and various village "pocket" parks. These signs articulate and establish an identity at the entry point of the neighborhoods or villages and the recreation facilities. Signage at the park facilities shall clearly identify the various parks, with a design theme that is consistent with the selected theme for each park.

Permitted Signs

- Street and vehicular signs;
- Neighborhood entry monument signs;
- Facilities identification signs;
- Marketing and directional signage;
- Construction signage.

Signage shall conform to the following standards:

a. Village entry monument signs shall not exceed six feet (6') in height.

b. Entry signs shall be integrated into the columns placed at the entry road, and shall be consistent throughout the project.

c. Signage shall be mounted on the monument side facing the direction of entry, and shall be a contracting color to the materials of the monuments and walls.

d. Plaques used for signage shall be either metal or precast concrete.

Commercial Area Signage

Commercial signage shall be designed and constructed to compliment the overall community character. Individual tenant signage shall be integrated into the building design and architecture. Signage shall be appropriately scaled. Building signs shall be varied in format, graphic style, shape and method of lighting according to the function and architectural style of each building.

General Commercial Building Signage Regulations

The general building signage guidelines shall regulate signs that are attached to buildings, structures, and their elements in the marina parcel. This section is meant to provide
information and direction about signage for a specific place of business, whether it is the only tenant of a building or one of many tenants within a single building.

Permitted Signs

The following sign types are permitted in the marina parcel and are subject to the following sign regulations.

- Monument signs at Rio Blanco Road;
- Directional signage.

Ground Floor Signs
- Wall signs;
- Projecting signs;
- Window signs;
- Awning signs; and
- Special signs.

Upper Floor Signs
- Directory and projecting signs located at ground floor entries;
- Projecting signs located at the upper story window sill level;
- Wall signs located on the upper level; and
- Letters and logos applied directly to the upper floor windows.

Conditionally Permitted Signs

The following signs are generally not permitted in the marina parcel, but may be considered subject to design review approval

- Small freestanding signs;
- Neon signs (front facades only);
- Interior illuminated signs; and
- Signs painted directly on wall surfaces that are reminiscent of historic signage.

Prohibited Signs

The following signs are prohibited in the Marina Parcel:

- More than one large cluster or multi-user freestanding sign in the Marina Parcel;
- Roof mounted signs;
- Changeable letter signs;
- Electronic/reader board signs;
- Signs that incorporate flashing or blinking lights or movement;
- Easel or A-frame signs;
- Canned signs;
- Cabinet signs;
- Non-historically reminiscent painted wall signs;
- Pylon signs;
- Large plastic face and internally lit signs;
- Floating or mounted inflatable signs; and
- Temporary sale and advertisement banners, posters and hand painted signs.

In addition to the above mentioned specific sign types, any signs that possess the following characteristics are prohibited:

- Signs that are determined to be visually indiscriminate, unattractive or otherwise incompatible with the character of the marina.
- Signs that overwhelm, or restrict the view of, adjacent signs or architecture.
- Signs that may have a negative impact on the health, safety and/ or general welfare of the community.

Sign Area Regulations

Calculation of an Individual Sign Area

The area calculation of an individual sign shall be determined by measuring the circumference of the sign. In cases where the lettering, logos, and so forth are placed individually onto the building surface, the area shall be determined by measuring around the outside edge of the collective sign elements. This area includes the spaces between characters. Where individual letters or logos are located on a background material or surface other than the building, the area shall be calculated around the circumference of the background material.

Maximum Total Sign Area

Residential

Four monument signs, at the intersections of Eight Mile Road with Street "1" and Street "2" (one on each corner), a maximum of 50 square feet per sign. One neighborhood monument sign at the entry into each neighborhood or village, subject to the regulations detailed under the "Neighborhood Entry Monument Signs" section.

Commercial (Marina Parcel)

The maximum sign area for a single building or business shall not exceed 100 square feet. The maximum total sign area for a sign, with the exception of a single cluster or multi-user large sign, shall not exceed 65 square feet. Total sign areas may be applied only to that facade on which the area is calculated.
Each business or building may be allowed up to a total of 1 square foot of sign area per lineal foot of primary street frontage.

Each business or building may be allowed up to a total of .5 of a square foot of sign area per lineal foot of side or rear facade frontage.

In the case of corner buildings with secondary street frontage or adjacent pedestrian pathway, each business or building may be allowed up to .5 of a square foot of sign area per lineal foot of secondary street facade frontage or pedestrian pathway.

Address signs, directory signs, and projecting signs are not required to be included in the calculation of total sign area.

Store information, such as hours of operation, under one inch (1") in height, that is incorporated within window signs are not included in the calculation of total sign area.

Allowable Number of Signs

The maximum number of signs for businesses on the marina parcel, with the exception of street address, hours of operation, projecting signs, small directory signs, and menu signs for any individual business or building is two (2) signs per facade. Any exceptions to these are subject to design review approval.

Specific Sign Type Standards

Village Monument Signs

Monument signs are those that are located at the primary entry of the villages from one of the arterial or collector streets. They are meant to signify the identity and character of the village or neighborhood while calling attention to the village's gateway. Only the village name or logo may be incorporated in the signage. Monuments shall be consistent on both sides and are subject to the architectural design review committee for approval.

Commercial Monument Signs

Monument signs within commercial areas are those located at vehicular entries and generally identify the building tenants, complex name, and/or address. Monument signs shall be designed according to the character and architectural detailing of the marina and/or future development.

Monument signs identifying specific buildings or tenants must comply with the following criteria:

- Signs are limited to the name of the building or the tenant, the complex, and address.
- Signs must be located at a driveway access from a street.
- Monument signs may not exceed the maximum total sign area.
- Maximum individual letter size shall not exceed one foot (1') in height.
- Projection from the face of surface shall not exceed 3 inches (3").
- Signage must be placed onto a base.

**Wall Signs**

Wall signs are those that are mounted flush to the buildings facade and do not extend past the side or above the highest wall of the building. They are generally used to identify the building name, address or current tenant. Wall signs shall be designed and located according to the individual character and architectural detailing of each building or tenant.

Wall signs identifying specific buildings or major tenants must comply with the following criteria:

- Signs are limited to the name of the building or the tenant.
- Signs must be located fronting a public street or on the same side as the primary building access.
- Signs shall be located on continuous wall surfaces uninterrupted by doors, windows, columns or architectural details such as moldings.
- Wall signs, including any mounting boards, may not exceed the maximum total sign area.
- Within the marina parcel, the maximum individual letter size shall not exceed 2 feet (2') in height for major tenants, with individual letter sizes for tenant shops to not exceed one foot-six inches (1'-6") in height.
- Projection from the face of wall surface shall not exceed 3 inches (3").

**Projecting Signs**

Projecting signs are defined as those that hang or extend perpendicular to the building surface, supported by brackets or suspended from a frame. They generally consist of a two-sided sign with text, or a graphic or logo in combination with text. Decorative mounting brackets or hangers shall be designed in keeping with the character of the sign, the business that it represents, and the architecture on which it will be located.

Projecting signs are strongly encouraged and shall be carefully designed and constructed to express the unique personality of individual businesses, while still considering the architectural character of their location. The typically smaller sizes of these signs will lend a sense of individuality and human scale. As such, they shall be located and designed with the pedestrian view in mind, as opposed to the automobile.

All projecting signs shall conform to the following criteria:

- Maximum number of projecting signs shall not exceed one each per storefront or side facade, (in the case of corner buildings).
- Total individual sign area shall not exceed 6 square feet.
• Maximum projection from building faces shall not exceed three feet-six inches (3’-6”).
• Minimum clearance between the sign and the building face shall be 3 inches (3”).
• Minimum clearance below projecting signs shall be eight feet (8’).
• Top of sign shall not project above the facade to which it is attached.
• Signs shall not be internally illuminated.

Awning/Canopy Signs

Awning or canopy signs are defined as those that are printed, painted, sewn, transferred, etc., directly onto the outside surface of an awning or canopy and do not extend past any edge of that surface. Awnings and canopies provide an opportunity to serve as sign surfaces while adding color, dimension and character to the marina or other future uses.

Awning and canopy signs shall comply with the following criteria:

• Awning/canopy valances, (e.g., vertical faces) shall not exceed twelve inches in height. Letter and logo height shall not exceed eight inches (8”). Where no valance is provided as in quarter-circle style canopies and awnings, letters and logos may not exceed 20% of the awning/ canopy face.
• Letters, logos and other design elements applied to the side of an awning, if present, shall not exceed 20% of that area.
• Awning/ canopy signs are not permitted above the ground floor level.

Window Signs

Window signs are defined as those that are permanently applied directly to window surfaces. These signs generally provide the company name, address and hours of operation. These are commonly text only, however colorful graphics or logos may be combined in a format that is complementary to the character of the business and the architecture. Signs taped to windows or suspended freely near the glass are not permitted.

Window signs shall conform to the following criteria:

• Individual window signs shall not exceed 25% of any single window area.
• Total area of window signs shall not exceed ten percent of the total ground floor window area.
• Lettering sizes shall not exceed six inches (6”).
• Window sign text shall be limited to business name, address, hours of operation, emergency telephone numbers, custom logos, and generic products or services provided by the specific tenant (e.g., Boat or Engine Repair).

Entry Signs

Entry signs are those that provide information to the general public and are placed at entries to
buildings or storefronts.

- Storefront Entry: Each tenant is permitted to display business hours, an emergency telephone number or similar information at each public entry.
- Service/Receiving Entry: Each tenant shall display the tenant name, address and emergency telephone number on the service door.
- Letter height: The maximum letter height for entry signs shall be 6 inches (6").
- Addressing: The minimum letter height shall be eight inches (8") and shall be mounted above the entry.

Directory Signs

Directory signs are those that contain information regarding the name and location of multiple tenants who share direct frontage onto a public street or pedestrian walkway. These signs are typically flush mounted on a wall surface, at or near a main entry, although in some instances may be attached to a freestanding kiosk within the building courtyard or lobby area.

Directory signs must conform to the following criteria;

- Maximum individual sign area shall not exceed six square feet
- Sign information is limited to building name, building logo, address, business tenant names and suite numbers or letters.
- Letter height for primary building name or logo shall not exceed three inches (3").
- All other sign characters shall not exceed one inch (1") in height.

Menu Signs

Menu signs contain actual menus or listed daily specials, describing food served, prices, and other general information. These signs shall be permitted with all restaurants with sit down dining. Menu signs should be prominently displayed near restaurant entries. Menus that are located in sign boxes that are mounted to wall surfaces are preferred, however menus signs may also be mounted in window areas and on erasable signs that change regularly. Small movable signs such as pedestal signs may be utilized as long as they do not encroach greater than two feet (2") beyond the building facade.

Special Signs

Special signs are those that do not correspond with one of the above categories, but due to its creative appeal, may be permitted through design review. These may include temporary flags and banners for. Special signs shall be appropriate to the character of the marina, to other future uses, and to the architectural styles of the future developments. These signs shall contribute to the character and identity of the Marina, be creative in their expression of the business theme they reflect, and be sized appropriately to the pedestrian scale. Signs that are oversized or in other way simply do not comply with the standards set by these guidelines do
not qualify as "special signs". Special signs must be approved by the architectural review board to determine their compatibility with the adjacent uses, architecture, and signage.

**Sign Design Guidelines**

The primary purpose of the Sign Program for Westlake is to enhance the overall design excellence and character of the development, while providing location or directional information. The Sign Program elements should be an integral element of the aesthetic character of the overall project and should appear to be compatible with the site design for individual parcels, as well as contributing to the visual quality of the entire project. Signage for tenants of the commercial buildings within the marina parcel shall be subject to this Sign Program, and the review and approval of the Design Review Board.

Permanent signs shall be constructed of durable, long-lasting materials of high quality, such as stone, metal or masonry. Accent materials, or materials used to provide illumination may vary.

**Materials and Colors**

*Residential:* All sign materials shall be appropriate to the character of the overall project and the individual neighborhood area. High quality materials and innovative design are encouraged. A high level of craftsmanship is required for all signs and supports. Sign bases shall be consistent with the materials and colors utilized for monuments and walls within Westlake.

Sign colors utilized within the residential neighborhoods shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided. Internally illuminated signs are subject to design review approval.

*Commercial:* All sign materials shall be appropriate to the character of the marina area. High quality materials and innovative design are encouraged. A high level of craftsmanship is required for all signs and supports.

All wall mounted tenant identification signs and secondary identification signs shall consist of individually mounted letters and/ or symbols (or an assembly of dimensional letter forms if the tenant’s logotype is script-style letters). Design, color, style and spacing of letters are subject to design review. Signs shall have a maximum of two rows of copy.

Sign colors utilized within the marina parcel shall be appropriate to their use and be compatible with the color schemes of the immediate and surrounding buildings. Extremely bright colors and sharply contrasting color combinations shall be avoided.

*Lighting*
All sign lighting sources should be inconspicuous. Exterior fixtures shall be shielded or shaded to reduce glare and control light spillage. The following type of light sources are prohibited.

- Bare bulbs or tube lights that are not properly shielded or shaded
- Moving or blinking lights.

Internally illuminated signs are subject to design review approval.
CHAPTER SEVEN: Design Guidelines

7.1 Introduction

The Master Development Plan for Westlake, and these Design Guidelines, were crafted to provide a diversity of residential, commercial and recreational design opportunities. The character and quality of life exemplified by the residential and commercial projects would be determined by the relationship of the land uses, the configuration of the parcels within Westlake, and the layout of the streets and pedestrian walkways. The architecture of the residential and commercial buildings, and the elements of the landscape, including plant materials, signage, site furnishings and special features, establish the overall character of Westlake. The quality of the landscape would also establish the character of Westlake. It is critical to the overall quality of the project that the intent and purpose of this Master Development Plan are realized through the implementation of the design guidelines included in this Chapter.

It is also the intent of these guidelines to establish a framework for a distinctive and diverse development character for Westlake that integrates the architecture of each building and structure with the landscape elements. The intent of these guidelines is not to limit creativity, but to provide the maximum amount of flexibility for design and development of each village within Westlake while maintaining a high level of design excellence. The design goals are intended to:

- Create a distinct, unified identity within Westlake,
- Establish a consistent level of quality,
- Incorporate the best of contemporary and traditional neighborhoods,
- Emphasize pedestrian and bicycle access while accommodating the automobile,
- Create distinct architectural expressions,
- Integrate houses, yards, and streetscapes into a cohesive expression,
- Create a consistent streetscape and landscape environment,
- Foster collaboration among the design teams, and
- To build "value" and utility for future generations.
The Master Developer for Westlake would create a permanent Design Review Board. The Design Review Board will consist of three (3) members, a representative from the Master Developer, or his successor in interest, the Project Landscape Architect and the Project Site Planner/Engineer. The Design Review Board would review all proposed development projects for consistency with the intent and purpose of the Master Development Plan, and for design quality. Project plans must be reviewed and approved by the Design Review Board before being submitted to the Community Development Director for the Director's review and finding that the project is consistent with the Land Uses and Development Standards of this Master Development Plan and/or for issuance of building permits.

7.2 Site Planning Guidelines

7.2.1 Westlake Concepts

The primary design concept for the project is to create a high quality community, integrating a range of development densities and styles, that is compatible with the surrounding development and northern gateway to the City of Stockton. The private development plans that follow this Master Development Plan should respect the functional relationships between the varied uses proposed for Westlake in order to establish a high quality living environment. The following guidelines apply to Westlake Project:

a. All buildings, structures and site improvements should be carefully integrated with the landscape.

b. Development plans that are intended to implement this Master Development Plan shall treat common features throughout the overall Westlake, such as the road and street landscaping or signage programs, in a manner consistent with the development standards and design guidelines included in this Master Development Plan.

c. Private development within any portion of Westlake should emphasize pedestrian and bicycle connections with other portions of Westlake.

d. Project-specific development plans should emphasize the treatment of the roads and streets, particularly the spine roads, lakes, and entry gateways, as important public use areas.

7.2.2 Circulation

The circulation network, both vehicular and pedestrian, establishes the skeletal framework for Westlake. All of the land uses will be interrelated by the circulation network that would also determine the form of the individual parcels. The following general guidelines are intended to establish the character of the circulation network:
a. Project-specific development shall identify a clear hierarchy of roads and streets based on the projected volume of traffic and the functional relationship of the proposed land uses.

b. Roads and street widths, centerline curves, medians and landscaped treatments, may deviate from the City standards in order to improve the overall design quality and compatibility of the development with the surrounding area. Any deviations from City standards are subject to the approval of the Design Review Board and the City Engineer.

c. Entrances into neighborhoods from the collector streets should be limited in number and shared between adjacent neighborhoods, when feasible, to reduce curb cuts and potential conflicts along streets. Public open space and park areas should front onto public streets and roads.

d. The primary intersections and neighborhood entries should incorporate decorative paving materials, monument signs, or other design patterns intended to celebrate key intersections and highlight pedestrian crossing areas. Special paving in public streets shall require issuance of a Revocable Permit, or shall be included in a Lighting and Landscaping District maintenance agreement. All such paving materials, patterns, signage, or other improvements shall be reviewed and approved by the Design Review Board, and shall be subject to the approval of the City Engineer.

e. Pedestrian and bicycle trails should be incorporated into residential neighborhoods to provide connections to major circulation roads, public transportation facilities and with other pedestrian and bicycle connections within Westlake.

f. The pedestrian circulation system should provide a link from residential development to the levee trail and ultimately the Marina, public recreational facilities, schools and parks within Westlake, and to trails within Spanos Park West leading to the retail/office development.

g. Pedestrian walkways within the public rights-of-way of local streets should be a minimum of five feet (5') in width and constructed according to Stockton City Standards.

h. Combination pedestrian and bicycle paths shall be a minimum 8 feet (8') in width. Such paths should be at designated locations to be compatible with the City of Stockton Existing and Future Bikeway Plan. The locations of these paths shall be shall be reviewed and approved by the Design Review Board and the City Engineer.

i. Where roads and streets include a bike lane, such bike lanes shall be no less than five feet (5') in width, per the City Engineer.
j. On collector streets, sidewalks and paths should be separated from streets by a parkway strip. The width of the parkway strip shall be a minimum of five feet (5'). The design of the walk and parkway areas shall be reviewed and approved by the Design Review Board and the City Engineer.

7.2.3 Residential Uses

The architectural character of each residential neighborhood would effect the overall quality of Westlake. Each neighborhood should have a distinct character and central focal point while contributing to the general character of Westlake. The Conceptual Development Plan indicates that twenty-four (24) neighborhood areas are proposed for residential development. The general guidelines for residential developments are as follows:

a. Neighborhood development plans should maximize access from the residential units to the trail system, lakes and wetlands, parks, schools, and recreational facilities within Westlake.

b. All residential parcels should be landscaped in all areas visible from any public area within one hundred and twenty (120) days of occupancy.

c. All residential developments should have a clear sense of entry, edges, and a central focus. Entries should include a landscaped median. Figure 7.1: Typical Neighborhood Entry, and Figure 7.2, Typical Gated Neighborhood Entry indicates the streetscape concept suggested for gated and non-gated entries within the residential neighborhoods. All entry areas, gated or otherwise, shall utilize a similar landscape treatment and shall be reviewed and approved by the Design Review Board.

7.2.4 Commercial Uses

The quality of the development of the commercial uses should reaffirm the aesthetic quality of Westlake. The design components of the proposed project, the architecture, landscape architecture, site planning and engineering aspects of the project, not only establish the project’s level of design excellence but also must be compatible with the surrounding neighborhoods and adjacent developments. The general guidelines for commercial developments are as follows:

a. Commercial Uses should be integrated into the overall project development as much as possible in terms of scale of buildings, landscape treatment, and vehicular and pedestrian access. All entry access locations shall receive landscape treatments similar to those suggested within residential neighborhoods. The design of all such entry locations shall be reviewed and approved by the Design Review Board.
b. Commercial uses should be oriented toward roads and streets, public spaces, and parking areas. Public areas, such as parks or open space that are adjacent to commercial areas should be directly accessible. Commercial uses that have more than one public facade should be designed to avoid blank frontages or service areas in public view.

c. Large, unbroken expanses of parking should be avoided.

d. All vehicle parking in the Commercial use developments shall be accommodated on-site. No on-street parking shall be allowed and no parking shall encroach on the landscape setbacks. Parking areas should be readily visible, safely designed, and easy to traverse. All aspects of Title 24 regarding public access must be incorporated into the design of the Commercial and Office Use parking areas.

e. Parking spaces and drive aisles within the Commercial Use areas should be designed to the minimum dimensioned indicated in the City of Stockton Municipal Code. Driveways shall be reviewed with respect to spacing and width, visual obstructions, and proximity to intersections and other driveways.

7.3 Landscape Guidelines

The primary purpose of these landscape guidelines is to reinforce the framework of the land use plan and to create a continuity of character that contributes to the overall design quality for Westlake. Once established, the landscaped elements of the land use plan would serve to unify the individual projects within Westlake. Each specific project proposed for development in Westlake shall adhere to the landscape guidelines in order to achieve the overall goals for Westlake. Each project should utilize the plant materials included in the plant palette provided in this chapter for all public areas, such as the street rights-of-way, the primary and secondary intersections, landscape corridors and parkways, and the commercial and office use areas, particularly the parking areas. The plant materials listed in this section have been purposefully selected to create the visual character envisioned for Westlake. If variations are proposed by individual development projects, such deviations from these guidelines shall be reviewed and approved by the Design Review Board.

7.3.1 Commercial Sites

In general, the landscape plans for each specific development project proposed for Westlake should:

a. Consider the unique features of each site, including the size of the parcel, its relationship to adjoining parcels and the roads and streets, its solar orientation and the buildings and paved areas to be constructed thereon.
Note:
1. Design condition for Villages A-F and M-Q
2. City Standard for Emergency Vehicle Access and Truck movement shall be adhered to.
Note:
1. Design condition for Villages G through L.
2. City Standards for emergency vehicle access, truck movement, and vehicle stacking length shall be adhered to.
Active Adult Gated Community Entrance Landscaping Concept

Figure 7.3
Main Project Entry and Eight Mile Road Landscape Concept
b. Consider the visibility, or sight distance, requirements for vehicle operators, as well as pedestrians.

c. Emphasize installing long-lived plant materials that are tolerant to the environmental conditions in the Stockton area.

d. Exclude tree species with invasive root systems from areas adjacent to underground utility lines or paved areas.

e. Emphasize tree planting as the primary element of the framework landscape plans.

7.3.2 Streets

The landscaped areas that define the roads and streets in Westlake create a hierarchy for the circulation patterns for both vehicle operators and pedestrians.

The designs for all landscaped corridors should be consistent with this Master Development Plan with regard to plant materials, hard surfaces, lighting, and other furnishings. Three types of roads and streets are included in this Master Development Plan:

1. Arterial

   1. Major Arterial (Eight Mile Road half-section along the northern project boundary);
   2. Minor Arterial (Street “1” segments from Eight Mile Road to the intersection of Street "4", and from the neighborhood entry road at Village N to the intersection of Street "2");
   3. Minor Arterial (Street “1” segment from the intersection of Street "4" to the neighborhood entry road at Village N), and;
   4. Minor Arterial (Street “2”).

2. Collector

   1. Residential Collector, Public (extension of Scott Creek Drive);
   2. Residential Collector, Private (Street “3”; Entry Road into the Active Adult Community);
   3. Residential Collector, Private (Street “4”; Loop Road within the Active Adult Community);
   4. Residential Collector, Public (extension of Consumes Drive to the intersection of Street “2”);
   5. Neighborhood Entry Road, Public, and;
   6. Neighborhood Entry Road, Private.
3. Local

7. Low Volume Residential, Public and Private (Traditional Villages), and;
8. Low Volume Residential, Private (Active Adult Community).

Figure 3.2: Overall Landscape Concept Plan, indicates the conceptual structural elements of the landscape plan that forms the framework for Westlake. Implementation of the street tree plan shall be reviewed and approved by the Design Review Board.

Special landscape designs and planting programs should be used at the intersections of the collector streets and at neighborhood entries to create identity.

Arterial Streets

Two new arterial streets are anticipated. More than one street design is anticipated for Street "2", the main entry road that ultimately connects to the extension of Consumes Drive. The final street configuration(s) should be developed in collaboration with the City Public Works Director, to ensure the design promotes public safety and provides the desired capacity. Street Sections are provided, refer to Figures 4.7 and 4.8. The design should adhere to the following list of criteria:

a. The section should include a minimum fourteen-foot (14') wide landscaped median/left turn lane. The location(s) of left and right-hand turn pockets should be limited to where intersections are needed to connect with collector streets or access streets for individual parcels. See Figure 4.1.

b. A minimum fifteen-foot (15') wide landscaped corridor shall be provided on each side of the paved section. The section width may vary from one side of the street to the other, but in no case should the landscaped area be less than fifteen (15) feet in width. An eight-foot (8') wide meandering sidewalk/bike path shall be included in the landscaped corridor on each side of the roadway.

c. On-street parking shall not be allowed along the Arterial Streets.

d. Planting between the back of curb and the edge of the sidewalk should consist of ground covers, such as grass, and a single row of trees.

e. Street trees should be a consistent species and spacing.

f. The remainder of the landscaped corridor should be planted with clusters of accent trees located at intervals along the roadway. The understory and ground plane should be planted with water conserving drought tolerant shrubs and ground cover.

g. Root deflectors shall be installed in situations where the trunks of trees will be less than
five feet (5') from any curb, walk or wall.

h. Where required, sound walls, of at least six feet (6') in height, should be constructed between the landscaped corridor and the residential developments.

i. Landscape materials should be planted at the base of all walls and fences.

j. Where access streets for the residential developments intersect with the Arterial Street, monument signage should be located to create and enhance the image of the neighborhood. Materials used for monuments should be compatible and consistent with the sound walls in the area. All such signage is subject to review and approval by the Design Review Board, the Community Development Director, the Public Works Director and City Engineer.

k. Monument signage or features may incorporate special visual elements, such as water features, signage of exceptionally high quality and refined materials. All such signage and or features are subject to review and approval by the Design Review Board and Community Development Director.

l. Median strip trees should be placed twenty five feet (25') on center, with a single row of flowering accent trees at the end of the medians. Where medians are not long enough to accommodate both median strip trees and accent trees, the primary median trees shall be installed while reducing the amount of flowering accent trees. An established Lighting and Landscaping District (LLD) or Homeowners Association (HOA) shall maintain the median strip landscaping.

m. Shrubs installed within the median strip should be installed in mass plantings with a minimum of twenty (20) shrubs in each group. Where the median landscape area narrows, shrub plantings should be installed to the narrowest point feasible for visual quality and maintenance. Ground cover should comprise the narrow remainder of the median landscape area.

n. Ground covers planted in the median strip should have a single species.

o. Accent trees should be installed at the entries to the Community Centers and other public or commercial developments.

Collector Streets

Extension of Scott Creek Drive

This roadway should be designed as a logical and well-functioning extension of the portion of Scott Creek Drive presently designed as part of Spanos Park West. Specific design elements should include a roundabout at the intersection of Street "2", and the following:
a. The landscaped corridor, including the sidewalk, should be twenty feet (20') wide, measured from face of curb (See Figure 4.6). Ground cover, such as grass and a single row of trees, and low-height shrubs should be installed between the back of curb and the eight-foot (8') sidewalk.

b. Street trees should be a consistent species and spacing.

c. The remainder of the landscaped corridor should be planted with clusters of accent trees located at intervals along the roadway. The under story and ground plane should be planted with water conserving drought tolerant shrubs and ground cover.

d. Root deflectors shall be installed in situations where the trunks of trees will be less than five feet (5') from any curb, walk or wall.

e. Where required, sound walls, of at least six feet (6') in height, should be constructed between the landscaped corridor and the residential developments.

f. Landscape materials should be planted at the base of all walls and fences.

g. Where access streets for the residential developments intersect with this roadway, monument signage should be located to create and enhance the image of the neighborhood. Materials used for monuments should be compatible and consistent with the sound walls in the area. All such signage is subject to review and approval by the Design Review Board, the Community Development Director, the Public Works Director and City Engineer.

h. Monument signage or features may incorporate special visual elements, such as water features, signage of exceptionally high quality and refined materials. All such signage and or features are subject to review and approval by the Design Review Board and Community Development Director.

i. Accent trees should be installed at the Community Centers and other public or commercial developments.

**Street "3"; Active Adult Entry Road**

The right-of-way for this private roadway shall be ninety feet (90') wide, and the roadway shall consist of two eighteen-foot (18') wide travel lanes (see Figure 4.6), with roundabouts at each terminus. The road design shall further incorporate the following amenities:

a. The center of the roadway shall consist of a fourteen-foot (14') wide landscaped median.
b. The landscaped corridor on both sides of the Active Adult Entry Street, including the sidewalk, should be twenty feet (20') wide measured from face of curb. A strip of ground cover, such as grass, with a single row of trees should be installed between the back of curb and the meandering, eight foot (8') sidewalk.

c. Street trees should be a consistent species and spacing.

d. The remainder of the landscaped corridor should be planted with clusters of accent trees located at intervals along the roadway. The understory and ground plane should be planted with water conserving drought tolerant shrubs and ground cover.

e. Root deflectors shall be installed in situations where the trunks of trees will be less than five feet (5') from any curb, walk or wall.

f. Where Street "4" (the Loop Road) intersects with the proposed Active Adult Entry Street, monument signage should be located to create and enhance the image of the neighborhood. Materials used for monuments should be compatible and consistent with the sound walls in the area. All such signage is subject to review and approval by the Design Review Board, Community Development Director, and City Engineer.

g. Monument signage or features may incorporate special visual elements, such as water features, signage of exceptionally high quality and refined materials. All such signage and or features are subject to review and approval by the Design Review Board, the Community Development Director, the Public Works Director and City Engineer.

h. Median strip trees should be placed twenty-five feet (25') on center, with a single row of flowering accent trees at the end of the medians. Where medians are not long enough to accommodate both median strip trees and accent trees, the primary median trees shall be installed while reducing the amount of flowering accent trees. The established LDD or HOA would maintain the median strip landscaping.

i. Shrubs installed within the median strip should be installed in mass plantings with a minimum of twenty (20) shrubs in each group. Where the median landscape area narrows, shrub plantings should be installed to the narrowest point feasible for visual quality and maintenance. Ground cover should comprise the narrow remainder of the median landscape area.

j. Ground covers planted in the median strip should have a single species.

Street "4"; Loop Street with the Active Adult Community

This private street should accommodate medium traffic volumes while functioning as a residential street. The entire right-of-way is fifty two feet (52') wide, with a paved section of thirty two feet (32') in width, and a separated sidewalk. A ten-foot (10') Public Utility Easement
(PUE) would be located along the property frontage abutting the street right-of-way. The planting strip shall be a minimum of six feet (6') wide, measured from the right-of-way to the face of curb. A strip of ground cover, such as grass, with a single row of trees should be installed between the back of curb and the four foot (4') sidewalk. The design should also conform to the following:

a. Street trees should be a consistent species and spacing.

b. Root deflectors shall be installed in situations where the trunks of trees will be less than five feet (5') from any curb, walk or wall.

c. Landscape materials should be planted at the base of all walls and fences.

d. Monument signage or features may incorporate special visual elements, such as water features, signage of exceptionally high quality and refined materials. All such signage and or features are subject to review and approval by the Design Review Board.

e. Accent trees should be installed at the village entries.

**Extension of Consumes Drive to Street 2**

This street should provide a smooth transition from the street section of Consumes Drive where the roadway terminates at the western boundary of Spanos Park west to the intersection with Street "2". This includes a transition of the existing sidewalk and landscaped planter at the built portion of Consumnes Drive, providing a minimum five foot (5') wide sidewalk, or an eight foot (8') wide meandering sidewalk, if feasible. Final design of this segment shall be subject to the review and approval of the City Engineer and Public Works Director. The design should also conform to the following:

a. Street trees should be a consistent species and spacing.

b. The remainder of the landscaped corridor should be planted with clusters of accent trees located at intervals along the roadway. The under story and ground plane should be planted with water conserving drought tolerant shrubs and ground cover.

c. Root deflectors shall be installed in situations where the trunks of trees will be less than five-feet (5') from any curb, walk or wall.

d. Where required, sound walls, of at least six-feet (6') in height, should be constructed between the roadway and the residential developments.

e. Landscape materials should be planted at the base of all walls and fences.

f. Monument signage or features may incorporate special visual elements, such as water
features, signage of exceptionally high quality and refined materials. All such signage and or features are subject to review and approval by the Design Review Board, the Community Development Director, the Public Works Director and City Engineer.

g. Accent trees should be installed at the village entries.

Private and Public Neighborhood Entry Roads

The private and public neighborhood entry roads shall be designed to accommodate all necessary traffic movements, including the turning movements of trash collection trucks and other service vehicles. The public entry road right-of-way should be a minimum of sixty four-feet (64') wide, and the private street entry road shall have a minimum right-of-way of one hundred and six feet (106'). A monolithic curb, gutter and sidewalk is allowed in this condition, however a planting strip and, if necessary, a sound wall shall be provided between the sidewalk and private lots. A handicap ramp in conformance with City of Stockton Street Standards shall be provided at each curb radius condition. The design should also conform to the following:

a. Street trees should be a consistent species and spacing.

b. Accent trees should be installed at the village entries.

c. Median planting strips shall be integrated, as illustrated in Figures 7.1 and 7.2.

d. Root deflectors shall be installed in situations where the trunks of trees will be less than five feet (5') from any curb, walk or wall.

e. Landscape materials should be planted at the base of all walls and fences.

f. Monument signage or features may incorporate special visual elements, such as water features, non-standard streetlights, signage of exceptionally high quality and refined materials. All such signage and or features are subject to review and approval by the Design Review Board, the Community Development Director, the Public Works Director and City Engineer.

Residential Streets (Public)

The right-of-way for these streets will either be forty-six feet (46') wide or fifty two feet (52') wide, depending upon projected traffic volumes and/or if the street is intended to be publicly or privately maintained. These streets shall be designed to include the following elements:

a. The paved section shall be thirty feet (30') wide at low volume streets, and thirty-two (32) feet wide at medium volume streets (see Figure 4.4, Section A). The landscaped planter strip on both sides of the street separating the sidewalk from the paved section
and curb shall be six feet (6') wide measured from back of curb. A strip of ground cover, such as grass, with a single row of trees should be installed between the back of curb and the four foot (4') wide sidewalk.

b. A ten foot (10') wide public utility easement (P.U.E.) may be located parallel to the right-of-way within the front yard and street side yard setback of the fronting parcels. A separate two foot (2') wide easement for locating the sidewalk may also be placed in the location extending into the P.U.E. on the forty six-foot (46') wide streets.

c. Street trees should be a consistent species and spacing.

d. The understory and ground plane of the landscaped corridor should be planted with water conserving drought tolerant shrubs and ground cover or grass.

e. Root deflectors shall be installed in situations where the trunks of trees will be less than five feet (5') from any curb, walk or wall.

Residential Streets (Private)

The right-of-way for these streets will be thirty feet (30') wide, with an additional ten foot (10') wide public utility easement (P.U.E.) located parallel to the right-of-way within the front yard and street side yard setback of the fronting parcels (see Figure 4.4, Section B). A four-foot (4') sidewalk shall be located on one side of the street within the P.U.E. These streets shall be designed to include the following elements:

a. The paved section shall be thirty feet (30') wide, measured from back of curb.

b. Large utility boxes shall be located on the opposite side of the street from the sidewalk.

c. Street trees shall not be permitted within the P.U.E.

d. Root deflectors shall be installed in situations where the trunks of trees will be less than five feet (5') from any curb, walk, utility boxes or walls.

7.3.3 Gateways

The gateways and access points into the project should be characterized by high quality design that will create the overall image of the entire Westlake. Figure 7.4 illustrates the main project entry treatment for Westlake.

a. The materials used at the primary entry points to Westlake shall be of exceptionally high quality and should be coordinated with the other streetscape elements in terms of color, texture and appropriateness, creating strong entry statements for Westlake.
b. Any walls and raised planters should be consistent with the character of sound walls that occur throughout Westlake.

c. Any entry area elements that create a skyline profile, or have a sculptural character should be installed on opposite corners of entry intersections, facing pedestrians and motorists as they enter Westlake.

d. An established LLD or HOA shall maintain primary intersections.

e. All landscaping shall conform to the Traffic Sight Area Detail required by Figure 6.2.

7.3.4 Parking Areas

The landscape character of the street corridors should be incorporated with the design of Westlake parking areas to visually integrate the public areas with the private areas and enhance the visual quality of the circulation network.

a. Landscaped areas, including the parking areas, in the institutional, commercial and office use projects should be designed to create a visual statement utilizing both hard and soft features, such as unique plant materials, plant arrangements, earth forms and paving.

b. Plant materials used in parking area design should be limited to the species listed in the Plant Palette in this Chapter.

c. Shrubs and trees with large canopies that are consistent with the Master Development Plan, should be planted around all surface parking areas.

d. Trees should be used as the primary elements within parking areas and should provide the following functions: as delineators of various spaces within the parking areas; as screens between various uses; and most importantly, as shade providers during the summer months in Stockton. Trees should be installed in a manner that would ensure safe sight lines for both pedestrians and motorists.

e. Shade trees should comprise the majority of all trees planted within the parking areas in Westlake. Trees should provide a 50% shade canopy over the parking spaces within fifteen (15) years of installation.

f. A landscaped area, five feet (5') wide, shall be placed at the end of the parking bays, extending to the end of the parking spaces. A maximum of ten (10) stalls between tree well shall be provided at all single row parking. A maximum of five (5) stalls between tree wells at double row parking areas.
g. A minimum of six inch (6") wide concrete curbing shall be constructed around all parking area landscaped areas.

h. All parking lot landscaping should be planted with live vegetation that will ultimately cover 100% of the landscape area.

i. Accent trees should be used to delineate parking aisles and serve to guide traffic and frame the entrance to parking areas, as well as create interest for the spaces created for pedestrians. These trees should be distinct in form and flower and should contrast with some extent with the species selected to provide shade in the same parking area.

j. The landscape under story is of equal importance to the tree canopy and should be used to emphasize the architectural design and details of the buildings and structures as well as to lend interest to the pedestrian and driving experience.

k. Shrub landscape elements should serve several functions including placing emphasis on circulation routes, screening parking areas and above ground utilities, and creating accent on both the ground plane and in containers.

l. Shrubs selected for planting areas adjacent to roads, streets, and parking areas should be resistant to exhaust, radiator fluids, and reflected heat from hardscape surfaces. In parking areas, shrubs should be massed in groups, be water conserving, and require low maintenance.

m. All trees with trunks that would be located less than five feet (5') from any wall, walkway, or curb should be installed with root deflectors.

n. Shrub plantings should consist of a minimum of seventy-five percent (75%) five (5) gallon can in size.

o. Where broad groups of species are listed on the Plant Palette, only plants within the noted genus that are compatible with, and thrive in, the Stockton area should be used.

p. Ground covers should be chosen for hardiness, the ability to withstand foot traffic, and low-maintenance factors.

q. Lawn may be used as a ground cover for a maximum of 50% of the total landscaped area for any commercial/office mixed use project. Lawns should be of a turf-type tall fescue blend.

r. Ground cover plant materials that provide annual color should be used at the entryways to Westlake and major project access points, as well as near pedestrian pathways.

s. Mulch should be used in landscape areas that are not planted as lawn. Acceptable
mulch includes redwood, pine or fir bark, not exceeding 3/4" - 1-1/4" in any dimension.

t. Berms constructed of soil suitable for planting should be located adjacent to roads, streets and parking areas.

u. Bermed slopes should not exceed 3:1, and should not exceed thirty six inches (36") in height unless approved by the Design Review Board.
### Table 7.1  Westlake Plant Palette

<table>
<thead>
<tr>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TREES</strong></td>
<td></td>
</tr>
<tr>
<td>Acer rubrum</td>
<td>Scarlet Maple</td>
</tr>
<tr>
<td>Arbutus 'Marina'</td>
<td>NCN</td>
</tr>
<tr>
<td>Arbutus uneda</td>
<td>Strawberry Tree</td>
</tr>
<tr>
<td>Betula jacquemontii</td>
<td>NCN</td>
</tr>
<tr>
<td>Betula nigra</td>
<td>River Birch</td>
</tr>
<tr>
<td>Betula pendula</td>
<td>European White Birch</td>
</tr>
<tr>
<td>Carpinus 'Fastigata'</td>
<td>European Hornbeam</td>
</tr>
<tr>
<td>Cercis occidentalis</td>
<td>Western Redbud</td>
</tr>
<tr>
<td>Cotinus c. 'Royal Purple'</td>
<td>Royal Purple Smoke Tree</td>
</tr>
<tr>
<td>Eriobotrya deflexa</td>
<td>Loquat</td>
</tr>
<tr>
<td>Gleditsia 'Sunburst'</td>
<td>Sunburst Honey Locust</td>
</tr>
<tr>
<td>Koelreuteria paniculata</td>
<td>Goldenrain Tree</td>
</tr>
<tr>
<td>Lagerstroemia 'Natchez'</td>
<td>Natchez Crape Myrtle</td>
</tr>
<tr>
<td>Lagerstroemia 'Tuscarora'</td>
<td>Tuscarora Crape Myrtle</td>
</tr>
<tr>
<td>Laurus 'Saratoga'</td>
<td>Saratoga Sweet Bay</td>
</tr>
<tr>
<td>Liquidambar s. 'Rotundiloba'</td>
<td>American Sweet Gum</td>
</tr>
<tr>
<td>Luma apiculata</td>
<td>NCN</td>
</tr>
<tr>
<td>Malus sargentii</td>
<td>Sargent Crabapple</td>
</tr>
<tr>
<td>Nyssa sylvatica</td>
<td>Tupelo</td>
</tr>
<tr>
<td>Platanus 'Bloodgood'</td>
<td>Bloodgood Plane Tree</td>
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<tr>
<td>Podocarpus gracilior</td>
<td>Fern Pine</td>
</tr>
<tr>
<td>Podocarpus henkelli</td>
<td>Long-Leafed Yellow-Wood</td>
</tr>
<tr>
<td>Prunus 'Akebono'</td>
<td>Akebono Flowering Cherry</td>
</tr>
<tr>
<td>Prunus c. 'Krauter Vesuvius'</td>
<td>NCN</td>
</tr>
<tr>
<td>Prunus 'Kwanzan'</td>
<td>Kwanzan Flowering Cherry</td>
</tr>
<tr>
<td>Pyrus 'Aristocrat'</td>
<td>Aristocrat Pear</td>
</tr>
<tr>
<td>Pyrus 'Chanticleer'</td>
<td>Chanticleer Pear</td>
</tr>
<tr>
<td>Pyrus kawakamii</td>
<td>Evergreen Pear</td>
</tr>
<tr>
<td>Pyrus 'Red Spire'</td>
<td>Red Spire Pear</td>
</tr>
<tr>
<td>Quercus agrifolia</td>
<td>Coast Live Oak</td>
</tr>
<tr>
<td>Quercus lobata</td>
<td>Valley Oak</td>
</tr>
<tr>
<td>Rhaphiolepis 'Majestic Beauty'</td>
<td>NCN</td>
</tr>
<tr>
<td>Robinia 'Purple Robe'</td>
<td>Purple Robe Locust</td>
</tr>
<tr>
<td>Schinus molle</td>
<td>California Pepper Tree</td>
</tr>
<tr>
<td>Sequoia sempervirens</td>
<td>Coast Redwood</td>
</tr>
</tbody>
</table>
**SHRUBS**

Abelia g. ’Edward Goucher’
Abelia ‘Prostrata’
Berberis t. ‘Atropurpurea’
Buddleia ‘Nanho Blue’
Dietes bicolor
Dodonaea ‘Purpurea’
Escallonia ‘Newport Dwarf’
Euonymus ‘Silver Queen’
Euryops p. ‘Viridis’
Ligustrum j. ‘Texanum’
Loropetalum ‘Sizzling Pink’
Luma apiculata
Nandina domestica
Nandina ‘Gulf Stream’
Nandina ‘Royal Princess’
Nerium ‘Red’
Nerium ‘Sister Agnes’
Nerium ‘White’
Pennisetum ‘Cupreum’
Pennisetum ‘Hamlen’
Phormium t. ‘Bronze’
Phormium ‘Dusky Chief’
Phormium ‘Tricolor’
Phormium ‘Yellow’
Pittospermum tenuifolium
Pittosporum ‘Variegata’
Pittosporum ‘Wheeler’s Dwarf’
Plumbago ‘Royal Cape’
Prunus I. ‘Otto Luyken’
Rhaphiolepis I. ‘Ballerina’
Rhaphiolepis ‘Clara’
Rhaphiolepis ‘Pink Lady’
Spiraea vanhoultel
Viburnum t. ‘Spring Bouquet’
Vitex agnus-castus
Xylosma congestum

**GROUND COVER**

Agapanthus ‘Blue’

Blue Lily-of-the-Nile
Agapanthus 'Peter Pan'
Agapanthus 'White'
Arctotheca calendula
Baccharis pilularis 'Twin Peaks'
Ceanothus g. 'Yankee Point'
Cogonotester 'Coral Beauty'
Dietes bicolor
Dietes vegeta
Fragaria chileensis
Gazania 'Mitsuwa White'
Gazania 'Mitsuwa Yellow'
Hemerocallis 'Peach'
Hemerocallis 'Coming Up Roses'
Verbena tapien 'Violet'
Lampranthus spectabilis 'Red'
Laurentia flaviatilis
Osteospermum f. 'Purple'
Osteospermum f. 'White'
Phormium 'Surfer'
Rhaphiolepis 'Ballerina'
Rosa m. 'Fire'
Rosmarinus 'Irene'
Rosa m. 'White'
Trachelospermum jasminoides
Tulbaghia violacea 'Silver Lace'
Verbena tapien 'Violet'
Vinca minor

Peter pan Lily-of-the-Nile
White Lily-of-the-Nile
Cape Weed
Twin Peaks Coyote Brush
Yankee Point Wild Lilac
Coral Beauty Bearberry
NCN
NCN
Wild Strawberry
White Mitsuwa Gazania
Yellow Mitsuwa Gazania
Peach Daylily
Coming up Roses Daylily
Violet Tapien Verbena
Red Trailing Ice Plant
Blue Star Creeper
Purple Trailing African Daisy
White Trailing African Daisy
Surfer New Zealand Flax
Ballerina India Hawthorn
Meidiland Fire Rose
Irene Rosemary
Meidiland White Rose
Star Jasmine
Variegated Society Garlic
Violet Tapien Verbena
Dwarf Periwinkle

VINES
Parthenocissus tricuspidata
Ficus pumela

Boston Ivy
Creeping Fig

ANNUALS

JAN-MAR
SUN 6" – 12" Ht.
Fairy Primrose
Primrose
Viola

APR-JUN
Fairy Primrose
Sweet William
Nemesia
Petunias

JUL-OCT
Ageratum
Dwarf Zinnia
Vinca Rosea
Lantana

NOV-DEC
Primrose
Viola
Chrysanthemum
(white, yellow, lavender)
<table>
<thead>
<tr>
<th>Sun 18” – 24” Ht.</th>
<th>Shade 6” – 12” Ht.</th>
<th>Shade 18” – 24” Ht.</th>
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</thead>
<tbody>
<tr>
<td>Lobelia</td>
<td>Iceland Poppy</td>
<td>Violas</td>
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<tr>
<td>Viola</td>
<td>Narcissus</td>
<td>Fairy Primrose</td>
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<tr>
<td>Ranunculus</td>
<td>Salvia</td>
<td>Viola</td>
</tr>
<tr>
<td>Dwarf Snapdragon</td>
<td>Iceland Poppy</td>
<td>Impatiens</td>
</tr>
<tr>
<td>Zinnia</td>
<td>Narcissus</td>
<td>Coleus</td>
</tr>
<tr>
<td>Petunias</td>
<td>Snapdragons</td>
<td>Impatiens</td>
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<tr>
<td></td>
<td>Cosmos</td>
<td>Coleus</td>
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<tr>
<td></td>
<td>Zinnia</td>
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<td></td>
<td>Marguerite Daisy</td>
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<td></td>
<td>Chrysanthemum</td>
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<tr>
<td></td>
<td>Asters</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Primrose</td>
</tr>
</tbody>
</table>
7.3.5 Landscape Design - Residential Sites

Walls and Fences

a. Walls shall be finished with cement plaster, stone, brick or approved cultured stone.

b. Fencing may incorporate ornamental iron in combination with other materials.

c. Dimensional lumber is appropriate and shall be maintained to insure against uneven weathering, black mold or severe checking and splitting. Staining of both sides of fence, visible or not, is encouraged.

d. Courtyard walls or fencing may use hardwood siding on both sides when used on the exterior of the residence and painted to match the exterior of the residence.

e. False brick, exposed plain concrete block, metal siding, or sheet siding such as plywood or masonite is discouraged.

f. Fencing within the front setback shall not exceed thirty six inches (36") in height, and may not be higher than six feet (6') at any locations, except at required soundwalls and private fences which were specifically reviewed and approved by the Design Review Committee.

g. Pre-approved fencing designs have been provided. All other fencing shall be submitted for review and approval. Dog-eared fencing is not allowed for front, side or rear yards.

h. For all homes located on a corner lot, the side yard fencing facing the corner must be approved prior to installation. The three pre-approved fencing designs included in the Community Information Binder may or may not be acceptable for corner lot conditions. Side yards shall have a minimum of three (3) street trees and lawn shall not be planted adjacent to the fence. Irrigation shall be designed to eliminate overspray and subsequent staining of the side yard fence.

i. If any fencing encroaches on adjoining property, the owner should obtain the approval of the adjacent property owner prior to installation. All fencing per the CC & R's has to be installed within four (4) months of completion of house.

j. Side yard and rear yard fencing, as well as side return and gate material must be approved by the Planning Committee.
Hardscape and Paving Materials

a. Wide expanses of paving areas should be broken into patterns (i.e. color, aggregate type, impressed pattern, expansion joints and scoring). Large areas of untextured or uncolored concrete is discouraged. Planting areas are recommended between patios and wall/fences.

b. Erosion control should be provided on slopes steeper than 3-to-1 (3 feet horizontal to 1 foot vertical rise).

c. A soil analysis by a reputable laboratory for landscape plantings is recommended but not required. The soil analysis should include specific recommendations for soil preparation (including amendments, soil conditioners, pH correction) and fertilization.

d. Soil compacted by construction should be ripped or scarified to a depth of twelve inches (12") minimum. Locate underground utilities prior to ripping to prevent damage. In order to prevent interface layers between import topsoil and native soil, cross rip native soil to a depth of ten to twelve inches (10" to 12") before addition of import topsoil and/or amendment.

e. Amendments (i.e. nitrolized compost, gypsum, soil sulfur or fertilizer, iron sulfate, etc.) are to be rototilled to a depth of six inches (6"). Amendments are more effective when thoroughly incorporated into the soil.

f. Mulch (i.e. bark chips) is recommended for all planting areas (except for lawn areas.) Mulch is applied to top of the soil in order to cool soil surface, reduce evaporation and suppress weed growth. A minimum of two inches (2") of mulch should be placed on the soil surface in non-turf areas after planting. Non porous materials shall not be placed under much. Rock used as mulch is discouraged.

g. Paving in side yards shall not drain into a neighbor's yard. A twelve inch (12") zone of gravel with side yard drains is encouraged between paving and side yard fences to provide for efficient drainage and to allow room for future fence repair or replacement.

h. Cutouts in pavement for planting areas between multiple garage doors are encouraged.

i. Continuous paving between adjoining properties is discouraged.

Planting Selection

a. A plant list indicating botanical name, container size, quantity and spacing must be provided on the landscape plans.
b. Street trees within neighborhoods must be planted by the homeowner if the developer does not install the front yard landscape. Refer to the Street Tree Planting Program for proper location and plant species.

c. Turf should be used in a practical manner for high use or aesthetically desirable areas. When turf is used, drought resistant varieties such as a “fine bladed” dwarf turf type fescue or equal should be used.

d. Slope planting requires special attention to prevent erosion and runoff. Biodegradable erosion control matting is suggested on slopes exceeding 3-to-1 (3 feet horizontal to 1 foot vertical rise). In addition, select plants that will bind the soil either by strong rooting habit or low lying stems.

e. Planting areas that are at least three to four feet (3'-4') in width are encouraged between lawn and building walls.

**Miscellaneous Landscape Features**

a. All air conditioners shall be screened from public view by fencing or landscape. Rooftop mechanical units are not allowed.

b. Fencing at the lake for the final fifteen feet (15’) and along the rear property line shall not exceed 5 feet in height and shall be constructed of ornamental iron.

c. Backyard structures shall conform with Table 6.1, and the established C.C. & R.’s.

d. Private docks at the levees shall conform to the Levee Improvement Standards for Delta Farms Reclamation District No. 2042.

e. All other features to conform to the established C.C. & R.’s.

f. No structures other than approved fences, docks, bulkheads, landscaping, swimming pools, garages and arbors shall be constructed or maintained with the Bank Areas, and no fence, hedge, tree or mass planting shall be maintained within fifteen feet (15’) of the Lake Bulkhead at a greater height that four feet (4’) from the grade of the Lake Lot when conveyed by Declarant. No gazebo or arbor shall exceed fifteen feet (15’) in height or be located within fifteen feet (15’) of the lake edge or bulkhead.

### 7.3.6 Irrigation

The irrigation systems installed for commercial, institutional and open space projects within Westlake shall use spray, bubbler, and drip techniques and programs designed in accordance
with the most current water conservation policies and available equipment, and meet the water requirements of the landscape materials proposed for installation.

a. Landscape irrigation systems for commercial, recreational and open space projects should be designed by a California Registered Landscape Architect or a Licensed Civil Engineer. Irrigation systems shall be designed and constructed to City Standards, except when there is a conflict between the City standards and those stated in this Master Development Plan, in these instances the Master Development Plan shall take precedence. Any deviations from City standards are subject to review and approval of the Design Review Board and the City Engineer.

b. All landscape areas shall be irrigated with an automatically controlled system installed underground capable of dual or multiple programming to allow lawn circuits to be programmed independently from shrub areas.

c. Irrigation systems should be valved separately depending on plant communities, orientation, and exposure of plant materials. Soil conditions, as well as water requirements of selected plant species, should also be considered when valving irrigation systems.

d. All irrigation systems require backflow prevention. Backflow prevention devices shall be installed in conformance with all City codes and ordinances, and shall be located to avoid any danger to public safety. Backflow prevention devices should be shielded by means of plant materials, berms or low screen structures. Plant materials and screens should not block views for pedestrians or motorists.

e. Sprinkler head spacing should be designed for head-to-head coverage. Maximum spacing of sprinklers (excluding bubblers or drip emitters) should not exceed 60 percent of the diameter. Utilize triangular spacing wherever practical. The system shall be designed to avoid overspray onto walks, walls, parking lots, streets and other areas without landscaping.

f. Irrigation systems should be monitored regularly for proper operation, leaks and broken heads and adjustments of controller programming to reflect seasonal weather changes.

g. When spray irrigation systems are installed, low gallonage/low precipitation heads should be used.

h. Combination systems, utilizing drip irrigation equipment, low gallonage spray heads and rotors, may be used as applicable.

i. Irrigation heads installed in high use pedestrian or vehicular traffic areas shall be "pop-up" models only, rather than installed on fixed risers.
j. On irrigated slopes integral check valves shall be used to prevent the lowest sprinkler heads from draining after the valves are shut off. Sprinklers at tops of slopes should be valved separately from sprinklers on bottom of slopes.

k. Pop-up sprinklers in turf areas shall have at least a four inch (4") pop-up height.

l. Mainline should be PVC Schedule 40 solvent weld with Schedule 40 fittings for sizes two inches (2") and smaller. Sizes 2½" and larger should be PVC Class 200 with ring-tite fittings. There shall be a minimum eighteen inches (18") cover over mainlines and a twenty four inches (24") cover when mainline is under paved vehicular area.

m. Remote control valves should be installed with a union for ease of maintenance. Do not install valve boxes in turf areas if possible.

n. Remote control wire splices should be made with UL approved water-proof connectors. All splices should be made in valve boxes only.

o. Remote control valve wire should be buried with mainline wherever possible.

7.4 Architectural Guidelines

7.4.1 Residential Architecture

The design standards in this section seek to address the following objectives.

a. Create residential neighborhoods that provide interest and are visually pleasing.

b. Present an image of high quality development adjacent to arterials, collector streets and schools, parks, and open space.

7.4.2 Design Guidelines and Standards

The purpose of these guidelines is to provide specific design criteria and guidance for the development of the residential neighborhoods. These guidelines propose adherence to a select number of architectural styles in keeping with the community and architectural content. Elements common to the overall development would provide the framework that reinforces the quality and overall value of the residential community.

The principle means of achieving a visually interesting residential street scene is by providing visually interesting buildings at the street’s edge. The following guidelines for front elevations and standards for side and rear elevations provide for more visually interesting and, therefore, more appealing buildings:
**Front Elevations**

1. Front elevations should be well-articulated and detailed to avoid boxy, uninteresting buildings and to create a lively street scene. This shall be accomplished by incorporating one or more of the following techniques:
   a. Offset the second story from the first level for a portion of the second story
   b. Vary the wall plane by providing projections of elements such as bay windows, porches, and similar architectural features.
   c. Create recessed alcoves and/or bump out portions of the building.
   d. Incorporate second story balconies.

2. Emphasis shall be placed on entrances to create a welcoming statement for the dwelling and a friendly street scene. This should be accomplished by creating interesting entries that incorporate features such as porches, large recessed entry alcoves, and projecting and covered entries with columns.

3. Window treatments such as recessed or pop-out windows, window surrounds, shutters, pediments, or similar treatments on each building should be provided.

4. A minimum of two different building materials or colors should be used on the front elevation. Appropriate combinations of materials should include stucco and wood, stucco and masonry, masonry and wood, or other materials approved by the Community Development Director.

5. The roof is one of the most visually prominent components in residential architecture. To avoid visual monotony and to create interesting rooflines, at least one of the following techniques should be incorporated into the design of the roof:
   a. Offset roof planes, eave heights, and ridge line; and/or
   b. Incorporate dormers.

6. Living spaces should be the primary visual emphasis for the dwelling and garages shall be de-emphasized.

7. Provide well-detailed garage doors consistent with the architecture of the dwelling should be provided to reduce the overall visual mass of the garage.
FRONT (NORTH) ELEVATION

WEST ELEVATION

EAST ELEVATION

REAR (SOUTH) ELEVATION

Concept Commercial Architecture

Figure 7.10
**Side and Rear Elevations**

In addition to front elevations, it is important that sides and/or rear elevations that are visible from adjacent freeways, highways, and other public streets, schools, parks, and open spaces present an enhanced, quality appearance that is balanced and compatible with the front elevation. Enhanced elevations shall be accomplished as provided below.

1. **Windows.** The window style, and window treatment and surrounds on visible side and/or rear elevations shall be consistent with the same elements on the front elevation. Examples may include:
   
   a. Recessed or pop-out windows
   
   b. Window shutters
   
   c. Window surrounds

2. **Roofs.** The design of the roof and roof elements on the visible side and/or rear elevations shall incorporate features or be consistent with the features contained on the front elevation, but not necessarily to the same level of detail (i.e. fewer roof plane changes). The design objective is to avoid visual monotony of roof lines among the various facades/sites. Examples may include:
   
   a. Roof overhangs
   
   b. Dormers
   
   c. Extended eaves and exposed rafters
   
   d. Offset roof planes, eave heights, and roof lines

3. **Walls.** The architectural style, design details, and materials on each visible side or rear elevation shall incorporate features or be consistent with the features contained on the front elevation, but not necessarily to the same level of detail (i.e. use of only one material). Consideration should be given to avoid flat, unarticulated walls and boxy appearances. Examples may include:
   
   a. Offset the second story levels
   
   b. A variation of wall plane (bay windows, porches, integrated patio overhangs, and balconies)
   
   c. Recessed alcoves and/or portions of the building
7.4.3 Commercial Use Architecture.

The architectural character of the buildings and structures developed for commercial uses should present an array of images that are complementary and nicely relate to the adjacent residential buildings and the surrounding communities. The redevelopment and expansion of the marina complex should be the primary showplace buildings in Westlake. The architecture should be of the highest quality, with special emphasis placed on reducing the visual impact of buildings while providing tasteful, imaginative design for individual buildings that reflect an overall feeling of propriety. All development in Westlake should be compatible with the adjacent streetscape and landscape corridors.

Commercial development shall conform to the General Commercial Design Guidelines of the Stockton Citywide Design Guidelines, in addition to the guidelines included in the following section of the Master Development Plan. Additional commercial development guidelines are as follows:

Site Planning:

a. Commercial building should be located and designed to avoid conditions where elevations in excess of one-story or twenty feet in height would be placed in proximity to homes.

b. Site designs should avoid conflicts between service vehicles, private automobiles, and pedestrians moving to and through Westlake.

Architectural Form/Detailing: These elements are intended to provide guidance to avoid or minimize adverse impacts resulting from large areas of wall surface. The following architectural elements should be utilized to provide visual relief:

a. The introduction of varied ceiling heights of habitable space will create the necessary transition element(s) for undulation.

b. Promote the use of building offsets, recesses, and other architectural elements into each building.

c. Individual project entryways should be readily observable and accessible to the first time visitor.

d. The buildings should be designed to maintain a harmonious relationship with the surrounding residential neighborhood, and should respect the scale and architectural style found within the community.
e. Commercial buildings should have entries that include special design features, such as plazas, porte-cocheres, architectural walls, dramatic landscaping or art and sculptural elements.

f. The use of architectural elements that draw attention to the upper portions of the building, such as towers and spires, is discouraged.

g. The incorporation of seldom used roof designs, such as suspension or butterfly roofs, is discouraged.

h. All roof-mounted mechanical equipment shall be shielded from view by parapet walls or screens. Screen structures shall be attractive in appearance and reflect and compliment the architecture of the building to which they belong. All screening should be the height of the mechanical equipment.

**Materials and Colors:** The exterior materials used shall be compatible with the exterior materials used for the residential developments and project monument signage.

All site plans shall be reviewed and approved by the Design Review Board and the Community Development Director for consistency with the Land Uses and Development Standards of this Master Development Plan. All project designs shall be reviewed and approved by the Design Review Board.

7.4.4 Design Review Process

Once the Master Development Plan document is adopted by City Council Resolution, the process for review and approval of projects (i.e. building permits) shall be similar to the approval process for non-discretionary projects contained within the Stockton Citywide Design Guidelines. Project architecture, landscaping, and/or signage must first be reviewed and approved by the Design Review Committee prior to application submittal to the City of Stockton. City Staff shall review the application for compliance with the design guidelines contained within this Master Development Plan.

7.5 Site Furnishings

Site furnishings for public areas contribute to the overall design quality of the development by providing an additional common theme. Site furnishings provide a public use while contributing to the overall identity of Westlake. Site furnishings should be constructed of durable, high quality, long lasting materials that can easily be cleaned, repaired, and/or replaced. The following provides the anticipated site furnishings for Westlake and provides guidance for design and installation:

- Bus stops should include a permanent, covered structure that provides all weather protection, and should be designed as an element that is repetitive throughout Westlake.
• Benches should be of a single style throughout the entire Westlake. Benches should be permanently mounted in high use areas, such as along parkway paths, and should be located to maximize public comfort. Site furnishings may vary in precise style between developments and projects within Westlake, such as between the active adult community and the marina.

• Newspaper vending machines should be limited in number and consolidated and, where possible, incorporated into adjacent buildings or structures.

• Mailboxes should be clustered in protective enclosures in residential areas, as specified by the U. S. Postal Service.

Such site furnishings shall be consistent with the architectural style of each private development and compatible with the theme of the Master Development Plan. Revocable Permits are required for structures or site furnishings placed in the public right-of-way. This includes but is not limited to design approval from the Community Development Director. See Figure 7.5.

7.6 Walls and Fences

Walls constructed in Westlake should be used to enhance the individual Projects and reinforce the road and street system.

a. The placement, height, color, and construction of walls in the development should be consistent in design.

b. Walls should be constructed of durable, long-lasting materials that require less maintenance. All proposed walls and fencing shall be subject to review and approval by the Design Review Board.
CHAPTER EIGHT: Administration

8.1 Introduction

All development within Westlake shall be consistent with the goals and policies of the Master Development Plan and the policies, general land uses and programs of the City of Stockton General Plan. This chapter describes the development review and amendment process of the Master Development Plan.

8.2 Development Review Process

Once the EIR is certified, the General Plan amended, and the Master Development Plan adopted by City Council resolution, and annexed to the City of Stockton, future development in the project area shall be subject to review and approval (1) the Design Review Board, and (2) the Community Development Director for consistency with the Land Uses and Development Standards of this Master Development Plan.

The policies, regulations, development standards and guidelines contained in Chapter Six and Chapter Seven of this Master Development Plan shall provide the basis for considering all future development plans, tentative parcel maps, vesting tentative parcel maps, vesting tentative subdivision maps, parcel map waivers, lot division applications, subdivision agreements, and any other discretionary permits. All applications that comply with the policies, regulations and development standards contained in the Master Development Plan and the City of Stockton Department of Public Works Standard Specifications and Plans shall be approved.

All applications for project approval shall include such construction plans, site plans, soil reports, building elevations and technical studies as may, in the opinion of the Design Review Board, be required for the applicant to demonstrate consistency of the proposed project with the Master Development Plan. In addition, such applications must either (i) demonstrate the existence of the off-site infrastructure necessary to accommodate the proposed development within the terms of this Master development Plan, or (ii) provide for construction of such infrastructure and other elements affecting large portions of Westlake to be developed in accordance with the terms of this Master Development Plan. Such infrastructure facility plans and other detailed plans shall meet the requirements of the City's Director of Public Works.

The adopted Master Development Plan shall be reviewed by the Community Development Director every five (5) years to ensure compliance by the developer and/or the developer's successor in interest.

Building Permits approved for projects in Westlake shall be valid for a period of one year from the date of approval by the City. Requests for extensions to the approved permits shall be made to the Community Development Director for consideration prior to the expiration of the approved permit. Extensions may be granted by the Community Development Director in one
(1) year increments. Failure to initiate construction during the period the permits are valid and proceed with reasonable due diligence shall be cause for termination of the approved permits and a re-submittal of the required application forms and attachments shall be required.

8.3 Amendments to the Master Development Plan

The Master Development Plan must be market sensitive and the implementation strategies that are an integral part of the Plan must be flexible and responsive to changing conditions.

Amendments to the Master Development Plan can be separated into two classes. (1) Minor Amendments, i.e. amendments that the Community Development Director finds are consistent with the intent and purpose of Westlake Master Development Plan; and (2) Major Amendments, i.e. a request for an alternative project or use that the Community Development Director finds is not presently included as an alternative project or use within the Master Development Plan and is a project or use which is inconsistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan.

Minor amendments shall not be subject to public hearings. Changes in development intensity or residential density that do not exceed the intensity or density established by the Master Development Plan and considered by the Master Development Plan EIR, such as lot line adjustments, a compatible land use change as provided in Section Three or adjustments to the roadway or street system, are examples of minor adjustments that shall not require an extensive amendment process and shall be subject to the approval of the Community Development Director based on an approval recommendation of the Design Review Board for Westlake.

Major amendments, such as a request for a project or use which is not consistent with and does not share the same or similar characteristics of an allowed use identified within the Master Development Plan, may be approved, provided: (1) the Design Review Board for Westlake recommends to the City of Stockton that the City issue a Conditional Use Permit for the proposed project or use; and (2) that the City of Stockton Planning Commission approves the proposed project or use and issue a Conditional Use Permit. Issuance of a Conditional Use Permit by the Planning Commission, or by the City Council if the decision of the Planning Commission is appealed to the City Council, shall be subject to the following findings based upon substantial evidence presented at the public hearing:

- That the proposed project is in conformance with the City's General Plan;
- That the proposed project or use would not create internal inconsistencies within the Master Development Plan Area;
• That the proposed project of use would not adversely impact the environment, or in the alternative, all significant adverse impacts of the proposed project or use can and will be mitigated to less than significant, and;

• That such proposed project or use is compatible with adjacent land uses.