



Stockton 2040 General Plan Update

*Existing Conditions Technical Memorandum:
Land Use*

June 28, 2016

Existing Conditions Technical Memorandum: Land Use

This technical memorandum describes the planning boundaries that regulate development in Stockton and land use regulations and policies found in the City’s existing General Plan, Development Code, and other policy documents. It also describes current land uses as they exist “on the ground” in the Planning Area.

A. PLANNING BOUNDARIES

Growth in Stockton is guided by several planning boundaries, including the General Plan Planning Area, Sphere of Influence (SOI), and Urban Service Area Boundary (USAB). These planning boundaries encompass land both inside and outside of the city limit. Planning boundaries are described below and shown on Figure 1.

1. General Plan Planning Area

The existing Stockton General Plan identifies a Planning Area, which, at approximately 191 square miles, is larger than the SOI and USAB. While the Planning Area does not give the City any regulatory power over the land, it signals to the County and to other nearby local and regional authorities that Stockton recognizes that development within this area may have an impact on the future of the city.

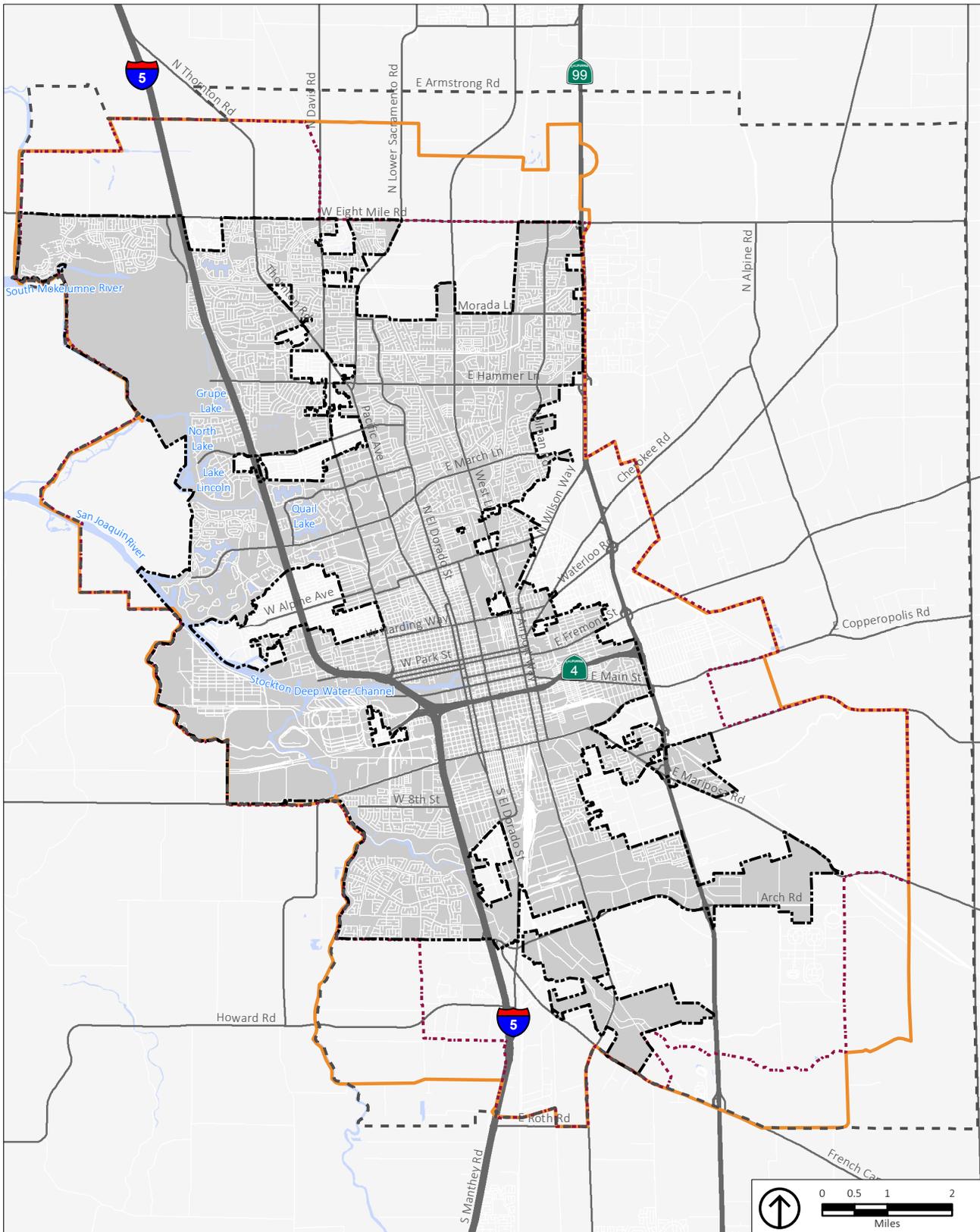
2. Sphere of Influence

The SOI is a boundary that identifies land that the City may annex in the future, and for which urban services, if available, could be provided. Under State law, the SOI is established by the San Joaquin County Local Agency Formation Commission (LAFCO) with input from the City, and its purpose is to identify areas where urban development can be best accommodated in an orderly and efficient manner. The SOI may need to be updated after adoption of the General Plan to reflect the updated land use plan. The current SOI is 115 square miles in size.

3. Urban Service Area Boundary

As outlined in Policy LU-1.2 of the existing 2035 Stockton General Plan, the USAB includes areas where City services and facilities will be available for extension upon annexation and where future urban development must be in conformance with City Council-adopted master utility and circulation plans. Areas outside the USAB are primarily designated for agricultural and open space uses. The current USAB is 130 square miles in size. As shown on Figure 1, the USAB follows the SOI boundary in many locations, but extends into portions of the larger Planning Area northeast and south of the SOI.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE



Source: City of Stockton, 2016; Placeworks, 2016.

-  General Plan Planning Area
-  City Limit
-  Sphere of Influence
-  Urban Service Area Boundary

Figure 1
Planning Boundaries

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

B. REGULATORY SETTING

This section summarizes land use agencies and regulations at the City level, with additional regulations and guidance provided by State and regional agencies and organizations.

1. State Regulations and Programs

California Government Code

California Government Code requires each city and county to adopt a comprehensive, long-term general plan (Section 65300). In statute, the general plan is presented as a collection of seven required elements, of which the land use element is one. The land use element serves as a central framework for the entire general plan, establishing policies to guide development and conservation in a manner consistent with the community's values and vision for the future. The land use element describes a general development pattern, including where buildings and public facilities exist currently and may occur in the future.

In accordance with California Government Code Section 65302(a), the land use element should describe the desired pattern of development by addressing three required topics: the location of various land uses, the arrangement of land uses within the community, and the density and intensity of buildings. The land use element is required to discuss the general distribution of the following land uses, to the extent that each is relevant: housing, business, industry, open space, mineral resources, and recreation facilities. The land use element must also identify the specific locations of the following land uses: educational facilities, public buildings and grounds, future solid and liquid waste facilities, lands subject to flooding, and Timberland Preserve Zone lands. Additionally, the land use element must define density and intensity. Density is commonly defined by the number of dwelling units per acre, and intensity is defined by the ratio of building square footage to the area of land involved.¹

For many, the general idea of development is most easily understood using the land use diagram, a graphic representation of the policy statements in the land use element. California Government Code requires the land use element to include the land use diagram, which is usually a map, but may be more graphically abstract. The diagram, like the text in the land use element, must be consistent with all other elements of the general plan, as well as with all other general plan contents.

California Government Code also requires that a general plan address the following topics:

- **Open Space.** The general plan must plan for the preservation and conservation of open space, production of natural resources, and open space for recreation and public health and safety.
- **Transportation.** Transportation must be closely tied to land use in the general plan and is required to identify the general location and extent of existing and proposed major streets and other transportation facilities.
- **Housing.** The housing element is required to assess the current and projected housing needs of the jurisdiction and must be updated every eight years as required by Senate Bill (SB) 375 (discussed further below).
- **Conservation.** The general plan must address the conservation, development, and use of natural resources.
- **Safety.** The general plan must establish policies to protect a jurisdiction from natural hazards.

¹ Shigley, Paul and William Fulton, *Guide to California Planning*, Second Edition, pages 109 through 110.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Noise.** The general plan must identify major noise sources and establish noise compatibility guidelines for different land uses.

As discussed below, the Housing Element will not be included in the General Plan Update because it was recently updated on a separate schedule.

Assembly Bill 32 and Senate Bill 375

Assembly Bill (AB) 32 and SB 375 are California laws pertaining to global warming and the reduction of greenhouse gases. Both laws, either directly or indirectly, require local jurisdictions to employ land use planning as a means to reduce their greenhouse gas (GHG) emissions.

AB 32, the Global Warming Solutions Act of 2006, was passed by the California legislature and signed into law by Governor Arnold Schwarzenegger. AB 32 is California's first major commitment to addressing global warming, and sets a timeline for reducing California's GHG emissions to 1990 levels by the year 2020. AB 32 identifies the California Air Resources Board (CARB) as the lead agency responsible for implementing the bill, and in 2008, CARB published the *Climate Change Proposed Scoping Plan* (Scoping Plan); it was subsequently updated in 2014. The Scoping Plan is an analysis of the best approach to achieve the State's GHG emission reduction targets, citing local governments as an essential partner. The Scoping Plan states that local governments have "...broad influence and, in some cases, exclusive authority over significant emission sources through their planning and permitting processes, local ordinances, outreach and education efforts and municipal operations."²

The Scoping Plan distinguishes various areas where local jurisdictions can focus on GHG reductions. Two areas in particular, community transportation and community design, fall directly under the context of land use planning. Using effective land use planning, local jurisdictions can allow and encourage community transportation choices that promote low carbon travel options, such as public transit, bicycling, and walking. Local government can use its broad influence to incorporate bicycle paths and sidewalks into new and existing travel routes, which provide opportunities for residents to reduce their vehicle miles traveled (VMT) and therefore reduce their GHG emissions.

Local governments can also engage in land use planning to reduce GHG emissions through community design. Local governments can promote compact development projects and those with mixed-use residential and commercial components, which allow residents to live, work, and shop without driving between destinations. Additionally, local governments can adopt policies that encourage infill development. With increased density, local jurisdictions can accommodate the same amount of growth on less land, setting aside more land for non-developed uses such as open space, which incorporate plants that absorb GHGs. Ultimately, the most carbon-efficient urban form is one that integrates alternative modes of community transportation with compact, mixed-use community design.

SB 375, passed by the State Assembly and Senate in August 2008, is another significant component of California's commitment to GHG reduction. In essence, SB 375 coordinates transportation funding and land use planning on a regional level as a means to achieve AB 32's goals.

The goal of SB 375 is to reduce emissions from cars and light trucks by incentivizing compact development. The first step outlined in SB 375 calls for metropolitan planning organizations (MPOs) and CARB to establish a region's GHG reduction target. Then, the MPO must develop a sustainable communities strategy (SCS), a plan

² California Air Resources Board, October 2008, *Climate Change Proposed Scoping Plan*, pages C-49 through C-54.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

for a compact development pattern that will enable the region to meet its GHG reduction target. SB 375 requires the GHG reduction target and the SCS to be incorporated into the Regional Transportation Plan (RTP). The San Joaquin Council of Governments (SJCOG) is the MPO for San Joaquin County, which includes Stockton, and it adopted its SCS/RTP in 2014.

Transportation and development projects consistent with the SCS/RTP will be given priority for State and regional funding. Additionally, SB 375 grants SCS-consistent residential development projects streamlined environmental review processes. SB 375 also changes housing element law, extending the planning period for the housing element to eight years, and linking housing element timelines to RTP timelines for increased consistency.

Both AB 32 and SB 375 depend on local governments to implement land use strategies to reduce GHG emissions. Local governments, like the City of Stockton, can utilize the General Plan Update process to further the discussion of reducing local GHG emissions, in addition to its other on-going efforts, such as its Climate Action Plan that was adopted in 2014.

Cortese-Knox-Hertzberg Local Government Reorganization Act

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 establishes the current legal authority and mandate for LAFCOs in California. There is a LAFCO in each county in California; they are authorized to review, approve, or deny proposals for boundary changes and incorporations for cities, counties, and special districts within the county. LAFCOs establish SOIs for cities within their jurisdictions that describe the city's probable future physical boundaries and service areas. The Stockton SOI is regulated by the San Joaquin LAFCO.

Farmland Mapping and Monitoring Program

Within the California Natural Resources Agency, the State Department of Conservation (DOC) provides technical services and information to promote informed land use decisions and sound management of the State's natural resources. As part of this duty, the DOC manages the Farmland Mapping and Monitoring Program (FMMP), which supports agriculture throughout California by developing maps and statistical data for analyzing land use impacts to farmland. Every two years, FMMP publishes a field report for each county. The most recent field report for San Joaquin County was published in 2014; FMMP information for the Planning Area is provided in Section C.7 below. The FMMP categorizes land by agricultural production potential for San Joaquin County, according to the following classifications:³

- **Prime farmland** has the best combination of physical and chemical features able to sustain long-term agricultural production. Prime farmland has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agriculture production at some time during the four years prior to the mapping date.
- **Farmland of statewide importance** is similar to prime farmland, but with minor shortcomings, such as steeper slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
- **Unique farmland** consists of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some

³ State of California Department of Conservation, San Joaquin County Important Farmland 2014, <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2014/sjq14.pdf>, accessed April 13, 2016.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

climatic zones in California. Land must have been farmed at some time during the four years prior to the mapping date.

- **Farmland of local importance** consists of all farmable land within San Joaquin County not meeting the definitions of prime farmland, farmland of statewide importance, and unique farmland. This includes land that is or has been used for irrigated pasture, dryland farming, confined livestock or dairy facilities, aquaculture, poultry facilities, and dry grazing. It also includes soils previously designated by soil characteristics as prime farmland, farmland of statewide importance, and unique farmland that has since become idle.
- **Grazing land** is the land on which the existing vegetation is suited to the grazing of livestock.
- **Confined animal agriculture** lands include poultry facilities, feedlots, dairy facilities, and fish farms. In San Joaquin County, confined animal agriculture is a component of the farmland of local importance category.

Williamson Act

The California Land Conservation Act of 1965, better known as the Williamson Act, conserves agricultural and open space lands through property tax incentives and voluntary restrictive land use contracts administered by local governments under State regulations. Private landowners voluntarily restrict their land to agricultural and compatible open space uses under minimum 10-year rolling term contracts, with counties and cities also acting voluntarily. In return, restricted parcels are assessed for property tax purposes at a rate consistent with their actual use, rather than potential market value.

2. Regional Plans and Regulations

San Joaquin County General Plan

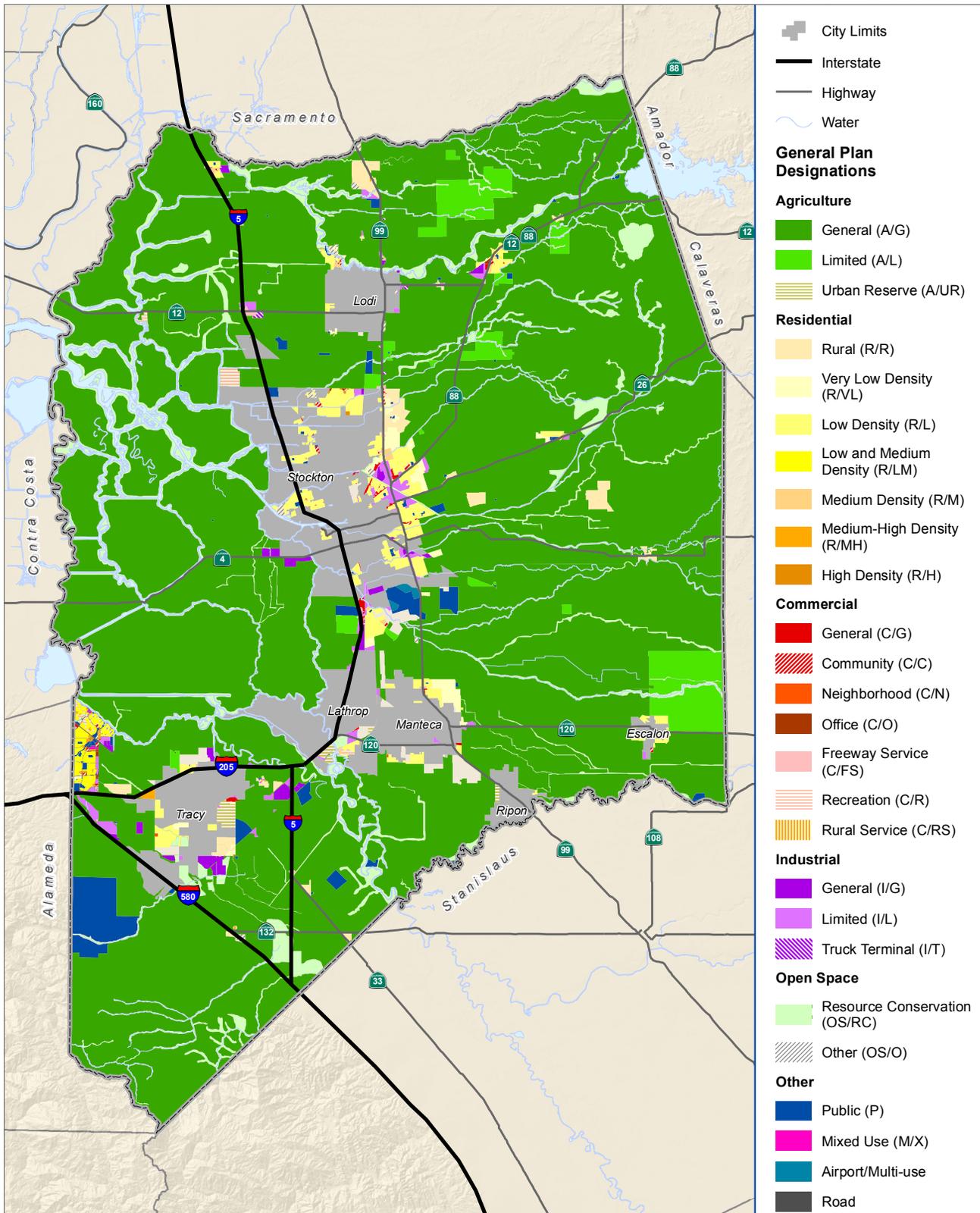
The San Joaquin County General Plan is a comprehensive long-range guide for land use in the unincorporated portions of the county, including land outside of Stockton's city limit but within the Planning Area (see Figure 1). The current General Plan was adopted on July 29, 1992, but the County is in the process of updating it. The update is nearly complete, with adoption expected this year. Therefore, this section provides details on the Draft San Joaquin County 2035 General Plan Update.

Policy C-4.3 in the Draft General Plan directs the County to generally maintain land use designations in "city fringe areas" that are consistent with land use designations contained in the City's General Plan.⁴ The Draft San Joaquin County General Plan land use map is shown on Figure 2, and it includes the following types of uses within the Stockton General Plan Planning Area:

- **Agriculture.** Large portions of the Planning Area are designated for agricultural use, generally along the north, south, and eastern edges of the Planning Area.
- **Residential.** Residential designations are generally concentrated near the eastern edge of the city limit with some smaller pockets scattered throughout the unincorporated islands in the city.
- **Commercial.** Commercial designations are scattered throughout the urbanized unincorporated portions of the Planning Area and along major corridors.
- **Industrial.** Industrial designations are generally located in the southern portion of the Planning Area and east of the city limit.

⁴ San Joaquin County, 2014, 2035 General Plan Policy Document, Public Review Draft, page 3.1-79.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE



Source: San Joaquin County, 2013.



Figure 2
DRAFT San Joaquin County General Plan Land Use Diagram

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Open Space.** Open space designations are generally located along waterways.
- **Other.** Public designations are scattered throughout the Planning Area in unincorporated pockets of Stockton a near the southern and eastern edges of the city limit. The Stockton Metropolitan Airport area south of the city limit is designated for airport/multi-use. In addition, the Community Development Element of the Draft San Joaquin County 2035 General Plan includes policies to protect agricultural resources, such as agricultural buffers and agricultural mitigation.

Regional Smart Growth Transit-Oriented Development Plan

In 2012, SJCOG prepared the Regional Smart Growth Transit-Oriented Development (TOD) Plan. This Plan aims to shape future growth throughout San Joaquin County to put the region on a path toward environmental sustainability. Specifically, the Plan does the following:

- Defines and provides examples showing what smart growth means in San Joaquin County.
- Serves as a tool for SJCOG as it continues to implement its Smart Growth Incentive Program.
- Helps local agencies like Stockton to promote infill development and evaluate potential development proposals by providing them with tools (i.e., a Smart Growth Scorecard) and recommendations.
- Helps developers seeking to expand smart growth development in the county by providing them with pre-identified sites to look at for development potential and pro forma analyses identifying the financial feasibility of prototypical projects.

This Plan includes an inventory of sites throughout the county, including in the Planning Area, that are appropriate for infill development based on criteria related to vacancy, identification in other planning documents, proximity to a downtown and transit, parcel size, and land use designations. These sites are described in Section C.3 below. The Plan also includes development concepts and pro forma analyses for several sample projects in the Downtown.

Sustainable Communities Strategy/Regional Transportation Plan

The 2014 SCS/RTP is an integrated long-range transportation and land-use/housing plan for San Joaquin County through the year 2040. As discussed above, the 2014 SCS/RTP responds to State mandates (AB 32 and SB 375) that require California's 18 metropolitan areas – including San Joaquin County – to adopt an SCS that will coordinate land use planning with transportation investments in order to reduce GHG emissions from motor vehicles. The policies in the 2014 SCS/RTP for meeting State requirements will affect land use and transportation throughout Stockton.

Delta Plan

The Delta Reform Plan, adopted by the Delta Stewardship Council on May 16, 2013, is a comprehensive long-term management plan for the Sacramento-San Joaquin River Delta. The Delta Plan includes rules and recommendations that support the State's goals for the Delta to: (1) improve water supply; (2) protect and restore a vibrant and healthy Delta ecosystem; and (3) preserve, protect, and enhance the unique agricultural, cultural, and recreational characteristic of the Delta. The 14 regulatory policies in the Delta Plan are enforceable through regulatory authority included in the Delta Reform Act, enacted as part of Senate Bill X7. These policies include a requirement for Delta Plan consistency findings for "covered actions," which include the General Plan Update.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

Soon after the Delta Stewardship Council adopted the Plan, it was challenged in court by a variety of interests, including the City of Stockton, in seven separate lawsuits. The court consolidated the seven lawsuits and recently issued a ruling on the statutory challenges on May 18, 2016. In that ruling, the court directed the Council to revise the Plan to include quantified or otherwise measurable targets associated with achieving reduced Delta reliance, decreasing environmental harm from invasive species, restoring more natural flows, and increasing water supply reliability, in accordance with the Delta Reform Act, as well as to promote options for water conveyance and storage systems.⁵

San Joaquin County Multi-Species Habitat Conservation and Open Space Plan

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan was adopted in 2001 and provides a framework for promoting the protection and recovery of natural resources, including endangered species, while streamlining the permitting process for planned development, infrastructure, and maintenance activities. The Plan allows various governments and agencies, including the City of Stockton, to receive endangered species permits for activities and projects they conduct, as well as for activities and projects conducted by project applicants under their jurisdiction.

Stockton Metropolitan Airport Land Use Compatibility Plan

The Airport Land Use Compatibility Plan (ALUCP) for the Stockton Metropolitan Airport was last updated in 1993. SJCOG is currently working to update the document, with a final draft recently released for public review on April 15, 2016.⁶ The ALUCP provides guidance related to the placement of land uses near the Stockton Metropolitan Airport. Specifically, the ALUCP seeks to protect the public from adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities adversely affect navigable airspace.

3. City Plans and Regulations

Stockton General Plan

The existing Stockton General Plan was adopted by the Stockton City Council on December 11, 2007. The 2007 General Plan was a comprehensive update to the prior 1990 General Plan. The General Plan addresses Stockton's future land uses, primarily through the Land Use Element, which meets the requirements of California Government Code described above in Section B.1 by establishing land use policies and mapping the location of future land uses. This section summarizes the land use designations and map, Land Use Element policies, and policies related to land use provided in other elements of the General Plan.

Land Use Designations and Map

The General Plan Land Use Element describes the general distribution of land uses and the density and intensity of development within Stockton. The Land Use Element contains 12 discrete land use designations discussed in detail below. Table 1 shows each land use designation and the acreage of land designated for each category. For each land use designation, the General Plan specifies the uses allowed and the standards of density and intensity. Building intensity standards for non-residential uses are defined as maximum floor area ratios (FAR) and building intensity standards for residential uses are defined as the maximum number of

⁵ Superior Court of California, May 18, 2016, *Delta Stewardship Council Cases, Ruling on Submitted Matter: Petitions for Writ of Mandate, Bifurcated Proceeding on Statutory Challenges*, available at <http://deltacouncil.ca.gov/sites/default/files/2016/05/Delta%20Plan%20Decision%2001.pdf>.

⁶ San Joaquin Council of Governments, 2016, *Airport Land Use Compatibility Plan Update for Stockton Metropolitan Airport*.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

dwelling units allowed per acre (DUA). FAR is defined in the Stockton General Plan as the ratio of the amount of building square footage permitted on a lot to the net size of the lot. For residential uses, the maximum DUA is identified for both gross and net acres. The difference between gross acreage and net acreage is the amount of land devoted to road and infrastructure rights-of-way.

TABLE 1 EXISTING GENERAL PLAN LAND USE DESIGNATIONS AND ACREAGE

General Plan Land Use Designation	City Limit (acres)	SOI (acres)	Planning Area (acres)
Residential Estate	10	1,010	2,350
Low Density Residential	14,120	22,580	23,150
Medium Density Residential	1,550	1,560	1,560
High Density Residential	960	1,120	1,120
Mixed Use	2,760	3,090	3,090
Village	-	5,640	11,120
Administrative Professional	470	820	930
Commercial	2,570	3,160	3,330
Industrial	6,570	12,430	15,510
Institutional	3,410	7,790	7,970
Parks and Recreation	1,160	1,470	1,750
Open Space/Agriculture	390	2,400	39,020
Total Acres	33,980	63,060	111,900

Notes: Numbers may not add up due to rounding.

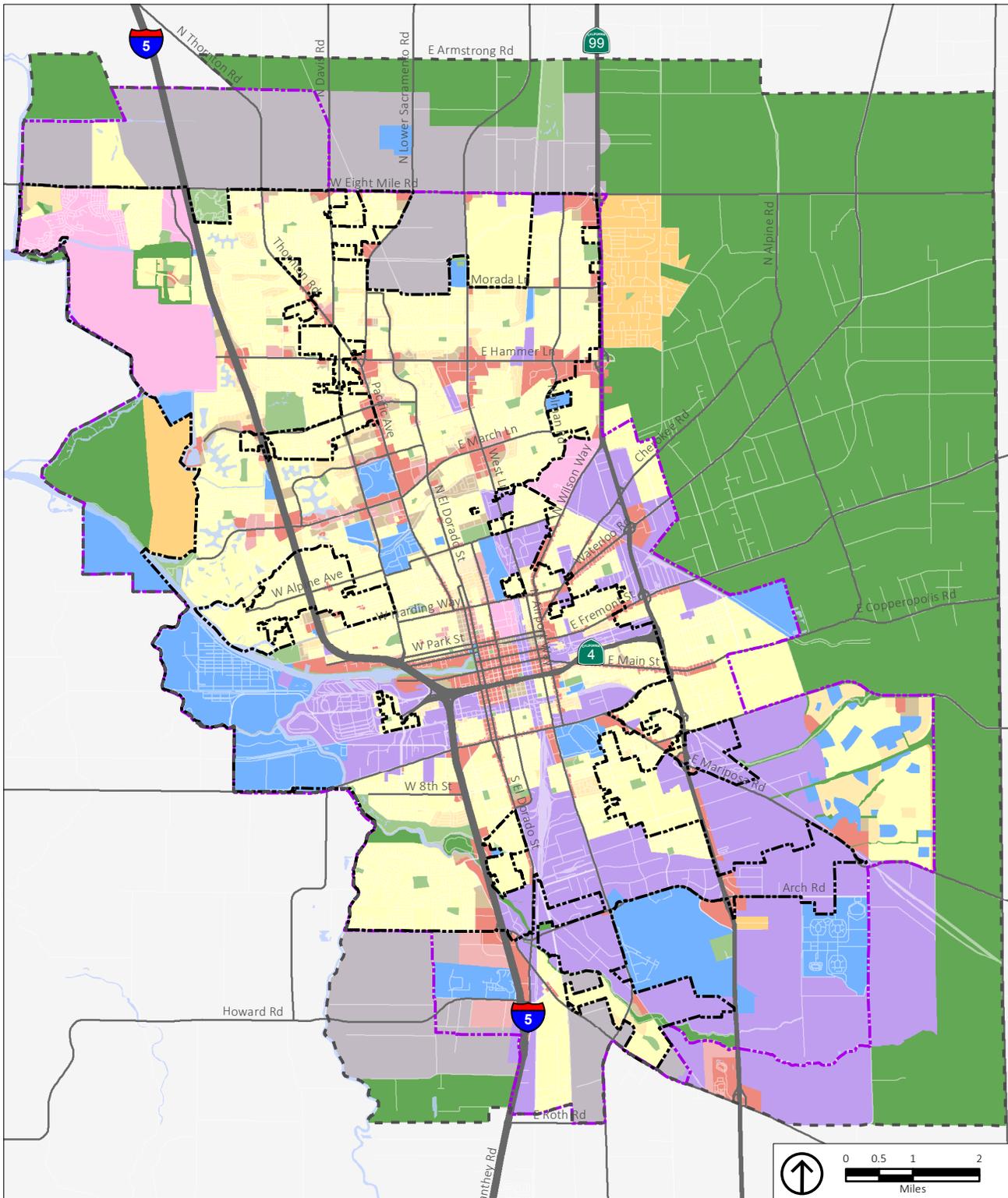
This table reports land use designations mapped in the General Plan land use map, and excludes unmapped areas, such as rights-of-way.

Source: City of Stockton, 2016.

The existing General Plan land use designations and their distribution are illustrated on Figure 3. Land use designations represent the intended future use of each parcel of land. Land use designations are intended to provide a vision of the future organization of uses within the Planning Area and a flexible structure to allow for changes in economic conditions, community visions, and environmental conditions. In other words, designations generally state what the future use should be, but are not intended to be so rigid as to prohibit changes in the future. The existing General Plan land use designations include the following:

- **Residential Estate.** This designation allows for single-family residential units, public and quasi-public uses, second units, and other similar and compatible uses. The maximum density is 0.9 DUA based on gross acreage and 1 DUA based on net acreage.
- **Low Density Residential.** This designation allows for single-family residential units, duplexes, triplexes, semi-detached patio homes, town homes, public and quasi-public uses, second units, and other similar and compatible uses. The maximum density is 6.1 DUA based on gross acreage and 8.7 DUA based on net acreage.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE



Source: City of Stockton, 2016.

- | | | | |
|----------------------------|------------------------------|---|----------------------------|
| Residential | Mixed Use | Administrative Professional | City Limit |
| Residential Estate | Village | Industrial | Sphere of Influence |
| Low Density Residential | Mixed Use | Public Facilities & Open Space | General Plan Planning Area |
| Medium Density Residential | Business and Industry | Institutional | |
| High Density Residential | Commercial | Parks and Recreation | |
| | | Open Space/Agriculture | |

Figure 3
Existing General Plan Land Use Map

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Medium Density Residential.** This designation allows for single-family residential units, duplexes, triplexes, semi-detached patio homes, town homes, public and quasi-public uses, second units, and other similar and compatible uses. The maximum density is 13.1 DUA based on gross acreage and 17.4 DUA based on net acreage.
- **High Density Residential.** This designation allows for multi-family residential units, apartments, dormitories, group homes, guest homes, public and quasi-public uses, and other similar and compatible uses. The maximum density based on gross acreage is 23.2 DUA outside the Downtown area and 69.6 DUA inside Downtown. The maximum density based on net acreage is 29 DUA outside the Downtown area and 87 DUA inside Downtown.
- **Mixed Use.** This designation allows for a mixture of compatible land uses including residential, administrative and professional offices, retail and service uses, industrial, and public and quasi-public facilities to be determined through a master development plan adopted concurrently with the designation of the property as Mixed Use. The master development plan will determine development standards in accordance with the requirements of the Stockton Development Code. The maximum FAR is 0.5, minimum development size is 100 acres, and maximum density is 23.2 DUA based on gross acreage and 29 DUA based on net acreage.
- **Village.** This designation is considered a “holding” category. While a very low density residential use is allowed by the designation, a specific plan or master development plan is required for higher intensity land uses that could include residential, administrative professional, commercial, mixed use, institutional, parks and recreation, and open space. The maximum FAR is 0.5 and the maximum density is 23.2 DUA based on gross acreage and 29 DUA based on net acreage.
- **Administrative Professional.** This designation allows for business, medical, and professional offices; residential uses; public and quasi-public uses; and other similar and compatible uses. Retail and other commercial uses are prohibited. This designation is appropriate on the borders of residential areas. The maximum FAR for administrative professional uses is 0.5. The maximum density based on gross acreage is 23.2 DUA outside the Downtown area and 69.6 DUA inside Downtown. The maximum density based on net acreage is 29 DUA outside the Downtown area and 87 DUA inside Downtown.
- **Commercial.** This designation allows for a wide variety of retail, service, and commercial recreational uses; business, medical, and professional offices; residential uses; public and quasi-public uses; and other similar and compatible uses. Community or regional commercial centers as well as freestanding commercial establishments are permitted. The maximum FAR for commercial uses is 0.3 outside the Downtown area and 5.0 inside the Downtown area. The maximum density based on gross acreage is 23.2 DUA outside the Downtown area and 69.6 DUA inside Downtown. The maximum density based on net acreage is 29 DUA outside the Downtown area and 87 DUA inside Downtown.
- **Industrial.** This designation allows for a wide variety of industrial uses, including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, retail sales, service businesses, public and quasi-public uses, and other similar and compatible uses. Residential uses are prohibited. The maximum FAR for industrial uses is 0.6.
- **Institutional.** This designation allows for public and quasi-public uses such as schools, libraries, colleges, water treatment facilities, airports, some governmental offices, federal installations, and other similar and compatible uses. The maximum FAR for institutional uses is 0.5 outside the Downtown area and 5.0 within the Downtown area.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Parks and Recreation.** This designation allows for City and County parks, golf courses, marinas, community centers, public and quasi-public uses, and other similar and compatible uses. The maximum FAR for parks and recreation uses is 0.2.
- **Open Space/Agriculture.** This designation allows for agriculture, parks, single-family residential units, farm worker housing, wetlands, wildlife reserves, and other similar and compatible uses and structures related to the primary use of the property for preservation of natural resources or agriculture. Lands under this designation are intended to remain unincorporated and under the jurisdiction of San Joaquin County. The minimum parcel size is 40 acres, maximum density is 1 dwelling unit per parcel, and maximum FAR is 0.01.

Land Use Element Policies

The General Plan Land Use Element establishes goals and policies to guide development and redevelopment in the Stockton Planning Area. The Land Use Element policies are grouped into eight sections, which are as follows:

- **General Land Use.** This section includes 16 policies that work to ensure Stockton’s growth will proceed in an orderly manner, encourage and provide incentives for infill development, prevent urban sprawl, and promote the efficient and equitable provision of public services.
- **Agriculture.** This section includes three policies that promote the protection of agricultural lands outside the USAB and discourage the premature conversion of agricultural lands within the USAB.
- **Residential Development.** This section includes nine policies that promote a variety of housing types and densities throughout the city that address the housing needs of various age and socio-economic groups.
- **Commercial and Mixed-Use Development.** This section includes 11 policies that encourage commercial and mixed-use development at locations that provide convenient neighborhood retail and services to existing and new housing areas, and that maximize regional shopping opportunities where their economic viability can be sustained.
- **Industrial Development.** This section includes seven policies that encourage, facilitate, and assist the location of new industry, and the expansion of existing industry.
- **Airport Compatibility Planning.** This section includes seven policies that address land use compatibility around the Stockton Metropolitan Airport to protect public safety and support continued operation of the airport.
- **General Plan Maintenance.** This section includes two policies that provide for the ongoing administration and implementation of the General Plan.
- **Community Participation.** This section includes two policies that provide for a robust community participation process in the City’s land use planning decisions.

Other Policies Related to Land Use

The Land Use Element is intricately connected to all elements of the General Plan. There are policies in other elements that directly impact land use in Stockton, including the Economic Development, Community Design, Districts and Villages, Transportation and Circulation, Recreation and Waterways, Health and Safety, and Natural and Cultural Resources Element. These policies are summarized below:

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Economic Development Element.** Policy ED-4.17 directs the City to protect business and industrial land uses and associated transportation corridors from non-compatible land uses.
- **Community Design Element.** Policy CD-4.1 calls for land use and transportation planning that supports the creation of “central places” that provide social and economic identities of districts and villages.
- **Districts and Villages Element.** This element includes policies that support neighborhoods and corridors within the developed community (i.e., districts”), including policies that encourage reinvestment, promote infill development, promote the enhancement and intensification of opportunity areas, support the maintenance of existing neighborhoods, and ensure the integration of existing neighborhoods into the design of the overall community. This element also addresses development of new areas at the periphery of the community (i.e., “villages”), including policies that call for a mix of residential, commercial, school, public, and recreation uses; promote a mix of residential densities and result in an efficient use of land; and provide an enhanced circulation system that encourages all forms of transportation, including transit, bicycles, and pedestrians.
- **Transportation and Circulation Element.** Policies in this element link transportation and land use by ensuring transportation systems can accommodate planned land uses, timing transportation improvements to support planned development, promoting transit access and use for high trip-generating land uses, reducing VMT through efficient land use planning, and encouraging commercial and industrial development near the airport and Port.
- **Health and Safety Element.** Policies in this element protect land uses that are sensitive to noise, require consistency with the ALUCP for the Stockton Metropolitan Airport, ensure compatibility for uses near hazardous material users, and limit uses within the 100-year floodplain.
- **Natural and Cultural Resources.** Policies in this element address the protection of natural and open space areas, encourage buffers and open space between incompatible land uses, and ensure consistency with the Delta Plan.

2015-2023 Housing Element

The Housing Element addresses the statewide housing goal of “attaining decent housing and suitable living environments for every California family.” The Stockton City Council adopted the 2015-2023 Housing Element in 2016. One of the requirements of Housing Element law is for each city and county to accommodate its “fair share” of projected housing need over an eight-year planning period. Cities and counties must demonstrate that adequate sites are available to accommodate this need, and that regulations will not unduly constrain the development of housing. This housing need requirement is known as the Regional Housing Need Allocation (RHNA). Stockton’s RHNA is established by SJCOG in its Regional Housing Need Plan (RHNP). The RHNA for Stockton represents the minimum projection of additional housing units needed to accommodate household growth of all income levels by the end of the Housing Element’s statutory planning period. According to the 2015-2023 Housing Element, the City has adequate land to accommodate its current fair share of the RHNA.

Development Code

Title 16 of the Stockton Municipal Code, the Development Code, applies zoning districts to properties within Stockton with the purpose of implementing the land use designations set forth in the Stockton General Plan. Table 2 shows the zoning districts established in the Development Code and the corresponding General Plan land use designation, and Table 3 shows the acreage of each zoning district within the city limit. Additionally, Figure 4 shows the adopted zoning map.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

TABLE 2 ZONING DISTRICTS AND CORRESPONDING GENERAL PLAN LAND USE DESIGNATIONS

Zoning District Symbol	Zoning District Name	General Plan Designation
Residential Districts		
RE	Residential, Estates	Low/Medium Density Residential
RL	Residential, Low Density	Low/Medium Density Residential
RM	Residential, Medium Density	Low/Medium Density Residential
RH	Residential, High Density	High Density Residential
Commercial and Industrial Districts		
CO	Commercial, Office	Administrative Professional
CN	Commercial, Neighborhood	Commercial
CG	Commercial, General	Commercial
CD	Commercial, Downtown	Commercial
CL	Commercial, Large-Scale	Commercial
CA	Commercial, Auto	Commercial
IL	Industrial, Limited	Industrial
IG	Industrial, General	Industrial
PT	Port District	Industrial
Special Purpose Districts		
PF	Public Facilities	Institutional/Parks and Recreational
OS	Open Space	Open Space, Agriculture
MX	Mixed Use	Mixed Use
UC	University/College	Administrative Professional, Institutional
Overlay Districts		
-AIR	Aircraft Operations	All
-CHA	Channel Area	All
-DES	Design Review	All
-MHD	Magnolia Historic District	All

Source: City of Stockton Development Code.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

TABLE 3 ZONING DISTRICTS AND ACREAGE WITHIN CITY LIMIT

Zoning	Acres
Residential, Low Density	13,240
Residential, Medium Density	1,590
Residential, High Density	1,090
Commercial, Office	610
Commercial, Neighborhood	50
Commercial, General	1,660
Commercial, Downtown	230
Commercial, Large-Scale	220
Commercial, Auto	120
Industrial, Limited	2,080
Industrial, General	4,170
Port	1,990
Public Facilities	2,600
Open Space	370
Mixed Use	2,760
Total	32,750

Notes: Numbers may not add up due to rounding.

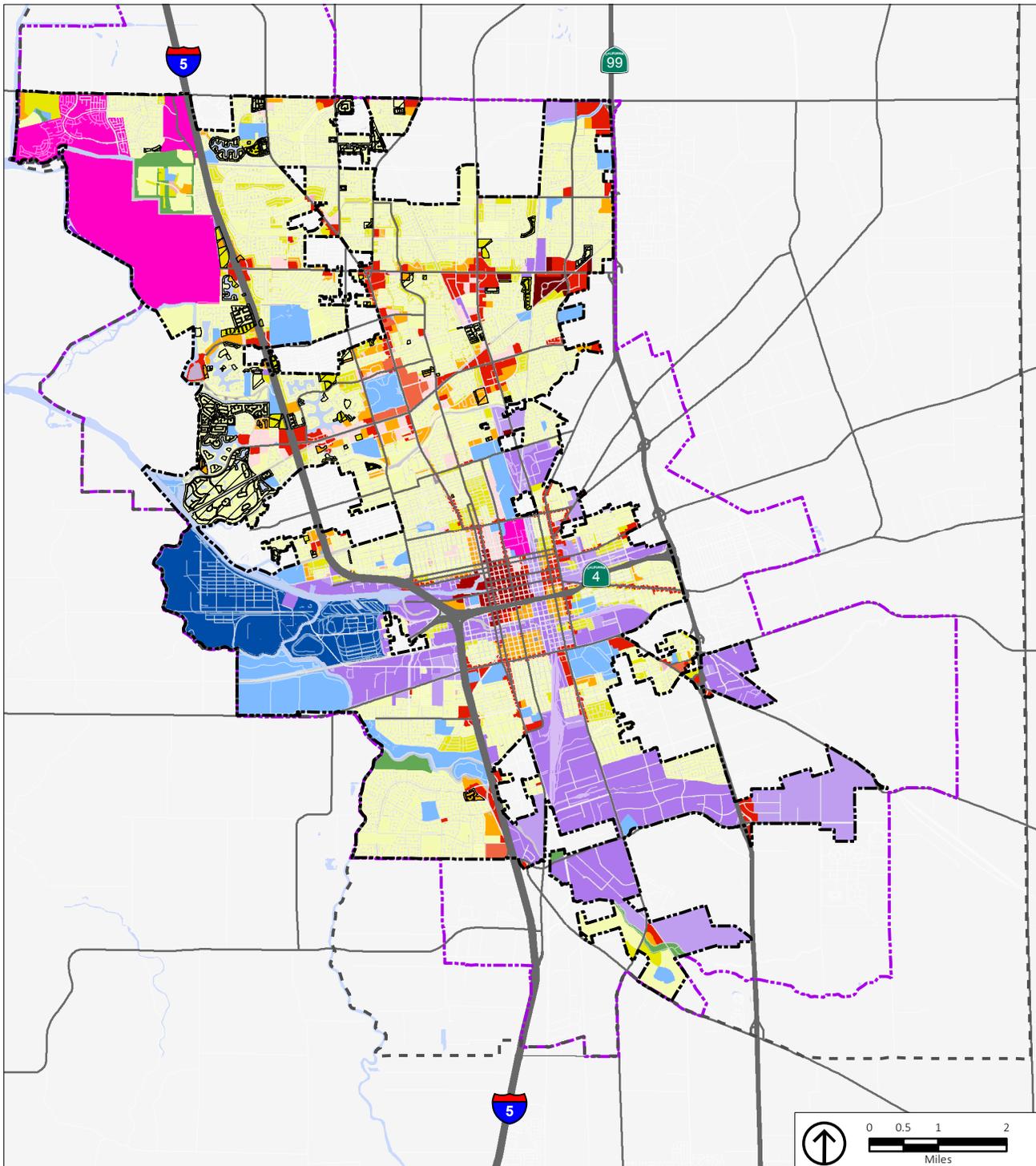
This table reports zoning districts mapped in the zoning map, and excludes unmapped areas, such as rights-of-way.

Source: City of Stockton, 2016.

The allowable uses and maximum residential densities (based on net acreage) identified in the Development Code for each zoning district are as follows:

- **Residential Estates (RE).** The RE zoning district is applied to single-family residential development on large lots. It is intended to provide a transition from rural to urban areas on the urban fringe. The allowable density is 1 DUA.
- **Residential Low Density (RL).** The RL zoning district is applied to single-family residential neighborhoods, low-density residential planned developments, and/or other low-density residential development, and is intended to maintain densities and protect existing neighborhood character. The allowable density is 8.7 DUA.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE



Source: City of Stockton, 2016; Placeworks, 2016.

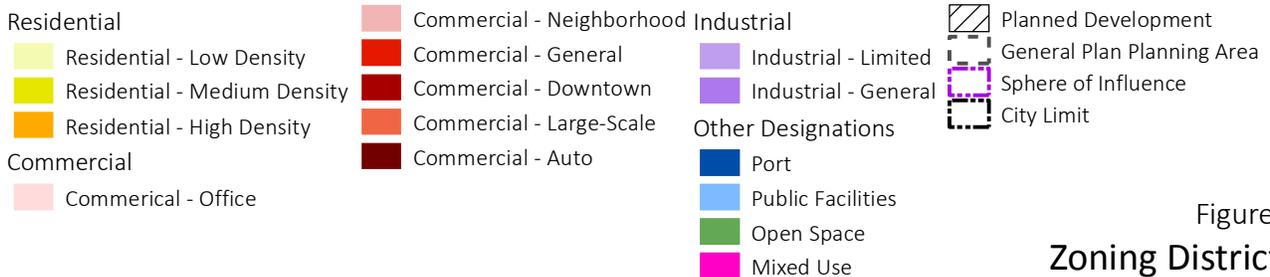


Figure 4
Zoning Districts

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Residential Medium Density (RM).** The RM zoning district is applied to more intensely developed residential neighborhoods and/or other medium-density residential planned developments. Allowable housing types may include single-family independent dwelling units, duplexes, triplexes, townhouses, and multifamily units. The allowable density is 8.8 to 17.4 DUA.
- **Residential High Density (RH).** The RH zoning district is applied to high density residential neighborhoods. Allowable housing types include multi-family and various types of group housing, as well as high density single-family residential development. The allowable density is 17.5 to 29 DUA.
- **Commercial Office (CO).** The CO zoning district is intended to be a transitional area between residential and general commercial uses. The primary uses in this district include offices, incidental retail and/or residential in conjunction with an office, and other compatible uses. The allowable densities for residential units in conjunction with an office is 29 DUA; for other residential uses, the maximum density is 17.4 DUA. The minimum density is 8.8 DUA.
- **Commercial Neighborhood (CN).** The CN zoning district is applied to small-scale, limited retail and service areas that are designed to provide for the daily needs of the residents of the immediate, surrounding neighborhood. The allowable density for residential units is 17.5 to 29 DUA.
- **Commercial General (CG).** The CG zoning district is applied to areas appropriate for a wide variety of general commercial uses, including retail, personal, and business services; commercial recreational uses; and a mix of office, commercial, and/or residential uses. The allowable density for residential units in a multi-use project is 29 DUA.
- **Commercial Downtown (CD).** The CD zoning district is applied to the Downtown commercial area. The intent of the CD zoning district is to encourage a mixture of high intensity uses to create a lively, pedestrian-friendly environment, with high visual quality. Appropriate uses include large scale commercial offices and office support uses, high-density residential development, tourist and lodging oriented uses, and government facilities. Residential densities are allowed up to 87 DUA.
- **Commercial Large-Scale (CL).** The CL zoning district is applied to areas appropriate for large-scale integrated commercial retail centers with shared parking facilities. The CL zoning district is intended to serve a regional market area, and is to be applied to sites of at least 25 acres.
- **Commercial Auto (CA).** The CA zoning district is applied to areas appropriate for new and used automobile dealerships and related uses and is to be applied to sites of at least 3 acres.
- **Industrial Limited (IL).** The IL zoning district is applied to areas appropriate for light manufacturing uses that may generate more nuisance impacts than acceptable in commercial zoning districts and whose operations are totally conducted indoors; this district allows ancillary office uses.
- **Industrial General (IG).** The IG district is intended to allow a wide range of industrial land uses, including uses that may be conducted outdoors or associated with nuisance or hazardous impacts; this district allows ancillary office uses.
- **Port (PT).** The PT zoning district is applied to areas of the city that are operated by “port districts” as formed under the Harbors and Navigation Code Section 6210 et seq., for the operation of port facilities, including wharves, dockage, warehousing, and related port facilities.
- **Public Facilities (PF).** The PF zoning district is applied to areas appropriate for a variety of public and quasi-public land uses, including facilities and lands owned by the City, County, State, or federal governments as well as religious facilities.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

- **Open Space (OS).** The OS zoning district is applied to areas of the city with open space resources, including agricultural lands, wetlands, wildlife reserves, and other sensitive natural resources; passive recreational areas such as golf courses; or natural hazards. Structural uses are limited to those which support the maintenance and/or use of the open space area.
- **Mixed Use (MX).** The MX zoning district is intended to apply to large properties of at least 100 acres that can accommodate a wide range of land uses. A master development plan is required for each MX zoning district to identify specific allowable land uses and development regulations.
- **University/College (UC).** The UC zoning district is applied to areas of the city that are dedicated to private institutions of higher learning to enable campus modifications or changes with the minimum appropriate land use regulations. A master development plan is required for each UC zoning district to identify specific allowable land uses and development regulations.

An overlay district is an added zoning requirement that is placed on a geographic area, but does not change the underlying zoning. Overlay districts impose more specific development regulations to the primary zoning districts, where important site, neighborhood, or compatibility issues require particular attention. The Development Code includes the following overlay districts:

- **Aircraft Operations (AIR).** The AIR overlay district provides height limits for structures in the vicinity of the Stockton Metropolitan Airport based upon specific zones or surfaces defined in the air space above the airport and its surroundings, in compliance with State law, and the Federal Aviation Regulations, Volume XI, Part 77, established by the US Federal Aviation Administration (FAA).
- **Channel Area (CHA).** The CHA overlay district is intended to secure and maintain the orderly and harmonious construction of buildings, signs, and other structures within the Stockton Channel Area.
- **Design Review (DES).** The DES overlay district is intended to promote the orderly and harmonious construction of buildings, signs, and other structures by achieving the following purposes:
 - Protect the community from the adverse effects of poor design and to encourage good design.
 - Enhance the beauty, livability, and prosperity of the community.
 - Encourage high quality development.
 - Discourage poor exterior design, appearance, and inferior quality which can lead to a decline in the local environment and surrounding area.
 - Encourage originality, creativity, and diversity in design and to avoid monotony.
 - Ensure the compatibility of multiple-dwelling projects with surrounding neighborhoods, particularly adjoining single-family neighborhoods.
 - Ensure single-family design that is compatible with the character inherent within the surrounding neighborhood.
- **Magnolia Historic District (MHD).** The MHD overlay district is intended to provide for the recognition, preservation, and use of culturally or architecturally significant structures in the Magnolia Historic District. Standards for development and new land uses within the MH overlay district are intended to strengthen and preserve neighborhood character, community identity, and the historic character of the district.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

Right to Farm Ordinance

Section 16.36.040 of the Stockton Municipal Code sets forth regulations regarding agricultural preservation and the “right to farm.” The purpose of this Code section is to preserve and protect agricultural resources and activities by limiting the circumstances under which an agricultural operation may be considered a nuisance. This section also includes deed restriction and disclosure requirements to ensure that all developers and homebuyers are notified.

Settlement Agreement

In 2008, the City entered into a Settlement Agreement with the State and the Sierra Club in response to litigation over the 2007 adoption of the City’s General Plan. The Settlement Agreement requires the City to accommodate 4,400 housing units in the Downtown and an additional 14,000 units within the city limits as they existed in 2008.

C. EXISTING CONDITIONS

This section describes existing land uses, vacant and underutilized properties and other infill opportunities, the jobs/housing balance, major development projects, and agricultural resources in the Planning Area.

1. Existing Land Uses

The San Joaquin County Assessor tracks land uses throughout the county, including in the incorporated and unincorporated portions of the Planning Area. In this section, the term “existing land use” refers to the existing built environment, which may be different from the General Plan or zoning designations that are applied by the City for planning purposes. Based on the County Assessor information, existing land uses in the Planning Area are shown on Figure 5, and the acreages devoted to each mapped land use are shown in Table 4. Descriptions of each land use within the Planning Area are provided below.

Residential

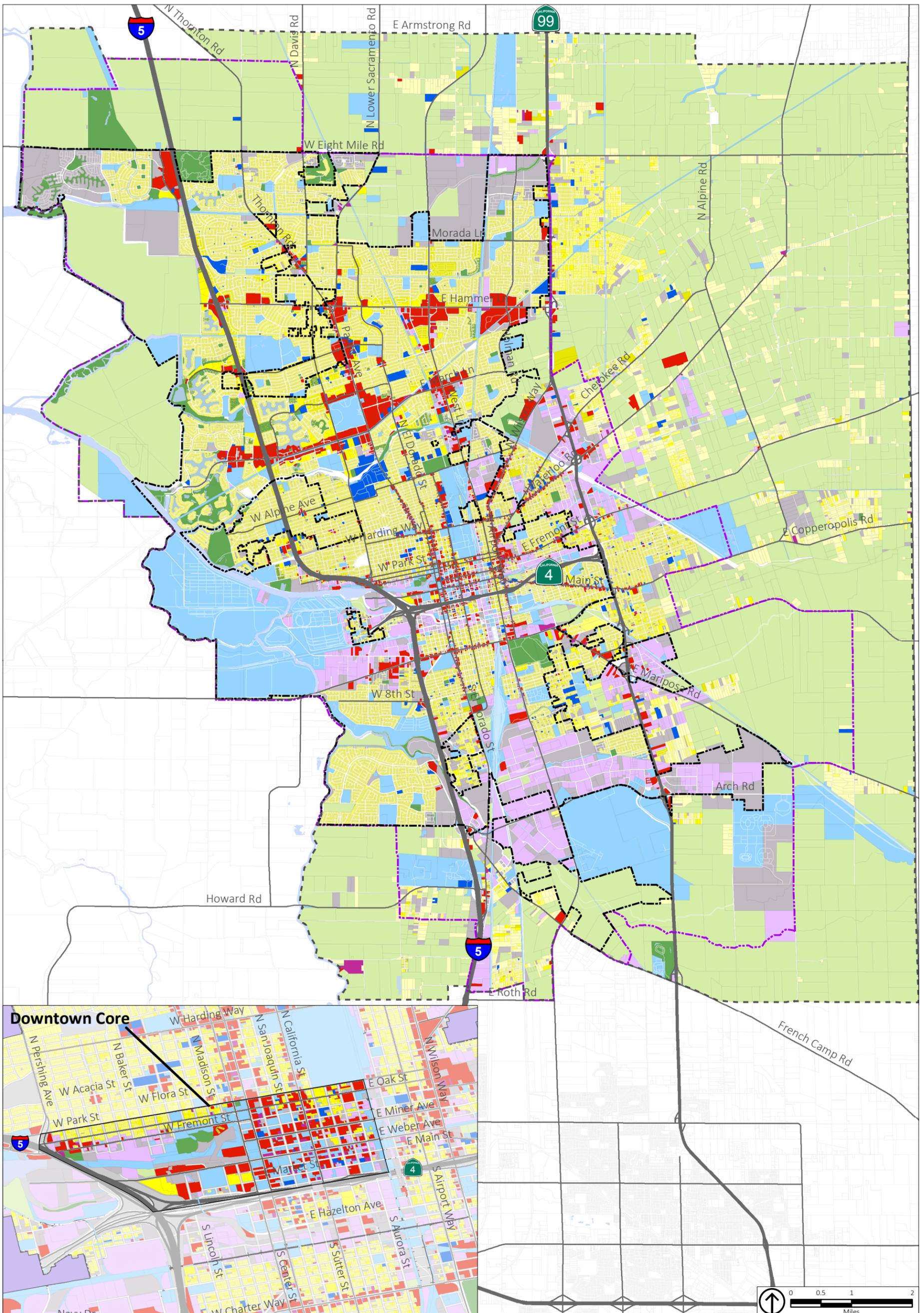
As shown on Figure 5, most of Stockton is used for single-family residential, which accounts for over 15,000 acres in the Planning Area and about a third of the city limit. In the Planning Area, rural residential uses account for over 5,000 acres, multi-family residential uses total over 2,000 acres, and mobile home parks account for almost 400 acres. In general, residential land uses are concentrated within the city limit and SOI, with rural residential uses scattered throughout the larger Planning Area.

Mixed Use

Mixed use developments, including commercial/office, residential/commercial, and residential/office, account for almost 200 acres in the Planning Area, 80 of which are in the city limit. They are generally concentrated near or within Downtown Stockton.

Commercial

Commercial uses, including retail, services, office, and lodging, account for almost 2,500 acres within the Planning Area, almost 2,000 of which are within the city limit. Commercial uses are generally located along major corridors near Downtown Stockton as well as along Pacific Avenue, Hammer Lane, and March Lane north of the Downtown area.



Source: City of Stockton, 2016; San Joaquin County, 2016.

- | | | | |
|-----------------------------|---------------|-----------------------------------|----------------------------|
| Residential - Rural | Mixed Use | Public and Quasi Public | City Limit |
| Residential - Single Family | Commercial | Parks, Recreation, and Open Space | Sphere of Influence |
| Residential - Multi-Family | Industrial | Agriculture | General Plan Planning Area |
| Residential - Mobile Home | Institutional | Vacant | |

Figure 5
Existing Land Uses

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

TABLE 4 **EXISTING LAND USE**

Existing Land Use	City Limit (acres)	SOI (acres)	Planning Area (acres)
Residential Rural	20	1,220	5,180
Residential Single-Family	10,280	13,530	15,040
Residential Multi-Family	1,500	1,870	2,050
Residential Mobile Home	110	210	390
Mixed Use	80	120	180
Commercial	1,980	2,340	2,470
Industrial	3,030	4,570	4,860
Institutional	610	800	890
Public and Quasi-Public	7,190	10,990	12,820
Parks, Recreation, and Open Space	1,560	2,500	2,640
Agricultural	3,170	17,520	55,930
Vacant	4,100	6,970	7,940

Note: This table reports land uses that are mapped by the County Assessor; any unmapped land uses, such as rights-of-way, are excluded.
Source: San Joaquin County Assessor, 2016.

Industrial

Industrial uses account for almost 5,000 acres in the Planning Area, over 3,000 of which are within the city limit, and include light manufacturing and industry, warehousing, heavy industry, shipyards, mineral processing, truck terminals, and packing plants. Industrial uses are generally concentrated within the southern half of the city limit and SOI.

Institutional

Institutional uses account for almost 900 acres in the Planning Area, about 600 of which are within the city limit, and include private schools and colleges, assisted living residences, County hospitals, and churches, synagogues, or temples. Institutional uses are generally distributed throughout the city limit and portions of the SOI.

Public/Quasi-Public

Public and quasi-public uses account for the third highest acreage within the Planning Area, behind agriculture and single-family residential, at almost 13,000 acres; they constitute 20 percent of the acreage in the city limit. The public and quasi-public use category includes City and County buildings, State and federal buildings, school district properties, parking lots and garages, cemeteries, and the airport. Public and quasi-public uses are generally located within or near the city limit and SOI.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

Parks, Recreation, and Open Space

Parks, recreation, and open space uses account for over 2,500 acres in the Planning Area, about 1,500 of which are within the city limit, and include City and County parks and other recreation facilities and private recreation uses like country clubs, golf courses, and marinas. In general, parks, recreation, and open space uses are distributed throughout the city limit and SOI, with heavier concentrations in the northeastern portion of the city.

Agricultural

Agricultural uses account for the majority of the land area within the Planning Area at almost 56,000 acres. The majority of this land is located outside the city limit and SOI.

Vacant

There are almost 8,000 acres of land within the Planning Area that are vacant. Significant portions of this acreage include land located at the edge of the city where large development projects are planned, but not yet constructed. Just over 4,000 acres of vacant land are within the city limit.

2. Existing Development

The City maintains a land use database that tracks development within the city limit. Although data about housing is available from other sources, such as the US Census and State Department of Finance, detailed information about non-residential uses is not available from such sources. Therefore, to estimate existing development, a variety of sources was consulted. Existing development in Stockton is estimated to include the following:

- 103,660 housing units⁷
- 28.1 million square feet of commercial development
- 44.6 million square feet of industrial development
- 5.1 million square feet of mixed use development⁸

3. Vacant and Underutilized Properties

As described above in Section B.3, the City must accommodate 4,400 housing units in the Downtown and an additional 14,000 units within the city limits as they existed in 2008. Therefore, to comply with this infill requirement and promote efficient land use patterns, an important focus of the General Plan Update will be to identify and plan for infill development opportunities. As described above, the County Assessor has identified over 4,000 acres as vacant within the city limit. There are other infill opportunities in the city on parcels that are considered underutilized because they haven't been developed to their full potential, such as locations where only a portion of a parcel is developed.

To identify underutilized properties, the improvement-to-land (I/L) ratio for each parcel was calculated based on County Assessor data. The I/L ratio is the relationship of a property's improvement value to its land value. For example, a lot worth \$100,000 that is improved with a building worth \$40,000 would have an I/L ratio of 0.4. In this analysis, properties with an I/L ratio below 1.0 were considered underutilized.

⁷ US Census Bureau, 2016, 2010-2014 American Community Survey.

⁸ All non-residential development estimates are based on the City's land use database, which tracks ground floor area. The ground floor area was multiplied by the number of floors on each parcel to estimate total square footage of the use.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

In total, approximately 3,500 parcels within the city limit are identified as vacant by the County Assessor, and an additional 1,600 parcels are considered underutilized based on this analysis. Figure 6 shows the concentrations of vacant and underutilized land by Census block in the city limit.

In addition, as explained in Section B.2 above, SJCOG inventoried infill opportunity sites for TOD projects throughout San Joaquin County based on criteria related to vacancy, identification in other planning documents, proximity to a downtown and transit, parcel size, and land use designations. The infill opportunity sites identified in the Regional Smart Growth TOD Plan are shown on Figure 7.

4. Jobs/Housing Balance

The balance between jobs and housing in a community affects the likelihood of people working and living in the same community. If there is a sufficient balance between jobs and housing supply, there is a higher chance that people could choose to live and work in the same city. Providing a good jobs-to-housing balance is important because it influences the location of businesses and could potentially improve regional traffic and reduce pollution associated with commuting.

Ideally, Stockton should have a jobs-housing ratio of approximately 1.07 since there are about 1.07 employed residents per household in Stockton. Data from the US Census and California Employment Development Department indicate that there were 81,160 jobs in Stockton in 2014, and the 2010-2014 American Community Survey (ACS) indicates that there were 103,660 housing units in Stockton in 2014. Therefore, the job-housing ratio for Stockton is 0.78, indicating a lack of jobs compared to housing.

As described in more detail in the separate Market Analysis Technical Memorandum, the most recent Census data indicates that 59 percent of employed residents in Stockton, or 63,490 people, worked in Stockton. This means that over half of the 81,160 jobs in Stockton are filled by Stockton residents. Another 25 percent worked outside of Stockton but within San Joaquin County. The remaining 16 percent of employed residents commuted to jobs outside of San Joaquin County.

5. Major Development Projects

This section identifies and provides information about major development projects. Projects with development entitlements are not being considered for changes as part of the General Plan Update, but should be considered as part of the city's future housing mix and commercial development potential. Figure 8 shows the location of each major development project described below.

Sanctuary

Sanctuary is located in the northwest area of Stockton and is bounded on the north by Bear Creek, Mosher Slough, and Disappointment Slough; on the west by Fourteen Mile Slough; on the east by the City of Stockton; and on the south by Fourteen Mile Slough and Five Mile Slough. The 1,970-acre property is governed by an approved Master Plan, which permits 7,070 total housing units, 35 acres of commercial use, and 30 acres of mixed use. As noted in the Sanctuary Master Development Plan, the Sanctuary is characterized by the existing 2035 Stockton General Plan as a Village, which allows for a mix of uses. There is an approved development agreement for this project, effective December 18, 2008 through either 20 years from the date that the City issues the first building permit or December 2, 2033.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

Open Window Project

The Open Window Project is an approved Master Development Plan covering 12 acres on 51 parcels located within a 15-square block area in Downtown Stockton. The project area is generally bounded by Sutter Street on the west, Miner Avenue on the north, Market Street on the South, and Aurora Street on the east. The Master Plan sets forth a framework, urban design standards, and guidelines intended to transform Downtown Stockton into a pedestrian friendly, mixed-use, mixed-income neighborhood. The Master Plan is approved for 1,034 housing units (with an option to expand this capacity to 1,400 units if this current General Plan Update increases the maximum densities in the Downtown), 200,000 square feet of retail space, 90,000 square feet of office space, and 110,000 square feet of industrial space. A 10-year development agreement for this project was recently approved in February 2016.

NorCal Logistics Center

The NorCal Logistics Center is located on a 500-acre property in the southeast portion of the city. The project consists of subdividing 325 acres of the larger property, which is comprised of two non-continuous portions. The southern portion of the project site is located north of Arch Road and is approximately 50 acres and the northern portion of the project site is located southwest of Mariposa Road and is approximately 275 acres. The project calls for the southern portion of the site to be subdivided into six new lots and the northern portion of the site to be subdivided into 15 new lots. The property is currently zoned for industrial use, and based on this designation, could yield approximately 6.3 million square feet of light industrial uses.

Westlake Villages

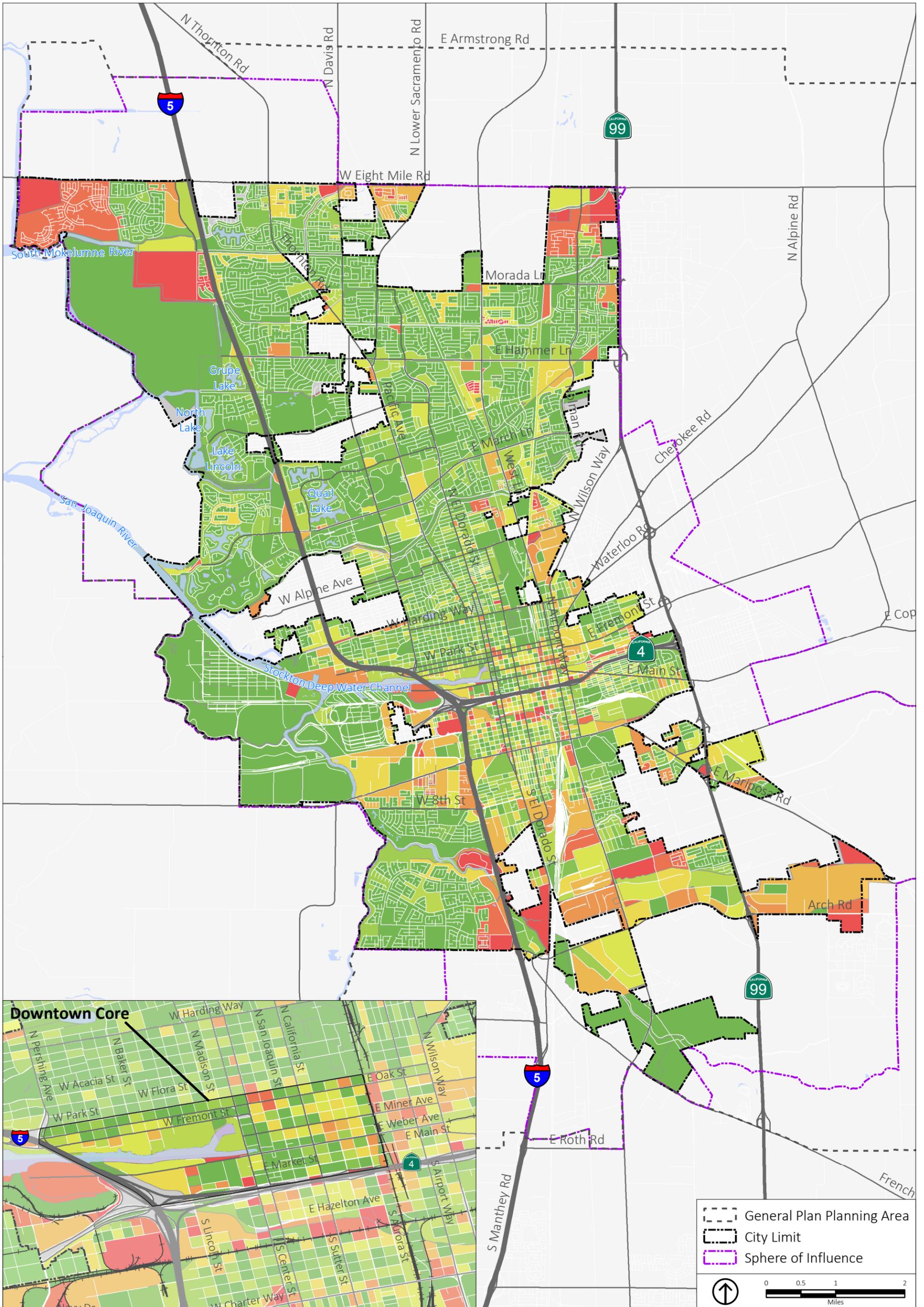
Westlake Villages is located in the northwest area of Stockton, west of Interstate 5 and north of Disappointment Slough. The project site is 680 acres and is approved for 2,630 housing units and 13 acres of existing commercial use. A 15-year development agreement for this project went into effect on October 14, 2004. Construction of Westlake Villages is currently underway and full buildout is expected to occur within five to eight years.

Crystal Bay

Crystal Bay is located in the northwest corner of Stockton, south of Eight Mile Road, east of Rio Blanco Road, and west of Westlake Drive. The 173-acre planned residential community is approved for 1,343 housing units as well as park and open space amenities. The project site was annexed into the City in 2008, but development has not yet been initiated, nor is there a development agreement. As of April 2015, the developer estimates full project buildout in approximately nine to 12 years.

Delta Cove

Delta Cove is located in the northwest area of Stockton, adjacent to and west of the Twin Creeks Estates Subdivision, south of the Spanos Park West Development and Bear Creek, and both east and north of the Shima Tract and Mosher Slough. The 360-acre planned development is approved for 1,545 housing units and 3 acres of commercial use. There is not a development agreement in place for this project; as of April 2015, the developer estimates full buildout in seven to ten years.

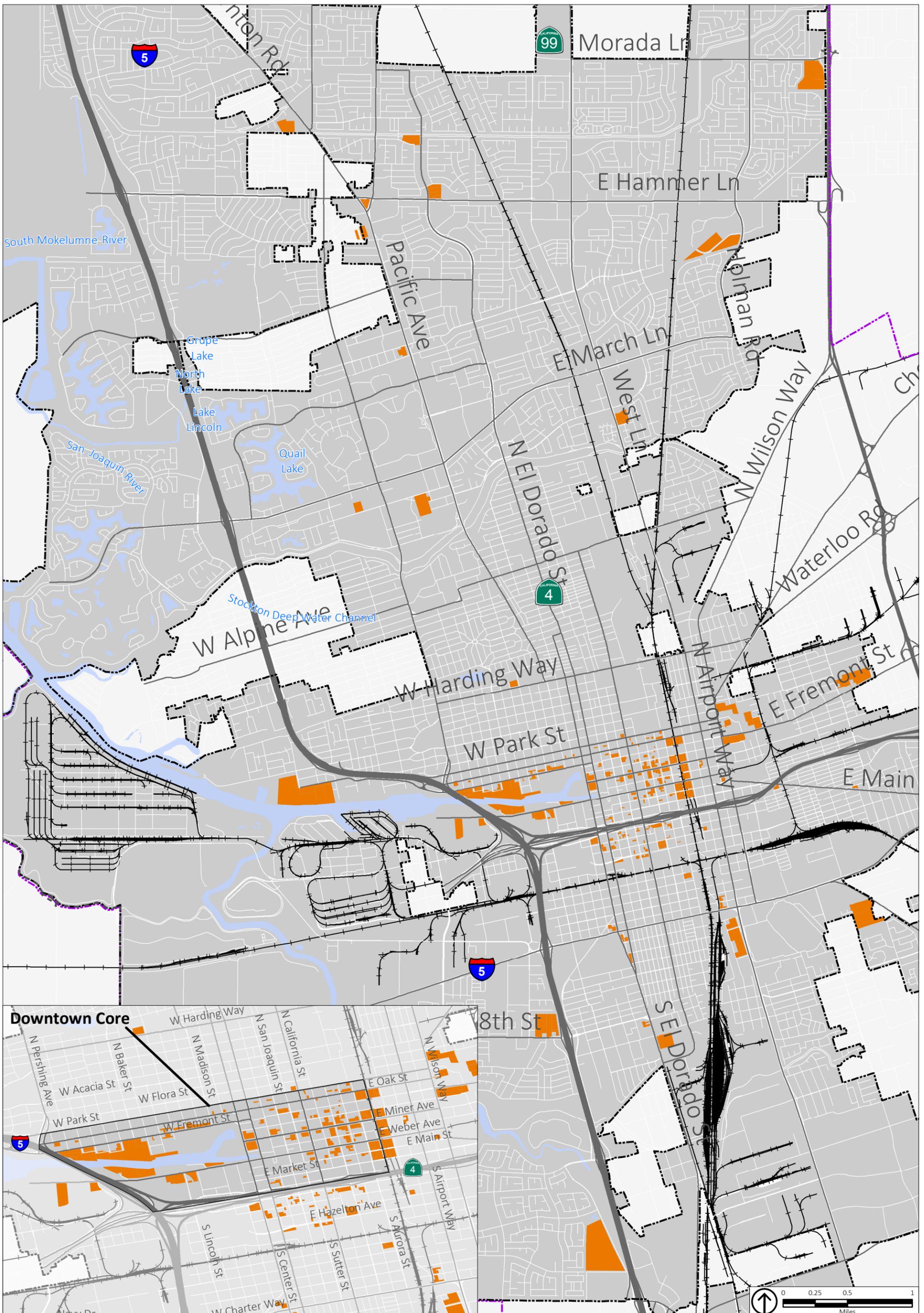


Source: City of Stockton, 2016; US Census Bureau, 2010; San Joaquin County Assessor, 2016.

Percent of Vacant and Underutilized Land By Census Block



Figure 6
Vacant and Underutilized Land in Stockton

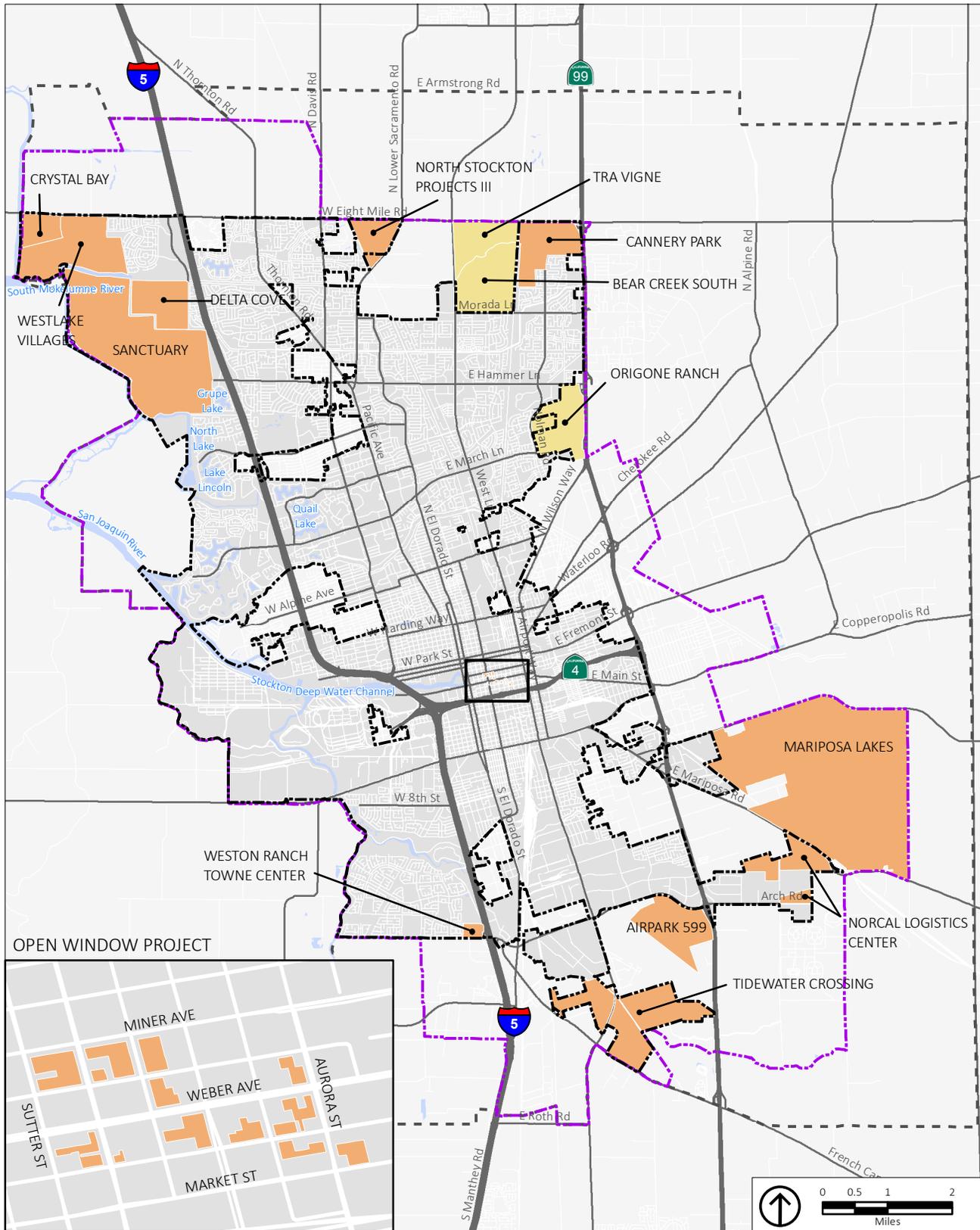


Source: San Joaquin Council of Governments, 2012.

- Infill Opportunity Sites in Regional TOD Plan
- General Plan Planning Area
- City Limit
- Sphere of Influence

Figure 7
Regional Smart Growth TOD Plan Infill Opportunity Sites

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE



Source: City of Stockton, 2016; Placeworks, 2016.

- Approved Applications
- Active Applications
- City Limit
- Sphere of Influence
- General Plan Planning Area

Figure 8
Major Development Projects

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

North Stockton Projects - Phase III

North Stockton Projects – Phase III covers 390 acres and is located in the northern area of Stockton, south of Eight Mile Road and east of the Union Pacific Railroad. The project is approved for 2,455 housing units and, as of August 2015, was 81 percent complete. There is not a development agreement in place for this project.

Cannery Park

Cannery Park is located in the northeast area of Stockton, south of Eight Mile Road and west of Highway 99. The project site covers 450 acres and is approved for 1,191 housing units, 104 acres of commercial use, and 58 acres of industrial use. As of August 2015, 3 percent of the residential buildout was complete; the project has been delayed due to economic conditions and regulatory delays. There is an approved 20-year development agreement in place for this project, effective October 14, 2004.

Mariposa Lakes

Mariposa Lakes is located southeast of Stockton in unincorporated San Joaquin County, approximately 3 miles northeast of the Stockton Metropolitan Airport. The project site is approximately 3,810 acres and is approved for 10,514 housing units, 1 million square feet of commercial development, and 11.5 million square feet of industrial and business/professional development. There is an approved 20-year development agreement for this project, effective in 2008.

Tidewater Crossing

Tidewater Crossing is located in the southern portion of the city, adjacent to the south side of the Stockton Metropolitan Airport. The master planned development is approximately 910 acres and is approved for 2,365 housing units, 16 acres of commercial use, and 224 acres of industrial use. The project applicant has submitted applications requesting to change the General Plan land use designation and zoning from low and medium density residential to industrial. There is an approved development agreement for this project, effective November 27, 2008 through either 20 years from the date that the City issues the first building permit or December 2, 2033.

Weston Ranch Towne Center

Weston Ranch Towne Center is located north of French Camp Road, east of McDougald Boulevard, south of Henry Long Boulevard, and west Manthey Road. The development plans for a maximum of 481,000 square feet of commercial space, including a proposed Wal-Mart with a maximum square footage of 99,996 square feet. The project is currently delayed due to economic conditions, and there is no approved development agreement.

Airpark 599

Airpark 599 covers 550 acres of unincorporated land located west of Highway 99 and east of the Stockton Municipal Airport. The master planned business park is a mixed-use development that includes 1.2 million square feet of industrial and light manufacturing uses, 1 million square feet of flex and research development facilities, 1.3 million square feet of air cargo and airport related services, 1.5 million square feet of office space and corporate headquarters facilities, and 206,000 square feet of retail and hospitality services.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

6. Other Projects Under Construction/Anticipated

In addition to the major development projects discussed above, there are a number of other significant projects under construction or anticipated in Stockton, as summarized in Table 5 below.

TABLE 5 OTHER PROJECTS UNDER CONSTRUCTION/ANTICIPATED

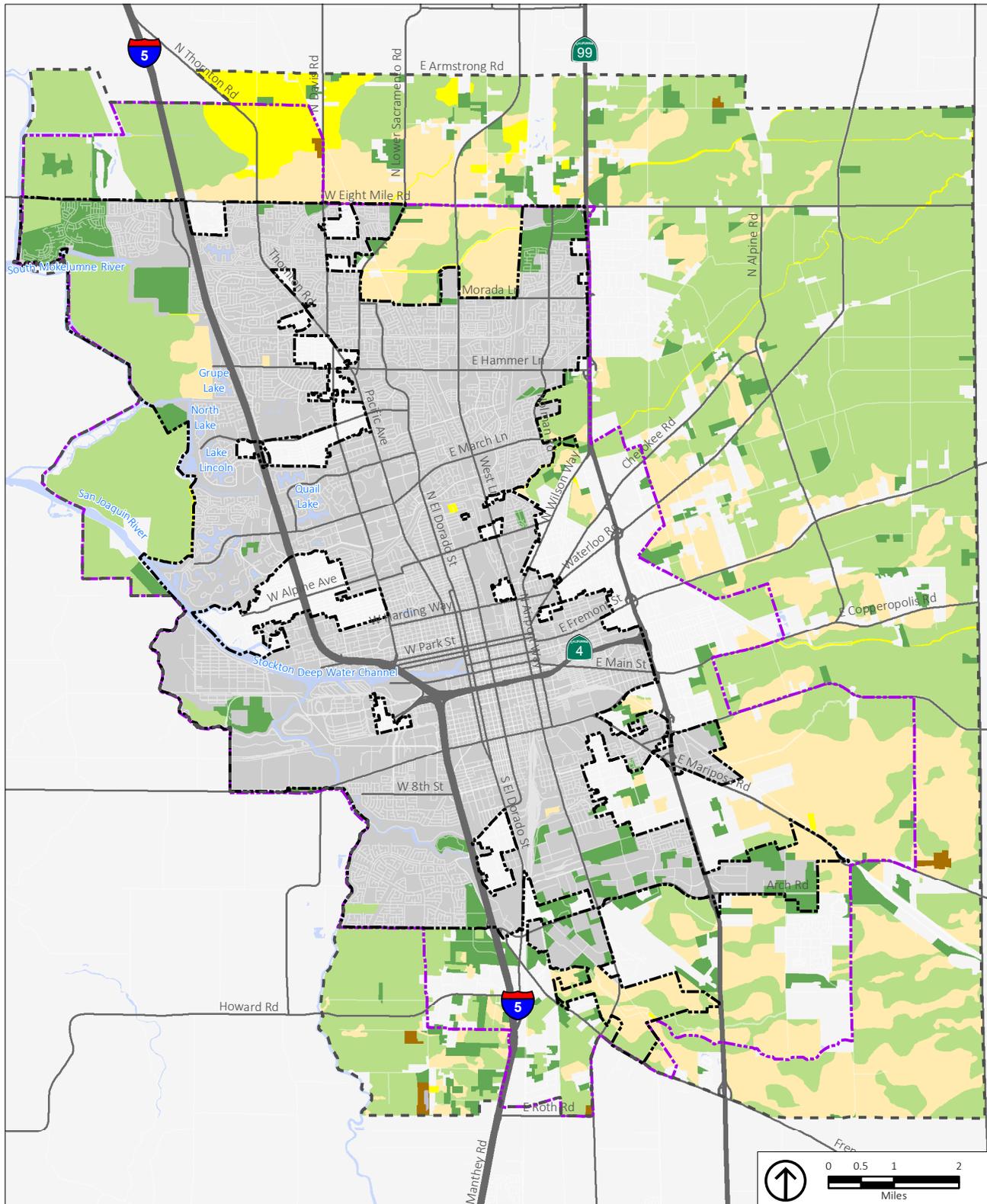
Project	Project Characteristics	Location	Expected Completion Date
San Joaquin County Courthouse	310,000 square feet, 13 stories above ground, two below ground levels, 30 courtrooms	Weber Avenue at Hunter Square	Winter 2016
CalWeber40 Project	40 unit affordable multi-family	Southeast corner of California Street and Weber Avenue	Summer 2016
San Joaquin Regional Transit District Operations and Maintenance Facility	100,000 square feet, multiple buildings in three phases, 250 bus parking stalls	Myrtle Street and Filbert Street	2016
East Fremont Retail Center	Walgreens, Panda Express, WSS Shoes, and pad tenants	1528 East Fremont Street	Walgreens – winter 2014 Panda Express, WSS Shoes, and pad tenants – 2015
Volkswagen Auto Dealership	13,220 square feet of showrooms and service areas on a 3-acre site	3031 E Hammer Lane	2016
Legacy Park Apartments	233 market-rate multi-family units	Southwest quadrant of Morada Lane and Highway 99	2016
Hunter Street Veterans Housing Project	51 affordable multi-family units	601 N Hunter Street	2016
Kia Dealership	13,340 square feet of showrooms and service areas on a 3-acre site	6215 Holman Road	2016
Mercedes Dealership	45,609 square feet of showrooms and service areas on a 12-acre site	10849 Trinity Parkway	2016
Grand View Village	108 affordable multi-family units, 28,000 square feet of ground floor retail	228 and 240 N Hunter Street	2017

Source: City of Stockton, Plan Stockton Baseline Conditions, August 2015

7. Agricultural Resources

As shown on Figure 9, the State FMMP program classifies a significant amount of agricultural land within the Planning Area, including prime farmland, farmland of statewide importance, unique farmland, farmland of local importance, and confined animal agriculture (these classifications are described in more detail in Section B.1 above). Table 6 provides the acreage of each classification in the Planning Area. As shown in the table and figure, the majority of agricultural land is located outside of the city limit. In addition, the majority of the agricultural land within the Planning Area is classified as prime farmland, which accounts for approximately 40,100 acres, including areas in the eastern portion of the Planning Area and additional areas scattered throughout the north, west, and south. There are also significant areas classified as farmland of statewide importance, including in the southeastern portion of the Planning Area, where there are also pockets of farmland of local importance near the city limit. The northern part of the Planning Area also contains portions of farmland of statewide importance mixed with unique farmland, farmland of local importance, and prime farmland.

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE



Source: Department of Conservation, 2015.

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Confined Animal Agriculture
- City Limit
- Sphere of Influence
- General Plan Planning Area

Figure 9
Farmland

EXISTING CONDITIONS TECHNICAL MEMORANDUM: LAND USE

TABLE 6 AGRICULTURAL LANDS WITHIN THE PLANNING AREA

Classification	City Limit (acres)	SOI (acres)	Planning Area (acres)
Prime Farmland	2,120	10,680	40,110
Farmland of Statewide Importance	1,080	7,890	17,250
Unique Farmland	40	1,030	2,190
Farmland of Local Importance	2,740	4,500	6,670
Confined Animal Agriculture	-	40	190
Total	5,980	24,130	66,410

Note: Numbers may not always add up due to rounding.

Source: Department of Conservation, Farmland Mapping and Monitoring Program GIS data, 2014.

D. IMPLICATIONS FOR THE GENERAL PLAN UPDATE

Land use is a core issue in the General Plan, and the Land Use Element serves as a central framework for the entire General Plan. Therefore, the land use conditions described above establish an important baseline for the General Plan Update. Key land use considerations for the General Plan Update include:

- There are significant infill opportunities throughout the existing city limit on vacant and underutilized properties. An important task for the General Plan Update will be to evaluate these opportunities in order to prioritize among them and support their development, as called for in the 2008 Settlement Agreement.
- There is a large amount of entitled development that has not yet been constructed and/or is under construction. Such development will need to be considered when planning and projecting future land uses and development.
- Strategies that improve the jobs/housing balance in Stockton, as well as land use planning that promotes employment growth and dense, walkable development near transit, will help to reduce commute times, VMT, and associated environmental impacts. Such approaches will support the goals of AB 32 and SB 375, implement recommendations from the Regional Smart Growth TOD Plan, and ensure consistency with the SCS/RTP to maintain eligibility for transportation funding.
- There are regulatory policies in the Delta Plan that affect development in the Planning Area. The City will need to ensure that the General Plan is consistent with those regulatory policies.
- Although the Housing Element was recently updated on an earlier schedule than the General Plan, the Housing Element Update offers information that will be helpful to the General Plan Update process. The General Plan land use map can also support the Housing Element by maintaining any residential designations that are needed to help the City meet its RHNA now and into the future.
- There is a rich agricultural history in Stockton, and agricultural operations continue to play a major role in the region’s economy. The City’s General Plan can support regional agricultural conservation efforts both within the SOI and in the Planning Area through careful land use planning and effective policies.

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