

GOALS & POLICIES REPORT

Stockton General Plan 2035



Land Use



Housing

Economic
Development

Community Design

Districts and
Villages

Transportation and
Circulation

Public Facilities and
Services

Recreation and
Waterways

Health and Safety

Youth and
Education

Natural and
Cultural Resources



City of Stockton

Stockton General Plan 2035 Goals and Policies Report

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ACKNOWLEDGEMENTS

Please see the next page.

ACKNOWLEDGEMENTS

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The Citizens of Stockton that participated in the 2035 GP Process

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A. Stockton General Plan 2035

General Plans in California

Stockton's future will be shaped by a number of factors. The city has the regional and global advantages of:

- Being part of the expanding Bay Area and Central Valley economies
- Having a superior transportation system that includes ready access to a deep-water port, a major regional airport, access from two major north-south highways, and several railways (Union Pacific, BNSF, ACE, and Amtrak)
- A range of housing opportunities
- A large workforce with opportunities for growth and training

The current generation of Stockton residents has the opportunity to create a planning system that organizes growth and establishes overall qualitative policies to help realize Stockton's potential. To plan for this future, including the planning of needed infrastructure systems, the Stockton General Plan 2035 takes the long view, with land use, circulation, infrastructure, and resource plans looking out to the year 2035.

In providing an orderly framework for growing Stockton from a Post World War II suburb into a cosmopolitan city of interconnected neighborhoods, districts, and villages, the city has invited community-wide input on the major issues that need to be addressed in the General Plan. Building on these issues and land use alternatives developed during the program, this overview documents the planning concepts and objectives that will be used to guide the preparation of the Stockton General Plan 2035.

Public Involvement in the General Plan

www.westplanning.com

From this website, a link is provided to up-to-date information on the Stockton General Plan. This site contains schedules for future meetings and provides a location to download all published documents.

Newsletters. Five newsletters were prepared for the General Plan program. These newsletters were timed to match significant points in the development of the General Plan.

Community Workshops. Four community workshops were held to gain input on existing conditions and trends, issues and opportunities, and land use and policy alternatives.

General Plan Action Team (GPAT). The City set up an advisory committee to help in the development of the General Plan. This advisory committee, the GPAT, was designed to work with City staff and the General Plan consulting team. Several sub-teams were also created to deal with specific topic areas, such as infrastructure and housing.

Public Hearings. Formal public hearings will be held with the Planning Commission and the City Council to consider the General Plan and environmental impact report.



General Plan Framework

In community meetings, residents expressed their desire to plan the city as a series of distinctive neighborhoods/villages. This is a major policy step for Stockton. It will create a new way of planning and implementing both reinvestment in the existing city and how the city grows in the future.

The Stockton General Plan 2035 sets out a hierarchy of goals, policies, and implementation measures that will guide future planning in the city. This plan will cover the city and its Planning Area, encouraging infill development and providing guidance for orderly expansion.

Following the introductory sections in Part A, the remainder of this report sets out the goals, policies, and implementation measures that will be used to direct the future of the community. The following pages in Part A present the overall planning concepts and objectives that provided the foundation for the preparation of the goals, policies, and implementation measures contained in the Goals and Policies Report.

Part A. General Plan Introduction

- Introduction
- Stockton Today

Part D. Interconnected Infrastructure

- Transportation and Circulation
- Public Facilities and Services
- Recreation and Waterways

Part B. Community Development

- Land Use
- Housing
- Economic Development
- Community Design

Part E. Community Services and Resources

- Health and Safety
- Youth and Education
- Natural and Cultural Resources

Part C. Districts and Villages

- Districts
- Villages

Section 1

INTRODUCTION



1

Introduction



1.1 General Plans in California

State law requires each county and city to prepare and adopt a comprehensive and long-range General Plan for its physical development (Government Code Section 65300). This General Plan must address the seven topics (referred to as “elements”) of land use, circulation, housing, open-space, conservation, safety, and noise (Government Code Section 65302), to the extent that the topics are locally relevant. It may also include other topics of local interest, as chosen by the city (Government Code Section 65303).

Together, the seven mandated elements of a General Plan form a comprehensive set of planning policies. The land use element designates the general distribution and intensity of land uses within the planning area. The circulation element identifies the general location and extent of existing and proposed transportation facilities and utilities. The housing element is a comprehensive assessment of current and future housing needs for all segments of the city population, as well as a program for meeting those needs. The open-space element describes measures for the preservation of open space for the protection of natural resources, the managed production of resources, and for recreation and public health and safety. The conservation element addresses the conservation, development, and use of natural resources. The safety element establishes policies to protect the community from risks associated with natural and human-made hazards such as seismic, geologic, flooding, wildfire hazards, and air pollution. The noise element identifies major noise sources and contains policies intended to protect the community from exposure to excessive noise levels.

A comprehensive General Plan provides a city with a consistent framework for land use decision-making. The General Plan has been called the “constitution” for land use development to emphasize its importance to land use decisions. The general plan and its maps, diagrams, and development policies form the basis for city zoning, subdivision, and public works actions. Under California law, no specific plan, area plan, zoning, subdivision map, nor public works project may be approved unless the city finds that it is consistent with the adopted general plan.

A city may adopt a general plan in the format that best fits its unique circumstances (Government Code Section 65300.5). In doing so, the city must ensure that the General Plan and its component parts comprise an integrated, internally consistent, and compatible statement of development policies. The City of Stockton has chosen to adopt a general plan that consolidates some of the mandatory elements, includes three optional elements (Economic Development, Community Design, and Youth and Education), and integrates background information, goals and policies, and environmental analysis, as described below.

1.2 City of Stockton General Plan

The Stockton General Plan includes the preparation of a number of major documents. These documents can be divided into two sets: Adopted General Plan documents and General Plan Supporting Documents.

Adopted General Plan Documents

- **Goals and Policies Report.** This report is the essence of the General Plan. It contains the goals and policies that will guide future decisions within the City. It also identifies a full set of implementation measures that will ensure the goals and policies in the General Plan are carried out.

General Plan Supporting Documents

- **Background Report.** This report provides a detailed description of the conditions and trends that existed within the Study Area during the development of the General Plan. For the Stockton General Plan, the Background Report reflects conditions within the Planning Area as of 2005.
- **Environmental Impact Report.** The environmental impact report (EIR) prepared for the General Plan was designed to meet the requirements of the California Environmental Quality Act (CEQA). The Planning Commission, City Council, the community, and interested public agencies used the EIR during review of the draft General Plan in order to understand the potential environmental implications associated with implementation of the General Plan.

General Plan Framework

In community meetings, residents expressed their desire to plan the city as a series of distinctive neighborhoods/villages. This is a major policy step for Stockton. It will create a new way of planning and implementing both reinvestment in the existing city and expansion of the city in the future.

The Stockton General Plan 2035 sets out a hierarchy of goals, policies, and implementation programs to guide future development in the city, encouraging infill development and providing guidance for the orderly expansion of the city.

The Goals and Policies Report is divided into four parts. Each part contains a set of related elements. These elements are based on the concepts and principles presented in the General Plan Overview (located in the front of this report). Each element contains the goals, policies, and implementation measures that will be used to guide the future of the city. In each element, goals and policies are numbered according to the topic they address. In the following discussion, a one-, two-, or three-letter

acronym are given for each element. This acronym is used to identify all goals and policies in a given element, and is used to identify which policy and implementation measures go together. For example, the acronym “LU” is used for Land Use goals and policies.

The Goals and Policies Report is organized as shown below.

**Part A
Introduction**

The Introduction is both an overview of the Goals and Policies Report as well as a profile of the City of Stockton.

	Introduction
Chapter 1	The introduction covers general plans in California, the City of Stockton’s General Plan, and organization of this Goals and Policies Report.

	Stockton Today
Chapter 2	This section provides a brief profile of the City of Stockton, including demographics, economics, history, and resources.

**Part B
Community Development**

This section of the policy document covers Land Use, Housing, Economic Development, and Community Design.

	Land Use
LU	This element establishes goals, policies, and implementation measures for residential, commercial, industrial, and other land uses in the City.
Chapter 3	

	Housing
HE	In compliance with the detailed requirements of State law, this element identifies housing needs and sets out policies and programs to meet those needs.
Chapter 4	

ED **Economic Development**
 This element establishes the goals, policies, and implementation measures to encourage and guide economic development.

Chapter 5

CD **Community Design**
 This element establishes the goals, policies, and implementation measures to guide evaluation of city structure and design.

Chapter 6

Part C Districts and Villages

Part C covers Districts and Villages in Stockton.

DV **Districts and Villages**
 This element establishes goals and policies for central Stockton, neighborhoods, corridors, and villages.

Chapter 7

Part D Interconnected Infrastructure

This section covers Transportation and Circulation, Public Facilities, and Recreation and Waterways.

TC **Transportation and Circulation**
 This element identifies goals, policies, and implementation measures to ensure that transportation and circulation needs are met within the City.

Chapter 8

PFS **Public Facilities and Services**
 This element presents goals, policies, and implementation measures to ensure the provision of such public facilities and services as water, solid waste, wastewater, electricity and gas, fire protection, telecommunications, law enforcement, and schools.

Chapter 9

RW **Recreation and Waterways**
 This element presents the goals, policies, and implementation measures as they apply to recreational programs and facilities in addition to the City's waterways.

Chapter 10

Part E Community Services and Resources

This section covers Health and Safety, Youth and Education, and Natural and Cultural Resources.

HS **Health and Safety**
 This element presents the goals, policies, and implementation measures as they apply to noise, geological seismic hazards, air quality, flood hazards, man-made hazards, and emergency operation plans.

Chapter 11

YE **Youth and Education**
 This element identifies goals, policies, and implementation measures for the provision of services for youths in the City.

Chapter 12

NCR **Natural and Cultural Resource**
 This element identifies goals, policies, and implementation measures to ensure the appropriate use, enjoyment, and protection of natural and cultural resources in the City.

Chapter 13

1.3 Community Involvement Process

In preparing the updated Stockton General Plan, the City conducted an extensive community involvement process, which involved the components discussed in the following paragraphs. Figure 1-1 provides an overview of the General Plan development process.

Website

Linked to the City's website (www.stockton.gov), a dedicated General Plan website was maintained during preparation of the General Plan (www.westplanning.com). This site contains schedules for future meetings and provides a location to download documents prepared during the General Plan update program.

Newsletters

As part of the General Plan's community involvement process, a total of five newsletters were prepared to provide updates on the progress of the General Plan.

June 2003	Defining the Future
Feb. 2004	Stockton Today – The Background Report
May 2004	Stockton Tomorrow – Alternatives
July 2004	Guiding Principles
Dec. 2006	Draft General Plan & EIR

General Plan Action Team (GPAT)

To provide guidance in the General Plan update, the City created an advisory committee – the General Plan Action Team (GPAT). The GPAT is made up of 16 individuals selected from the community and is designed to provide additional community input to the Planning Commission and City Council and give direction to City staff and the General Plan consulting team during the development of the General Plan.

To focus in more detail on specific issues, the City formed five sub-teams of the GPAT to address the following topic areas:

- Housing
- Circulation
- Infrastructure
- Community and Social Services
- Economic Development / Fiscal

During preparation of the General Plan, 24 meetings were held with the GPAT. GPAT meetings were typically held on a monthly basis, with all meetings being open to the public.

Community Workshops

Three community workshops were held to gain input on issues and opportunities, alternative futures, and the General Plan documents. A fourth workshop was held prior to the release of the draft Goals and Policies Report:

- Issues and Opportunities, June 4, 2003
- Strategy Themes, November 17, 2003
- Alternative Futures, February 2, 2004
- Goals and Policies, September 8, 2004

Figure 1-1 illustrates how the community workshops integrated with the overall development of the General Plan.

Planning Commission Workshops

During preparation of the draft General Plan, the Planning Commission held 21 workshops that were open to the public. Dates and topics for these workshops are as follows:

3/31/05	Overview of General Plan
4/21/05	Overview of General Plan (continued discussion)
5/5/05	Overview of General Plan (continued discussion)
5/19/05	Land Use Element
6/2/05	Economic Development Element
6/16/05	Community Design Element / EIR Scoping
6/30/05	Public Facilities and Services Element / Recreation and Waterways Element / Health & Safety Element
7/21/05	Districts and Villages Element
8/4/05	Districts and Villages Element (continued) / Youth and Education Element

Public Hearings

The Planning Commission and City Council held formal public hearings in 2007 to solicit public input on the General Plan and EIR. To support these hearings, the City provided extensive outreach to the community, including:

- Three legal ads placed in the Stockton Record
- Ads placed in the Bilingual Weekly
- Public Service Announcements (PSA) on KJOY
- Reader board notices: San Joaquin County Fairgrounds, City Hall and the Civic Auditorium
- Channel 97 interview repeated throughout each day
- Flyers posted on public buildings
- 24 hour/7 day a week General Plan Hotline – 464-4350
- E-mail messages sent to 2035 General Plan e-mail list
- City of Stockton and westplanning websites: www.stocktongov.com
www.westplanning.com
- Stockton Record interview

The Planning Commission's public hearing on the General Plan and EIR started on August 15, 2007 and ended on October 17, 2007, covering 15 meetings. The final action was to recommend to the City Council the certification of the final EIR and adoption of the General Plan, as modified by the Planning Commission. These hearings were very well attended, with over 700 persons attending each of the initial meetings for public testimony.



Planning Commission hearing

Working from the Planning Commission's recommendations, the City Council's public hearing started on November 27, 2007 and ended on December 11, 2007, covering five meetings. The City Council's final action was to approve the following resolutions:

- a) Resolution 07-0514 approving the Final Environmental Impact Report (FEIR4-05) and adopting the related California Environmental Quality Act (CEQA) "Findings and Statement of Overriding Considerations for the Stockton 2035 General Plan; and,
- b) Resolution 07-0515 approving the 2035 General Plan and Infrastructure Studies (and Bicycle Master Plan) Project. Moved by Councilmember Lee, seconded by Vice Mayor Martin.

1.4 Environmental Analysis

As required by the California Environmental Quality Act (CEQA, Public Resources Code Section 21000, et seq.), the City Council considered the findings of the environmental impact report (EIR) prior to adopting the General Plan.

In order to minimize redundancy, the General Plan and EIR were prepared as a combined document, as allowed under Section 15166 of the State CEQA Guidelines. Linking the General Plan documents by common organization and numbering helped organize the EIR as well. The components of the General Plan taken together met the CEQA requirements for EIR content and analysis. The Background Report provided the environmental

setting, the Goals and Policies Report embodied the project description and environmental mitigation, and the EIR included the remaining components required by CEQA.

All mitigation measures recommended to reduce the potential environmental impacts of the General Plan below a level of significance were incorporated as policies and implementation measures in the General Plan. Mitigation monitoring, as required under CEQA, will be done by compliance with the General Plan and through annual reports to the Planning Commission and City Council on the status of General Plan implementation.

1.5 General Plan Organization

Organization

As stated above, this General Plan includes eleven elements, many of which are further divided into related topic areas. To make the elements easier to use and reference, each element is organized using a similar structure.

Goal

Each element contains the goals and policies that will be used by the City to guide future land use, development, and environmental protection decisions. In general terms, a goal is a statement that describes in general terms a desired future condition or “end” state. A goal serves as a general direction-setter. In this General Plan, goal statements will be formatted like the following example. In the black box is the goal’s reference number: “PFS” refers to the Public Facilities and Services topic area and the “1” means this is the first goal under this topic. Each topic area will have one or more goals.

Example

Goal PFS-1	To ensure the provision of adequate facilities and services that maintain service levels are adequately funded and allocated strategically.
-----------------------	---

Policy

A policy is a statement that guides a specific course of action for decision-makers to achieve a desired goal. A policy must be clear and unambiguous. The example below shows what a policy statement looks like. In this General Plan, every goal has one or more policies associated with it. The letters and first number (e.g., “PFS-1.7”) shows what goal this policy supports. The final number in the identifier (e.g., “7”), shows that this is the seventh policy in support of Goal PFS-1.

Example

PFS-1.7 Neighborhood Services

The City shall encourage supporting neighborhood and branch governmental facilities (i.e., libraries and community centers) to locate on sites central to residential neighborhoods, accessible by collector and arterial streets, and convenient to public transportation.

Implementation Measures

To help ensure that appropriate actions are taken to implement the General Plan, a set of implementation measures are provided. An implementation measure is a specific measure, program, procedure, or technique that carries out plan policies. Following the goals and policies for each topic area, a table lists

implementation measures, states which policy(ies) the implementation measure supports, states what City departments are responsible to see this implementation gets done, and provides a timeline for when this implementation will be done.

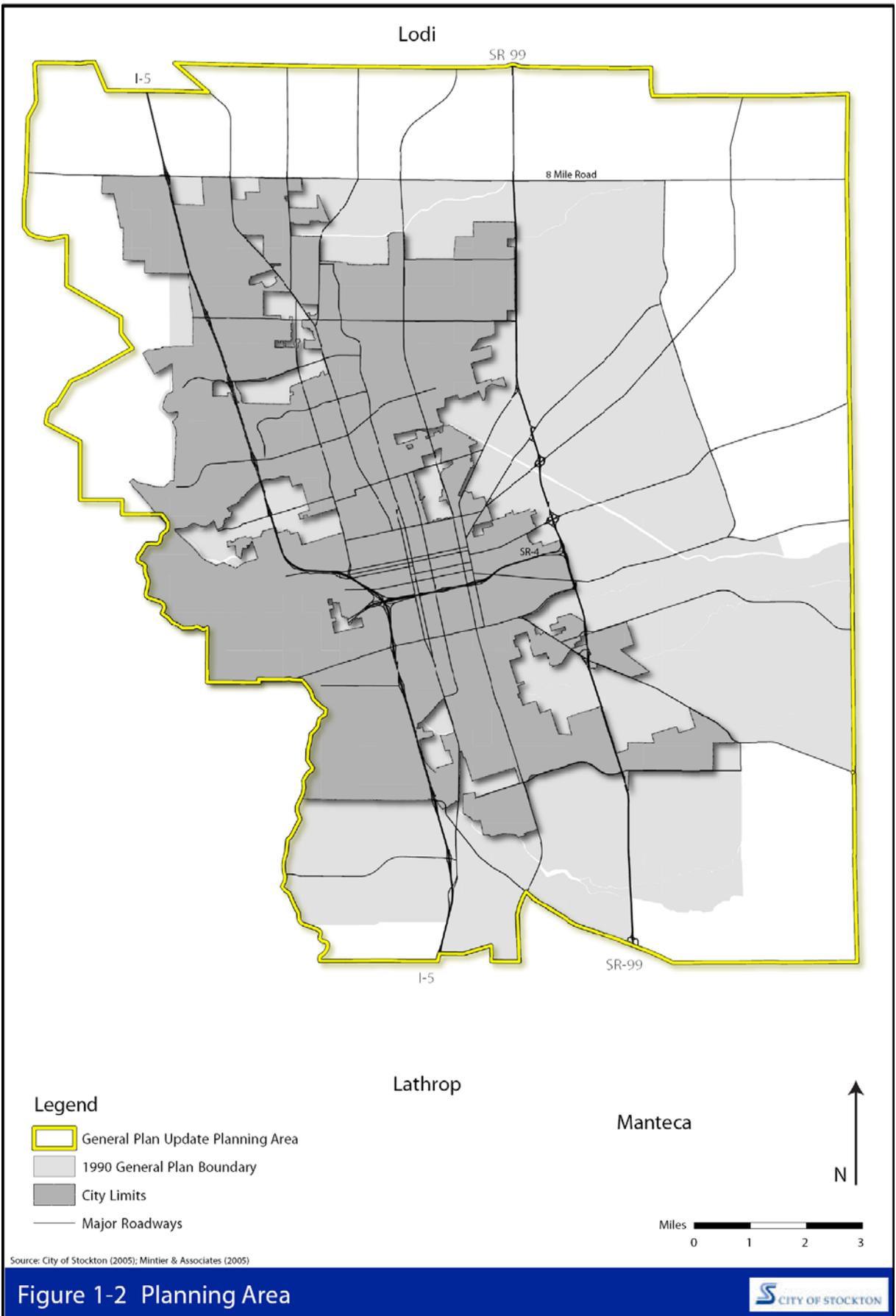
Example

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
4. The City will coordinate with local government agencies to utilize available sites near residential neighborhoods and arterial streets that are appropriate for supporting government facilities. The Institutionally designated areas of the Villages will be the specific areas that will be focused upon for this development.	PFS-1.7	Community Development Department				■

1.6 General Plan Planning Area

For purposes of developing this General Plan, the City established a Planning Area early in the update process. As stated in the General Plan Guidelines, a general plan must “cover the territory within the boundaries of the adopting city or county as well as ‘any land outside its boundaries which in the planning agency’s judgment bears relation to its planning’ (§65300).”

The Planning Area established for the Stockton General Plan is shown on Figure 1-2.



Please see the next page.

Section 2

STOCKTON TODAY



2

Stockton Today



2.1 General

Location

The City of Stockton is located in the heart of the fertile Central Valley, partially within the secondary zone of the San Joaquin/Sacramento Delta at the junction of the San Joaquin and Calaveras Rivers. Located in San Joaquin County, Stockton is strategically positioned 83 miles from San Francisco and 40 miles from Sacramento. This location attracts residents businesses, and recreation (Figure 2-1).

Climate

Summers are warm in Stockton with dry days and cooler nights. Winters are mild due to the location along the delta. Rains are light and temperatures in the winter are rarely below freezing. Table 2-1 provides a historical monthly climate summary for Stockton.

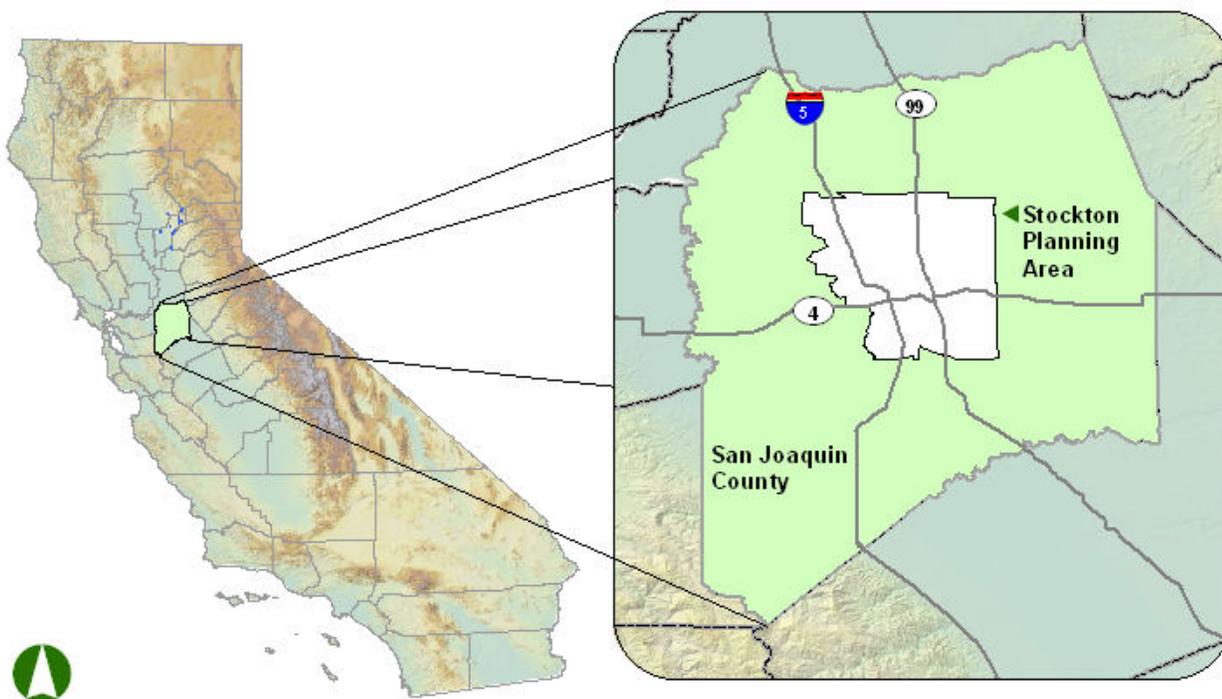


Figure 2-1 Regional Location

Table 2-1 Monthly Climate Summary From 1948 to 2004

Average	Jan	Feb	Mar	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Annual
Max. Temperature (F)	53.4	60.5	65.9	72.8	80.9	88.4	94.2	92.6	88.1	78.5	64.3	53.7	74.4
Min. Temperature (F)	37.6	40.4	42.6	46.1	51.36	57.0	60.5	60.0	57.2	50.3	42.2	37.4	48.6
Total Precipitation (in.)	2.85	2.27	2.04	1.13	0.41	0.08	0.03	0.04	0.28	0.69	1.81	2.31	13.95

Western Regional Climate Center, wrc@stri.edu

History

Charles Weber, a German immigrant, who in 1848, made a survey of the area, received a land grant, named the City of Stockton, and laid out the original 288 blocks around the San Joaquin River’s Stockton Channel and Mormon Channel.

Most of Stockton’s growth occurred as a result of its role as a major gold rush supply and transportation center in the mid-1800s. In 1850, the City of Stockton was incorporated and by 1854, the city had grown to 7,000 inhabitants, making it the fourth largest city in the state.

As gold mining waned in the latter half of the 19th century, miners turned to agriculture. Agriculture was also the catalyst for other related industry such as flourmills, shipyards, agricultural machinery, financial institutions, and tanneries.

With Stockton’s thriving agricultural economy came residential development. Many of the residential neighborhoods in the central part of the city were developed by the owners of businesses and industries in the city. These homes, dating to the late 1800s, reflect the high Victorian style.

Shipping has been an important aspect of the local economy throughout the city’s history. This is largely due to its location within the delta, and in an area conducive to transporting goods.

During the early to mid- 20th century, the war efforts brought military construction to the shipyards and revitalized the downtown area. The development of the suburbs during the latter part of the 20th century drew businesses and residential development to outlying areas.

The downtown area of Stockton is rich in historical landmarks and points of interests. In the City of Stockton there are ten State Historic Landmarks, two Historical Points of interest and 48 City Historic Landmarks and Sites. Most of these are located in the downtown area.



McKee Building

Source: City of Stockton Photographer: Leonard Covello
<http://www.stocktongov.com/history/pic1506.htm>

Government

The City of Stockton was incorporated in 1850. Today Stockton operates under a Manager/Council form of government. The Mayor and representatives from the six Council districts are elected through citywide elections. The Mayor and the Council members are elected for a four-year terms.

All America City

The National Civic League honored the City of Stockton with the 2004 All America City award. Stockton was one of ten cities in the country in 2004 to receive the award and received this award in 1999 as well.

Major Development Projects

The City of Stockton Housing and Redevelopment Department, formed in 1955, is responsible for the revitalization activities that occur throughout the City of Stockton. The following are examples of recent redevelopment projects in central Stockton.

- **Children's Museum.** The Children Museum is located near the Downtown Waterfront and is owned by the Redevelopment Agency. The museum, which includes an 11,570 square foot fully landscaped outdoor recreation area with a children's play area.
- **City Centre Cinemas Project.** The City Centre Cinemas is located in a three-block area bounded by Miner Avenue, Hunter Street, Weber Avenue, and El Dorado Street. The Cinemas, which opened in December 2003, includes a 16-screen theater with 18,000 square feet of retail space, and a public plaza.
- **Dean DeCarli Waterfront Square (formerly Weber Plaza).** The Dean DeCarli Waterfront Square, which was previously a covered portion of the Stockton Channel, serves as a catalyst site that connects the Stockton Waterfront and the Central Business District. The 70,000 square foot public plaza includes step seating, a fountain, a trellis structure, and other additional open space amenities.
- **Downtown Transit Center (DTC).** The DTC will be located in downtown Stockton and is designed to enhance downtown transit service, improve transit access to downtown businesses and government agencies, and provide a catalyst for downtown redevelopment activity. Construction is underway as of July 2004.



Transit Center

Source: Applied Architecture, Inc.,
www.thestockton.com/thepresent.htm

- **Bob Hope Theatre.** In order to encourage the revitalization of the historic Fox Theatre as well as the overall Downtown area, the Redevelopment Agency acquired the theater in 2000. The Theater reopened in September 2004.
- **Gateway Block.** The Gateway Block, project is located in the Downtown area. The project site was recently transformed into a 60,000 square foot commercial development that includes a fast food restaurant and mini-mart/gas station. Completed in 2001, this project serves as a friendly "gateway" entry by drawing residents and visitors into Downtown off the Crosstown Freeway.
- **Hotel Stockton.** The historic Hotel Stockton has been renovated to include a residential and retail mix of uses. The project includes 156 low-income and senior apartments on the upper floors of the hotel, with retail space on the ground floor.



Hotel Stockton

Source: SIRTD, <http://sj-smart.com/AboutSmart/DTC.htm>

Marina/Waterfront Yacht Harbor. The Redevelopment Agency has been in the process of acquiring the deteriorating downtown marina for several years. A feasibility study prepared for the marina concluded that a new first class marina with 298 full service slips, a 150 space dry storage facility, guest or day docks, public access piers and various other amenities would provide a destination marina and attracts redevelopment activities.

- **Stanislaus Corridor Master Development Area (Block 67).** The Stanislaus Corridor Master Development Area includes a three-story, 30,000 square foot office building for the Council of Governments at the corner of Weber and American Streets.

- **Stewart/Eberhardt Building (City Essential Services/Parking Facility).** The City's new Stewart/Eberhardt Building, completed in 2000, contains facilities for the Police, Public Works, and Human Resources Departments, and the City's Training Center. The adjacent parking structure, which provides capacity for 700 vehicles, opened in 2001.
- **Stockton Event Center Project.** The Stockton Events Center includes a recently completed baseball stadium and arena for minor league hockey, soccer, football games, and concerts. A hotel, conference center, and retail and restaurant space will also be developed as part



Weber Point Events Center



Events Center Project

Source: City of Stockton,
www.stocktongov.com/HRD/pages/downtownprojects.htm

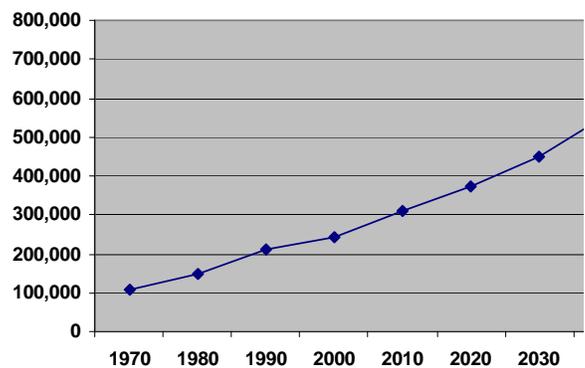
of the project.

Weber Avenue Streetscape Beautification. In cooperation with the San Joaquin Regional Transit District, the City of Stockton applied for and received a \$1.9 million Transportation Enhancement Activities (TEA) Grant for streetscape improvements along a 10-block portion of Weber Avenue, a major Downtown street connecting the Waterfront and Central Business District. A number of streetscape improvements were included as part of this project.

- **Weber Point Event Center.** The Weber Point Events Center, which includes an amphitheater, an interactive water feature, and a children's play area, was completed in 2000 along with the seawall on the southern portion.

People

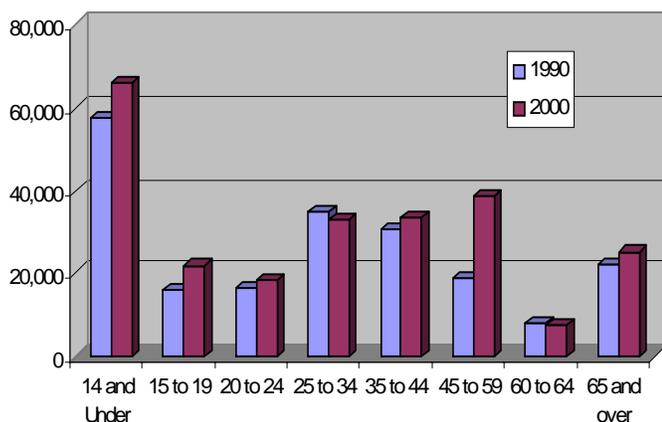
Stockton's population in 2005 reached 280,249. In addition, approximately 60,000 residents live in the unincorporated Stockton metropolitan area. After slowing in the 1990s, Stockton's growth has picked up in recent years. The annual growth rate between 2000 and 2005 was 2.8%. Growth projections through the year 2035 can be seen in the table below. According to the San Joaquin Council of Governments (Figure 2-2), Stockton's population is projected to exceed 400,000 by 2025. If this trend continues, Stockton will grow to 700,000 by 2035.



Source: San Joaquin Council of Governments

Figure 2-2 SJCOG Population Projections, City of Stockton, 2000 – 2035

In terms of age distribution, the city's population is fairly well balanced, with 44 percent of the total population falling into the range of 25 to 59, which is important from a labor force perspective. Figure 2-3 shows that the total age distribution for the city.



Source: U.S. Census

Figure 2-3 Population by Age, City of Stockton, 1990 – 2000

As shown in Table 2-2, Stockton is also ethnically diverse with about 25 percent of the population being of Hispanic or Latino heritage. Other census data on ethnicity are summarized in the table below.

Housing

The demand for housing is increasing in Stockton as Bay Area commuters are relocating to the area to find lower housing costs than in the surrounding areas of Contra Costa and Alameda Counties.

Table 2-2 Stockton Ethnicity [2000]

Race	% of Population	Census Totals
White	43.3	105,446
Hispanic	32.5	79,217
Asian	19.9	48,506
African American	11.2	27,417
Native American	1.1	2,727
Other	17.7	43,189

Source: U.S. Census American Fact Finder (2000).
<http://www.factfinder.census.gov>

Housing prices in Stockton have been increasing since the 1990s, along with much of the state. This trend has continued, and even accelerated in the first half of this decade. As shown on Table 2-3, the median home price in the area has increased from \$155,000 in 2001 to \$335,625 in 2005, and annual increase of over 21 percent.

Table 2-3 Stockton Area Median Home Prices

	2001	2002	2003	2004	2005	Annual Average Increase
Median Home Prices	\$155,000	\$184,000	\$215,000	\$256,000	335,625	21% / year

Prices include both condos and single-family home sales.

Source: Central Valley Association of Realtors Website (http://www.cvar.org/about_cvar/stats.htm)

While the price of housing has increased, the good news is that the availability of housing remains high. Both rentals and houses for sale are in more abundance in the City of Stockton than average for the state.

Table 2-4 Vacant Units in City of Stockton and California, 2000

	City of Stockton		State of California	
	Number	Percent	Number	Percent
Total: Vacant Units	3,603	100.0%	711,679	100.0%
For rent	1,985	55.1%	201,388	28.3%
For sale only	645	17.9%	115,343	16.2%
Rented or sold, not occupied	384	10.7%	54,785	7.7%
For seasonal, recreational, or occasional use	236	6.6%	261,950	36.8%
For migrant workers	6	0.2%	2,194	0.3%
Other vacant	347	9.6%	76,019	10.7%

Source: 2000 Census

Economic Base

Stockton’s employment base is heavily concentrated in retail and service businesses, with manufacturing as the third largest major economic sector. The services sector is the largest employment category for Stockton residents and it was the fastest growing industry from 1999-2000 along with Transportation/Warehousing/Communication/Public Utilities (TPCU).

Employment in Stockton is projected to grow from about 88,000 in 2000 to more than 95,000 in 2005. The county industries that will most likely be contributing to this growth are listed in Table 2-5.

Table 2-5. Growing Economic Base and Emerging Industries, San Joaquin County, 1991 – 2000 (Employment/Jobs by Industry)

Emerging Industries	1991	2000
Wholesale trade-durable goods	3,599	4,646
Amusement & recreation services	1,541	2,197
Engineering & management services	1,629	2,124
Insurance carriers	1,348	1,505
Membership organizations	861	1,213
Transportation equipment	625	1,141
Apparel and other textile products	263	621
Transportation by air	148	477
Instruments and related products	33	345
Primary metal industries	232	313
Security and commodity brokers	141	292
Holding and other investment offices	108	157
Nonmetallic minerals, except fuels	38	64

Growing Economic Base Industries	1991	2000
Health services	11,921	13,885
Trucking and warehousing	4,119	8,508
Agricultural services	6,303	7,602
Special trade services	4,246	7,396
Social services	3,426	5,210
Wholesale- non durable goods	4,655	4,771
Educational services	1,895	3,018
Fabricated metal products	1,894	2,886
General contractor and operative builders	2,345	2,858
Lumber and wood products	1,958	2,714
Real estate	2,399	2,644
Forestry	3	1,459
Rubber and misc. plastics products	1,034	1,425
Heavy construction, except building	1,118	1,422

Source: Applied Development Economics

Culture

Art and cultural activities are abundant in Stockton. Some of the major cultural organizations include:

- **Haggin Museum.** The Haggin Museum has been devoted to acquiring and maintaining two major types of collections for the last seventy years. One of those collections is comprised of fine art from the 19th century. The other collection is devoted to the history of the area.
- **Stockton Arts Commission.** The Stockton Arts Commission is the most active arts commission in the county. The Commission administers a \$1.3 million Endowment for the Arts benefiting artists and organizations. The organization also oversees the Public Arts Committee.
- **Stockton Art League.** The League started in the 1930s as a group of artists who would gather at the Haggin to draw. Now the members show their work at the Stockton Art League Gallery.



- **Stockton Civic Theatre.** The Stockton Civic Theater not only performs plays and musicals, but the organization also offers acting classes.
- **Children's Museum of Stockton.** The Children's Museum of Stockton provides children with hands-on play-based activities and exhibits. The Children's Museum is located downtown across from the deep-water channel and the Waterfront Warehouse.

- **Stockton - San Joaquin County Public Library.** The Stockton Public Library was established in 1880 and is the eleventh oldest library in California. In 1910, San Joaquin County contracted with the City of Stockton to provide library services to County residents. The Stockton-San Joaquin County Library's City/County partnership is unique in the state. The Library offers collections, programs and services that support the cultural interests of the residents of the City and County.
- **Stockton Symphony Association.** The Stockton Symphony was founded in 1926 and is the fourth oldest orchestra in California.



Stockton is home to several unique festivals and events (Table 2-6) including the world famous Asparagus Festival. Below is a photo from the annual Waterfest, which is Stockton's Fourth of July celebration. Waterfest is held at the Weber Point Events Center in downtown Stockton every year. Every year the Stockton Symphony plays at Waterfest before the fireworks.

The Festival of Lights held every year in December along Stockton's downtown waterfront.

- **First Night Stockton.** First Night Stockton is the City's New Year's Eve celebration, which happens annually at the Weber Point Events Center. The New Years party is alcohol-free and features a variety of entertainment and food.

Table 2-6 Festivals in Stockton

Winter	Spring	Summer	Fall
Festival of Trees	Home & Garden Show	Festa Italiana	Grecian Food Festival
Festival of Lights	Asparagus Festival	Jewish Food Festival	Industrial & Technology
Kwanzaa	Cinco de Mayo	San Joaquin County Fair	Barbecue
First Night Stockton	International Spring Festival	Band Concerts in the Park	International Food Faire
Stockton Ag Expo	DeltaFest	All American Birthday Party: 4th of July (Waterfest)	Blues & Brews at the Waterfront
Black History Month	Italian Street Painting	Filipino Barrio Festival	Business Leadership Summit
The Color in the Valley Arts Festival	Blues at Weber Point	Japanese Obon Festival	Octoberfest
Chinese New Year		Native American Pow-Wow	Ducks Unlimited

Source: Stockton Events and Festivals Source: Stockton Chamber of Commerce
<http://www.stocktonchamber.org/resources/community.htm#events>

Recreation

The City of Stockton operates and maintains a total of 59 parks that range in size from two acres to 64 acres. City parks include baseball, softball, tennis, handball, horseshoe, soccer, and multi-use courts. In addition, City recreational areas have picnic areas that contain tot lots, picnic tables, and barbecue grills. There are three types of parks in Stockton: neighborhood, community, and regional parks.

The various waterways in the Sacramento-San Joaquin Delta are used extensively for boating, water-skiing, swimming, hunting, and fishing. The City has several marinas that provide boat storage as well as other boat-related services such as boat repair. Some of the recreational events associated with Stockton’s waterways are listed below:

California Coastal Cleanup Day. The California Coastal Cleanup Day is held once a year as part of a joint sponsorship between the City of Stockton, San Joaquin County, and the California Coastal Commission. In 2003, more than 500 volunteers attended the event to help clean up local waterways.

Stockton Bass Tournaments. The Stockton Bass Tournaments are an open tournament circuit that is held during various dates throughout the year. All tournaments are held in Buckley Cove in Stockton.

There is an extensive network of bikeways that provide recreational opportunities throughout the city. The City has a total of 54 miles of bicycle facilities many of which run along the waterways in the city.

Transportation

The city is located at the heart of many of Northern California’s important inter-regional transportation facilities, and is served by all major travel modes including highway, transit, bicycle, pedestrian, rail, water, and air.

The city’s extensive network of railways, Union Pacific, Burlington Northern Santa Fe Railway, and Amtrak, all stop in Stockton and have lines that connect across the country (see Figure 2-4). AMTRAK and the Altamont Commuter Express (ACE) connect Stockton with the Silicon Valley and other destinations in the San Francisco Bay Area. ACE and AMTRAK are conveniently located at stations in Downtown Stockton. Amtrak facilities will be improved at the Downtown/ACE Station with construction of a planned multi-modal center.



Source: <http://acerail.com/routemap.htm> (ACE Website)

Figure 2-4 ACE Connections to San Francisco Bay Area Metropolitan

The Port of Stockton and the Stockton Metropolitan Airport are also keys to the transportation network.

The Port of Stockton is a deep water port located in the western part of Stockton. The Port, which contains over 7.7 million square feet of warehousing facilities and berthing space for approximately 17 vessels, is capable of accommodating fully loaded 45,000 to 55,000 ton cargo vessels and partially loaded 80,000 tons vessels. Major imports include cement, liquid fertilizer, molasses, ammonia and cottonseed, while major exports include rice, sulfur, wheat, and scrap steel. The Port provides connections to the intercontinental railway system where the main short line operator handled over 19,000 railcars in 2002. Over 200 trucking companies also service the Port, including all major transcontinental carriers.

The Stockton Metropolitan Airport is located in the southern part of the city between I-5 and SR 99. In 2005, it is estimated that the airport handled a total of over 98,000 operations, more than double the operations reported in 2002. The Airmetro Business Park, which is located adjacent to the Airport, was designated as a Foreign Trade Zone, which provides benefits and incentives for foreign trade.

Interstate 5 and State Route 99 are major trucking routes for about 200 major trucking lines. I-5 is a major north-south freeway that traverses the western U.S., originating in southern California and continuing north towards Oregon and Washington. SR 99 traverses the Central Valley, connecting

Sacramento and points north with numerous Central Valley cities, including Modesto, Merced, Fresno and Bakersfield. Three highways also connect Stockton with points east or west of the city. SR 4 connects Contra Costa County in the west to the Sierra foothills and mountains of Calaveras and Alpine Counties.

Public transportation is provided by the San Joaquin Regional Transit District. Their fixed-route, flexible fixed-route, and dial-a-ride services connect passengers to attractions within Stockton, neighboring cities, and adjacent metropolitan areas.

Agriculture

The City's Study Area is located within San Joaquin County, which is one of California's leading agricultural centers. San Joaquin County typically ranks in the top 10 of the 58 counties in California in gross value agricultural production. Much of the County contains highly productive soils. These soils, along with available irrigation water and a favorable growing season, combine to produce large areas of farmlands ideally suited for agriculture. Nearly two-thirds of the acreage (approximately 99,000 acres) within the planning boundary is designated as "Important Farmland", with an estimated 74,500 acres designated as "Prime Farmland" according to the California Department of Conservation's Farmland Mapping and Monitoring Program. Additionally, over 930 parcels within the Study Area have a Williamson Act Contract.

Table 2-7. FMMP Land Use Designations within the City of Stockton’s GP Study Area

FMMP Designation	Acreage Within Study Area	Percentage of Study Area*
Prime Farmland	74,537	48.2%
Farmland of Statewide Importance	22,246	14.4%
Unique Farmland	2,103	1.4%
Local Farmland	3,685	2.3%
Grazing Land	64	<1%
Urban/Built-Up Land	40,690	26.3%
Water	1,650	1.0%
Other Land	9,398	6.0%
Total	154,376	100%
Important Farmlands	98,888	64%

Source: Acreage and designation information presented in this table were originally presented by the California Department of Conservation’s Farmland Mapping Monitoring Program Data for San Joaquin County, 2000.

* Percentages may not total 100 due to rounding



B. Community Development

The Stockton General Plan 2035 community development section uses a local and regional approach. Population growth, economic diversification, protecting natural and working landscapes, and creating a great walkable and healthy community are applied in its goals, policies, and implementation measures. The plan uses districts and villages as planning increments for growth and reinvestment in existing parts of the community while encouraging concentric growth with an emphasis on continued success in revitalizing Central Stockton. The Part A, Community Development, is a long range framework for public and private investment that will result in a competitive and livable city.

Community Development – Concepts

Concept 1: Concentric Expansion

Stockton has a number of county islands and underutilized areas within the existing community. The community development framework anticipates annexation, infrastructure extensions, neighborhood and district revitalization, and reinvestment as an integral part of growing a healthy city. Fundamental to this section is the discouragement of “leapfrog” expansion over “problem areas.”

Concept 2: Neighborhood Planning and Design System

The Stockton General Plan 2035 policies encourage infill development and orderly expansion of the city. The community expressed their desire to approach planning of the city in district (existing developed areas) or village (new development areas) increments. Many of the planning concepts and policies in the General Plan use these geographic areas to provide focused solutions for the specific planning needs.

Concept 3: Designing for Transit

All development in Stockton’s future will be designed to support and serve transit users and pedestrian needs. Density and design will dictate the success of a mixed-mode solution. *[Agency Comment]*

Concept 4: Community Building Sequence

The General Plan has identified a system of villages as the framework for planning and expanding the city. The villages will be connected by transit, roadway, and utility systems. In addition to these connections, the villages, commercial services and public facilities will be phased in as the market and population demands them.

Concept 5: Community Design

The design and livability of public and common spaces and places are an important part of the overall approach to city building. The Stockton General Plan 2035 promotes integration of new investment in the community. Public places are the focus for social and economic centers for the community.

Community development concepts for the General Plan combine land use, housing, economic development, and community design. This grouping of concepts sets the tone and pattern for both public and private investment.



B. Community Development

Community Development – Objectives

- Manage foreseeable population and job growth by identifying 2035 City boundaries calculated to reflect realistic market conditions and growth assumptions, with the objective that, to the extent feasible, new development will proceed in an orderly fashion within City boundaries rather than in the unincorporated area, and be subject to land use principles and concepts intended to discourage development in areas with sensitive resources, critical habitats, and important scenic resources.
- Discourage “leapfrog” expansion over “problem areas”.
- Encourage infill development and orderly expansion of the city.
- Focus industrial uses and similar types of compatible land uses around the Stockton Metropolitan Airport.
- All future development will be designed to support transit and pedestrian modes of travel.
- Utilize a system of villages as the framework for planning and expanding the city.
- Design public places as the focus for social and economic centers for the community.
- Provide for the orderly development of the City with a 2035 planning horizon and to accommodate a target population of 580,000.
- Maximize infill development within the existing portions of the City.
- Provide new and expanded employment opportunities that focus on manufacturing, office development, transportation and wholesale distribution activities.

Section 3

LAND USE ELEMENT





3

Land Use

Stockton's land use patterns reflect the city's unique location and surrounding context. Stockton's downtown owes its origins to the synergy created by the port and rail lines first built in the 19th century. Today, in addition to the port and rail lines, the overall structure of the city is defined by Interstate 5 (I-5) and State Route 99 (SR 99) running north-south, and numerous arterials running east-west, including State Route 4. Industrial uses predominate in the southern part of the Planning Area and also surround the airport. Commercial uses are arrayed along the major east-west arterials and increasingly along I-5. Residential uses have historically expanded north, and to a lesser extent the southwest.

The Stockton 2035 General Plan expands the city's growth pattern to accommodate anticipated population growth. Residential growth is planned to occur in the form of villages located primarily along the northern, eastern, and southwestern edges of the existing urban area. Each village area will provide its future residents with a range of housing choices and neighborhood amenities (i.e., shopping, civic centers, and parks) within walking distance of home. The use of this type of growth is expected to create defined communities within Stockton. Other residential growth in the City will occur through infill and redevelopment in existing neighborhoods.

Nonresidential growth will occur primarily in the commercial, professional administrative and industrial sectors. Regional commercial centers will draw from the surrounding area and neighborhood commercial centers will serve Stockton's residents. Office uses are planned in northern and southern edges of the city along I-5 with continued reinvestment in professional administrative and

civic uses in the downtown. Industrial uses are planned for expansion of in the southeastern part of the Planning Area., with major growth expected in the port (i.e. Rough and Ready Island). The plan also focuses on reinvestment in existing neighborhoods and corridors in the existing urbanized area.

The following sections of this chapter outline the development standards, goals, policies, and implementation programs for future development and redevelopment in the Stockton Planning Area. The chapter is broken into nine sections. Each section focuses on a specific goal and set of policies relating to the City's plan for future growth. This is followed by a set of implementation programs that carryout the policies set forth in this element.

The Land Use Element is divided into the following sections:

- Land Use Descriptions and Standards (Section 3.1)
- General (Section 3.2)
- Agriculture (Section 3.3)
- Residential Development (Section 3.4)
- Commercial/Mixed Use Development (Section 3.5)
- Industrial Development (Section 3.6)
- Airport Compatibility Planning (Section 3.7)
- General Plan Maintenance (Section 3.8)
- Implementation Measures (Section 3.9)

Key Terms

Airport Influence Area (AIA). The Airport Influence Area is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Compatibility

Plan (ALUCP) by the Airport Land Use Commission (ALUC) and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors. If an AIA that reflects current operations is not available, the AIA will be considered to be a two nautical mile buffer as measured from the runway(s) centerline. The runway will include helicopter take-off and landing zones if not on the primary runway.

Airport Overlay Zone. The Airport Overlay Zone is an area around an airport that requires additional land use regulation to accommodate aircraft operations. The zone is identified in the Airport Land Use Plan and is subject to special use and development regulations including but not limited use, building height, low density residential uses, and other limiting factors.

Enterprise Zone. Enterprise Zones are geographic areas within the state that are able to offer state income tax advantages to businesses located within the zone boundaries. In addition to the state tax incentives, the City of Stockton and San Joaquin County offer local benefits to all types of businesses.

Floor Area Ratio (FAR). A floor area ratio is often used to describe the intensity of commercial, office, and industrial land usage. The FAR is a ratio created by dividing the total square footage of the building by the net square footage of the lot.

Geographic Information Systems (GIS). A system of hardware and software used for storage, retrieval, mapping, and analysis of geographic data. Spatial features are stored in a coordinate system (latitude/longitude, state plane, UTM, etc.), which references a particular place on the earth. Descriptive attributes in tabular form are associated with spatial features. Spatial data and associated attributes in the same coordinate system can then be layered together for mapping and analysis.

Gross Acreage. This term refers to the total area of a site.

Holding Capacity. The amount of growth that an area can support and sustain through available resources and services without causing undue strain on the community.

Infrastructure Master Plan. An infrastructure master plan determines which services, infrastructure and accesses require upgrading in an area or jurisdiction and establishes an equitable cost sharing formula to facilitate the plan.

LAFCO Sphere of Influence (SOI). A sphere of influence is the probable future service boundary of a city or special district that represents the area within which the city or district is expected to grow. The boundary discourages competition among agencies for developable land; it promotes orderly land use and service planning, and provides direction to landowners when and if they need a broader range or higher level of services.

Limited Architectural Control. The Limited Architectural Control provisions in the City of Stockton Zoning Ordinance allow the City Council to require an architectural site plan review to ensure the orderly and harmonious construction of buildings, signs, and other structures in designated areas of the City. An area may come under LAC provisions if a majority of the property owners petition for the requirements or if Planning Commission or City Council deem an area to require such attention.

Lot Coverage. This term refers to the amount of a lot that is allowed to be covered by the footprint of structures on that lot.

Magnolia Historic District. The Magnolia Historic Neighborhood takes in the north-western portion of the Midtown. Primarily composed of single and multi-family homes, most of the neighborhood was designated the Magnolia Historic District by the State of California in 1978. The tree-lined streets contain samples of virtually all the architectural styles of California's most formative period. The District is located within the borders of Harding Way on the North, Park Street on the South, California Street on the east, and El Dorado Street on the West.

Municipal Service Review. A Municipal Service Review is undertaken in accordance with the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 and as a response to the requirement that LAFCO complete a Municipal Service Review and make written determinations

prior to updating the sphere of influence plan for an agency who provides a particular service and who is subject to LAFCO's jurisdiction.

Net Acreage. Net acreage is calculated by taking the gross acreage of a site and subtracting portions of the site dedicated to public improvements, such as streets.

Project Area Committee (PAC). A PAC is comprised of residents, property owners, business owners, and community organizations in a project area, who are elected to the committee and consulted on those policy matters which deal with the planning and provision of replacement residential facilities, relocations, and other policy matters which affect the residents of the project area.

Redevelopment Project Area. A geographical boundary within which Community Redevelopment Law is utilized to attain revitalization of blighted structures, neighborhoods and communities.

Right-of-Way. A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Setback. The required minimum horizontal distance between a structure and the front, side, and/or rear property line or another structure.

Special Districts. Limited purpose districts such as Flood Control, fire, irrigation, etc.

Stockton Channel Area. The Stockton Channel area is located just west of downtown around the deep water channel on the San Joaquin River. The area has special development provisions that are part of the Stockton Zoning Ordinance which require a Conditional Use Permit for any type of development or alteration.

Urban Service Areas. An urban service area is the area around a jurisdiction or community that can adequately provide infrastructure expansion and public services at above a rural level. Such infrastructure and services include but are not limited to: streets, gutters, water, sewer, electricity and communications. Land outside this area would be considered open space or rural.

Use Permit. A Use Permit (UP) is used for specific land uses that due to their type of activities may create unique impacts that need to be addressed for each site. A UP may require a public hearing, and if approval is granted, is usually subject to the fulfillment of certain conditions by the developer/operator.

Williamson Act Land Conservation Contracts. The California Land Conservation Act of 1965 -- commonly referred to as the Williamson Act -- enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971.

Zoning. Zoning is the principal tool for implementing the general plan; it translates general plan land use recommendations and standards directly into enforceable regulations. In its most elementary form, zoning is the division of a community into districts and the specification of allowable uses and development standards for each of the districts. Typically, the zoning ordinance consists of text and a map delineating districts for such basic land uses as residential, commercial, and industrial and establishing special regulations for parking, floodplains, and other specific concerns. For each of the basic land uses, the zoning ordinance text typically includes an explanation of the purpose of the zoning district; a list of principal permitted uses; a list of uses allowed by conditional use permit; and standards for minimum lot size, density, height, lot coverage, and setback.

State law requires that zoning ordinances be consistent with the general plan. A zoning ordinance is consistent with an adopted general plan only if the various land uses authorized by the zoning ordinance "are compatible with the objectives, policies, and general land uses and programs specified in such a plan" (Government Code Section 65860[a]). State law also provides that in the event that a zoning ordinance becomes inconsistent with a

general plan by reason of amendment to such a plan, the zoning ordinance must be amended within a reasonable time so that it is consistent with the general plan as amended (Government Code Section 65860 [a]). Although these regulations do not apply, the charter cities like Stockton, the new Development Code (Planning and Zoning Ordinance) for Stockton will require that zoning classifications and regulations be consistent with the adopted General Plan. Although these development regulations do not apply to Charter cities like Stockton, the new Development Code (Planning and Zoning Ordinance) for Stockton will require that zoning classifications and regulations be consistent with the adopted General Plan.

Land Use Diagram

The General Plan Land Use and Circulation Diagrams graphically depict the major land use and circulation relationships of the General Plan. The policies contained in the General Plan, to the extent they can be graphically depicted (i.e., location of schools and parks, relationship of high-density residential areas and commercial areas to circulation corridors), are illustrated on the General Plan Land Use and Circulation Diagrams. The Land Use Diagram shows twelve land use designations that cover agricultural, open space, residential, commercial, office, industrial, and public uses.

The land use designations with the largest amount of acreage on the diagram are low-density residential and industrial uses. The very low-density residential designation (Residential Estates) is primarily located in agricultural transition areas and where existing development is compatible with this development type. The high-density residential designation is shown on the Land Use Diagram in locations throughout the Planning Area to provide for alternative housing choices and affordability.

Uses that serve residential development, such as schools and parks, are shown on the Land Use Diagram. Locations for future facilities are only shown to represent the general area for the facility. Final locations will be determined during site selection.

In addition to residential designations, the Circulation Diagram also displays the Village designation. This use is located primarily between existing development and the Urban Service boundary in areas that are vacant, currently used for agriculture, or otherwise occupied by low intensity uses. The Village designation requires neighborhood development that integrates residential, commercial, schools, and park uses to meet the needs of surrounding residents. See Section 7, Districts and Villages, for detailed development standards.

Office and commercial uses are shown throughout the Planning Area. These uses are at locations that coordinate with the traffic circulation system shown on the Land Use Diagram. Industrial uses are shown for the most part in the southern part of the Planning Area and around the Port. These locations relate to the Port and other major transportation facilities, (i.e., airport, freeways, railroads) and seek to minimize negative impacts on residential neighborhoods. Open Space/Agriculture uses are generally located on the northern and eastern fringes of the Planning Area between the Urban Service boundary and the Planning Area boundary.

3.1 Land Use Designations and Standards

Introduction

This section sets out the land use description depicted as the land use diagram. Each description includes list of allowable uses, maximum net/gross dwelling units/acre (DUA) for residential uses and floor area ratio (FAR) for non-residential uses. The following paragraphs explain DUA and FAR.

Table 3-1 summarizes land use intensity standards and identifies the zoning districts that correspond to each land use designations. The zoning districts are set out in the City of Stockton Development Code.

Table 3-1 Development Intensity Standards

Land Use Designation	Development Standards			Corresponding Zoning Designation
	Minimum Lot Area	Maximum dwelling units per net acre	Maximum Nonresidential FAR	
Residential Estates (RE)		1	N/A	RE
Low Density Residential (LDR)		8.7	N/A	RL
Medium Density Residential (MDR)		17.4	N/A	RM
High Density Residential (HDR)		29 outside downtown; 87 downtown	N/A	RH
Administrative Professional (AP)		29 outside downtown; 87 downtown	0.5	CO, UC
Commercial (C)		29 outside downtown; 87 downtown	0.3 outside downtown 5.0 downtown	CN, CG, CD, CL, CA
Industrial (I)		0	0.6	IL, IG, PT
Institutional (IN)	N/A	1	0.5-5.0	PF, PT
	Site Minimum	Site Maximum	Maximum Nonresidential FAR	Corresponding Zoning Designation
Parks and Recreation (PR)	N/A	1	0.20	PF
Open Space/Agriculture (OSA)	40 acres	1	0.1	OS
Mixed Use (MU)	100 acres	29	0.5	MX
Village (V)*	N/A	29	0.5	Village Zoning per Specific or Master Plan

* See Chapter 7, Districts and Villages, for details.

N/A = Not Applicable

Standards of Building Intensity and Population Density

Residential

Building intensity standards for residential uses are defined as the maximum number of dwelling units allowed per gross or net acre. For each residential designation, a maximum DUA is given 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. The assumed percentage of rights-of-way varies by land use designation: 10 percent in RE; 30 percent in LDR; 25 percent in MDR; and 20 percent in HDR. In the case of a discrepancy in the DUA calculation, the DUA based on net acreage shall rule.

Population density for residential uses are defined as the estimated number of people per dwelling unit multiplied by the maximum number of dwelling units allowed per gross or net acre. The State of California Department of Finance (DOF) estimates the number of people per dwelling unit annually. For 2004, DOF estimates persons per household at 3.00 for Stockton.

For some residential categories, the residential density standards are higher in the Downtown District than in the rest of the city.

Non-Residential

Building intensity standards for nonresidential uses are defined as maximum floor area ratios (FARs). FAR is defined as the ratio of the amount of building square footage permitted on a lot to the net size of the lot. For example, a FAR of 1.0 on a 10,000 square foot lot would allow 10,000 square feet of building area. A developer may be able to comply with a FAR of 1.0 on a 10,000 square foot lot through various means: a one-story building covering the entire lot; a two story building covering one-half of the lot; or a four-story building covering one-fourth of the lot, etc., depending upon additional non General Plan standards such as setbacks as described in various City ordinances (i.e., Development Code).

Land Use Designations

Residential Estates (RE)

Allowed uses: single-family residential units, public and quasi-public uses, second units, and other similar and compatible uses.

- Maximum dwelling units per gross acre: 0.9 du/acre
 - Maximum dwelling units per net acre: 1 du/acre
-

Low Density Residential (LDR)

Allowed uses: 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.

- Maximum dwelling units per gross acre: 6.1 du/acre
- Maximum dwelling units per net acre: 8.7 du/acre

Medium Density Residential (MDR)

Allowed uses: 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.

- Maximum dwelling units per gross acre: 13.1 du/acre
 - Maximum dwelling units per net acre: 17.4 du/acre
-

High Density Residential (HDR)

Allowed uses: Multifamily residential units, apartments, dormitories, group homes, guest homes, public and quasi-public uses, and other similar and compatible uses.

- Maximum dwelling units per gross acre: 23.2 du/acre outside the downtown area; 69.6 du/per acre inside downtown.
- Maximum dwelling units per net acre: 29 du/acre outside the downtown area. 87 du/per acre inside downtown.

Administrative Professional (AP)

Allowed uses: 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.

- Maximum floor area ratio (FAR): 0.5
- Maximum dwelling units per gross acre: 23.2 du/acre outside the downtown area; 69.6 du/per acre inside downtown.
- Maximum dwelling units per net acre: 29 du/acre outside the downtown area; 87 du/per acre inside downtown.

Commercial (C)

Allowed uses: 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.

- Maximum floor area ratio (FAR): 0.3 outside the Downtown area. 5.0 inside the Downtown area.
- Maximum dwelling units per gross acre: 23.2 du/acre outside the downtown area. 69.6 du/per acre inside downtown.
- Maximum dwelling units per net acre: 29 du/acre outside the downtown area. 87 du/per acre inside downtown.

Industrial (I)

Allowed uses: 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.

- Maximum floor area ratio (FAR): 0.6

Institutional (IN)

Allowed uses: public and quasi-public land uses such as schools, libraries, colleges, water treatment facilities, airports, some governmental offices, Federal installations, and other similar and compatible uses.

- Maximum floor area ratio (FAR): 0.5 outside the downtown area. FAR of 5.0 within the downtown area

Parks and Recreation (PR)

Allowed uses: City and county parks, golf courses, marinas, community centers, public and quasi-public uses, and other similar and compatible uses.

- Maximum floor area ratio (FAR): 0.2

Open Space/Agriculture (OSA)

Allowed uses: 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.

- Minimum parcel size: 40 acres
- Maximum dwelling units per parcel: 1 du/parcel
- Maximum floor area ratio (FAR): 0.01

Mixed Use (MX)

Allowed uses: 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 adapted concurrently with the designation of the property as MX.

Development standards: Development standards to be determined through a Master Development Plan according to the requirements of the Stockton Development Code (SDC).

- Maximum floor area ratio (FAR): 0.5.
- Minimum development size: 100 Acres.
- Maximum dwelling units per gross acre: 23.2 du/acre.
- Maximum dwelling units per net acre: 29.

Village (V)

Allowed uses: Please refer to Chapter 7, District and Villages, for details on allowed uses.

- Maximum dwelling units per gross acre: 23.2 du/acre.
- Maximum dwelling units per net acre: 29.
- Maximum floor area ratio (FAR): 0.5.



The Village Designation has specific requirements for development. Please refer to Chapter 7, District and Villages, for details.

3.2 General

Goal LU-1 provides the basic framework for land use decisions within the planning area. Policy additions include the definition of an appropriate urban services boundary. While the General Plan covers a large planning area (land areas that bear direct relationship to the future of the City), the urban service area boundary is provided to define the portion of the planning area available for urbanized development. This mechanism allows the City to plan for the efficient and appropriate expansion of infrastructure and public services.

New to the General Plan is a defined program for general plan reporting and maintenance. Policies are now provided that specify a timeframe for both annual review and for the routine consideration of major updates to reflect the changing needs of the community.

Finally, the policies under this goal address the interaction of the City and the County in regional planning activities and looking at how the City fits within the region.

LU-1

To ensure that Stockton's future 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.

LU-1.1 Land Use Diagram

The City shall utilize and maintain the Land Use Diagram to designate the location and extent of each land use designation within the Planning Area (Figure 3-1).



It is typical for a Land Use Diagram to be updated over time. Please check the Community Development Department website (<http://www.stocktongov.com/CD/PlanningDivision.cfm>) to ensure you have the latest version.

LU-1.2 Urban Service Area Boundary

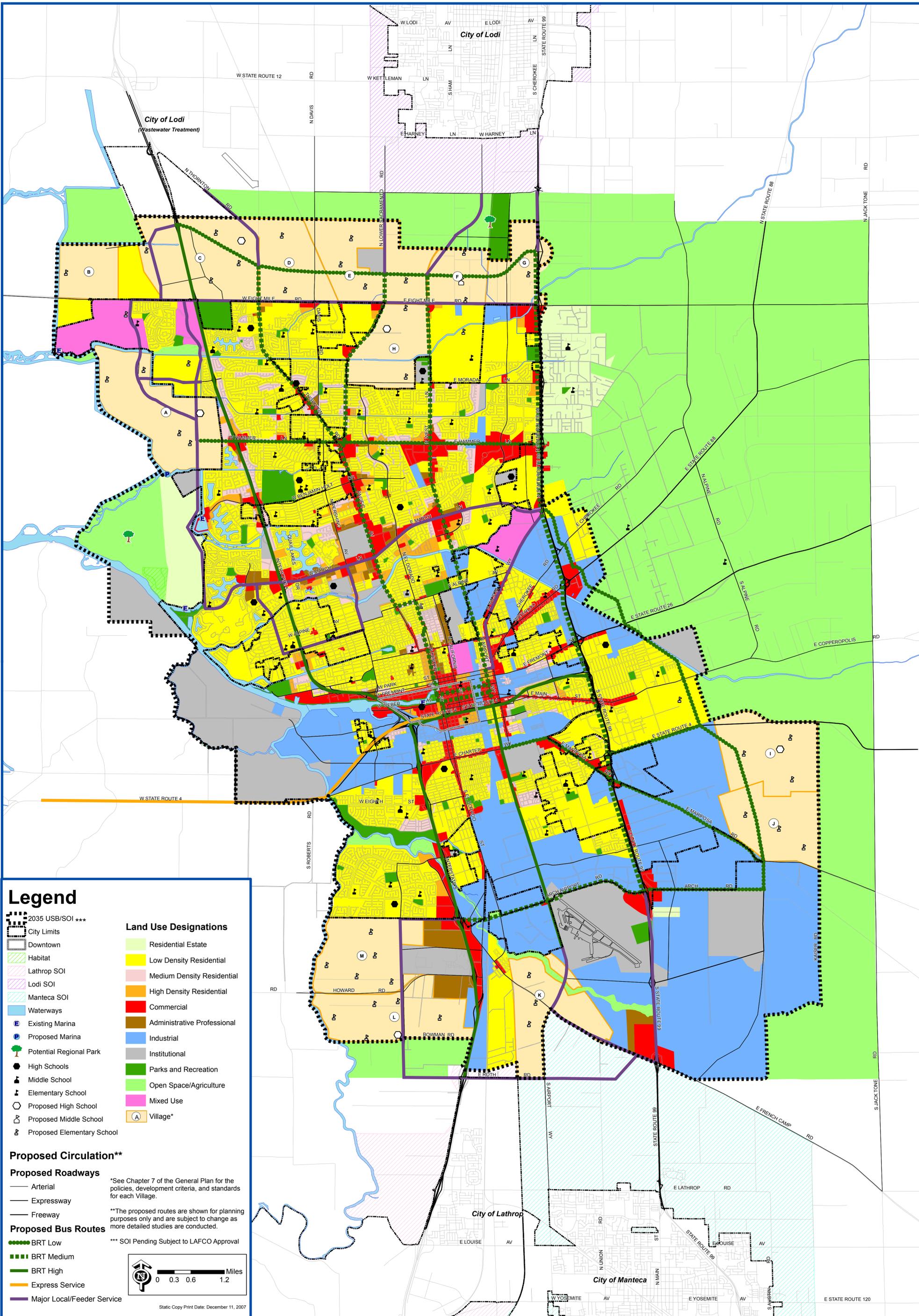
The City shall designate an Urban Service Area boundary beyond the existing City limits within which City services and facilities will be available for extension upon annexation and where future urban development shall be in conformance with City Council adopted master utility and circulation plans.

LU-1.3 Expanding the Urban Service Area

The City shall expand the Urban Service Area Boundary only when applicable General Plan policies can be met and appropriate services and efficient infrastructure can be provided.

LU-1.4 Urban Service Area Uses

The City shall designate all lands outside the Urban Service Area boundary as Agriculture/Open Space (with the exception of the Wright/Elwood Tract).



Legend

- 2035 USB/SOI ***
- City Limits
- Downtown
- Habitat
- Lathrop SOI
- Lodi SOI
- Manteca SOI
- Waterways
- Existing Marina
- Proposed Marina
- Potential Regional Park
- High Schools
- Middle School
- Elementary School
- Proposed High School
- Proposed Middle School
- Proposed Elementary School

- Land Use Designations**
- Residential Estate
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Commercial
 - Administrative Professional
 - Industrial
 - Institutional
 - Parks and Recreation
 - Open Space/Agriculture
 - Mixed Use
 - Village*

Proposed Circulation**

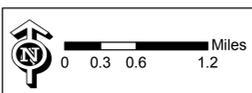
Proposed Roadways

- Arterial
- Expressway
- Freeway
- BRT Low
- BRT Medium
- BRT High
- Express Service
- Major Local/Feeder Service

*See Chapter 7 of the General Plan for the policies, development criteria, and standards for each Village.

**The proposed routes are shown for planning purposes only and are subject to change as more detailed studies are conducted.

*** SOI Pending Subject to LAFCO Approval



Static Copy Print Date: December 11, 2007

Back of Figure 3-1 (Discard)

LU-1.5 Future Urban Development

Future urban development within the Planning Area should occur under the jurisdiction of the City. To this end, the City shall require that vacant unincorporated properties be annexed into the City prior to the provision of any City services, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City.

LU-1.6 Building Intensity and Population Density

The City shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the Land Use Element and the City's Development Code.

LU-1.7 Land Use Conflicts

The City shall continue to apply the regulations and procedures of the Development Code and shall use the environmental process to prevent or mitigate land use conflicts.

LU-1.8 San Joaquin County Development Approvals

The City shall encourage San Joaquin County to honor the City's Urban Service Area policies and to approve no development within the City's Planning Area that is inconsistent with the City's General Plan.

LU-1.9 City/County Uniform Land Use Policy

The City shall work with San Joaquin County and surrounding cities to develop a uniform land use policy for the lands within and adjacent to the city so no inconsistencies will arise should these areas eventually be annexed to the City.

LU-1.10 Regional Planning

The City shall participate in the San Joaquin Council of Governments' regional planning programs and shall coordinate City plans and programs with those of the Council of Government.

LU-1.11 Safe Development

The City shall limit urban growth in areas with hazardous nuisance conditions such as noise, flooding or unstable soils if such conditions cannot be adequately mitigated.

LU-1.12 Commuting Distances

The City shall strive to minimize the commuting distances between residential concentrations and employment centers by encouraging infill development and a mix of residential densities.

LU-1.13 Growth Phasing

The City shall phase growth based on the availability of adequate water supplies, market forces, infrastructure financing capacity, and the timing of the design, approval, and construction of water supply and transportation facilities and other infrastructure.

LU-1.14 Annual General Plan Review

The City shall annually review the General Plan in order to monitor its implementation.

LU-1.15 Major General Plan Review

The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every five years from the date of final approval of this General Plan and shall revise it as deemed necessary.

LU-1.16 Development Assumptions

The City shall not approve new development beyond the amount of development assumed in the final EIR for the Stockton General Plan 2035 without re-evaluating the General Plan and conducting appropriate environmental analysis.

3.3 Agriculture

Agriculture has played an important role in the City's economic, cultural, and environmental framework since the first mass arrivals of settlers to the area. The City's climate, water availability and proximity to transcontinental transportation routes made it a premier location for agricultural land development for over a century. San Joaquin County ranked 6th out of the 58 counties in California in gross agricultural production according to the California Agricultural Statistical. Nearly 41.1 percent of the 123,000-acre Study Area is used for urban development and about 37.5 percent for agriculture. Approximately 933 parcels have a Williamson Act Contract, with an average parcel size of 62.7 acres.

The purpose of goal LU-2 is to set a framework for agricultural lands within the planning area. From input obtained during public participation process there was desire to maintain some agricultural land along the northern edge, as well as along the eastern side of the planning area. As described from these policies, and reflected on the land use diagram, the City is looking to establish a northern agricultural buffer and a large area in the eastern planning area to be maintained for non-urbanized land uses. This policy document also examines the issue of transitioning agricultural lands in other words protecting the right to farm within the urban service area.

LU-2 To promote the protection of agricultural lands outside the Urban Service Area to the north and east, and to discourage the premature conversion of agricultural lands within the Urban Service Area.

LU-2.1 Agricultural Land Preservation

The City shall limit the wasteful and inefficient sprawl of urban uses into agricultural lands.

LU-2.2 Agricultural Buffer

The City shall support the establishment of a permanent agricultural/open space buffer along the ultimate edge of the Urban Service Area. Buffer or setback areas would follow along parcel boundary lines and be established with a minimum width of 100 feet.

LU-2.3 Land Conversion within the Urban Service Area

The City shall discourage the premature conversion of agricultural land to urban uses within the Urban Service Area.

 *Additional policies on agriculture are found under Goal NCR-4 (Section 13).*

3.4 Residential Development

Vital to Stockton’s future is its ability to provide residential development opportunities that facilitate stable neighborhoods with a variety of housing

possibilities and support services. Residential land encompasses both single family development as well as multifamily residential uses. These two categories include single homes, duplexes, triplexes, and apartment buildings. There is about 11,315 acres of residential land within the City of Stockton amounting to about 29.7 percent of the existing land use. A total of 25.6 percent of the residential land is used for single family residences, with the remaining 4.1 percent used for multifamily housing.

The provision of adequate and varied housing opportunities within the planning area is covered by this goal (LU-3) as well as the housing element (Chapter 4). From a policy stand point many of the policies are refinements of existing policy commitments. Based on the City’s updated housing goals, a new policy was added to establish a target ratio of multiple family and single family residential uses.

LU-3 To promote a variety of housing types and densities throughout the City that address the housing needs of various age and socio-economic groups.

LU-3.1 Single Family/Multifamily Balance

The City shall strive to maintain a ratio of 70 percent single family and 30 percent multifamily residential uses in the overall housing stock.

LU-3.2 Residential Infill Densities

The City shall encourage higher residential densities at appropriate infill locations through the design flexibility made possible by the Planned Development provisions of the Development Code.

LU-3.3 Senior Housing Development

The City shall encourage the development of senior housing in areas that are accessible to public transportation, near commercial services, and health and community facilities.

LU-3.4 Residential Open Space

The City shall provide for open space in residential development in either private yards or common areas to partially meet the residents’ recreational needs.

LU-3.5 Planned Development

The City shall encourage the use of planned development provisions in residential development to provide flexibility, to meet various socio-economic needs, and to address environmental and site design constraints.

LU-3.6 Density Changes

The City shall review proposed rezonings that would increase density in existing residential areas considering such factors as: neighborhood character and identity; compatibility of land use; impact on services and facilities (including schools); and impact on streets and highways.

LU-3.7 Incompatible Uses

The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability).

LU-3.8 Residential Conversion

The City shall approve proposals to convert residential properties along major streets to office or commercial uses only when there already is a substantial non-residential character to the area, the proposal is compatible with the surrounding land use, and adequate off-street parking can be provided.

LU-3.9 Conflicting Uses

The City shall designate new residential developments in areas that will not create conflicts with existing or planned industrial or intensive commercial uses.

3.5 Commercial / Mixed Use Development

The purpose of goal LU-4 is to provide the policy framework necessary to encourage and maintain an adequate commercial base within the community. The policies in this goal describe ways to maintain and revitalize existing uses as well as promote new commercial opportunities. A policy on mixed-use development is incorporated to provide flexibility and meet the needs of new and innovative commercial developments. The mixed-use designation also promotes a village-like development as an infill opportunity within the developed portions of the community.

Commercial and administrative land amounts to about 3,926 acres, or 10.3 percent of existing land use in the City of Stockton. Commercial development includes retail and neighborhood commercial uses, as well as administrative offices. This land is dispersed throughout the City and ranges from small single parcel retail stores to large retail and office developments located along key transportation corridors and in business parks.

LU-4

To encourage commercial and mixed use commercial/housing 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.

LU-4.1 Commercial Revitalization

The City shall encourage the upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers.

LU-4.2 Enterprise Zone

The City shall maximize development opportunities within the City/County locally-designated Enterprise Zone.

LU-4.3 Commercial-Residential Integration/Compatibility

The City shall encourage the compatible integration of commercial and new residential uses. Existing residential areas shall be integrated with new commercial uses through the provisions of the Development Code.

LU-4.4 Commercial Area Access

The City shall require commercial projects to provide frontage roads and/or access controls to reduce traffic congestion.

LU-4.5 Commercial Area Aesthetics

The City shall require that new commercial development incorporate landscaping and good design in accordance with Citywide Design Guidelines.

LU-4.6 Commercial Strip Centers

The City shall discourage the creation of new strip commercial areas along arterial streets to reduce traffic congestion and to enhance the visual appearance of the city.

LU-4.7 Commercial Signage

The City shall require that signage in commercial development complement rather than detract from the visual quality of the commercial development and surrounding neighborhood.

LU-4.8 Neighborhood Serving Commercial

The City shall encourage small neighborhood-serving commercial uses adjacent to and within residential areas where such uses are compatible with the surrounding area and mitigate any significant impacts (i.e., traffic, noise, lighting).

LU-4.9 New Residential Uses in Commercial Areas

The City shall encourage the redevelopment and conversion of distressed commercial strips into housing and mixed use areas.

LU-4.10 Commercial Cluster Encouragement/Protection

The City shall encourage the clustering of commercial uses and discourage the splitting of commercial clusters or centers by arterial roadways.

LU-4.11 Mixed Use Development

The City shall authorize developments in the Mixed Use designation subject to approval of a Master Development Plan and rezoning the area to a MX zoning district. 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, with residential uses for the common needs of the occupants and users of the mixed use development.

3.6 Industrial Development

Stockton has a considerable amount of industrial development. Areas of intense industrial development are located in and around the Port of Stockton, a key importing, exporting, and distribution center. Land used for industrial uses amounts to nearly 1,249 acres, or 3.3 percent of the existing land use. Much of this land is located in

the south and western portions of the City. Stockton has unique opportunities to expand its industrial industries as it grows in the future. The southern area of the city has 1,456 acres of vacant land available for development.

Information gathered from community workshops, the General Plan Action Team, and city-wide economic evaluations the need to provide an enhanced employment base was recognized. Stockton has a unique position related to the availability of multiple transportation systems that include three major highways, a deep water port, rail transfer facility, and a major airport. These factors all combine to establish a strong industrial cluster that connects all of these transportation arteries. These policies help establish a flexible structure to enhance the employment base of the City.

LU-5	To encourage, facilitate, and assist the location of new industry, and the expansion of existing industry.
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LU-5.1 Available Services

The City shall encourage industrial activities to locate where municipal services are available including adequate sanitary, storm drainage and water facilities as well as easy access to multiple modes of transportation.

LU-5.2 Clustering of Uses

The City shall encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.

LU-5.3 Parcel Assembly

The City shall support the assembly of land for new industrial growth where the fragmentation of parcels and/or the limited size of existing parcels act as a deterrent to new industrial development.

LU-5.4 Adjacent Uses and Access

The City shall discourage industrial development in locations where access conflicts with neighboring land uses.

LU-5.5 Compatible Land Use

The City shall ensure an adequate separation between sensitive land uses (residential, educational, healthcare) and industrial land uses to

minimize land use incompatibility associated noise, odors, and air pollutant emissions from industrial uses.

LU-5.6 Development Design

The City shall require that industrial development incorporate landscaping and good design in accordance with Citywide Design Guidelines.

LU-5.7 Adjacent Major Transit Uses

The City shall guide industrial uses near the Stockton Metropolitan Airport and the Port of Stockton by the policies of the Airport Land Use Commission and the Port of Stockton Master Development Plan, respectively.

3.7 Airport Compatibility Planning

The Stockton Metropolitan Airport (Airport) is located adjacent to the southern boundary of the City of Stockton and within the General Plan Planning Area. The Airport is conveniently located between two major north-south thoroughfares: Interstate 5 (1.5 miles to the west), and State Highway 99, which borders the Airport on the east. Situated on 1,449 acres of land, the Stockton Metropolitan Airport has an 8,650 foot long, 150 foot wide primary ILS runway, with a take-off distance available of 11,037 feet. The Stockton Metropolitan Airport also has a 4,458 foot long, 75 foot wide general aviation runway. Six air carrier gates adjoin the 44,355 square foot terminal building.

Planning for the Airport includes a set of noise contours generated in the 1991/92 timeframe, and a 1998 Airport Master Plan. Since these documents were prepared, the Airport has extended its primary runway and has attracted new cargo and private jet operations. The state of the art in noise modeling and land use compatibility planning has also evolved since the last studies were prepared. To address these changes, the Airport is expecting to start the preparation of new noise contours and an updated Airport Master Plan starting in 2008, assuming funding from the Federal Aviation Administration is available.

LU-6

To ensure land use compatibility around the Stockton Municipal Airport, thereby protecting public safety and supporting continued operation of the airport.

LU-6.1 Airport Influence Area

The City of Stockton will utilize the AIA adopted by the County Airport Land Use Commission for the Stockton Metropolitan Airport. In general, the AIA should be defined to encompass all lands that, due to their proximity to the airport, are subject to a materially greater level of safety risk and/or adverse environmental effect (e.g., noise) from present or foreseeable future airport operations than lands more distant from the airport, and all lands in the vicinity of the airport on which certain land uses (e.g., residential or educational) could inhibit present or foreseeable airport operations due to the increased safety risks or adverse environmental effects (e.g., noise) on sensitive receptors that could result from such land uses.

LU-6.2 Consistency with Airport Land Use Commission Policies

The City will protect the Airport and related aviation facilities from encroachment by potentially incompatible land uses. The City shall ensure that the General Plan and all future development within the AIA will be consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except where pursuant to Public Utilities Code Sections 21676 and 21676.5, the City Council, pursuant to a two-thirds vote, exercises its option to conclude that, notwithstanding a negative recommendation from the ALUC, the Council's proposed action is consistent with the purposes of providing for the orderly development of the Airport and the areas surrounding the airport while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards).

LU-6.3 Obstructions

The City will ensure the height of new structures complies with Federal Aviation Administration (FAA) Part 77 requirements.

LU-6.4 Infill Within Adopted AIA

Where substantial incompatible development already exists, additional infill development of similar land uses may be allowed to occur even if such land uses are to be prohibited elsewhere in the zone, consistent with Public Utilities Code Sections 21676 and 21676.5. Projects can be considered infill if they meet all of the following criteria:

1. The project site is bounded on at least three sides by uses similar to those proposed.
2. The proposed project would not extend the perimeter of the area developed with incompatible uses.
3. The proposed project does not otherwise increase the intensity and/or incompatibility of use through use permits, density transfers or other strategies.

LU-6.5 Avigation Easements within AIA

New development, or expansion of an existing use that requires a building permit, within the AIA defined at the time of application, will be required to file an avigation easement with the City.

LU-6.6 Adjacent Major Transportation Hubs

The City shall direct industrial uses to areas in or near the Stockton Metropolitan Airport, the Port of Stockton, and the BNSF Intermodal Facility consistent with the policies of the Airport Land Use Commission, the Port of Stockton Master Development Plan, and BNSF respectively.

LU-6.7 Interior Noise Within Adopted AIA

Sound attenuation shall be included in the requirements of new projects to provide interior noise levels (attributable to exterior sources) that do not exceed 45 dB in any habitable structure.

3.8 General Plan Maintenance

LU-7

To provide for the ongoing administration and implementation of the City of Stockton General Plan.

LU-7.1 Maintaining a Current General Plan

The City shall maintain the General Plan to ensure that it reflects the needs and desires of those who live, work, and vacation in San Joaquin County.

LU-7.2 Maintaining Planning Consistency

The City shall review and revise other City planning documents to ensure consistency with the General Plan.

3.9 Community Participation

LU-8

To work together as a community to achieve the objectives, goals, and policies of this General Plan and provide for a robust community participation process in the City's land use planning decisions.

LU-8.1 Increase Community Participation

The City shall work with community members to enhance public participation in the planning process.

LU-8.2 Participation Education

The City shall develop a proactive outreach program targeted at informing and educating the public on the planning process and their ability to be involved in the decision making process.

3.10 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall request that the San Joaquin County Local Agency Formation Commission (LAFCO) modify Stockton's sphere of influence consistent with the long-term growth plans reflected in the General Plan.	LU-1.2	Community Development Department	■			
2. The City shall work with San Joaquin County to develop a uniform land use policy for the urbanized lands adjacent to the City.	LU 1.9	Community Development Department	■			
3. The Planning Commission shall review the General Plan annually, focusing principally on actions undertaken in the previous year to carry out the implementation programs of the Plan. The Planning Commission's report to the City Council shall include, as Commission deems appropriate, recommendations for amendments to the General Plan. This annual report shall also be used to satisfy the requirements of the Public Resources Code (Section Number §2108.6) for a mitigation monitoring program.	LU-1.14	Community Development Department Planning Commission				■
4. The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every five years to ensure the plan is addressing the needs of the City. Issues identified will be addressed as part of an amendment or update.	LU-1.15 LU-7.1 LU-7.2	Community Development Department			■	■
5. The City shall evaluate the development of incentives to promote reuse of distressed commercial areas. Such incentives may include permit streamlining, density bonuses, and other appropriate tools.	LU-4.9	Community Development Department				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
6. The City will prepare and adopt modifications to the General Plan needed to bring the General Plan into compliance with any Land Use Plan adopted by the San Joaquin County Airport Land Use Commission.	LU-6.2	Community Development Department				■
7. The City shall revise their Development Code to include standards for the evaluation of impacts related to aviation operations within the AIA, including single event noise where appropriate.	LU-6.2	Community Development Department				■
8. The City shall continue to administer the General Plan update/maintenance fee collected through the building permit process and based on a percentage of the permit valuation.	LU-7.1	Community Development Department	■	■		
9. The City shall amend the Development Code to conform to the goals, policies, and implementation measures in this General Plan.	LU-7.2	Community Development Department	■	■		
10. The City shall review its capital improvements plan and budgets to ensure consistency with the General Plan.	LU-7.2	Community Development Department				■
11. The City shall create and maintain an enhanced database of civic, district, neighborhood, non-profit groups, and interested individuals and provide timely updates and information on upcoming planning projects and applications of interest to the community.	LU-8.1	Community Development Department	■			■
12. For planning projects that the broader community (General Plan Updates, Village plans, redevelopment plans, and so forth), the City may establish a community advisory committee to assist in reviewing proposals and eliciting public input. The City will seek participation from the broad spectrum of stakeholders in these communities.	LU-8.1 LU-8.2	Community Development Department				■

Implementation	Implements What Policy	Who is Responsible	2008- 2009	2010- 2015	2016- 2035	On-going
13. The City shall use their website to make it easy to obtain timely information on planning proposals and methods and times for public input.	LU-8.1 LU-8.2	Community Development Department				■
14. The City shall use the local access channel to provide enhanced information on upcoming plans and projects.	LU-8.1 LU-8.2	Community Development Department				■
15. The City shall develop a sign program to post information on upcoming Planning Commission consideration of General Plan Amendments or zone changes. The sign will provide information on the proposal and methods to receive additional information or make comments.	LU-8.1 LU-8.2	Community Development Department				■
16. The City shall utilize the annual report to the Planning Commission as an opportunity to inform the public on the status of the General Plan's implementation and to evaluate the City's performance relative to housing, in-fill development, and economic development.	LU-8.1 LU-8.2	Community Development Department				■
						■

Please see the next page.

Section 4

HOUSING ELEMENT



4

Housing



The element is divided into five sections:

- Introduction to the Policy Document (Section 4.1)
- Goals, Policies, and Implementation Programs (Section 4.2)
- Adequate Sites (Section 4.3)
- Quantified Objectives (Section 4.4)
- Public Participation (Section 4.5)

4.1 Introduction to the Policy Document

Pursuant to State law, Stockton has identified the current issues facing housing available to its community. Since the previous adopted Housing Element, Stockton has continued to grow and expand its available housing stock, housing programs, and City services available to all segments of the population. Stockton faces distinct challenges to continue providing programs and services to meet the needs of the community. The demand for affordable housing continues to grow in Stockton, especially for low- and very-low income groups. Stockton recognizes the necessity of working with others, groups, and organizations that provide affordable housing solutions, while the City provides the services and delivery systems that facilitate growth to meet the ever growing community.

4.2 Goals, Policies, and Implementation Programs

HE-1

Ensure the adequate provision of sites for housing of all types, recognizing the importance of a jobs-to-housing ratio that encourages living and working in our community.

HE-1.1 Availability of Land

The City shall designate sufficient vacant land for housing to accommodate anticipated population growth.

HE-1.2 Adequate Supply of Land

The City shall maintain an adequate supply of undeveloped land designated for low-, medium- and high-density residential uses.

HE-1.3 Transit Oriented Development

The City shall encourage higher density residential uses and high intensity non-residential uses to locate near main transportation routes to offer an alternative means of transportation to employment centers, schools, shopping, and recreational facilities.

HE-1.4 Public Services Availability

The City shall insure that sites designated for new residential development are adequately served by public utilities, are minimally impacted by noise and blighting conditions, and are compatible with surrounding land uses.

HE-1.5 Infill Development

The City shall encourage construction of new homes on vacant lots in existing developed areas of the city where public improvements have already been installed.

HE-1.6 Second Unit Development

The City shall promote the development of second units to provide additional affordable housing opportunities.

HE-2 Ensure the adequate provision of housing for all economic segments of the community with special attention to encouraging affordable housing.

HE-2.1 Pursue Programs

The City shall pursue Federal and State housing assistance programs designed to help meet the needs of low- and moderate-income households.

HE-2.2 Networking

The City shall work with private and non-profit entities to provide housing to low- and moderate-income households.

HE-2.3 Lowering Development Costs

The City shall approve housing construction methods, such as manufactured housing, that reduce costs while maintaining quality, health, and safety.

HE-2.4 Homeownership Opportunities

The City shall expand homeownership opportunities for moderate-income households.

HE-2.5 Regional Housing Allocations

To minimize impacts on Stockton, the City shall work with San Joaquin County, Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy to encourage these jurisdictions to provide their fair share of affordable housing.

HE-3 Address and, where feasible, remove governmental constraints to the development, improvement, and maintenance of the housing stock, and encourage higher density development.

HE-3.1 Affordable Housing Incentives

The City shall explore incentives, bonuses, and flexibility in standards and requirements in the Development Code that could benefit affordable housing development.

HE-3.2 Public Improvements

The City shall plan for the expansion and/or improvement of public facilities and infrastructure to coincide with housing development and improvements.

HE-3.3 Streamlined Permitting

The City shall continue to streamline the local permit approval and review processes.

HE-3.4 Development Fees Evaluation

The City shall evaluate the City's application and development fees to determine their effect on the costs of providing housing and consider fee modifications to reduce housing costs where appropriate.

HE-3.5 Article 34

The City shall continue to pursue voter approval (Article 34 authority) for new low-income housing in Stockton.

HE-4 Conserve and enhance existing housing in Stockton's neighborhoods.

HE-4.1 Housing Maintenance

The City shall encourage maintenance and repair of existing owner-occupied and rental housing to prevent deterioration of housing.

HE-4.2 Housing Rehabilitation

The City shall encourage the rehabilitation of substandard and deteriorating housing.

HE-4.3 Unit Replacement

The City shall promote the removal and replacement of those substandard units that need to be replaced.

HE-4.4 Service Maintenance

The City shall provide, upgrade, and maintain community facilities and municipal services in all community areas.

HE-5 Promote housing opportunities for all residents and support the elimination of discrimination in housing.

HE-5.1 Anti-Discrimination

The City shall support the strict observance and enforcement of anti-discrimination laws and practices.

HE-5.2 Low-Income Unit Concentration

The City shall consider the concentration effects of new or potential policies, programs, and developments, and avoid decisions that will increase concentration of low-income households.

HE-5.3 Housing Size and Affordability

The City shall encourage the provision of housing units to meet the needs of families of all sizes affordable to all income levels.

HE-5.4 Special Needs Housing

The City shall promote housing that meets the special needs of the disabled and senior segments of the population.

HE-6

Promote energy conservation in Stockton's housing developments.

HE-6.1 Energy Conservation

The City shall utilize the City's review and regulatory power to enhance residential energy conservation within Stockton.

HE-6.2 Green Building Concepts

The City shall promote green building concepts and processes.

4.3 Adequate Sites

The following section provides an analysis of adequate sites available for affordable housing development in Stockton.

Regional Fair Share Allocation and Projected Housing Needs

As shown in Table 4-1, SJCOG, in its Regional Housing Needs Plan (RHNP), allocated Stockton a total of 18,081 housing units for the period from January 1, 2001, to June 30, 2008 (a 7½ -year planning period). The allocation is equivalent to an annual need of 2,411 housing units.

Table 4-1 City of Stockton Regional Housing Needs Determination by Income

	Very Low	Low	Moderate	Above Moderate	Total
RHNP Allocation	4,934	2,972	3,277	6,897	18,081
Percent of Total	27.3	16.4	18.1	38.2	100.0

Due to rounding errors, the total number of units exceeds the total number of units summed across affordability groups by one unit.

Source: SJCOG, *Regional Housing Needs Allocation Plan 2001-08 for San Joaquin County*; 2003

Table 4-2 shows the RHNP allocation by income and the units built in Stockton from January 2001 through July 2003. A total of 6,510 housing units were built or permitted since 2001, of which 5,702 units were affordable to above moderate-income households, 642 units were affordable to moderate-income households, and 166 units were affordable to very low-income households. The table also shows the net RHNP allocation after accounting for these built and permitted units. An additional 11,571 units are needed by June 30, 2008 to meet Stockton's total remaining RHNP allocation.

Available Land

This section provides an analysis of the land available within Stockton for residential development in comparison to the City's needs for new housing. In addition to assessing the amount of land available to accommodate the City's total housing needs, this section considers the availability of sites to accommodate a variety of housing types suitable for households with a range of income levels.

Table 4-3 provides an estimate of developable land within Stockton's city limits that falls within zoning districts that allow residential development. There is a total of 1,402 acres of vacant land in parcels of two acres or more in the City of Stockton. This total excludes vacant subdivision land listed on Table 2-27 of the Housing Element Background Report.

Table 4-3 describes the average and maximum densities that each zoning district allows and the number of units that could be produced on the available vacant sites over two acres in size. At the maximum density, the R-1 zone could accommodate up to 10,388 single-family units. In the zones that allow for higher densities, up to 5,553 units could be accommodated, assuming maximum densities; 1,056 units could be built in R-2 districts, up to 1,528 units could be built in R-3B districts, and 2,969 units could be built in C-R areas. (No sites were identified in the MX zone over two acres in size.)

Table 4-2 Comparison of Housing Unit Production with SJCOG’s Projected Housing Needs for City of Stockton (2001-2008)¹

Year	Total	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income
Total RHNP Allocation (2001-2008)	18,081	4,934	2,972	3,277	6,897
Building Permits Issued: January 2001- July 2003 ²	6,510	166	-	642	5,702
Net Allocation to be Met: January 2001-June 2008 (as of July 2003)	11,571	4,768	2,972	2,635	1,195
Percent Goals Achieved (As of July 2003)	36.0%	3.4%	0%	19.6%	82.7%

- 1) Stockton’s records track building permits only. Thus, the numbers shown in this table are based on building permits issued. According to the City’s Building Department, it is reasonable to assume that all permitted units will be built within one year of issue date. Furthermore, there are very few cancelled permits for new single family dwellings.
- 2) Totals include units under construction or permitted.

Source: City of Stockton; 2003

Table 4-3 Projected Residential Units (Excluding Current Subdivisions)

	R-1	R-2	R-3A ¹	R-3B ¹	C-R ¹	MX ²	Total
Vacant Gross Acres (2 Acre Minimum Lots) ³	1,188.3	55.8	2.76	52.7	102.4	0	1,402
Average Gross Density ⁴	4.69	11.17	34.4	21.15	11.17	21.15	
Projected Units	5,573	623	95	1,115	1,143	0	8,549
Maximum Density	8.7	18.94	87.1	29	29	29	
Maximum Units	10,338	1,056	240	1,528	2,969	0	16,131
Vacant Net Acres (Less Than 2 Acre Lots)	337.6	24.7	3.96	9.9	33.4	0	410
Average Net Density ³	5.7	13.8	34.4	23	23	23	
Projected Units	1,924	341	136	227	768	0	3,396
Maximum Density	8.7	18.94	87.1	29	29	29	
Maximum Units	2,937	467	345	287	968	0	5,004
Total Vacant Acres	1,525.9	80.5	6.7	62.6	135.8	0	1,812
Total Projected Units	7,497	964	231	1,342	1,911	0	11,945
Total Maximum Units	13,275	1,523	585	1,815	3,937	0	21,135

- 1) For R-3A, R-3B, and C-R only, the average gross density refers to the average allowable density by right. Single family, duplexes, and triplexes are allowed by right in R-3A, R-3B, and C-R. The maximum density for R-3A, R-3B, and C-R requires a Conditional Use Permit.
- 2) Mixed Use (MX) Zoning requires a minimum development size of 100 acres, and the approval of a Master Development Plan.
- 3) Assumes that 23.6% of R-1 and R-2 densities and 9% of R-3A, R-3B, and C-R density parcels over 2.0 acres in size would be required for streets and right of ways.
- 4) Average density assumptions taken from the 1992 Stockton Housing Element.

Sources: City of Stockton Land Use Data Base, Last Updated August 1, 2003; City of Stockton GIS Parcel Data Base; City of Stockton GIS Aerial, Taken October 2002; City of Stockton GIS Subdivision Data Base, Last Updated June 2003.

As shown in Table 4-2, Stockton has a net RHNP allocation (after subtracting units already issued building permits) of 11,571 housing units for the remaining 2001 to 2008 planning period. As indicated in Section 4.3, Stockton has a total holding capacity of 21,135 (maximum density) inside city limits based on current zoning for residentially designated land (this excludes lands in current subdivisions) and 4,186 planned units in current subdivisions. Thus, Stockton has a total holding capacity for housing units that is greater than its net RHNP allocation of 11,571 (after taking into account already built units).

However, the remaining need is for adequate sites to accommodate the housing needs of very low-, low-, and moderate-income households. The California Department of Housing and Community Development (HCD) assume, in general, that the higher the density, the more feasible it is to develop affordable housing. It is HCD's position that local jurisdictions should facilitate and encourage affordable housing development by allowing development at higher densities, which helps to reduce per unit land costs.

Two multifamily zones, R-3A and R-3B, C-R, the Commercial-Residential Zone, and the Mixed Use (MX) zone accommodate multifamily residential development within Stockton. The maximum density in the High Density Residential category is 87 dwelling units per acre, allowed only in the R-3A district (downtown area), and 29 units per acre in the R-3B district throughout the balance of the city. However, for this analysis, the R-3A district will use its average density of 34.4 dwelling units per acre as this is a more realistic projection for development compared to the maximum of 87 dwelling units per acre. The C-R zone also permits densities up to 29 units per acre. The M-X zone densities are fixed, based on a Master Development Plan and a Development Agreement. C-1, C-2, and C-3 zones also accommodate multifamily development, subject to a use permit.

In compliance with the requirements of Government Code Section 65583(c)(1), the General Plan land use element should provide a sufficient portion of land in its multifamily land use categories to meet its obligation to provide sites suitable for the production of needed housing affordable to very

low-, low-, and moderate-income households. The first step in determining the need for land in the multifamily categories is to determine the number of housing units that must be accommodated. This is calculated by totaling the projected housing need for very low-, low-, and moderate-income households, which totals 11,183 units, (3,277 units for moderate-income, 2,972 units for low-income, and 4,934 units for very low-income), as indicated in Table 4-2.

The following sections analyze the capacity for housing development in Stockton against the City's affordable housing need.

Adjustments to Capacity and Planned Affordable Units

The analysis in the available land inventory is divided into three categories; sites over two acres, sites under two acres, and land in current subdivisions. Lots over two acres in size are assumed to require services and right-of-ways as part of their development. As previously discussed, sites over two acres have total unit potential of 16,131 (10,338 single family R-1, 1,056 units of duplex/triplex R-2, 240 multifamily units in R-3A, 1,528 multifamily units in R-3B, and 2,969 multifamily units in C-R).

Lots less than two acres in size are assumed to be adequately served with City services and right-of-ways, thus these are assumed to be ready for development. The City of Stockton has a number of residentially designated parcels less than two acres in size that are currently vacant and potentially developable. There are a total of 1,635 lots designated R-1, single family, which have a potential holding capacity of 2,937 units. In addition, there are 107 R-2 zoned lots which have a potential holding capacity of 467 units, 30 R-3A lots with a potential holding capacity of 345 units, 22 R-3B lots with a potential holding capacity of 287 units, and a potential of 968 units in C-R.

Land identified in current subdivisions provided total potential units, thus densities cannot be applied for maximum unit potential. The current subdivision inventory (Table 2-27 in the Background Report, Section 2) contains a final map and planned unit total of 2,877 single family and 1,309 multifamily units. These subdivisions are dispersed throughout the city.

Comparison of Site Capacity to RHNP Allocation

Table 4-4 below summarizes the allocated need for very low-, low-, and moderate-income units compared to the capacity for these units in Stockton, based on the adjustments and assumptions discussed above.

As shown in the table, a total need of 10,375 very low-, low-, and moderate-income units remain after accounting for units already issued permits. The holding capacity of all vacant duplex, triplex, and multifamily land in residential and commercial zones, remaining multifamily land in subdivisions, affordable redevelopment site units, expected second unit potential, redesignated/rezoned low density land unit potential, and expected annexations is 11,593 housing units. This leaves a

surplus of 1,218 units over the net RHNP need of 10,375 affordable units. With the exception of second unit potential and expected annexation units, all sites listed are zoned for densities greater than 18 units per acre. All these densities would facilitate development of units affordable to very low-, low-, and moderate-income households.

Program 4 calls for the City to redesignate/rezone existing residential and non-residentially designated land for at least 680 additional units in residential zones with maximum density allowances of at least 29 units per acre (approximately 25 acres). Program 3 calls for the City to encourage the creation of second units in single-family neighborhoods. The City expects 300 second units to be built. The existing inventory of sites and the sites to be redesignated/rezoned per Program 4 should meet

Table 4-4 Summary of Site Analysis for Affordable Housing

	Total Units	Very Low-Income	Low-Income	Moderate-Income
Total RHNP Allocation (2001-2008) ¹	11,183	4,934	2,972	3,277
Building Permits Issued: January 2001- July 2003 ²	808	166	-	642
<i>Net Allocation to be Met: January 2001-June 2008 (as of July 2003)</i>	<i>10,375</i>	<i>4,768</i>	<i>2,972</i>	<i>2,635</i>
Site Capacity³				
Vacant Land Potential (R-2, R-3A, R-3B, C-R) ⁴	7,506			
Vacant Multifamily Land Potential (in Subdivisions) ⁵	1,309			
Redevelopment Sites ⁶	578			
Redesignate/Rezone (Approximately 25 Acres) ⁷	680			
Vacant Land Potential (C-1, C-2, C-3) ⁸	920			
Second Unit Potential ⁹	300			
Expected Annexations ¹⁰	300			
<i>Total Site Capacity</i>	<i>11,593</i>			
Surplus¹¹	1,218			

¹ See Table 2-18; RHNP Allocation

² See Table 2-27; Building Permits Issued

³ Includes all available sites that support multifamily development (densities greater than 18 units per acre) with the exception of second unit potential, redevelopment site units, and expected annexations.

⁴ See Table 2-28; Vacant Land Inventory in vacant R-2, R-3A(used average density), R-3B, and C-R zoned land.

⁵ See Table 2-27; Remaining units in approved projects.

⁶ See Table 2-29A; Units in Redevelopment Projects

⁷ See Program 4, Redesignate and Rezone Single Family Residential Land and Non-Residential Land at 29 units per acre for 680 units.

⁸ See Table 2-29; 10% of vacant land unit potential in C-1, C-2, and C-3 zoned land.

⁹ See Program 3, Second Units; Quantified Objective

¹⁰ See Table 2-29A; Redevelopment Projects outside the current City Limits

¹¹ Total site capacity minus net need allocation to be met

the housing needs of very low-, low-, and moderate income households. The expected second unit potential per Program 3 should further meet affordable housing needs.

4.4 Quantified Objectives

This section inventories the quantified objectives for affordable housing units to be created, conserved, and rehabilitated as a direct result of affordable housing programs.

As shown in Table 4-5, after accounting for new units constructed or permitted from January 2001 through July 2003, Stockton has a remaining need for 11,571 housing units, including 4,768 very-low income units, 2,972 low-income units, 2,635 moderate-income units, and 1,195 above-moderate income units.

Stockton has already provided 808 affordable units for the planning period. Stockton's additional quantified objectives for the remaining Housing Element Period (August 1, 2003- June 30, 2008) are 231 planned new affordable units, an additional 125 affordable units based on program objectives, 50 conserved affordable units, and 219 rehabilitated affordable units.

4.5 Public Participation

Discussion of the housing element has been included as part of the public process for the General Plan update. Prior to completing the housing element, staff and consultants met two times with the General Plan Action Team (GPAT) on June 23 and August 27, 2003. In addition to these two meetings, staff and consultants conducted four meetings with a Housing sub-team comprised of some GPAT members; representatives of organizations identified by City Staff and by GPAT members, and members of the public. The Housing

Sub-team met to discuss findings and issues related to the Housing Element. These meetings were held on June 12, July 29, August 13, and October 8, 2003. Finally, one joint City Council/Planning Commission general information study session was held on September 18, 2003 to discuss the Draft Housing Element. The Planning Commission held public hearings on November 13 and November 24 before making their final decision on December 11, 2003. The City Council held a public hearing on January 13, 2004 before adopting the Housing Element.

The members of the GPAT and Housing Sub-team represented a range of perspectives and include Stockton residents from the affordable housing community, social service providers, real estate developers and brokers, and other interested community residents. The list of GPAT and Sub-team members is included in the Appendix of this Housing Element.

Each of these meetings was publicized in the following way.

- Meeting notices and agendas were sent to GPAT and Sub-team members.
- Notices were also sent to interested individuals who requested to be included in the Housing Element Update process.
- Meeting announcements were posted at City Hall and the Planning Department.
- Meeting announcements were published in the local newspaper and posted on the General Plan Update Website (<http://www.westplanning.com/docs/stockton/>).

Public hearings are legally noticed in the local newspaper. Public hearings, meeting dates and minutes of the meetings are also listed on the City's General Plan website (www.stocktongov.com).

Table 4-5 Quantified Objectives, August 1, 2003 to June 30, 2008

Housing Needs				Quantified Objectives				
Income Category	Housing Needs (SJCOG): 2001-2008	Progress to Date: Jan 2001-July 2003	Remaining Allocation: August 2003-June 2008	New Construction			Conservation / Rehabilitation	
				Planned Housing: as of August, 2003 ¹	New Construction Objective from Programs	Total	Conservation	Rehabilitation ⁴
Very Low	4,934	166	4,768		63	63	25	50
Low	2,972	0	2,972	231 ¹	62	270	25	74
Moderate	3,277	642	2,635	0	0	0	0	95
Subtotal								
Affordable	11,183	808	10,375	231	125	333	50	0
Units								
Above Moderate	6,897	5,702	1,195	0	0	0	0	0
Total	18,081	6,510	11,571	231	125	333	50	219

1) See Table 32 in the Housing Element Background Report. . The 166 very low-income units were created from the substantial rehabilitation of formerly vacant properties. The total of 231 very low- and low-income units includes the substantial rehabilitation of 23 vacant units in two projects.

Source: City of Stockton, Mintier & Associates, and Vernazza Wolfe Associates, Inc.; 2003

4.6 Implementation Programs

Like all jurisdictions in the Central Valley, the City of Stockton had a State-mandated timeline for the completion of an updated Housing Element. To meet this deadline, this element was prepared and adopted separate from the rest of this General Plan update.

This element was adopted by the City of Stockton on September 14, 2004, and was subsequently certified by the California Department of Housing and Community Development (HCD).

The timeframes for implementation reflect the timelines as adopted by the City in 2004.

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
1. Adequate Sites Monitoring: The City shall annually update its vacant land inventory, including an updated inventory of potential infill sites (smaller vacant and underutilized parcels). The City shall also conduct an annual review of the composition of the housing stock, the types of dwellings units under construction or expected to be under construction during the following year, and the anticipated mix, based on development proposals approved or under review by the City, of the housing to be developed during the remainder of the period covered by the Housing Element. In addition, the City will monitor and quantify the number of second units being constructed annually. This analysis will be compared to the City's remaining fair share housing need to determine if any changes in land use policy are warranted.	HE-1	Community Development Department Housing and Redevelopment Department		■			
2. Multifamily Districts: The City shall revise its General Plan and Development Code to preclude development of single family houses and small multiples in multifamily zoning districts	HE-1	Stockton City Council Stockton Planning Commission Community Development Department		■			

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>3. Second Units: Ensure the City's proposed Development Code revisions will be consistent with the provisions set forth in the recently enacted second-unit legislation (AB 1866). The City will encourage the creation of second units in single-family neighborhoods by providing an established process with standards by which interested residents can construct such units. The City has created (2004) a public information handout which describes the standards for establishment of second units. The City will also promote the development of second units through its own Channel 97 programming, its website, and monthly utility billing inserts. Community Development and Housing and Redevelopment staff will also promote second unit development as part of their ongoing housing programs outreach. In addition, the City will encourage the development of second units by trying to include at least 10 percent of such units in projects where City funding is involved.</p>	HE-1	<p>Stockton City Council</p> <p>Stockton Planning Commission</p> <p>Community Development Department</p> <p>Housing and Redevelopment Department</p>		■			
<p>4. Redesignate and Rezone Single-Family Residential Land and Non-Residential Land: The City shall redesignate approximately 25 acres of vacant single family residentially designated land and/or non-residentially designated land for High Density Residential use at a maximum density of 29 units per acre to accommodate at least 680 new multifamily units within the time frame of the Housing Element.</p>	HE-1	<p>Stockton City Council</p> <p>Stockton Planning Commission</p> <p>Community Development Department</p>		■			

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
5. Amend The Development Code To Establish A Process By Which A Variety Of Residential Densities Will Apply For Newly Annexed Land: The City shall set aside multifamily housing sites in newly annexed areas which are designated for high density residential or mixed-use land uses. In this way, as the City grows, there will be sites for future affordable housing on the fringes of the City.	HE-1	Stockton City Council Stockton Planning Commission Community Development Department		■			
6. Monitor the Provision of Utilities to Vacant Land Both Within the Central Areas of the City as Well as on the Developing Fringe: The City shall continue to monitor the provision of utilities to vacant land to facilitate the development process.	HE-1	Public Works and Municipal Utilities Departments					■
7. Review Affordable Housing Programs: The City shall review its housing programs to determine their effectiveness and appropriateness for Stockton's changing market conditions. The purpose of this review is to modify existing programs and/or adopt new programs.	HE-2	Housing and Redevelopment Department		■			
8. Coordination with the Housing Authority of San Joaquin County: The City shall continue to work closely with the Housing Authority of San Joaquin County in providing assisted housing through the Section 8 Voucher Program, and in providing housing and supportive services to special needs households and individuals.	HE-2	Housing and Redevelopment Department HOME, CDBG, HELP, CalHOME, RDA					■
9. Applying for Additional State and Federal Funding: The City shall work to secure additional funding from state and federal sources that can be used to help increase the supply of affordable housing in Stockton. Such programs may include, but are not limited to, the Housing Enabled by Local Partnerships Program (HELP), operated by the California Finance Agency; and the Low and No Down	HE-2	Housing and Redevelopment Department					■

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>Payment Program sponsored by the California Housing Loan Insurance Fund (CAHLIF). The City shall continue to apply for federal entitlement funds under the CDBG, HOME and ESG Programs.</p>							
<p>10. Encouraging Housing Organizations and Developers to Apply for Affordable Housing Funds: The City shall support applications for funding submitted by other organizations and agencies.</p>	HE-2	Housing and Redevelopment Department					■
<p>11. Work with Housing Developers to Identify Specific Sites and a Detailed Program for Developing Affordable Housing and Housing for Special Needs: The City shall work with for-profit and non-profit developers to identify potential sites for affordable and special needs housing. This Program works in conjunction with Program 15 (provide financial assistance).</p>	HE-2	Housing and Redevelopment Department					■
<p>12. Provide Financing to Developers: The City shall provide financial assistance to developers that provide housing affordable to lower-income households.</p>	HE-2	Housing and Redevelopment Department HOME, CDBG, CalHOME					■
<p>13. Expand the Supply of Affordable Housing Through Rehabilitation: The City shall use its rehabilitation programs to expand the supply of affordable housing through conservation of existing affordable housing and through the acquisition and rehabilitation of market rate multifamily housing.</p>	HE-2	Housing and Redevelopment Department HOME, CDBG, CalHOME, RDA					■
<p>14. Work with the Development Community to Lower the Costs of For-Sale and Rental Housing: The City shall continue to meet with local builders to develop a comprehensive affordability program to expand homeownership opportunities for moderate-income households.</p>	HE-2	City Manager Stockton City Council		■			

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>15. Assist the Development Community in Lowering Rental Housing Costs: The City shall provide regulatory and programmatic incentives that can lower the cost of rental housing. These incentives shall include density bonuses for all areas of the City. In redevelopment project areas, these incentives shall also include relocation assistance, land assembly, and off-site development and infrastructure cost savings. The City shall also expand the number of acres included in its redevelopment project areas, so that more infill sites will benefit from these incentives.</p> <p>For infill development in Enterprise Zones, incentives shall include up to a 50 percent discount on the costs of building permits, building plan check, and Use Permit and/or variance application fees; expedited permit processing, and possible exemption from the EIR process for those projects which would otherwise require an EIR.</p> <p>In addition, under the proposed Development Code, the City shall no longer require a Conditional Use Permit in the R-3 area. The City shall replace the conditional use process with a Land Development Permit. This permit shall require an application that is reviewed and approved by the Community Development Director. No public hearing or review shall be required, nor does the permit go before the Planning Commission, but the Community Development Director may still defer to the Planning Commission and/or require a public hearing. The Development Code is expected to be adopted in 2004.</p>	HE-2	<p>Housing and Redevelopment Department</p> <p>Community Development Department</p>		■			
<p>16. Work to Preserve At-Risk Units: The City shall first contact the owner of these two properties "at-risk" to discuss the timing of a possible sale and potential sales price. The City shall</p>	HE-2	<p>Housing and Redevelopment Department</p> <p>HOME, CDBG,</p>					■

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>then contact non-profit housing providers that work in the Stockton area to see if any are interested in acquiring and rehabilitating the Bennett Apartments and Madison Arches. Assuming there is interest, the City shall provide technical assistance as needed and funding as available to these housing providers.</p>		<p>RDA, CalHOME</p>					
<p>17. Explore Ways to Reduce Housing Costs: The City will continue to permit alternative building techniques, such as manufactured housing, as viable options in Stockton. In addition, the City shall provide regulatory and programmatic incentives that can lower the cost of rental housing. These incentives shall include density bonuses for all areas of the City. In redevelopment project areas, these incentives shall also include relocation assistance, land assembly, and off-site development and infrastructure cost savings. The City shall also expand the number of acres included in its redevelopment project areas, so that more infill sites will benefit from these incentives.</p>	<p>HE-2</p>	<p>Community Development Department</p>		<p>■</p>			
<p>For infill development in Enterprise Zones, incentives shall include up to a 50% discount on the costs of building permits, building plan check, and Use Permit and/or variance application fees; expedited permit processing, and possible exemption from the EIR process for those projects which would otherwise require an EIR. The Enterprise Zone captures all of the City's existing redevelopment areas with the exception of some very small areas near Mariposa Road.</p>							
<p>18. Continue to Revise the Development Ordinance: Before completing the review of the Development Code, the City shall consider whether there are sufficient incentives, bonuses, and flexibility in standards and requirements to benefit higher density,</p>	<p>HE-3</p>	<p>Community Development Department</p>		<p>■</p>			

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>affordable housing development. During this review, the City shall consider whether adjacent cities have adopted innovative approaches that could be applied to Stockton. In addition, the City shall undertake the following actions:</p>							
<p>a) The City shall adopt a new Development Code that will allow homeless shelters with the approval of a Administrative Use Permit (requires public notification) in the PF (formerly P-L) and with approval of a Commission Use Permit (similar to a Conditional Use Permit) in the following zoning districts: RH (formerly R-3), CO (formerly C-1), CG (formerly C-2), CD (formerly C-2) and IL (formerly M-1). The City shall adopt a new development code that also defines homeless shelters as social services facilities.</p> <p>b) The City shall adopt a new Development Code that provides design standards for new multifamily developments.</p>							
<p>19. Develop and Administer Fair Review Processes: The City shall continue to develop and administer review processes in a manner that encourages affordable housing development and streamlines the overall permitting process..</p>	HE-3	Community Development Department		■			
<p>20. Develop Infrastructure and Public Facilities to Support Residential Development: When the City plans for capital improvements to expand or improve infrastructure and public facilities, it shall take into consideration where housing is likely to be built. In this way, capital improvements can support new residential development.</p>	HE-3	Community Development Department Public Works Department					■
<p>21. Continue to Evaluate Application, Development and Public Facility Fees: The City shall continue to assess whether its fees are adequate and</p>	HE-3	Community Development Department					■

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>appropriate. The City shall consider if there are ways of modifying fees to lower the cost of housing.</p>		<p>Public Works Department</p>					
<p>22. Reduce the Costs of Infill Development: The City shall provide incentives to developers that reduce the costs of infill development. These incentives shall include density bonuses for all areas of the City. In redevelopment project areas, these incentives shall also include relocation assistance, land assembly, and off-site development and infrastructure cost savings. The City shall also expand the number of acres included in its redevelopment project areas, so that more infill sites will benefit from these incentives.</p>	<p>HE-3</p>	<p>Community Development Department Public Works Department</p>		<p>■</p>			
<p>For infill development in Enterprise Zones, incentives shall include up to a 50% discount on the costs of building permits, building plan check, and Use Permit and/or variance application fees; expedited permit processing, and possible exemption from the EIR process for those projects which would otherwise require an EIR. The Enterprise Zone captures all of the City's existing redevelopment areas with the exception of some very small areas near Mariposa Road.</p>							
<p>23. Review and Revise Specific Development Code Standards: The City shall review the Development Code to see if it is possible to:</p> <p>Establish minimum usable common open space standards within Planned Unit Residential Developments and reduce the minimum lot area required for a PURD.</p> <p>Review site development standards to see if there are ways to use space more effectively in order to develop more units and usable open space</p>	<p>HE-3</p>	<p>Community Development Department</p>		<p>■</p>			

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
24. Monitor Article 34 Authorization: On an annual basis, the City shall monitor the number of remaining units allowed under its Article 34 authorization. In this way, a new election can be scheduled when needed, so that the lack of authorization will not serve as a constraint to the development of affordable housing.	HE-3	Housing and Redevelopment Department					■
25. Continue Stockton's Neighborhood Improvement Program: The City shall continue to operate a neighborhood improvement program.	HE-4	Housing and Redevelopment Department CDBG					■
26. Continue to Operate Stockton's Housing Rehabilitation Programs: The City shall continue to administer its single family, multifamily, and emergency repair programs, using a variety of funding sources including CDBG, HOME, and HELP.	HE-4	Housing and Redevelopment Department HOME, CDBG, and CalHOME					■
27. Continue to Provide Technical Assistance for Housing Rehabilitation: The City shall continue to provide technical assistance to homeowners wishing to rehabilitate their properties.	HE-4	Housing and Redevelopment Department					■
28. Continue to Operate Stockton's Housing Code Enforcement Program: The City shall continue to inspect housing units in targeted areas to check for building code violations. In those situations where properties cannot be rehabilitated, the City will continue to enforce the removal and replacement of those substandard units.	HE-4	Housing and Redevelopment Department CDBG, General Fund					■
29. Continue the City's Public Works Maintenance Program: The City shall continue its public works maintenance program (street reconstruction, sidewalk, curb and gutter repair) in Community Development Block Grant project areas.	HE-4	Housing and Redevelopment Department Public Works Department CDBG					■

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
<p>30. Continue to Comply with Anti-Discrimination Requirements: The City shall continue to comply with anti-discrimination requirements including all applicable federal regulations as demonstrated in the Housing Opportunity Strategy that accompanies the City application for Community Development Block Grant funds.</p>	HE-5	Housing and Redevelopment Department					■
<p>31. Continue to Support Local Fair Housing Groups: The City shall continue to provide funds from its CDBG Program to support San Joaquin County Fair Housing. In addition to providing contact information for San Joaquin Fair Housing on the City's website (under the Housing Division), the City shall continue to make referrals to Fair Housing as issues/cases come to the City's attention. The City shall work with Fair Housing to develop brochures that will be provided at local service centers and at City Hall.</p>	HE-5	Housing and Redevelopment Department CDBG		■			
<p>32. Continue to Support Organizations Assisting Homeless Persons: The City shall continue to provide financial assistance from its ESG Grant to the Stockton Shelter for the Homeless, Gospel Center Rescue Mission, the Center for Positive Prevention Alternatives (serves youths), the Haven of Pace Emergency Shelter, and to the Women's Center of San Joaquin County (battered women and children). The City shall support additional development of shelter facilities as requested by shelter providers, such as the 2003 plan submitted by the San Joaquin Housing Authority to build a dormitory for 80 homeless, migrant farm workers.</p>	HE-5	Housing and Redevelopment Department ESG, CDBG					■
<p>33. Continue to Assist Seniors and the Disabled in Community Development Block Grant Project Areas: The City shall continue to include special provisions for housing seniors and the</p>	HE-5	Housing and Redevelopment Department Public Works					■

Implementation	Implements What Policy	Who is Responsible	2005-2007	2008-2010	2010-2015	2015-2035	On-going
disabled in CDBG project areas. The types of assistance to be provided shall include mobility grants for homes, and handicapped accessibility features as part of Public Works infrastructure improvements.		Department CDBG					
34. Assist Farm Workers: The City shall continue to provide assistance to farm workers by working with the San Joaquin Housing Authority to develop dormitory-style housing for homeless migrant workers and by providing financial assistance to organizations, such as Asociacion Campesina Lazaro Cardenas, Inc. (ACLC), that build rental and for-sale housing for permanent farm workers. In addition, the City will work with San Joaquin County, agricultural employers, farm labor housing advocates, and the development community to identify appropriate sites for farmworker housing development. The City will provide assistance to San Joaquin County and housing developers in pursuing funding for farmworker housing development	HE-5	Housing and Redevelopment Department CDBG, HOME, CalHOME					■
34a. Agricultural Employee Housing: The City shall review and revise as necessary its Development Code to ensure that it complies with Health and Safety Code 17021.6 regarding employee housing on agricultural-zoned land.	HE-5	City Council Planning Commission Community Development Department		■			
35. Landscaping Standards: The City shall review and, if necessary, modify its landscaping standards and requirements to ensure that they adequately support the use of climate-appropriate shade trees and landscaping to provide for summer cooling, require trees in new developments to provide maximum shading, and allow for winter lighting and passive solar heating in new or renovated homes.	HE-6	Community Development Department		■			

Implementation	Implements What Policy	Who is Responsible	2005- 2007	2008- 2010	2010- 2015	2015- 2035	On- going
36. Establish an affordable housing task force consisting of representatives from the City Council, Planning Commission, housing advocates, the development community, and citizens as appropriate to guide development of future Housing Elements and related programs.	LU-7.1 LU-7.2 LU-8.1 All policies under Housing Element	Community Development Department		■			■

Section 5

ECONOMIC DEVELOPMENT ELEMENT





5

Economic Development

Stockton's future economic prosperity is contingent upon achieving a balance between fiscal needs, economic diversification, quality of life, and growth. This element addresses economic development policies and actions that can help stimulate job growth and business vitality in the city.

Stockton and the surrounding region have avoided the deep employment losses experienced throughout much of the rest of the state. However, Stockton's job base has had stagnant growth in several important sectors, particularly in agriculture. The challenge lies with not only attracting economically viable industries to Stockton, but with attracting higher value occupations and functions as well. Stockton is attracting higher trained workers, most of who currently commute to the Bay Area for work.

Stockton and the San Joaquin County region have built a strong base of industries around agriculture, transportation and distribution, health services, resource-based industries including building materials, and tourism. Diversification opportunities for new business development begin with these industry groups, which have driven the local economy. The Stockton area has numerous industries that have shown rapid employment growth in recent years, and could eventually emerge as economic sectors that drive regional growth. These sectors include durable goods wholesale, amusement/recreational services, professional services, financial and insurance services, and transportation equipment. Stockton's close proximity to multiple transportation corridors such as Interstate 5 and the Port of Stockton is a decided locational advantage. Local businesses can easily connect to national and international markets, and a

strong base of transportation and distribution providers has developed around this demand.

While the City's labor force includes increasing numbers of highly trained workers, other indicators of gaps in workforce skills and job sufficiency persist, such as relatively low median family incomes, high unemployment and high family poverty rates. In addition to employment training programs, supportive social services are in short supply, particularly child care. The educational attainment of Stockton's residents significantly lags State levels and the City's workforce tends to be younger. As the Mayor's Task Force points out, the impending labor shortage as Baby Boomers retire will lead to strong wage competition and the need for increased staff training and development over the next decade. Stockton must have a competitive wage base and a strong quality of life to successfully compete for jobs and workers to fuel the local economy.

Economic Development Element is divided into five sections:

- General (Section 5.1)
- Employment (Section 5.2)
- Commercial Development (Section 5.3)
- Business Attraction, Expansion, and Retention (Section 5.4)
- Workforce Training (Section 5.5)
- Implementation Measures (Section 5.6)

Key Terms

Economic Base. The portion of the local economy that primarily sells its goods and services to customers outside the county or local region. These industries draw income into the county that is then

recirculated in local-serving “Non-Basic” businesses such as retail and service establishments.

Emerging Industries. Industries that currently have low concentration in the county but are growing rapidly.

Labor Force. Persons that are either employed or are actively seeking work.

Location Quotient (LQ). A ratio that compares the percent that an industry represents of total employment in the county to its percent statewide. A location quotient of one (“1”) means that an industry has the same concentration locally as it does statewide. If the LQ is more than 1, that industry is more prominent in the county than it is statewide. If the LQ is less than one, the reverse is true.

Prosperity Index. Measures the payroll growth rate of the region relative to the employment growth rate -- a factor above 1.00 indicates that the region has payroll growth that outpaces the employment growth, while a factor below 1.00 indicates that employment growth outpaced the payroll growth.

Regional Shopping Center. A shopping center that contains a wide range of retail and service establishments, including at least one or more anchor stores, and generally occupies more than 25 acres, often contains more than 400,000 square feet of gross leasable space, and draws its clientele from as much as a 45 minute drive from the center.

Shift Share. Compares the rate of industry growth in the county to the rate of growth for the same industry statewide. If industries are growing more rapidly in the county than they are statewide, they are considered to have a competitive advantage locally.

5.1 General

Development of a thriving business community involves the ability to compete with other localities through the establishment of a competitive advantage. This goal stresses policies focused on improving infrastructure, quality of life, and promoting a positive City image to entice new businesses and retain existing businesses.

ED-1

To maintain a thriving business community that provides a sound tax base for the City, jobs for the local workforce, and commercial shopping opportunities for residents and visitors alike.

ED-1.1 Internal City Image

The City shall continue to promote a healthy image of Stockton among its citizens and the wider business community.

ED-1.2 External City Image

The City shall promote Stockton as the dominant place for business in the Central Valley of California.

ED-1.3 Public Input

The City shall continue to solicit public input into Economic Development planning and activities.

ED-1.4 Economic Development Program

Recognizing the fiscal benefits of economic development efforts, the City shall strive to maintain a strong economic development program through its annual budgeting process.

ED-1.5 Infrastructure Investment

The City shall invest strategically in infrastructure to support its job growth goals.

ED-1.6 Quality of Life

The City shall strive to cultivate a culture of education and entrepreneurship that features an outstanding quality of life, which includes recreational and cultural amenities, a range of residential opportunities, good municipal services, an excellent K-12 educational system, innovative and responsive public library services, good public safety, healthful air quality, recreational and shopping opportunities, cultural diversity, and good neighborhood design.

ED-1.7 Economic Impact Analysis

The City shall require applicants for a regional shopping center or other large scale commercial project to evaluate the economic impacts of the proposed development on other retail businesses in the market area, employment, and City revenues and services.

5.2 Employment

In recent years, numerous industries exhibited rapid employment growth, potentially emerging as key economic sectors for the City. These sectors, or industry clusters, include durable goods wholesale, amusement/recreational services, professional services, financial and insurance services, and transportation equipment. Typically, the source of dynamic economic growth within a region's industry cluster foster technological innovation and generate global marketing strength. Industry clusters often result in a competitive advantage for the region, especially when reaching a size where a majority of their services are exported.

Continuing to develop new businesses and economic sectors further enhances Stockton's ability to compete in tight economic markets and provides additional opportunities for higher paying jobs for City residents. This goal stresses diversification of the local economy and should be balanced with the City's housing resources to provide a stable economic environment where City residents have ample opportunity for employment without the average one hour commute currently experienced by many of Stockton's residents.

ED-2

To expand job opportunities in the community, providing a full range of quality career choices, serving entry level as well as highly-trained workers.

ED-2.1 Job Quality

The City shall focus its business expansion and industry attraction efforts on companies and institutions that bring to Stockton quality jobs that provide benefits and self-sufficiency wages for Stockton residents.

ED-2.2 Small Business

Recognizing the powerful job creation potential of small business, the City shall promote entrepreneurial development and small business expansion.

ED-2.3 Agency Support for Small Businesses

The City shall coordinate with the Small Business Development Centers and other agencies to provide well-tailored services and resources for small businesses.

ED-2.4 Development of Incubators

The City shall develop more business incubators to assist business formation in appropriate economic sectors.

ED-2.5 Development of Executive Centers

The City shall support and encourage the development of executive centers in appropriate locations to stimulate small business development.

ED-2.6 Home-Based Businesses

The City shall support the formation and operation of home-based businesses that maintain compatibility with surrounding uses.

ED-2.7 Jobs/Housing Ratio

The City shall strive to maintain a jobs-to-housing ratio of greater than one.

5.3 Commercial Development

This goal strives to enhance Stockton's position as a regional employment center. Although Stockton and the surrounding region avoided significant employment losses experienced throughout much of California in the early 1990s, stagnant growth in several critical sectors including agricultural production, paper products, and miscellaneous repair services presents challenges for the future. The policies implementing this goal focus on business retention, attraction, and expansion efforts needed for declining industries to remain viable and continue to drive the local economy. Redevelopment and revitalization of business areas, such as the Downtown, will also serve to enhance the City and promote new economic opportunities.

ED-3

To maintain and enhance Stockton's role as a regional commercial center, while continuing to support downtown and neighborhood services for local residents.

ED-3.1 Revitalization of Central Business District

The City, through public and private collaboration, shall work to strengthen the Central Business District of Stockton to reestablish the area as the region's center for government, finance, entertainment, and specialty and ethnic small business development.

ED-3.2 Government Offices in the Central Business District

The City shall actively support the revitalization and expansion of Federal, State, County, City, and other governmental offices within the Downtown.

ED-3.3 Comprehensive Redevelopment Plan

The City shall continue to assist private sector investment in the Downtown through implementation of a comprehensive redevelopment plan.

ED-3.4 Entertainment Venues

The City shall continue to assist and encourage the establishment of community and regional entertainment venues within the Downtown.

ED-3.5 Culturally Diverse Businesses

The City shall continue to support the expansion of culturally diverse business in the Downtown through the use of the Small Business Administration (SBA), Community Development Block Grant (CDBG) and Redevelopment Funds.

ED-3.6 Intermodal Hub for Downtown

The City shall continue to develop the Central Business District as an intermodal hub focused on both rail and bus passenger transportation.

ED-3.7 Public Parking for Central Business District

The City shall enhance and maintain public parking throughout the Central Business District supported by a combination of district financing and redevelopment funds to maintain a competitive position.

ED-3.8 Attract Downtown Investment

The City shall encourage investors to purchase downtown property and help property owners lease space.

ED-3.9 Downtown Events

The City shall promote events that bring residents and visitors to the Downtown.

ED-3.10 Downtown Beautification

The City shall continue to promote downtown cleanliness and beautification through code enforcement and continued law enforcement presence.

ED-3.11 Existing Commercial Centers

The City shall help to protect the viability of corridor commercial and community retail centers by promoting a business mix that responds to changing economic conditions and provides well-targeted services to surrounding neighborhoods.

ED-3.12 Regional Commercial Centers

The City shall provide for larger scale regional retail development. The City shall designate sites in the following locations:

- a. Sites in the vicinity of I-5 and intersecting major arterials for a 200+ acre regional mall of 2 million square feet or greater to effectively compete within the regional market.
- b. Sites for a discount center (power center) in the Southwest area of the city in the vicinity of I-5 and French Camp Road to address the shopping needs of the southern and western parts of the city and to draw from the adjacent areas.
- c. Sites for a discount center (power center) in the northeast area of the city in the vicinity of SR 99 and Eight Mile Road to address the shopping needs of the northern and eastern parts of the city and to draw from the adjacent areas.

5.4 Business Attraction, Expansion, and Retention

Stockton's close proximity to multiple transportation corridors, such as Interstate 5 and the Port of Stockton, is a definitive locational advantage for the City. Business can easily connect to national and international markets. Furthermore, a strong base of transportation and distribution providers has developed to service this demand.

This goal strives to exploit Stockton's locational advantage to create new opportunities for the City and foster economic growth as industries improve their competitive advantage with the faster access to markets resulting from the City's logistical benefits. These policies also provide opportunities for businesses to cluster promoting localization economies, or economies of scale. Localization economies also provide a nurturing environment for immature industries to develop, cultivating the development of new products and production technologies. Promoting new businesses and retaining existing business also involves the incorporation of the following identified concepts/principles:

- Develop a competitive communications and utility infrastructure that supports the needs of business and industry.
- Designate sufficient quantities of land to accommodate the needs of the projected job growth.

ED-4

To promote business growth and industry diversification, maintaining a conducive business climate and a supportive economic foundation.

ED-4.1 Business Retention and Expansion

Existing business and industry have made significant investments and commitments in the community. The City should support and assist expansion and retention of existing businesses by ensuring they have access to the information and

resources available in the community to address business concerns and issues.

ED-4.2 Specialty Business Program

The City shall promote and support programs focused on specialty business and ethnically diverse enterprises.

ED-4.3 Neighborhood Preservation

The City shall maintain and enhance public infrastructure through neighborhood preservation that supports the diversity of neighborhoods, community, and regional business activities.

ED-4.4 Industry Clusters

The City shall support an approach to economic development that targets the development of beneficial industry clusters through strategic partnerships with higher educational institutions, work force training agencies, business associations, financial institutions, and venture capital concerns.

ED-4.5 Stockton Channel

The City shall support implementation of a public/private strategy for mixed-use high-end development along both sides of the Stockton Channel/San Joaquin River Corridor, including the following:

- a. Multi-use outdoor complex on the North Shore.
- b. A public promenade along the North Channel to Louis Park and the South Channel to Mormon Slough.
- c. Mixed density, market rate housing to encourage reinvestment in the adjacent neighborhoods.

ED-4.6 Mixed-Use Development

The City shall coordinate proposed mixed-use developments in the vicinity of the Port of Stockton with the existing and future Port industrial activity to maintain compatibility between those uses.

ED-4.7 Industrial Parks

The City shall designate appropriate sites for industrial development to meet projected demand and allow adequate sites for a competitive environment, protecting existing and expanded industrial parks, including Arch-Sperry Industrial

Area, Stockton Metropolitan Airport, Arch-Austin Industrial Area, Duck Creek Industrial Area, as well as smaller industrial parks such as Triangle Industrial Park and Grupe Business Park.

ED-4.8 Intermodal Freight Connections

The City shall support the creation and enhancement of intermodal connections for freight handling in support of existing and future industrial development.

ED-4.9 Airport Capacity

The City shall support the expansion of airport capacity for cargo as well as passengers.

ED-4.10 Railways

The City shall support the improvement of rail lines and services for cargo as well as passengers in support of existing and future industrial and commercial development.

ED-4.11 High Speed Rail

The City shall actively support and pursue the inclusion in the planning and development of a high speed rail line to enhance the economic position of California.

ED-4.12 Port of Stockton

The City shall support the industrial and commercial development of the Port of Stockton both East and West complexes.

ED-4.13 Business Parks

The City shall encourage and support the development of business parks with high design standards to diversify and enhance the establishment of high end business development, including Spanos Business Park, Eight Mile and I-5 Stockton Airport Business Park, Arch Road & Airport Way, and Port of Stockton, West Complex.

ED-4.14 Existing Office Development

The City shall support the retention, maintenance and revitalization of existing office centers.

ED-4.15 University Park

The City shall support and participate in the full development of University Park as an educational and office complex to assist in enhancing the characteristics of the mid-town area and complement the growth of the Stockton Campus of the California State University Stanislaus.

ED-4.16 Commercial Transition to New Office Uses

The City shall support the transition of older or obsolete retail areas to “back-office” uses.

ED-4.17 Protecting Industrially Designated Areas

The City finds it important to protect land uses, such as industrial development, business and industrial parks, and the transportation corridors, which serve land so designated. Protection of intrusion from non-compatible land uses are essential to provide for long-term job development and investment.

5.5 Workforce Training

While the City’s labor force includes increasing numbers of highly trained and skilled workers, there are indicators of gaps in workforce skills and job sufficiency including relatively low median family incomes, high unemployment, and high family poverty rates. The projected retirement of the Baby Boomer generation during the timeframe of this plan is expected to lead to strong wage competition and the increased need for staff training and development of the next decade.

In order to provide a sufficient workforce to service existing and future economic sectors, employment training, and supportive social service programs, this goal focuses on maintaining a competitive workforce. Policies designed to promote workforce training fulfill the following identified principles:

- Provide a workforce with skills desired by fast growing industries such as trucking, warehousing, financial services, and education to maintain a competitive advantage.
- Develop and promote partnerships between education and the business community to foster economic opportunities.
- Decrease the impact of the labor force gaps through comprehensive training and education of all city residents.

ED-5

To develop and maintain a well-trained and competitive workforce, and to ensure that all workers have access to the services and resources they need to enhance and renew their skills and job readiness.

ED-5.1 Youth Training

The City shall collaborate in programs that promote the education and the training of youth for the labor force.

ED-5.2 School Bonds

The City shall support State and local bond initiatives to build more schools and create smaller learning environments.



See also Chapter 12, Youth & Education.

ED-5.3 Promote the Value of Higher Education

The City shall work with local educational agencies to promote the value of education, especially among youngsters with no family history of higher education.

ED-5.4 Early Childhood Education

The City shall work with local educational agencies to support and promote the expansion of early childhood education.

ED-5.5 Vocational Training in Secondary Schools

The City shall serve as a catalyst, as well as an active participant, in bringing key organizations together to expand vocational and technical programs in secondary schools.

ED-5.6 Business Involvement in Schools

The City shall support and expand business activities that support schools, such as school partnerships, student internships, faculty internships, job shadowing, and release time for parents to attend school events and parent conferences.

ED-5.7 Retain Local Graduates

The City shall actively support efforts to keep local graduates in the local workforce.

ED-5.8 Quality of the Labor Force

The City shall support efforts to maintain a high quality and consistent labor force.

ED-5.9 Library Construction Bonds

The City shall support State and local bond initiatives to build more libraries and create community-based and regional centers for library services.

5.6 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall maintain an Image Commission to identify ways to improve the way Stocktonians perceive their city.	ED-1.1	City Council, Image Commission				■
2. The City shall produce and distribute "impact" marketing materials featuring Stockton's benefits to business and its resolve to be "The place for business in the Central Valley."	ED-1.2	Economic Development Department	■			
3. The City shall maintain an Economic Development Task Force or a similar entity to study issues and recommend solutions that will improve the economic viability of Stockton.	ED-1.3	City Council	■			
4. The City shall continue to work with the San Joaquin County Workforce Investment Board (WIB), the Economic Development Association (EDA), and similar organizations to promote economic and workforce development.	ED-1.4 ED-2.1 ED-2.2 ED-2.3 ED-4.1 ED-4.4 ED-5.1 thru ED-5.8	Economic Development Department				■
5. The City shall amend its Development Code to require applicants for regional shopping centers and other large scale commercial projects to fund the preparation of an economic impact analysis to be prepared by a consultant selected by and under contract to the City. This analysis will evaluate the economic impact of the proposed development on other retail businesses in the market area, employment, City revenues and services, and any other economic considerations deemed appropriate.	ED-1.7	City Council	■			
6. The City shall maintain an MOU with San Joaquin Partnership, the Chambers of Commerce and the Business Council to share marketing leads and collaborate on business attraction efforts.	ED-2.1 ED-2.2 ED-2.3 ED-2.4 ED-2.5	City Council/ Economic Development Department				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
7. The City shall support the Downtown Stockton Alliance as a voice for small business development in the Central Business District.	ED-3.1	Economic Development Department	■			■
8. The City shall implement local and State incentives, as outlined in the Mayor's 2003 Task Force report, for preservation and reuse of historic commercial buildings and heritage housing in the City's central core and other key areas.	ED-3.11	Community Development Department				■
9. The City shall develop a business and industry support program to assist business retention and expansion, the existing equity investors.	ED-4.1	Economic Development Department	■			
10. The City shall work with educational institutions and the San Joaquin Economic Development Corporation and workforce training agencies to promote the training of youths for the labor force.	ED-4.4 ED-5.1	Economic Development Department	■			
11. The City shall develop a Specific Plan to define a mixed-use strategy along both sides of the Stockton Channel including design standards, infrastructure finance and implementation.	ED-4.5	Community Development Department, Housing and Redevelopment Department, City Council	■			
12. The City shall adapt performance standards for compatible uses in industrial parks that protect the capital investments of investors and provide for long-term stabilization.	ED-4.5 ED-4.7 ED-4.12	Community Development Department				■

Please see the next page.

Section 6

COMMUNITY DESIGN ELEMENT



6

Community Design



The element provides goals, policies, and implementation strategies to address the following design topics:

- General (Section 6.1)
- Traditional Neighborhoods (Section 6.2)
- Commercial Corridors (Section 6.3)
- Districts, Villages, and Neighborhoods (Section 6.4)
- Art in Public Places (Section 6.5)
- Public Works (Section 6.6)
- Design Review (Section 6.7)
- Implementation Measures (Section 6.8)

Key Terms

No unique terms are used in this chapter.

6.1 General

The purpose of the community design element is to establish qualitative urban design goals and policies. The policies are intended to reinforce community-wide concepts depicting a framework of places, districts, corridors, and landmarks. Implementation of the goals and policies support the design review system that encourages unique quality and innovation.

Community design integrates diverse development concepts at an array of levels. From the overall City to neighborhood and districts to streetscape and structure design, the goals and policies presented in this element provide for the visual pattern of land uses and circulation. At the citywide level, these concepts differentiate between the rural outlying areas of the planning area to the central urban core of the Downtown, providing natural transition. Districts and neighborhoods follow, with models for separate, but integrated, areas of the City, each with

its own character. Finally, building and street design standards allow each area of town to insure that its unique appeal is protected.

The policies of the element cover a wide variety of topics from general city design to art. The general policies of the element provide for the overall theme of Stockton as an urban city in the midst of a rural and open space landscape, with emphasis on contrast between the city and outlying areas as well and entry into Stockton. Within the City, policies are utilized that protect the existing traditional neighborhoods, emphasize the design of unique commercial corridors, and encourage public art in both public and private development. In addition, the element focuses on the design of the streets and roadways within the city, seeking to enhance the appearance of Stockton through innovative projects. Lastly, the element provides policies and implementation programs to support design review mechanisms that guide the design concepts, such as guidelines and public review.

CD-1

To improve the overall visual quality of the urban environment.

CD-1.1 Urban Design Plans

The City shall ensure that plans for districts, corridors and villages reflect citywide urban design concepts set out in the General Plan.

CD-1.2 Contrast Between Urban and Rural

The citywide design framework shall heighten the contrast between rural, natural, and urban areas as one enters and travels through the community.

CD-1.3 Travel Experience

To the extent possible, the City shall ensure that all public and private investments in Stockton’s districts and villages contribute positively to the overall travel experience by automobile, rail, pedestrian and bicycle in the community.

CD-1.4 Transition to Rural Landscapes

Transitions between urban and rural areas at the edge of the community shall not diminish the visual quality of open space. Soundwalls and utilitarian edges of developments shall not be allowed as an interface between development and rural landscapes.

CD-1.5 Gateways

The City shall define a set of distinctive gateway districts that provide a sense of arrival. Gateway districts shall use a combination of streetscape, building orientation and placement, and signage to create memorable community entries.



CD-1.6 Open Space Features

The City shall promote community design that incorporates the open space features of Stockton’s waterways, wetlands, and parks into the travel experience. This includes visual access to open space features and private and public investment that visually frames and complements natural landscapes and parks.

CD-1.7 Rail Corridors

The City shall work with transportation agency partners and private property owners to improve maintenance, code enforcement, screening, and landscaping of view sheds along rail transit corridors in Stockton.

CD-1.8 Highway 99 Beautification

The City shall work with Caltrans and private property owners to improve the visual quality of traveling on Highway 99 in Stockton by improving the maintenance of the highway ROW and adjacent properties, code enforcement, reducing the number of billboards, encouraging new investment on visible sites, landscaping, and screening industrial uses.

6.2 Traditional Neighborhoods

Goal CD-2 provides the framework for the protection of Stockton’s authentic landmarks and rich historical assets. As a new goal to the General Plan, policies stress the importance of Stockton’s assets to sustaining the identity and sense of place within existing communities. New development should be compatible with the existing scale and design of surrounding uses with historical features being preserved and incorporated, as appropriate.

CD-2

To protect historic and authentic qualities of Stockton’s traditional neighborhoods and historic districts.

CD-2.1 Protect and Enhance Cultural Resources

To the extent possible, the City shall ensure that new public and private investment protects and enhances Stockton’s existing cultural resources, traditional neighborhoods, and historic districts.

CD-2.2 New Infrastructure

The City shall require that new infrastructure investment respect the image and character of historic neighborhoods and districts. Landscape, original roadways, sidewalks and other public realm features in historic neighborhoods shall be restored or repaired where ever possible.

CD-2.3 Incorporate Historic Features

The City shall require new development in districts and villages to incorporate historic and natural features in site and development planning. Rural, agrarian houses and structures of local or historical significance should be preserved and featured in site plans.



CD-2.4 Respect Historic Neighborhood Patterns

The City shall ensure that infill development respects existing historic structures, block and lot patterns, and landscapes. Infill development shall be of compatible scale and character.

6.3 Commercial Corridors

From its earliest years, Stockton has always enjoyed a definitive advantage due to its accessibility by riverboat, railroad, streetcar, and automobile. Goal CD-3 builds upon this “access advantage” through improvement of Stockton’s overall travel experience. New policies to the General Plan include the promotion and implementation of reinvestment projects within Stockton’s older and underutilized commercial corridors through the use of design objectives, signage, and innovative site planning techniques.

CD-3

To improve the image of Stockton’s existing strip districts and corridors.

CD-3.1 Implementation of Design Objectives

The City shall require that renovated and new development contributes to the implementation of the General Plan’s community design objectives and concepts for commercial corridors and districts.

CD-3.2 Each Project Contributes

The City shall require that renovated and new commercial and commercial centers be designed to implement gateways, public spaces and streets, streetscapes, interconnected system of pedestrian ways, or other design features.

CD-3.3 Site Planning

The City shall require that renovated and new commercial buildings and centers be planned and designed so that the location and shape of buildings contribute to the corridor’s identity and urban design concepts. This includes the orientation of buildings, composition of roof forms, and architectural treatments.

CD-3.4 Enhanced Frontage

The City shall require that the frontage of commercial roadways and connecting side streets be enhanced by the design of commercial buildings and centers. They shall improve pedestrian comfort, streetscape image, and building edge continuity.

CD-3.5 Parking and Setbacks

The City shall require that building and parking setbacks be designed as an extension of the urban design concept for the corridor and adjacent neighborhoods. This includes the depth, edge treatment, pedestrian facilities and landscaping of setback areas.

CD-3.6 Support District Open Space Concepts

The City shall require that renovated and new projects support urban design concepts with open spaces that create gateways, act as collectors for pedestrian systems, or provide a social focal point for a project and the surrounding community and corridor.

CD-3.7 Signage

The City shall require that renovated and new commercial buildings and centers have signage and graphic identity concepts that support both project and commercial corridor design objectives.



6.4 Districts, Villages, and Neighborhoods

As discussed elsewhere within this document, a principal concept in the General Plan is the organization of new development areas into a series of interconnected villages and districts. The overall design objectives presented in Goal CD-4 presents the policy structure for the districts and villages concept. These policies seek to implement the desire for mixed-use and mixed density communities within that have a definable center and interconnected system of neighborhoods.

CD-4 To create new districts and neighborhoods with a sense of place.

CD-4.1 Creating Central Places

Stockton’s citywide land use and transportation planning shall support the creation of “central places” that provide social, economic and identity of districts and villages.

CD-4.2 Clear Organizational Structure

The City shall require that districts and villages incorporate a clear organizational design structure. The urban design concept for districts and villages shall make it a distinctive address with a clear hierarchy of streets and focal points.

CD-4.3 District Gateways

The City shall require that districts and villages include a deliberate gateway and entrance design that is inviting, attracting and complementary to the overall design of the district or village.

CD-4.4 Integration of Village Centers

Commercial uses shall be integrated into the design of each village and neighborhood. Commercial and higher density residential development shall be planned to transition in scale and use to promote pedestrian and visual connections to residential neighborhoods. Village center commercial and residential uses shall interface around streets and open spaces to activate public places.



i See also Chapter 7: Districts and Villages for additional policy guidance.

6.5 Art in Public Places

New to the General Plan, Goal CD-5 establishes the public desire for the incorporation of art into public places. As a central theme throughout the promotion of design features within the City, the use of art and other aesthetic assets seeks to improve the overall image of the City and foster a defined sense of place within an individual area while promoting a cohesive design element unifying the City as a whole.

CD-5 To enhance the City’s aesthetic and cultural image through the inclusion of art in public places.

CD-5.1 Art in Private Projects

The City shall encourage the private sector to invest in public art throughout the city.



CD-5.2 Art in Public Buildings and Parks

The City shall include public art in City building and community parks projects.

CD-5.3 Art in Public Streets and Gateways Projects

The City shall include public art at public works projects in major roadway projects and gateway districts.

CD-5.4 Funding Maintenance of Public Art

The City shall provide funding mechanisms for the administration, development and long term maintenance of public art on a City wide basis.



6.6 Public Works

Goal CD-6 promotes the use of cohesive and innovate design features to unify and enhance the image of Stockton’s public infrastructure and facilities. Policies promote the incorporation of design objectives within the development of transportation features, public and institutional

buildings, storm water features, streetscapes, and other public infrastructure elements.

CD-6

To use public investment in roadway and other infrastructure to enhance the image of Stockton and implement urban design plans.

CD-6.1 Supporting Urban Design Objectives

The City shall ensure that every public works project supports Citywide and district urban design objectives. This includes streetscape, gateways, buildings and storm water projects.

CD-6.2 Streetscape

The City shall require that every roadway project include sidewalks and planting strips sized for canopy trees.



CD-6.3 Roadway and Public Works Projects

The City shall require that roadway and other public works projects be planned and designed to support Citywide and districts urban design objectives.

CD-6.4 Buildings

The City shall require that new public and institutional buildings be planned and designed to implement citywide and district design objectives.

CD-6.5 Storm Water Design

The City shall ensure that storm water facilities, such as detention basins, ditches and outfalls, be planned and design to support citywide and district urban design objectives.

CD-6.6 Lighting

The City shall continue to improve and maintain proper lighting in park facilities and fields without undue nuisance light and glare spillage on adjoining residential areas.

 See also Chapter 9: Public Facilities and Services, Section 9.4, Stormwater.

6.7 Design Review

In order to ensure the implementation of the City’s design standards, Goal CD-7 establishes the framework for design review within the development review process. New to the General Plan, these policies require that projects developed with the use of public funds adhere to the urban design concepts presented within the plan. In addition, these policies stress the need for cooperation and coordination with other government agencies, private developers, and other development entities.

CD-7 To convey and enforce expectations for higher quality design.

CD-7.1 Design Review Process

The City shall ensure that public and private projects comply with City design policies, plans, and guidelines through a Citywide Design Review Process.

CD-7.2 Public Investment

The City shall require that public investment, such as buildings and roadway projects, comply with City urban design policies.

CD-7.3 Coordination and Cooperation with Special Districts

The City shall coordinate and seek cooperation with special districts and other government agencies to promote design that implements Stockton’s urban design policies.

6.8 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall create a “gateway district” program for civic corridors to coordinate the design of public and private investment.	CD-1.5 NCR-6.1	Community Development Department, Public Works Department				■
2. The City shall maintain and periodically update Citywide Design Guidelines.	CD-1.1 NCR-6.1	Community Development Department, Redevelopment Agency				■
3. The City shall develop and adopt a set of design guidelines for City Public Works and infrastructure projects.	CD-2.2 NCR-6.1 NCR-6.2	Community Development Department, Public Works Department, Municipal Utilities District, Public Art Advisory Committee	■			
4. The City shall develop and adopt an art in public places program that requires a “percentage for the arts” in all significant public and private projects.	CD-5.1 CD-5.2 CD-5.3 NCR-6.1 NCR-6.2	Community Development Department, Cultural Heritage Board, Arts Commission, Public Art Advisory Committee, Redevelopment Agency	■			

Please see the next page.



C. Districts and Villages

The Stockton General Plan 2035 envisions a community that has a vital central district and inner city neighborhoods surrounded by new villages. Districts are characterized as neighborhoods and corridors that require a deliberate approach to infill, preservation, and reinvestment.

The districts and villages concept promotes a contemporary expression of the best of the Stockton's traditional neighborhoods. These concepts apply to districts currently inside Stockton, infill areas, and new villages that will develop at the edges of the community.

Districts and Villages – Concepts

Concept 1: Overall Civic Framework

Each district and village will be connected to the city's overall circulation and open space systems. Transit armatures, open space corridors, waterways, streets, and other organizational features will link districts and villages to each other and the rest of the community. Each district and village will contribute to the design of the entire city.

Concept 2: Mixed-use and Mixed Density

A mix of housing and supporting uses will be found in every district and village. Denser housing will be located along transit routes and adjacent to commercial areas. All uses would be mixed and organized around public streets and spaces with housing, employment, civic facilities, and commercial services included as part of mixed-use districts and village centers. Institutional uses, such as churches and schools, will be located in residential areas, providing an opportunity for joint use of park spaces and provide neighborhood social and physical focal points.

Concept 3: Pedestrian and Transit Accessible

An underlying organization feature of the districts and villages is a scale and pattern that is conducive to walking and using transit. This includes block patterns, walking routes and edges, social orientation of buildings, and streetscapes that provide for pedestrian comfort and interest.

Concept 4: Part of Citywide Open Space System

Stockton has a variety of parks and waterways that transverse the city. Future parkways and civic corridors will add other citywide organizational features that will connect districts and villages and their neighborhoods together. Each village will contribute to making these connections.

As in Stockton's early community-building traditions, the Stockton General Plan 2035 uses districts and villages as the increment for planning and investment. Stockton's pre-WWII development patterns emphasized development of neighborhoods with walkable tree-lined streets connected by transit. Neighborhoods included commercial and institutional uses that supported their inhabitants. There was a variety in housing, community parks, and schools. Like many other communities, Post War Stockton has grown fast, spread out, and has been shaped dramatically by the influence of the automobile.



C. Districts and Villages

Concept 5: Commercial and Community Facilities

Each district and village will provide commercial and institutional services that support the local population. This includes a grocery store, shops, restaurants, elementary schools, post office, and neighborhood parks. Some villages may also include uses that support larger areas of the city such as shopping centers, high schools, libraries, and regional or community parks.

Districts and Villages – Objectives

- Connect each district and village to the city's overall circulation and open space systems to contribute to the design of the entire city.
- Create a mix of housing and supporting uses in every district and village.
- Provide a scale and pattern that is conducive to walking and using transit.
- Connect districts and villages and their neighborhoods through future parkways and civic corridors.
- Provide commercial and institutional services that support the local population.
- Maintain a cohesive City development pattern that focuses new urban development in a "Village" pattern, while encouraging existing neighborhood revitalization and maximize infill development.
- Make new parks and open space an integral part of new development using Quimby Act maximum park standards for new development and through the establishment of open space buffers along both the northern and eastern boundaries of the City.

Section 7

DISTRICTS & VILLAGES ELEMENT





7

Districts & Villages

Stockton's pre-World War II development patterns emphasized development of neighborhoods. Walkable, tree-lined streets and access to transit characterized these neighborhoods. Each neighborhood included a variety of housing, parks, schools, commercial, and office uses. Post World War II Stockton, like many communities, has grown at a faster pace and has been shaped by land use designs that are oriented around automobile usage. For the most part, these areas have lost the mixed-use neighborhoods of the past and are characterized by a specialization/segregation of land uses. The automobile orientation and low land costs have also spurred a rapid expansion of the community. This rapid expansion has tended to overlook infill potential and revitalization opportunities in the existing community.

In developing the Stockton General Plan 2035, the City is striving to bring together the mixed-use neighborhood style of the past with the needs and realities of a modern community. The General Plan envisions a community that has a vital central district and inner city neighborhoods connected to new village areas.

To do this, this element focuses on the two main components of the community: districts and villages. "Districts" are characterized as neighborhoods and corridors within the developed community. For the district areas, this element will:

- Encourage reinvestment in the existing community;
- Promote infill development;

- Promote the enhancement and intensification of identified opportunity areas (corridors, downtown, and so forth);
- Support the maintenance of existing neighborhoods, and
- Ensure the integration of existing neighborhoods into the design of the overall community.

The second main component of this element addresses development of new areas at the periphery of the community. These new development areas have been divided into a series of "villages." In this element, the "village" concept will be used to:

- Develop new neighborhoods that combine a mix of residential, commercial, school, public, and recreation uses;
- Promote a mix of residential densities and result in a more efficient use of land; and
- Provide an enhanced circulation system that encourages alternative forms of movement, including transit, bicycles, and pedestrians.

The Districts and Villages Element is divided into the following sections:

- General (Section 7.1)
- Districts and Opportunity Areas (Section 7.2)
- Villages (Section 7.3)
- Implementation Measures (Section 7.4)

Key Terms

District. The existing developed portions of the community have unique opportunities and challenges. To establish a planning framework within the community to address these items, the community was divided into a series of districts. As used in the General Plan, a district is an identifiable part of the developed community that is comprised of neighborhoods and supporting commercial areas. Roadways, waterways, and other physical elements also played a role in the definition of a district. Section 7.2, Districts, identifies each of the districts within the Planning Area.

Opportunity Areas. Within the community, a number of corridors and neighborhoods were identified as having unique attributes that require additional attention to ensure their long-term viability. These areas were defined as “Opportunity Areas” within the General Plan. Section 7.2, Districts, provides a description of each opportunity areas.

Neighborhood. Neighborhoods can be loosely defined as an area of residential units and the supporting uses that are tightly aligned with the image and identity of that area. Neighborhoods can range in size from a few blocks to areas with hundreds of homes that form a cohesive unit with their supporting schools, parks, and/or commercial uses.

Village. The village concept is used as the primary basis for planning new development areas within the Planning Area. Key features of a village include a mix of single family and multifamily development and a village center. The village center is comprised of neighborhood commercial, higher density residential, schools, public, and open space uses.

7.1 General

Building off the Land Use Element of the General Plan, this goal covers generic design concepts that apply equally to both revitalization and new development. These concepts include the incorporation of a mixture of uses and densities within the fabric of the community and de-emphasizing automobile dependence by encouraging transit and land use designs that promote the use of alternative transportation.

DV-1

To provide a land use system that promotes the enhancement of the entire planning area, whether through reinvestment in existing neighborhoods or design of new development.

DV-1.1 Overall Civic Framework

Each district and village will be connected to the City’s overall circulation and open space systems. Transit armatures, open space corridors, waterways, streets, and other organizational features will link districts and villages to each other and the rest of the community. Each district and village will contribute to the design of the entire city.

DV-1.2 Mixed-use and Mixed Density

A mix of housing and land uses will be realized in every district and village. Denser housing would be located along transit routes and adjacent to commercial areas. Land uses will be mixed and organized around public streets and spaces. Housing, employment, civic facilities, and commercial services would become part of mixed-use district and village centers. Institutional uses, such as churches, schools, and libraries would be located in residential areas providing an opportunity for joint use of park spaces and provide neighborhood social and physical focal points.

DV-1.3 Pedestrian and Transit Accessible

An underlying organization feature of the districts and villages will be their scale and pattern of development. Each will be designed and implemented to be conducive to walking and using transit. Designs will incorporate block patterns, walking routes and edges, social orientation of buildings, and streetscapes provide for pedestrian comfort and interest.

DV-1.4 Part of Citywide Open Space System

Stockton has a variety of parks and waterways that transverse the city. Future parkways and civic corridors would add other citywide organizational features that will connect districts and villages and their neighborhoods together.

DV-1.5 Commercial and Community Facilities

Each district and village will provide commercial and institutional services that support the local

population. This would include a grocery store, shops, restaurants, elementary schools, post office and neighborhood parks. Some villages may also include uses that support larger portions of the city such as shopping centers, high schools, libraries, and regional or community parks.

7.2 Districts and Opportunity Areas

The districts and opportunity areas described in this section are shown on Figures 7-1 and 7-2, respectively.

Districts - Overview

Figure 7-1 illustrates the 14 districts that were identified in the City of Stockton. These districts were defined by the age of neighborhoods, land use types, streets, development patterns, and logical contiguous areas. Within these districts are discrete neighborhoods, commercial areas, corridors, and other community planning features.

The colors on Figure 7-1 indicate the type of district. Red areas are the traditional neighborhoods from pre-1900 Stockton. The orange areas include the 1914 Homestead Annexations and some adjacent neighborhoods that were Stockton's streetcar suburbs. The ocher (dark yellow) color represents areas that will contain many opportunities for infill development and "stitching together" underutilized city and county areas. The yellow areas represent the Post World War II suburbs. The blue areas are industrial in nature, and the gray areas are proposed new development areas (see Section 7.3, Villages).

Districts in Stockton

The following paragraphs provide a brief summary of the key characteristics found in each of the districts shown on Figure 7-1.

A. Downtown District

- Central (Downtown) Stockton
- Downtown government, cultural, entertainment, and commercial center
- High density housing and mixed-use development
- Urban waterfront
- Will require ongoing revitalization and district management effort

B. Historic Central City

- Original shipping, train, and street car city
- Contains original 1850 and 1870 blocks
- Includes greater downtown neighborhoods and parks
- Includes Stockton's historic residential neighborhoods (Victory Park, Midtown and Magnolia Park Historic Districts), commercial and industrial areas
- Hub for highway and transit system
- Requires special approach to preserving and marketing area as historic districts and in-town neighborhood

C. South Homestead District

- Contains 1914 Homestead South Annexation and other older residential (Gleason Park Historic District), commercial and industrial areas
- Part of original streetcar suburb with Stockton's aquatic park and fairgrounds
- Consistent urban block and alley pattern
- Includes residential county island
- Will require significant revitalization and preservation efforts

D. East Homestead District

- Contains 1914 Homestead East Annexation and other historic areas
- Includes unincorporated neighborhoods to east
- Traditional eastern entry to Stockton (East Main, Fremont, Waterloo, Cherokee, Wilson Way)
- Historic building stock and block patterns
- Will require significant revitalization and preservation efforts

E. North Homestead District

- Contains 1914 Homestead North Annexation, Tuxedo Tract and other Post World War II neighborhoods
- Good historic building stock and neighborhoods (Tuxedo Park, Alpine Manor and Bours Park Historic Districts)
- Includes established neighborhoods in large, unincorporated “island”
- Industrial area along railroad
- UOP neighborhood
- Pacific Avenue (Miracle Mile) is a unique shopping street
- Coordinated infill and preservation required

F. Mariposa District

- Includes remnants of subdivisions and neighborhoods around large county island
- Mariposa Road is the principal corridor
- Will require an overall planning effort to stitch unincorporated and city areas together

G. Oakmoore District

- Includes vacant and underutilized industrial land along Wilson Way
- Opportunity to create a new mixed-use entry district for Stockton
- Oakmoore and Origone Specific Plan areas are both in the district (being processed as of 2007)
- District is partially located in the Stockton / San Joaquin Enterprise Zone
- May require other implementation tools (potential redevelopment area)

H. East Stockton

- This includes unincorporated rural and suburban subdivisions both west and east of Highway 99 and east of 99 south of the diverting canal
- Requires an overall plan for infill and infrastructure
- Requires a “design retrofit” for civic and community streets and places

I. Airport Industrial District

- Includes a vast area north, east and south of Stockton Airport
- Primarily industrial uses

- Needs infrastructure and land planning to support economic objectives

J. West Channel District

- Contains industrial and Port of Stockton uses
- Underutilized -- greater job capacity
- Needs infrastructure and river public access plan

K. River View District

- Includes suburban subdivisions, parks and schools
- San Joaquin River bisects area
- Needs planning at the edges for commercial and industrial interface and river access

L. West Lane District

- Organized around the West Lane transit spine
- Includes contemporary subdivisions and vacant lands to be annexed to the north
- Major commercial centers at West Lane intersections with Hammer and March Lanes
- Major commercial area at Hammer Lane and Highway 99
- Will need special effort to create transit-oriented residential and commercial development along West Lane

M. Pacific District

- Organized around Pacific Avenue’s transit spine
- Includes contemporary subdivisions and vacant lands to be annexed to the north
- Major commercial centers at Pacific Avenue intersections with Hammer and March Lanes
- Will need commercial revitalization and transit-oriented infill planning

N. Delta View District

- Includes subdivisions and commercial lands to the west of Interstate 5
- Much of area is located in Secondary Delta Zone
- Portions of district edge San Joaquin River, and a future regional park
- Will require planning for park and Delta lands interface and integration of future commercial development

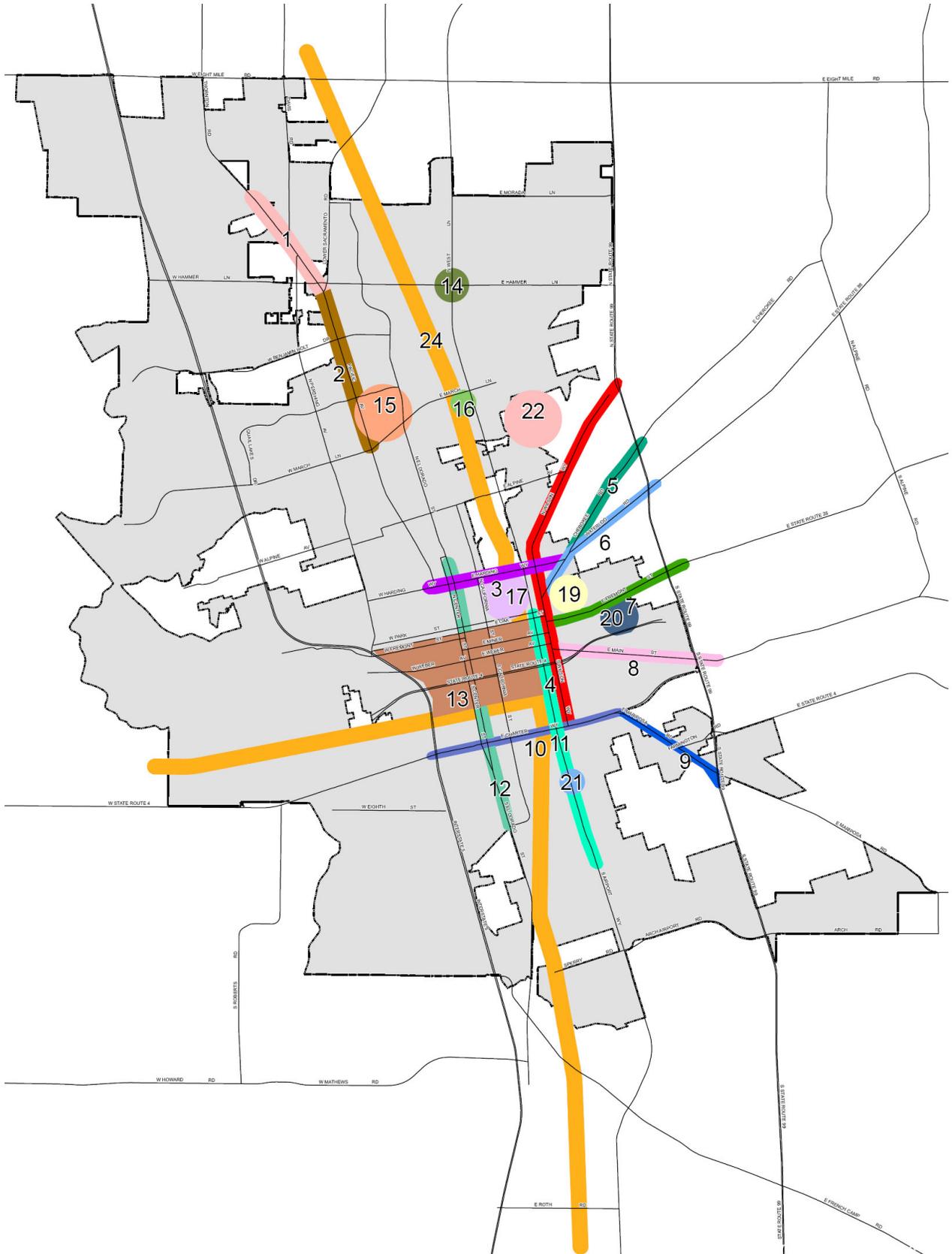


Figure 7-2. Opportunity Areas

Opportunity Areas – Overview

When planning for revitalization and reinvestment within the districts, a good starting point is to focus on the key areas within the districts where change can have the greatest impact. Examples would include:

- Enhancing a gateway area into a district,
- Introducing new residential and/or commercial uses into an underutilized industrial area, or
- Providing incentives to infill vacant lots along a key corridor.

Within the General Plan, these types of locations were considered to be “opportunity areas.” The goals and policies in this section are designed to enhance and revitalize the districts and opportunity areas that make up the fabric of the City of Stockton.

Two types of opportunity areas have been identified in the General Plan: corridors and neighborhoods. Figure 7-2 identifies the corridors and neighborhoods that require specialized revitalization planning and implementation efforts, and will be integral in the future of existing City districts.

Opportunity Areas in Stockton

Transit and travel corridors are important in the viability of land uses, economic development, and the overall image of the city. Corridors pass through districts providing a social and economic focus and “civic address” for adjacent neighborhoods.

Portions of corridors are underutilized and have special revitalization needs, but they are also well positioned to be important transit-oriented infill locations and contribute to the overall design quality of the entire community.

These corridors are identified on Figure 7-2 and described briefly below.

1. Thornton Road

Coverage: Extends from Stanfield Drive in the north to Hammer Land in the south.

Predominant Uses: Mix of retail and commercial services with single family homes distributed throughout.

Area Overview: The Thornton Road district is a post war suburban center that is fed by surrounding suburban neighborhoods through Eight Mile Road in the north and Pacific Avenue, Hammer Lane in the south and several smaller neighborhood streets along its length. Its centralized location in North Stockton gives this corridor opportunity to intensify as a transit oriented district. Thornton Road turns into Pacific Avenue where both roads intersect with Hammer Lane. This corridor includes land in the city limits and land in county islands. Reinvestment and image enhancements will be needed to encourage Thornton Road as a transit-oriented district that serves northern Stockton.

2. Pacific Avenue

Coverage: Extends from Hammer Lane in the north to March Lane in the south.

Predominant Use(s): Mix of retail, office, and commercial services. Includes the regional mall and Delta Community College at the southern corner at March Lane.

Area Overview: Pacific Avenue is best described as a post war strip-street with a large retail mall and adjacent junior college on its southern edge that provides opportunities to intensify the area into a transit-oriented district. This is further supported by the districts proximity to the central city, the University of the Pacific (UOP), and the Miracle Mile. Reinvestment and image enhancements will be required to transform Pacific Avenue into a transit-oriented district that serves adjacent neighborhoods, the junior college, and the mall.

3. Harding Way

Coverage: Extends from Waterloo Road in the east to North Lincoln Street in the west.

Predominant Use(s): A mix of retail, office, and residential uses including a large amount of medical and medical support services.

Area Overview: Harding Way extends across the northern edge of the central city from Waterloo Road in the east to the north end of Lincoln Street in the west. This district is also directly north from University Park. Harding Way will need continued revitalization efforts that will encourage it as a link between the northern and central neighborhoods of the city and future villages.

4. Wilson Way (Business 99)

Coverage: Extends from State Route 99 (SR 99) in the east, turns south at Harding Way through Central Stockton ending at Charter Way in the south.

Predominant Use(s): Mix of retail, office, and commercial services. Higher occurrence of service commercial uses from SR 99 to Harding way with more retail and office uses as the corridor passes through Downtown Stockton. There are also single family uses located throughout the corridor.

Area Overview: Wilson Way is an important downtown gateway corridor from SR 99. This district forms the western edge for the other eastern access corridors that extend from SR 99 toward Downtown Stockton. Many pre-war hotels and motels, industrial and commercial uses in the unincorporated and incorporated sections of this corridor exhibit significantly blighted conditions. This district has opportunity for a new in-town mixed-use community; however, a major new redevelopment effort will be required to achieve this type of revitalization.

5. Cherokee Road

Coverage: Extends from SR 99 in the east to Waterloo Road in the southwest.

Predominant Use(s): Primarily an industrial and commercial service corridor with a mix of single family residential uses.

Area Overview: Cherokee Road is primarily an industrial and residential corridor with limited strip commercial uses situated between Wilson Way and Waterloo Road. It is an eastern gateway-street from future villages that will need streetscape and architectural enhancements as the villages in the east begin to develop.

6. Waterloo Road (SR 88)

Coverage: Extends from SR 99 in the east to Waterloo Road in the southwest.

Predominant Use(s): Primary uses include a mix of retail and service commercial uses.

Area Overview: Waterloo road exhibits both attributes of pre- and post war strip commercial corridors. The district has opportunity to increase density and emphasize its location between future villages and the central city. Like other eastern access corridors, Waterloo Road will need streetscape and architectural enhancements to fulfill its potential.

7. East Fremont Street (SR 26)

Coverage: Extends from SR 99 in the east to Wilson Way in the west.

Predominant Use(s): Mix of industrial, service commercial, and retail uses. Limited amounts of single family residential uses are also distributed among the other uses.

Area Overview: East Fremont Street is the traditional eastern gateway to Downtown Stockton. It is dominated by commercial, industrial and residential uses with an opportunity for higher density infill. To the south of East Fremont Street is the Cannery and is adjacent to Eastland Plaza. The corridor will need streetscape and architectural

enhancements that accent its gateway status and provide a catalyst for reinvestment.

8. East Main Street (Copperopolis Road)

Coverage: Extends from SR 99 in the east to Wilson Way in the northwest.

Predominant Use(s): Mix of retail and commercial service uses intermixed with residential uses.

Area Overview: East Main Street is a commercial corridor extension of downtown. The corridor passes through older residential neighborhoods before reaching SR 99 and extending into primarily agricultural lands. The corridor shares its SR 99 access with Charter Way, which is just to the south. East Main Street has many opportunities for intensification; however, the corridor will need streetscape and architectural enhancements to achieve this goal and make it contiguous with Downtown Stockton.

9. East Mariposa Road

Coverage: Extends from SR 99 in the southeast to Charter Way in the northwest.

Predominant Use(s): A mix of retail, services commercial, and industrial uses with an equal amount of single family and two family residential uses.

Area Overview: East Mariposa Road is a commercial and industrial corridor that is fed by State Route 4 (SR 4). Just west of Highway 99 the corridor supports a residential neighborhood. There are many infill opportunities along East Mariposa Road that will need architectural and streetscape enhancements to be fully realized.

10. Charter Way (Old Highway 4)

Coverage: Extends from Highway 99 in the east to I-5 in the west.

Predominant Use(s): A mix of retail, service commercial, and office uses including the San Joaquin fair grounds.

Area Overview: Martin Luther King Boulevard/Charter Way is a mix of commercial and

industrial uses running between Interstate 5 (I-5) and SR 99. The corridor has many opportunities for intensification; however, is in need of significant streetscape and architectural enhancements. Charter Way is the southern most east-west connector between I-5 and SR 99, and will gain in importance as airport operations increase.

11. South Airport Way

Coverage: Extends from Carpenter Road in the south to Park Street in the north.

Predominant Use(s): A mix of industrial uses near the airport with higher concentrations of retail, office, and service commercial intermixed with residential uses closer to the central city.

Area Overview: Due to its proximity and access to the Stockton Metropolitan Airport, Airport Way is primarily a commercial and industrial connector between the airport and the central city. The corridor has many opportunities for existing and future industrial development as the main connector between downtown business and the airport. Airport Way will need significant streetscape and image enhancements to welcome travelers and business into the central city.

12. South El Dorado Street

Coverage: Extends from south California Street in the south to Charter Way in the north where it continues as El Dorado Street.

Predominant Use(s): Primarily commercial services and retail uses that would typically serve surrounding neighborhoods.

Area Overview: South El Dorado Street is primarily a commercial and industrial corridor that runs from the south end of California Street north to Charter Way where it becomes El Dorado Street. This corridor supports the adjacent neighborhoods that surround it offering direct access to the central city. There are many opportunities for intensification along the corridor that will require streetscape and image enhancements.

Opportunity Areas – Neighborhoods

Similar to the corridors identified above, specific neighborhoods have also been identified as opportunity areas within the developed portions of the community. These neighborhoods are identified on Figure 7-2 and described briefly below.

13. Downtown Stockton

Coverage: The Downtown opportunity area is bound by Fremont Street, Aurora Street, Hazelton Avenue, and Interstate 5.

Predominant Use(s): A mix of government, retail, high density housing, and office uses.

Area Overview: This opportunity area includes the typical mix of government, cultural and commercial uses that a city the size of Stockton would exhibit. There are major opportunities for reinvestment in the Downtown District, including high-density housing, mixed-use development, entertainment venues, an urban waterfront, and increased office uses. While these opportunities are prevalent throughout the area, a highly organized and concentrated effort of ongoing revitalization and district management will be required to attain the ultimate vision of Stockton’s Downtown.

14. West Lane and Hammer

Coverage: Includes parcels at the four corners of West Lane and Hammer Lane.

Predominant Use(s): A mix of community serving retail uses.

Area Overview: The West Lane and Hammer opportunity area is in a major post war commercial district. Its location in northeastern Stockton at the intersection of two major corridors makes this area a strategic location for future transit-oriented uses. To realize this goal, a concentrated effort will be needed to increase revitalization activities and land use intensification around the future transit. In addition the area needs streetscape and architectural enhancements that compliment the transit-oriented theme and make it a destination.

15. Mall Area

Coverage: Includes parcels at the northeast corner of March Lane and Pacific Avenue between Claremont and Robinhood.

Predominant Use(s): Regional mall and neighboring retail, and service commercial.

Area Overview: The mall area exhibits the traits of a 1970’s vintage shopping mall and commercial district with large parking lots around a central enclosed mall. Additional features of this opportunity area include an adjacent college campus and the intersection of two major city corridors (Pacific Avenue and March Lane). These additional elements make the mall area a strategic location for a pedestrian and transit-oriented retrofit that will serve both the mall as well as the adjacent college campus. In addition, streetscape and architectural enhancements will be needed to enhance and revitalize both March Lane and Pacific Avenue.

16. March and West Lane

Coverage: Includes parcels at the southwest corner of March Lane and West Lane south to Bianchi Street and east of the railroad line.

Predominant Use(s): Retail and commercial service uses.

Area Overview: Large retail center with vacant land and underutilized parking areas. Its location at the corner of two major corridors makes it attractive for new neighborhood serving uses. Potential uses include conversion of some parking and existing uses for retail and higher density housing.

17. Oakmoore

Coverage: Includes parcels between the Calaveras River, the Stockton Diverting Channel, and SR 99.

Predominant Use(s): Includes a speedway, golf course, and retail uses intermixed with vacant and open space parcels.

Area Overview: The Oakmoore opportunity area is a blighted and underutilized unincorporated area adjacent to Stockton. This site exhibits the qualities

that could be utilized by a major mixed-use infill project that would include a mix of housing types, retail, and neighborhood services. In order to realize this vision a major redevelopment effort around transit would be needed.

18. University Park

Coverage: Includes parcels bound by Harding Way, California Street, Park Street, and the railroad.

Predominant Use(s): Satellite CSU Campus.

Area Overview: University Park is a former State hospital site converted to a CSU satellite campus located just north of downtown. Reuse of the site will include a mix of neighborhoods south of Park in original central Stockton blocks. It is adjacent to ACE Train and has many opportunities for higher density infill and neighborhood revitalization. Planned uses include higher density housing, educational facilities, office uses, limited retail, and an elementary school.

19. Eastland Plaza

Coverage: Includes all commercially zoned parcels on the corner of Wilson Way and Fremont Street.

Predominant Use(s): Neighborhood shopping center surrounded by suburban residential neighborhoods.

Area Overview: Eastland Plaza is an underutilized commercial node in an older residential area of Stockton. This opportunity area is ideally located for a future transit route near ACE Train. An intense effort will be needed to encourage revitalization and infill of this area

20. Cannery

Coverage: Includes two parcels on the eastern side of Filbert Street between Myrtle Street and Miner Avenue and one adjacent parcel on Miner Avenue.

Predominant Use(s): Vacant cannery

Area Overview: The Cannery has been vacant since 2002 in a predominantly industrial area. Freeway

access industrial opportunity.

21. Airport Way and Tenth Street

Coverage: Includes 13 parcels along Airport Way south from Ninth Street and approximately 400 feet south of Tenth Street.

Predominant Use(s): Vacant land, underutilized retail and established residential uses.

Area Overview: The Airport Way Gateway is a small commercial node at the edge of older industrial area and neighborhood. Its key location near the airport and adjacent neighborhoods make it a complex opportunity area that will require a master plan and revitalization effort to accommodate the various surrounding uses.

22. Amtrak / ACE Corridors

Coverage: This is the longest of the opportunity corridors in the General Plan, running the entire length of the Planning Area in a north/south direction, and connecting from the downtown towards the Bay area to the east.

Predominant Use(s): This corridor is a cross section of the community, passing through a range of land uses from agricultural, to residential, to industrial.

Area Overview: This corridor is a key transportation entry into Stockton, and for Amtrak riders, this view is their main perception of Stockton. At issue is a range of clean up, code enforcement, screening, and removal activities that need to occur along the entire corridor.

Policies/Guidelines

As stated earlier in this section, this goal is targeted at maintaining and enhancing the existing neighborhood fabric within the City. To do this, these policies are targeted at taking advantage of the opportunities that can be found in these existing areas, as well as addressing some constraints that will keep these areas from reaching their full potential. In order to implement this principle districts are broken into three components each with its own goal. The first goal (DV-2) is targeted at

creating a vibrant downtown area. Building off the recent successes in the downtown area, the policies in this goal look to promote new residential development, creation of a stronger employment base within the area, and emphasis of regional entertainment opportunities that will make the downtown the cultural center of the city of Stockton and the surrounding region.

The next goal in this series (DV-3) is targeted at infill development and reinvestment within the existing neighborhoods in Stockton. The policies supporting this goal look to ensure protection of stable neighborhoods and historic resources. In addition, these policies also set a framework for reinvestment for neighborhoods that need additional support to be successful. Included with this goal is a policy aimed at the provision of appropriate infrastructure that reflects and supports the scale and context of existing neighborhoods.

The final goal in this series (DV-4) builds on the unique aspects of the districts and corridors identified in this element. These policies require the city to move forward with the creation of new specific plans/master development plans that will provide a more detailed expectation for the future success of these areas. This includes policies targeted at the provision of adequate infrastructure that meets not only the needs of today but provides the needed backbone to ensure the areas are ready for future opportunities as they present themselves.

DV-2

To reinforce the downtown as a center for office employment, finance, government, tourism, and entertainment, and the focal point of transit systems.

DV-2.1 Revitalize Downtown Stockton

The City shall promote the revitalization of Downtown Stockton, including increased employment opportunities, expanded private investment, construction of new housing, and the provision of various services to address existing social problems.

DV-2.2 High-Density Residential Development

The City shall encourage high-density residential uses to locate in the downtown area and along transit corridors (such as a BRT corridor) to support the area's commercial activities.

DV-2.3 Downtown Housing Goals

The City shall actively pursue short- and long-term housing goals for the downtown area. The short-term goal shall be the construction or rehabilitation of at least 1,000 housing units in the first seven years of the General Plan (by 2014). The long-term goal is to create a total of 3,000 new units in the downtown by 2035.

DV-2.4 Incentives to Create Downtown Housing

The City shall review and revise, as necessary, its redevelopment/revitalization strategy and programs for downtown and other redevelopment areas to ensure they adequately implement the downtown, infill and redevelopment policies of the General Plan. The City shall establish a schedule of reduced public facilities fees for new development in the central city area as an encouragement to develop vacant or under-utilized parcels. The City shall adopt density bonus standards to encourage the intensification of housing and promote affordable housing opportunities in the downtown.

DV-2.5 Downtown Residential Development

The City shall discourage non-residential uses (i.e., commercial, office, industrial) and public/quasi-public uses (i.e., churches, schools, parks) in areas designated for high-density residential uses since such locations are limited throughout the City.

DV-2.6 High Employment Commercial Development

The City shall encourage high-rise commercial and office uses, particularly those characterized by a large number of employees, such as government buildings and office headquarters, to locate in the downtown or within projects already approved prior to the adoption of this General Plan.

DV-2.7 Government Uses

The City shall encourage major governmental facilities, office buildings, and the main library to remain and expand locations in the downtown. The City shall plan for City government offices to expand its government operations in the downtown, with the possibility of consolidating some County offices from the County Hospital area and from East Hazelton Street.

DV-2.8 Tourism, Lodging, and Convention Facilities

The City shall encourage major tourism, lodging, convention facilities, and entertainment uses to locate in the downtown.

DV-2.9 Entertainment Center

The City shall encourage the concentration of community and regional entertainment facilities to locate in the downtown area.

DV-2.10 Downtown Service Clusters

The City shall encourage specialized commercial uses and other activities in the downtown area that thrive on clustering and serve the needs of office workers and residents in the downtown.

DV-2.11 Environmental Quality

The City shall enhance environmental quality in the downtown through such measures as public investment, landscaping, architectural and sign controls, provision of adequate off-street parking for patrons and employees and loading facilities to create a pleasant atmosphere in which to live, work, and shop.

DV-2.12 Waterfront Linkage

The City shall support development of the waterfront in a mix of commercial, office, entertainment, and residential uses as a key component of the City Strategy for downtown revitalization.

DV-2.13 Building Rehabilitation

The City shall encourage and assist in the rehabilitation of existing buildings in downtown, and use historic buildings as resources for future development.

DV-2.14 Financing Tools for Development

The City shall work closely with other public agencies and organizations to develop and utilize all

available financing tools and incentives to stimulate downtown development.

DV-2.15 Transit Hub

Downtown Stockton shall be the primary transit district with multi-modal access to the region and the community.

DV-3

To promote the development, redevelopment, and reinvestment in the developed portions of the Planning Area.

DV-3.1 Vacant Bypassed Parcels

The City shall encourage the development of vacant bypassed parcels to promote a compact and efficient pattern of urban development.

DV-3.2 Development Priority

The City shall give development priority to vacant land already served by City services over vacant, unserved land.

DV-3.3 Adequate Services

The City shall provide, and, where necessary, upgrade services and facilities to encourage development within the existing urbanized area consistent with the Land Use/Circulation Diagram.

DV-3.4 Redevelopment Incentives

The City shall provide incentives (including using the redevelopment process) to encourage the revitalization of existing urban areas.

DV-3.5 Older Neighborhoods

The City shall aggressively facilitate the conservation and rehabilitation of older neighborhoods by utilizing all Federal, State and local programs, aimed at preservation; by encouraging private investment; and through joint public-private cooperation.

DV-3.6 Neighborhood Preservation

The City shall discourage commercial development from locating or expanding within established residential neighborhoods when such development would negatively impact the neighborhood.

DV-3.7 Historic Resources

New public and private investment in Stockton’s traditional neighborhoods shall preserve their character and sustain reinvestment in cultural and historic resources.

DV-3.8 Infrastructure Design

The design of roadways and other infrastructure in existing neighborhoods shall reflect the scale, character and materials found there historically. New infrastructure shall be compatible with the character of existing neighborhoods.

DV-3.9 Code Enforcement

The City shall provide code enforcement that protects the cultural and historic value of existing places and buildings. This should include demolition by neglect, inappropriate renovations, lack of maintenance, overgrown landscaping, and inappropriate storage.

DV-3.10 Compatible Scale and Character

New infill residential and commercial development in existing neighborhoods shall reflect the character and form of the neighborhood while striving to meet citywide density and transit objectives. The City shall continue to implement Design Guidelines for each district or neighborhood that will guide new infill growth. Infill development shall be planned to reflect traditional scale and pattern of block and lot sizes, as well as prevailing heights, setbacks, landscaping, and location of garages on the lots. The walkable scale and pattern of existing neighborhoods shall be reflected in new infill development.

DV-3.11 Retail Capacity

The City shall evaluate the existing commercial areas within the City to determine the area necessary to serve the surrounding areas and what areas could be changed to other uses.

DV-4

To promote the unique opportunities and address the constraints present in the corridors and neighborhoods identified as Opportunity Areas.

DV-4.1 Specific Plan / Master Plan Requirements

To facilitate the revitalization and infill of the Opportunity Areas identified on Figure 7-2, the City shall establish a program to develop a specific plan or master plan for each site (or group of sites).

Criteria

- A specific plan will be utilized for Opportunity Areas that require the development of an infrastructure master plan. Otherwise, a master plan is appropriate.
- A specific / master plan shall be completed prior to major investment by the City or the City’s Redevelopment Agency in an Opportunity Site. Projects needed to protect public health, safety, and welfare or necessary to respond to an emergency situation will not trigger this requirement.

DV-4.2 Revitalized Corridors

Corridors identified as Opportunity Areas shall be redeveloped and revitalized by attracting new anchor businesses, mixing in urban housing, and improving their streetscape and image. The City shall encourage the redevelopment of distressed commercial strips into housing and mixed use development.



See also Policy LU-4.1.

DV-4.3 Infrastructure

In concert with Policy DV-4.1, the City will give priority to infrastructure improvements within Opportunity Areas necessary to serve current land uses and to support new uses and investment planned for the area.

DV-4.4 Streetscapes and Identification

Roadway improvements shall include streetscape and signage programs that provide area identification and enhance the functionality and beauty of the corridors. The City shall ensure that planned roadway improvements do not conflict with other policies that encourage pedestrian activities and circulation.

DV-4.5 Incentives

The City shall utilize the Redevelopment Agency to provide incentives when appropriate to encourage retention and expansion of existing businesses, and relocation of businesses to the Opportunity Areas.

DV-4.6 New Residential Addresses

Older corridors with vacant land adjacent to neighborhoods shall be redeveloped as residential and mixed-use development. Transit access shall be provided for infill housing sites along corridors.

DV-4.7 Limit New Commercial Centers

Corridors with increased regional access, market demand, and large sites shall be redeveloped with new commercial centers.

DV-4.8 Infill and Villages

The City shall encourage and plan for infill development and downtown revitalization and shall monitor infill and Village growth and ensure that infill accounts for a significant portion of development activity in the city.

7.3 Villages

Overview

The City shall use the village concept as the primary basis for planning large land areas as designated on the Land Use Diagram. The Village concept described in this section will be the basic building block for major new development in the City. Key features of each village will include a mix of housing types and densities, and development of a village center comprised of neighborhood commercial, higher density housing, schools, public service uses (such as a fire station), bicycle and pedestrian trails, and open space.

Land Use

Areas subject to the policies, development criteria, and standards included in this section are designated as Village (V) on the Land Use Diagram. The Village designation is considered a “holding” category. Unlike other designations, an applicant cannot simply submit a development proposal for consideration. While a very low density residential use is allowed by the designation, a specific plan or master development plan, as specified in Policy DV-5.1, is required to be submitted and approved before higher intensity land uses will be allowed.

The purpose of the Village designation is to promote the development of a detailed specific plan that will provide the details needed to ensure a comprehensive mixed use proposal is developed in the Village designated areas.

As part of the Village land use plan, a land use diagram will be prepared that delineates the land uses and facilities to be developed within the village. On this diagram, land uses will utilize the designations shown on Table 7-1.

Table 7-1. Village Development Intensity Standards

	Average Dwelling Units per Net Acre	Maximum Nonresidential FAR	Corresponding Zoning Designation*
Village Residential Estates (VRE)	1	N/A	RE
Village Low Density Residential (VLDR)	5.7	N/A	RL
Village Medium Density Residential (VMDR)	10.6	N/A	RM
Village High Density Residential (VHDR)	25	N/A	RH
Village Administrative Professional (VAP)	25	0.6	CO, UC
Village Commercial (VC)	25	0.4	CN, CG, CD, CL, CA
Village Mixed Use (VMX)	16 – 29	N/A	MX

	Site Minimum	Site Maximum	Maximum Nonresidential FAR	Corresponding Zoning Designation*
Village Institutional (VIN)		1 du	0.5-5.0	PF
Village Parks and Recreation (VPR)	3 acres	N/A	0.20	PF
Village Open Space (VOS)	N/A	N/A	0.1	OS

* The Specific Plan, once adopted, can replace the City’s Zoning regulations. The Zoning Designations shown would be utilized for requirements not specifically addressed in the Specific Plan.

The land use designations in Table 7-1 are based on the standards specified in Table 3-1, unless modified in this section. The first difference is the designation name itself. Each will have a “V” added to show it is a Village designation. For instance, Low Density Residential (LDR) used outside a Village area becomes Village Low Density Residential (VLDR) within a Village area. The change is more than just to the name. As shown on Table 7-1, some of the Village designations have higher density/intensity development allowances, and minimum densities are specified for several residential categories.

The Village Mixed Use (VMX) designation provides for large mixed use area that will combine the functions of a Village center with regional serving uses. This designation is only available for application in Village C, and will require a site of at least 100 acres.

General Village Policies/Guidelines

Common themes promoting a new standard for expansion of the City emerged during the community workshops held early in the General Plan development process. In order to implement these themes major areas selected for new growth were designated as a series of villages. The policies under this goal present a detailed strategy for the design components that will reflect this new vision. The key features in the villages include:

- The requirement for detailed planning through the implementation of village-wide specific plans.
- The establishment of land use flexibility allowing for the innovative mix of land uses, while at the same time meeting prescribed performance standards designed to ensure an

appropriate mix of housing, open space, and public facilities.

The villages are also designed to emphasize and take advantage of the multi-modal concepts seen throughout this general plan. This includes the creation of high density village centers, incorporation of multi-modal transit corridors, including access to BRT systems in most villages. The village system ensures the provision of the facilities needed to support future residents, including detailed infrastructure master plans and the incorporation of community facilities and extensive open space and park facilities.

DV-5

To organize new development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity.

DV-5.1 Village Specific Plans or Master Development Plans / General Plan Amendment

The City shall require the completion and approval of a specific plan or master development plan and associated General Plan Amendment (GPA) prior to development of land within an area designated as a Village.

- For each Village area (as identified on the Land Use Diagram), a single specific plan or master development plan covering the entire Village designated area will be required prior to any project approvals in that area. Development and funding of the specific plan or master development plan will be the responsibility of the landowner(s) or authorized development representative. It is possible that one specific plan or master development plan can be prepared to cover more than one Village area, as long as the complete area covered by the Villages are addressed.
- A GPA covering the entire Village area will be required with the specific plan or master development plan for that Village. This GPA will be used to officially modify the General

Plan Land Use Diagram to represent the land uses, as shown in the adopted specific plan or master development plan.

Criteria

- **Specific Plan or Master Development Plan.** A specific or master development plan will be required for all areas designated as a Village on the General Plan Land Use Diagram. Individual properties may be developed without a specific or master development plan, but will only be allowed residential uses up to the density specified in Table 3-1 for the Village designation. Any development defined as a major subdivision by the Subdivision Map Act and designated as a Village will require preparation of a specific or master development plan, regardless of density.
- **General Plan Amendment.** The required General Plan Amendment will be done to modify the General Plan Land Use Diagram to reflect the land use diagram from the approved specific or master development plan, which will be based on the land use designations shown on Table 7-1.

Specific Plan or Master Development Plan Content

All specific or master development plans prepared for a village designated area must be comprised of four planning frameworks. Within each framework, the specific or master development plan will provide the goals and policies that will guide future decisions on projects within the specific or master development plan area. The frameworks will also include a detailed implementation plan that will identify responsibilities, financing requirements, and phasing/timing.

The **Land Use Framework** will include the proposed land use pattern (using the designations listed on Table 7-1), actual development densities in each neighborhood, and development phasing. The framework will also include specifics on development standards.

The specific or master development plan prepared will provide complete guidance on the land use provisions that will guide future development within the Planning Area. At a minimum, these provisions will address the following topics. In consultation with City staff, other topics may be required depending on site specific needs.

- **Land Use Classification.** A land use classification system that clearly identifies the uses that may be allowed in each area neighborhood. Based on the land use designations in Table 7-1, the specific or master development plan will provide further details on development standards for each neighborhood. This classification system would use clear terminology to define and further describe allowable uses. The classification system will employ up-to-date terminology and an appropriate combination of specific and generic land use types, instead of a lengthy “encyclopedic” list of allowed uses that can quickly become obsolete. Both the land use classification system and the uses allowed within the various neighborhoods will provide for an overall mixed-use development.
- **General Site Planning and Development Standards.** These would be brief criteria with requirements that could potentially apply to all development and land uses regardless of the applicable land use designation. These would address, as appropriate, site access requirements; energy efficiency; fences, walls, soundwalls, hedges, and other screening; noise regulations; outdoor lighting standards; performance standards (e.g., air quality, glare, vibration, etc.), undergrounding of utilities; and other similar topics.
- **Development Standards.** Development standards for each land use designation (e.g., height limitations, setback requirements, site coverage requirements, etc.) will be organized in tables and graphically illustrated wherever possible. As appropriate and acceptable to the City, these will replace some of the specific regulations and requirements specified in the

City’s Zoning Ordinance and Design Guidelines.

- **Housing Mix.** The specific or master development plan will discuss the proposed mix of housing types within the village. In keeping with the City’s Housing Element, affordable housing requirements and bonus density provisions and related incentives will be incorporated as appropriate. A key to the housing component will be to incorporate a mix of housing types (as specified elsewhere in this section), and to provide phasing mechanisms that guarantees to the City the development of this housing mix as a part of each phase of the project.
- **Phasing Plan.** A key to the Specific Plan or Master Development Plan is phasing within the village. The Phasing Plan will document the general phasing of key components in the village, such as the provision of schools, public improvements, parks and trails, village core uses (including commercial development), and other major amenities. These components shall be phased to match the amount of population in the village as it develops (schools, parks and trails, major amenities) or to ensure they are planned and established as part of the overall plan and not left for the end of development.

The **Design Framework** will provide detailed design guidelines that will be used as the specific or master development plan is implemented / developed. The purpose of these guidelines will be to establish the expected level of design within the village while still maintaining project flexibility and innovation. The objective of this framework is not to dictate a specific design, but to establish design expectations.

The design guidelines provided will be illustrated to help explain the intent and expectations. This part of the specific or master development plan will also incorporate detailed landscaping standards, including specific requirements for preliminary and final landscape plan submittal and review.

The Design Framework will also provide guidance on the integration of the streetscape into the overall project design. The framework will define building

type requirements of each neighborhood and define how buildings address the street and interact with public improvements and the public rights-of-way to define the overall character of the streetscape (e.g., new urbanism principles and smart growth concepts).

The **Circulation Framework** will include the proposed circulation network, system elements, design standards, and system phasing. This framework will address all components of the circulation system, including vehicular traffic, bicycles, pedestrian movement, and transit. This component will also address parking and loading standards if different from the standard City requirements.

The **Infrastructure/Public Facilities Framework** will cover infrastructure requirements (water, sewer, storm drainage, electricity, natural gas, communications) as well as parkland, schools, and other public facilities. For infrastructure, the framework will address the proposed trunk infrastructure system improvements and system phasing necessary to support implementation of the land use plan. The plan will also discuss the plan’s consistency with the City’s master plans and how the project’s infrastructure will integrate with appropriate area-wide facilities and services.

DV-5.2 New Village Development Shall Benefit City Residents

The City shall require that all planned Village developments provide amenities that will benefit all City residents where applicable.

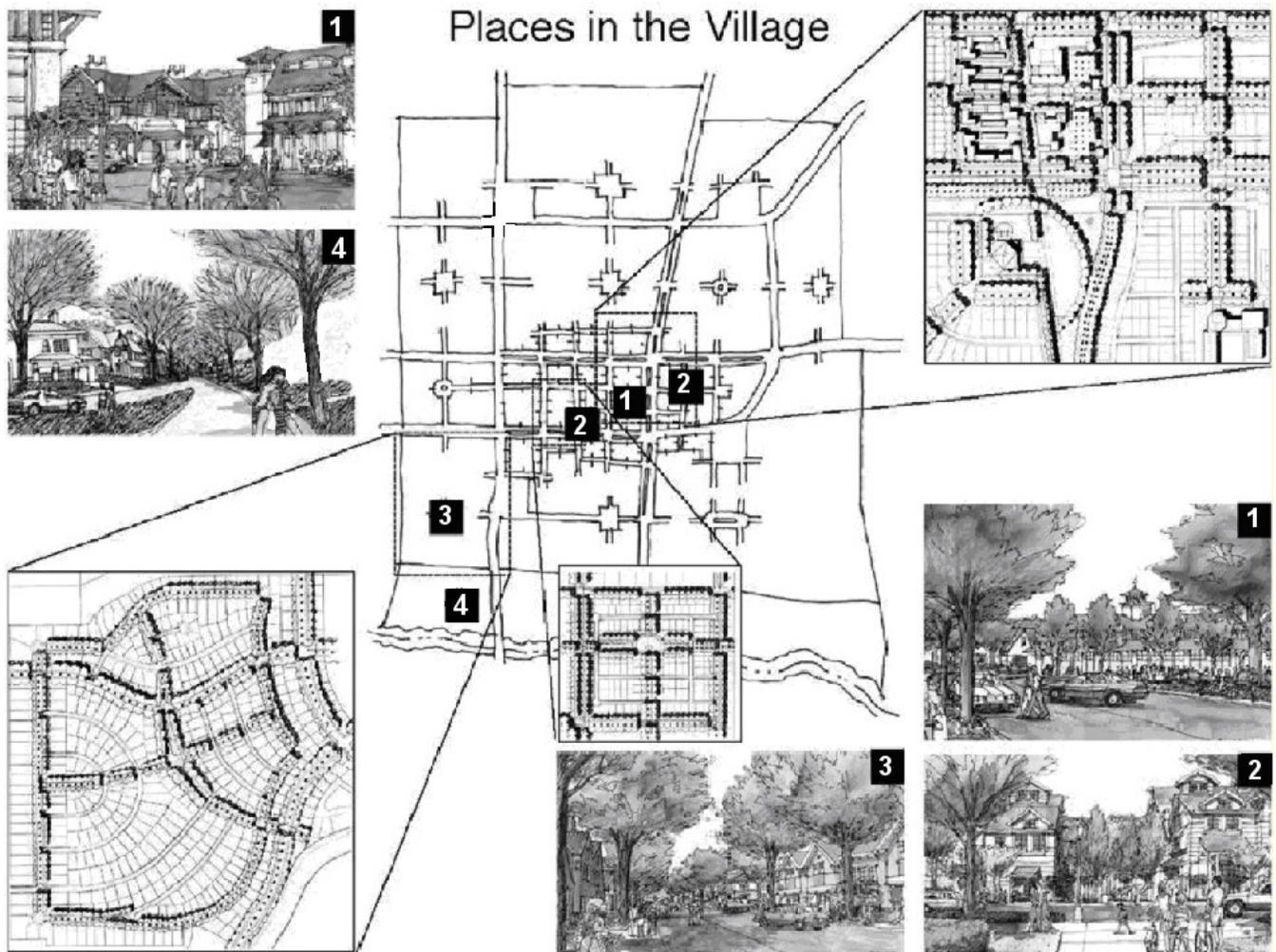
DV-5.3 Village Neighborhoods

The structure of each village will be designed to create a range of neighborhood types. The following neighborhood types will be required in each Village specific or master development plan. These neighborhood types are illustrated on Figure 7-3, and the land uses allowed in each neighborhood are shown on Table 7-2.

Table 7-2. Village Components

	VRE	VLDR	VMDR	VHDR	VAP	VMX	VC	VIN, VPR, VOS
Village Center			■	■	■	■	■	■
Village Center Neighborhoods			■	■	■	■		■
Outer Village Neighborhoods		■	■	■		■		■
Transitional Neighborhoods	■	■						■

■ = Allowed land use designation.



- 1. Village Center
- 2. Village Center Neighborhoods
- 3. Outer Village Neighborhoods
- 4. Transitional Neighborhoods

Figure 7-3 Village Components

1. **Village Center.** The Village Center neighborhood is the heart of the village, containing a mix of retail, office, residential, and public uses. The commercial component could include uses such as a supermarket, retail shops, restaurants, service commercial, and entertainment. Office and residential uses can be mixed in with commercial core as a second floor element. Other village serving uses, such as a community center, library, day care center, fire station, and other similar uses are encouraged to locate in the Village Center.

The overall village should be designed so that the Village Center is the focal point for transit, pedestrian, and bicycle travel.

Location Criteria

- The Village Center shall be located within the interior of the Village (unless stated otherwise in the description of the individual villages to reflect the physical shape or location of the village) and shall not have direct access from roadways along the exterior of the Village.
- The Village Center shall be located along the primary arterial street in the Village, and will be located only on one side of the arterial.
- The Village Center shall not be located at an intersection of two or more arterial streets.
- The Village Center shall be located to take advantage of transit opportunities.
- Villages can have more than one Village Center based on total projected population. One Village Center is allowed for each 10,000 population.

2. **Village Center Neighborhoods.** The Village Center Neighborhoods will contain a mix of housing types and densities (primarily VM DR and VH DR), but given the proximity of these neighborhoods to the Village Center, this area will have the highest overall residential density in the village. Professional office uses (VAP designation) are allowed as the bottom floor of

mixed use buildings with a residential component.

From a design standpoint, these neighborhoods will focus on pedestrian and bicycle circulation that provides easy access to the Village Center. Roadways in the neighborhoods should have a traditional grid system of streets, creating a formalized structure. The streetscape will include a landscaped parkway adjacent to curbs with landscaping that will provide a street canopy.

Each neighborhood should contain small parks (neighborhood and pocket parks), and small plazas that create neighborhood amenities and a sense of place in the neighborhoods.

Location Criteria

- Village Center neighborhoods will be located adjacent to the Village Center.
- These neighborhoods should typically be within a ¼ mile (walking) distance of the Village Center.

3. **Outer Village Neighborhoods.** The Outer Village Neighborhoods shall contain a mix of housing types and densities, but residential uses will be dominated by VLDR uses. These neighborhoods will also be used for land uses that will have a higher dependence on automobile traffic, such as schools, community parks, and other institutional and public land uses. Land uses that are to serve both the Village Center Neighborhoods and Outer Village Neighborhoods (such as schools) should be located near the boundary of the two areas.

The design of these neighborhoods can have a more relaxed, informal character. Each neighborhood should be organized around a Neighborhood Center. The Neighborhood Center can be comprised of a neighborhood park, elementary school, and/or public facilities such as fire stations and libraries. When present in a neighborhood, these facilities should be collocated to the extent possible and located near the center of the neighborhood. Pedestrian

and bicycle trails shall be designed to connect residential areas into the neighborhood center.

Location Criteria

- The largest area within a village. These areas lie outside and adjacent to the Village Center Neighborhoods.

4. **Transitional Neighborhoods.** In some cases, villages may be developed on the edge of the planning area adjacent to sensitive areas such as environmentally sensitive areas, agricultural areas, or rural communities. These neighborhoods should reflect lower intensity residential uses that provide a transition to the adjacent sensitive areas.

From a design standpoint, these neighborhoods should be developed as neighborhoods with a distinctly rural flavor.

Location Criteria

- Neighborhood areas developed adjacent to sensitive areas, such as environmentally sensitive areas, agricultural areas, or rural communities.

The following paragraphs provide statements to better describe the application of the village concept to each of the village areas.

Village A

The Village Center is expected to locate on the eastern side of the Village area adjacent to an arterial roadway. The location is assumed to be internal to the Village. Commercial and community activities that take advantage of the adjacent waterways are encouraged. Commercial activities should be compatible with the residential character of the Village.

Village B

Due to its location, this Village may not generate enough area traffic to support a full neighborhood commercial center. The Village shall include plans for a Village Center area near the middle of the Village that contains community facilities (parks, schools, library, community center, etc.) that will act as a focal point for the Village. Commercial uses are not allowed along Eight Mile Road.

Village C

Given its location along Interstate 5, Village C may include regional commercial components at either Eight Mile Road or the new arterial planned to the north side of this Village (on the east side of Interstate 5). The regional commercial center shall be designed to provide a regional commercial look on the face oriented towards the freeway, but incorporate a neighborhood commercial feel with pedestrian components along the edge adjacent to the remainder of the Village. All shipping and receiving areas shall be located to not impact surrounding residential uses.

This Village shall include a Village Center with neighborhood shopping facilities located between (and not adjacent to) Interstate 5 and Thornton Road along the new arterial shown on the Land Use Diagram.

Village D

Typical Village design with Village Center located along the new arterial shown on the Land Use Diagram north of Eight Mile Road. Commercial uses along Thornton Road or Eight Mile Road are not allowed.

Village E

Typical Village design with Village Center located along the new arterial shown on the Land Use Diagram north of Eight Mile Road. Commercial uses along Lower Sacramento Road or Eight Mile Road are not allowed.

Village F

Like Village B, this area may not have enough support for a neighborhood commercial center component due to commercial existing or planned

in the area. The Village shall include plans for a Village Center area near the middle of the Village that contains community facilities (parks, schools, library, community center, etc.) that will act as a focal point for the Village. Commercial uses are not allowed along Eight Mile Road.

Village G

Due to its proximity to Highway 99, small service commercial centers are allowed near interchanges at Eight Mile Road and the new northern arterial. Service commercial uses shall be designed to minimize intrusions on surrounding residential areas. This Village may not have enough support for a neighborhood commercial center component due to commercial existing or planned in the area. The Village shall include plans for a Village Center area near the middle of the Village that contains community facilities (parks, schools, library, community center, etc.) that will act as a focal point for the Village.

Village H

Village Center shall be located along Lower Sacramento Road, West Lane, or other major roadway within the Village. If located on Lower Sacramento Road or West Lane, Village Center shall not be adjacent to Eight Mile Road.

Village I

Typical Village design with the Village Center located on the east side of the proposed north-south arterial roadway shown on the Land Use Diagram for the area.

Village J

Typical Village design with the Village Center located on the proposed north-south arterial roadway shown on the Land Use Diagram for the area.

Village K

Given the shape of this Village Area, the Village Center can be located along either arterial (French Camp Road or South Airport Way. Unlike typical village design, the Village Center here can be located at the intersection of the two arterials, but only on one corner. This Village should be designed to take full advantage of the slough area, and provide a public trail along this alignment. A pedestrian overcrossing may be warranted over French Camp Road.

Village L

Typical Village design. Village Center shall be located along one of the two arterials in the area, but shall be centered along the arterial (i.e., not located at the intersection of the two arterials).

Village M

Typical Village design. Village Center shall be located along one of the two arterials in the area, but shall be centered along the arterial (i.e., not located at the intersection of the two arterials).

DV-5.4 Village Housing Mix

The City shall ensure that village areas maintain a mix of residential types and densities, and that the residential mix will provide appropriate transitional features that integrate the villages with the surrounding areas. Within each village, the land area designated for residential use will be distributed (on an acreage basis) using the ranges specified in Table 7-3. For example, 4 to 6 percent of the total residential land within a village will be designated as VHDR.

Table 7-3. Village Housing Mix (Percent of Residential Acreage)

	VRE	VLDR	VMDR	VHDR
Percent	Min 5%	72-78%	13-17%	4-6%

Notes: Min = Minimum requirement

DV-5.5 Aesthetic Urban Development

The City shall promote aesthetically pleasing and environmentally sound urban development.

Circulation

DV-5.6 Connection to Citywide Transit System

New villages shall connect to and support a citywide transit system. Transit stops shall be located along major corridors and in each village center.

DV-5.7 Village-Scaled Roads

Village roadways shall be designed to provide redundant connections to arterials in order to reduce their size, speed, travel times, congestion, and the need for soundwalls.

DV-5.8 Roads Support Adjacent Land Use

Road sizes shall reflect both their transportation and land use function. Road design and speed shall support village and neighborhood residential and commercial activities.

DV-5.9 Shared Parking

Parking for commercial portions of Village Centers shall be shared among uses and have connected driveways, curb cuts, and pedestrian connections.

Infrastructure

DV-5.10 Infrastructure Master Plans

New development will be required to comply with the City's adopted infrastructure master plans and provide fair share contributions towards existing and future improvements necessary to serve the development. If developments vary in intensity and distribution from that assumed in the existing infrastructure master plans, the City master plans will be updated and approved by that development.

DV-5.11 Area Infrastructure Master Plans

Prior to the approval of any Village specific plan, an Area Infrastructure Master Plan will be required. These master plans will lay out detailed plans for infrastructure improvements, phasing, and financing.

Community Facilities

DV-5.12 Community Center

Every village will be required to provide one or more community centers based on a ratio of one center for every 10,000 population in that village. At least one community center will be located within the Village Center. Each community center will provide common meeting space and recreational amenities for village residents.

DV-5.13 Joint Locations of Facilities

Community facilities (such as community centers, schools, parks, libraries, fire stations with community rooms) are viewed as a key aspect of neighborhood identity and development. When proposed in the same area, these uses should be jointly located on the same or adjacent sites to form a stronger activity node within the neighborhood.

Open Space and Parks

DV-5.14 Interconnected / Usable Open Space

Within each village, a minimum of ten percent of the gross village area will be reserved for common open space.

DV-5.15 Joint Use of Detention Facilities

Detention facilities can be utilized in meeting part of a village's park requirements based on the usability of the basin for recreational purposes.

DV-5.16 Credit for Common Space Areas and Detention Basins

Primarily for master planned communities, the City may allow a maximum 30 percent land credit toward parkland for usable acreage in detention basins, green belts and pocket parks subject to the discretion of the Director of Parks and Recreation Department, or designated representative, and provided that the improvements are fully accessible to the general public. The 30 percent portion is calculated considering all of the proposed parkland and open space acreage for the entire master planned development.



See also Policies RW-2.5 and 2.6 on joint use of detention facilities.

Criteria

- Portions not inundated during 100-year storm event = 100% park credit
- Inundated during 50-100-year storm event = 90% park credit
- Inundated between 10-50-year storm event = 75% park credit
- Inundated between 2-10-year storm event = 50% park credit
- Inundated during 2-year storm event and less = 0% park credit

DV-5.18 Parkland Distribution

Parks within each village shall be distributed proportionally to match the distribution of population within the village. Park sizes and location shall be in keeping with serving the population of the neighborhood.

Trails**DV-5.19 Trail and Open Space Connections**

Each village, and the neighborhoods they contain, shall include trails, bikeways, and open spaces as an integral design component. These facilities shall create a network that links every neighborhood to each other and provide a convenient path to the Village Center.

DV-5.17 Joint Locations of Schools and Parks

The City shall promote the joint location of parks with school facilities for the purpose of enhancing available open space and recreation.

7.4 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall adopt density bonus standards to encourage the intensification of housing and promote affordable housing opportunities.	DV-1.2 DV-2.2 DV-2.4	Community Development Department	■			
2. The City shall review and revise, as necessary, its redevelopment/revitalization strategy and programs for Downtown and other redevelopment areas to ensure they adequately implement the Downtown, infill, and redevelopment policies of the General Plan.	DV-2.1 through DV-2.15	Community Development Department, Redevelopment, Housing	■			
3. The City shall establish a schedule of reduced public facilities fees for new development in the central city area as an encouragement to develop vacant or under-utilized parcels.	DV-2.14 DV-3.1	Community Development Department Redevelopment	■			

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
4. The City shall prepare infill development guidelines that demonstrate how to plan and design buildings to fit into existing neighborhoods.	DV-3.1 DV-3.4 through DV-3.7 DV-3.8 DV-3.10	Community Development Department	■			
5. The City shall provide for expedited permitting for high quality infill development that is compatible with existing neighborhoods.	DV-3.1 DV-3.2 DV-3.4	Community Development Department				■
6. The City shall maintain a current database inventory of available and underutilized parcels with the City limits.	DV-3.1	Community Development Department				■
7. The City shall conduct an inventory of fragmented vacant land and work with property owners and the Redevelopment Agency (where appropriate) to assemble this land into developable parcels.	DV-3.1	Community Development Department Redevelopment Agency				■
8. The City will develop a set of tools that can be used to encourage or assist with infill development. In infill areas, this may include fast-track approvals, changes in fee structures, prioritization of infrastructure improvements to infill areas, etc.	DV-3.2	Community Development Department	■			
9. The City shall prepare a citywide Retail Activity Study to identify commercial corridors that are "over-zoned" with retail zoning as well as target corridors that may not have adequate retail activity or sites to serve the surrounding neighborhood or district.	DV-3.11	Community Development Department Redevelopment Agency		■		

Implementation	Implements What Policy	Who is Responsible	2008- 2009	2010- 2015	2016- 2035	On- going
10. To facilitate and maximize infill development within the existing City limits and to foster downtown revitalization, the City shall develop and implement an infill incentive program to address these areas. Existing City limits shall be defined as the corporate boundaries as of the effective date of the 2035 General Plan.	DV-4.8	Community Development Department	■			
11. The City shall update the Design Guidelines to contain a section dedicated to village design standards to further implement the policies contained in this element.	DV-5.4	Community Development Department	■			
12. The City shall develop design guidelines for joint utilization of detention basins as park facilities.	DV-5.14 DV-5.15 DV-5.16	Community Development Department Municipal Utilities Department Parks and Recreation Department	■			

Please see the next page.



D. Interconnected Infrastructure

Anticipating the direction and character of expansion helps plan the early phases of roadway, utility, and drainage infrastructure. However, it is more than just a concern of capacity. The overall pattern of infrastructure can incrementally support near- and long-term growth of the community from a qualitative perspective as well.

Infrastructure – Concepts

Concept 1: Multi-modal Community

The overall development pattern in the Stockton General Plan 2035 is tightly linked to transit armatures and multi-modal loops designed into the plan. Infill development in districts and new development in villages are intended to support a mixed-mode community. This means new investment in roads and structures will result in comfortable pedestrian environments that interface with transit.

Concept 2: Transit Centers and Bus Rapid Transit

A number of new transit centers are planned at key intersections in the 2035 circulation framework, supported by a bus rapid transit (BRT) system. Dedicated BRT service running along key north-south routes (e.g., Pacific Avenue; El Dorado Street; Airport Way/West Lane; Pershing Avenue) is proposed. The BRT routes will intersect with several multi-modal loop roads connecting the districts and villages to Central Stockton and to each other. Other transit routes will run along important east-west corridors (e.g., Hammer Lane, March Lane, Arch/Sperry Road, and Crosstown Freeway). Transit loops are planned to support the employment districts in the downtown area and around the airport. *[Public Comment]*

Concept 3: Multi-Modal Loop Roads

Villages and significant infill development will be planned to be connected by multi-modal loop roads. These roads are planned to provide alternative transportation routes to reduce the use of freeways for local circulation. They are not intended to be freeways, but landscaped boulevards. *[Public Comment]*

Concept 4: Regional Sewer Treatment

Long-range planning anticipates a single regional sewage treatment system. Principal trunk lines will be located to build on existing investment, provide incremental expansion, and have a clear development nexus for financing.

Concept 5: Water

The long-term picture for water includes three features. First, securing a reliable supply coupled with an urban conservation program (maximizing the use of reclaimed water). Second, the distribution system will impact the development

The design of roads, public buildings, and utilities can have a big impact on the image and economic success of neighborhoods and business districts. Post World War II streets and facilities do not reflect the type of investment that will inspire use of transit or walking. The Stockton General Plan 2035 assumes a more aggressive role for "civic works" where infrastructure adds an aesthetic benefit and a catalyst for quality private sector investment.



D. Interconnected Infrastructure

phasing and sequencing. Third, water quality, as it pertains to run-off and drainage, will have a long-term impact on groundwater.

Concept 6: Drainage

San Joaquin County and the City of Stockton are located at the confluence of several creeks and rivers at the edge of the Delta. Continued expansion of the community will require “best practice” engineering solutions at a village and project level for drainage designs that protect water quality.

Concept 7: Recreation and Waterways

Parks are an integral part of the community-wide and local design framework. Parks provide open space for social and recreational interaction for districts and villages. These open spaces are connected via streets and waterways, with waterways intended to be an integral part of the open space system. Parks overlay the neighborhoods, villages, and districts with a natural system that includes walking and biking trails.

Concept 8: Provide Infrastructure at Time of Development

Villages and other new development shall be required to provide transportation improvements prior to or no later than at the time of new construction, or pay a fair share of the costs to complete the infrastructure. The City will use its best efforts to mitigate all potential on-site and off-site impacts within a reasonable time period. [*New Concept, Public Comment*]

Concept 9: Heavy Rail Passenger Transit Connections

The City of Stockton shall work with the Councils of Governments, San Joaquin County, and other incorporated cities in the region to support and encourage heavy rail passenger transit service to San Joaquin County. [*New Concept, Public Comment*]

Interconnected Infrastructure – Objectives

- Encourage an integrated land use and a transportation/circulation plan that designates significant housing growth in proximity to existing and planned employment centers, and that seeks to reduce commute trips for new and existing residents. [*New Objective, Public Comment*]
- Anticipate and provide transit and roadway connections that support areas designed for urban development on the General Plan. [*New Objective, Public Comment*]



D. Interconnected Infrastructure

- Require new development to provide adequate on-site, off-site transportation and transit infrastructure, or pay their proportionate share to provide multi-modal choice and avoid adverse impacts to existing neighborhoods. [*New Objective, Public Comment*]
- Support a mixed-mode community through multi modal corridors and transit options in infill development in districts and new development in villages.
- Provide multi-modal loop roads connecting the districts and villages to Central Stockton and to each other.
- Connect villages by multi-modal loop roads that are not intended to be freeways, but landscaped boulevards.
- Provide incremental expansion through a single regional sewage facility and have a clear development nexus for financing.
- Secure a reliable water supply coupled with an urban conservation program to maximize the use of reclaimed water.
- Provide “best practice” engineering solutions at a village- and project-level for drainage designs that protect water quality.
- Provide open space through parks connected via streets and waterways, with waterways intended to be an integral part of the open space system.
- Improve the existing City circulation system by expanding existing north-south and east-west arterials and regional roadways (i.e., Interstate 5, etc.), as feasible.



D. Interconnected Infrastructure

Please see the next page.

Section 8

TRANSPORTATION & CIRCULATION ELEMENT





8

Transportation & Circulation

Transportation is the process by which people and goods move within, to and from the community. The ability to provide efficient and effective transportation services is one of the major determinants of the direction of growth and the physical form of Stockton. The community's livability depends on a safe, efficient transportation system that facilitates access to employment and educational centers, commercial and recreational opportunities, and public services and amenities. *[Staff/Consultant]*

This Transportation and Circulation Element is based on several underlying themes and principles:

- Transportation is both a local and a regional issue. Effective improvements to the transportation system depend on the multi-jurisdictional cooperative efforts of multiple agencies beyond the City of Stockton, such as the State of California, the San Joaquin Council of Governments, San Joaquin County, the San Joaquin Regional Transit District, and adjacent cities.
- Land use and transportation are inextricably connected. They must be coordinated so that future development and transportation services will be balanced with each other. The land use and transportation policies in this Plan reflect this relationship.
- Transportation facilities must be accessible to all sectors of the community: seniors, children, the disabled, persons with low income, and persons who depend on public transportation.
- Future improvements to the transportation system must be consistent with and support the other goals and policies of this General Plan.

Stockton is a multi-modal center for the San Joaquin Valley, providing access to all major travel modes, including highways, transit, rail, water, and air transport systems. This element responds to key aspects of Stockton's transportation system and trends affecting the demand for transportation in the city:

- **Excellent regional freight transportation services**
Stockton's freight terminals, particularly the Burlington Northern Santa Fe Intermodal Facility and the Port of Stockton, are serving ever-increasing amounts of cargo, from automobiles to the agricultural products for which the San Joaquin Valley is famous. Connections from these facilities to the freight railroad lines and the regional highway system will become increasingly important as cargo operations continue to expand.
- **Increasing demand for regional and interregional travel**
The makeup of Stockton is changing: increasing numbers of people who live in Stockton are working outside the city, or even outside of San Joaquin County. This trend has placed additional demand on the major highways that connect Stockton with the rest of the region, as well as increasing congestion on the city streets that provide access to regional freeways.
- **Growing regional transit services**
The commuter rail system known as ACE (the Altamont Commuter Express), as well as the commuter bus services provided by the San Joaquin Regional Transit District, have been enormously successful, linking the residents of Stockton with jobs in the Bay Area and elsewhere.

- **Improving opportunities to bicycle and walk**
Because of existing land use patterns, pedestrian and bicycle connections are not always present or well used. One of Stockton’s challenges is to modify the design of new neighborhoods to make them more pedestrian and bicycle friendly, as well as to improve non-motorized accessibility and quality of life for residents of existing neighborhoods.

The transportation system of the Stockton metropolitan area must accommodate a complex combination of automobiles, trucks, trains, ships, planes, and bicycles as well as transit vehicles and pedestrian traffic. Because of the tremendous variety in modes of transportation existing in the planning area, a comprehensive and flexible plan is required which will encourage the development of the entire transportation system, rather than the isolated development of one particular mode. The comprehensive nature of transportation is reflected by the sections included in this element:

- General (Section 8.1)
- Streets and Highways (Section 8.2)
- Transportation Demand Management (Section 8.3)
- Transit (Section 8.4)
- Pedestrian, Bicycle, and Other Non-Motorized Transportation (Section 8.5)
- Railroad Transportation (Section 8.6)
- Air Transportation (Section 8.7)
- Water Transportation (Section 8.8)
- Implementation Measures (Section 8.9)

Key Terms

The following terms and definitions apply to the information provided in the Stockton General Plan Transportation Element.

Bicycle Boulevard. This unofficial classification is a relatively new type of facility not included in Caltrans Chapter 1000. Bicycle Boulevards are streets on which bicycles have priority over other modes. They can have several features such as forced right turns for vehicles (but not for bicycles and pedestrians), special signage, “flipped stop signs” (cross street stops instead

of the street with the bicycle boulevard), and street closures.

Bus Rapid Transit (BRT). A flexible and rapid mode of transportation that uses buses combined with stations, services, running ways, and technology to provide the quality of rail transit and the flexibility of buses in an integrated system with strong identity.

Class I Bikeway (Bicycle Path). Provides for bicycle travel on a paved right of way completely separated from any street or highway. This type of bike path is often located along waterfronts, railroad right-of-ways (active and abandoned), through parks, or stream or river channels

Class II Bikeway (Bicycle Lane). Provides dedicated on-street space for bicyclists (usually to the right of travel lanes) delineated by a white stripe, signs and pavement markings.

Class III Bikeway (Bicycle Route). Provides shared-lane use with motor vehicle traffic. As defined by Caltrans, Class III bicycle routes have signs but no striping and should direct cyclists to the superior through route. To achieve the best conditions for bicyclists and motorists to share the lane, a wide curb lane should be considered. Class III bike routes provide the least benefit to bicyclists and should be used in limited situations, such as to fill short gaps along Bike Lane corridors where inadequate space exists for short distances, or along residential streets with low speeds and low traffic volumes.

Express Bus Service. A service typically used for longer trips between major destinations. This type of service is usually high speed, has a limited number of stops, and often operates on freeways between cities.

Level of Service (LOS). A qualitative measurement of operational characteristics of traffic flow on a roadway or at the intersection of roadways, based on traffic volumes and facility type. Levels range from “A” to “F”, with “A” representing the highest level of service.

Local or Feeder Bus Services. A service that connects local neighborhoods and outlying areas to a transit hub or major transfer point. This type of service usually operates on collector streets and makes frequent stops.

Major Development Areas. Area of substantial development activity as determined by the City.

Major Transfer Points. Designated locations along fixed transit routes where passengers can connect with other routes. Transfers may be between a single mode type but not necessarily (i.e., passengers may transfer from automobiles to bus). Connections are usually timed such that passengers experience minimal waiting times while transferring.

Mode. Refers to a means of transportation: automobile, bus, train, airplane, pedestrian, or bicycle. Different modes of travel may require minimum facilities to meet their unique needs. In addition, there is a significant amount of overlap in facilities required for surface transportation modes.

Multi-Modal. Refers to a facility providing for more than one type of transportation.

Transit. The conveyance of persons or goods from one place to another by means of local public transportation such as rail or bus system.

Transit Corridor. An area along a major transportation facility (i.e., freeway, arterial, rail line), designated by the General Plan, that can be planned for higher intensity land use. Transit corridors are designated based upon: (1) existing and future availability of “high-capacity” transit service; and (2) availability of land that could be developed or redeveloped for higher-intensity residential and employment centers.

Transit Hubs. Major transfer points where various transportation modes (e.g., rail, bus, bicycle, pedestrians, and automobiles) facilitate passenger transfers between the modes. These transfer points are on a fixed schedule as opposed to “major transfer points” which may be scheduled based on headways. These types of facilities typically have a building or other structure associated with them to provide travelers with schedules and other related information.

Transportation Demand Management (TDM).

Programs to reduce travel demand and improve vehicle flow by encouraging mode shifts (i.e., bus, carpool, rapid transit, bicycle, etc.), and by applying operational efficiencies (i.e., signal synchronization, bus turnouts, bicycle lanes, etc.) to highway systems. TDM is intended to emphasize improved transportation systems efficiencies rather than road expansion or construction.

8.1 General

The Circulation Diagram depicts the proposed circulation system for the Stockton General Plan Area to support existing and planned development as presented in the Land Use Diagram (see Figure 3-1 in the Land Use Element). Figures 8-1 through 8-3 provide the components that make up the City’s Circulation Diagram. Figure 8-1 addresses the roadway system, Figure 8-2 the transit system, and Figure 8-3 the bicycle system.

This goal provides the overall framework for addressing transportation related issues within the community. One of the primary themes captured is Stockton’s need for the provision of a transportation system with a multi-modal network design, evident in the City’s current dependence on the automobile. With limited funding options and the high costs associated with the development of transportation infrastructure, the second aspect covered under this goal is the requirement for funding sources and investment options necessary to make this goal a reality.

TC-1

To develop an integrated transportation system that provides for the safe and efficient movement of people and goods.

TC-1.1 Circulation Diagram

The City shall utilize and maintain the Circulation Diagram to designate the classification for all major roadways, designate significant transit facilities, and designate bicycle facilities.

TC-1.2 Integrated Transportation System

The City shall continue to work cooperatively with the various local, State, and Federal transportation agencies (i.e., San Joaquin County, SJCOG, Caltrans, San Joaquin Regional Transit District, the Altamont Commuter Express, and Amtrak) to maintain a multi-modal transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity, and that effectively accommodates planned land uses and related transportation needs, and that promotes the safe movement of people and goods and the efficient use of limited public resources.

TC-1.3 Multi-Modal Network

The City shall work with its transportation partners to create and maintain a transportation system as a multi-modal network design to effectively accommodate planned land uses and related transportation needs.

TC-1.4 Transportation Improvement Financing

The City shall continue to utilize the City's capital improvement program, developer dedications and the City's public facilities fees and other mechanisms to finance transportation needs and improvements.

TC-1.5 Other Funding

The City shall work with the County, SJCOG, Caltrans, SJRTD, and other jurisdictions and agencies to secure additional funding to meet transportation funding shortfalls for priority projects and other modes of transportation (e.g., bike and transit).

TC-1.6 New Funding Sources

The City will work with other local jurisdictions and agencies to seek sources of funding to meet transportation funding shortfalls for priority projects and alternative modes of transportation (bikeways, transit, other).

TC-1.7 Road Improvements

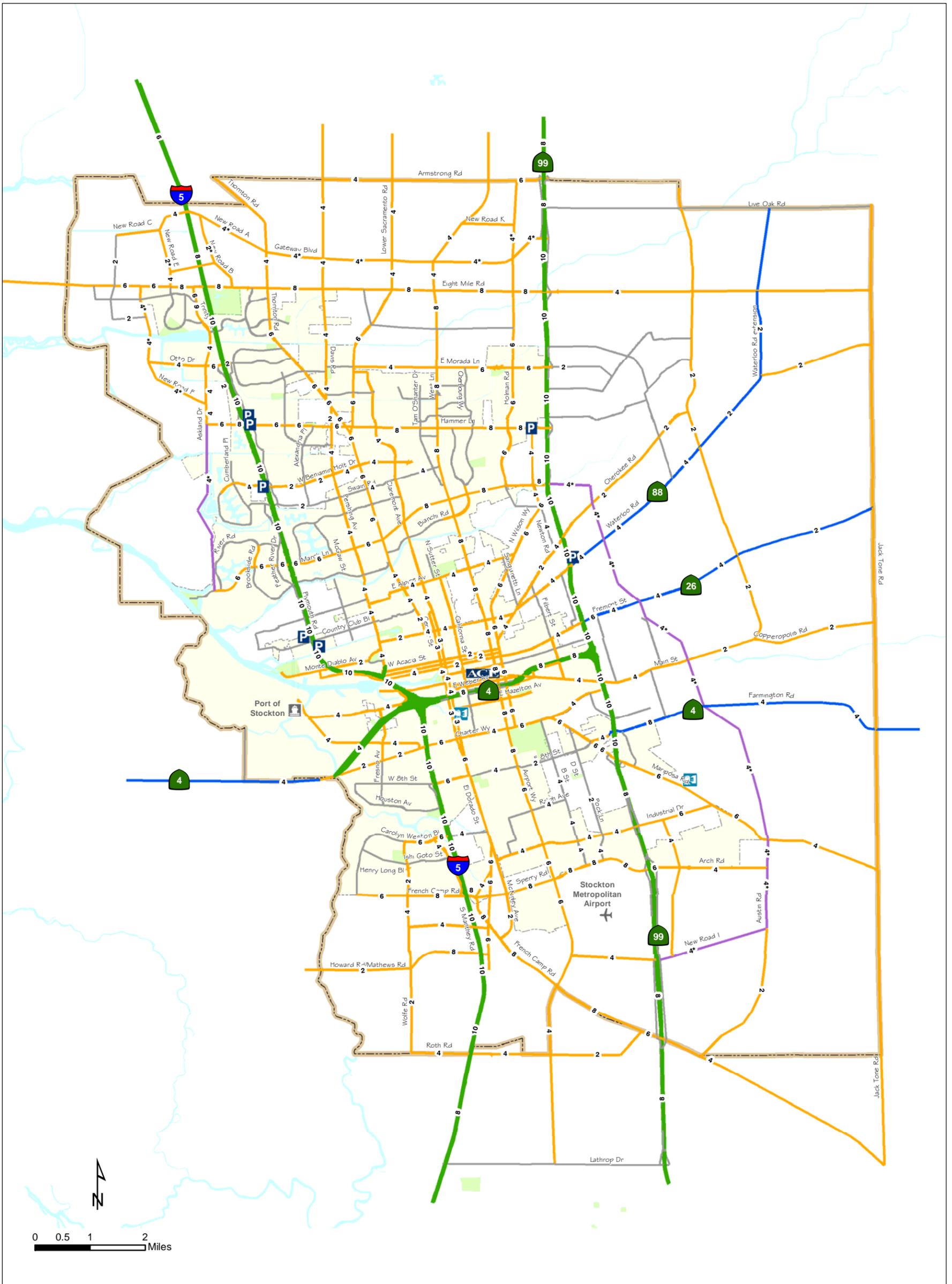
Land use planning and transportation decisions shall be correlated so that planned land uses are supported by the appropriate types of circulation service, levels of service, and the timing of transportation improvements. Wherever practicable, road improvements shall complement regional needs and initiatives. The City's highest priority for road improvement funding shall be regional and local roads servicing infill development, existing community areas, and other areas shown on the General Plan for urban development, which are designed to achieve the City's regional housing allocation and affordable housing goals.

TC-1.8 Improvement of Existing Roadways

The City shall prioritize improvements to the roadway system, ensuring that allocation of funding for transportation, maintenance and improvement projects serving anticipated growth areas as specified by applicable environmental documents.

TC-1.9 Demand Reduction and Capacity Expansion

Strategies to reduce vehicle demand on City roadways shall be given consideration in conjunction with planned vehicle capacity expansion projects where they are demonstrated to achieve the same or similar outcome. The City shall plan and consider financial assistance for Bus Rapid Transit and other non-auto related circulation systems as a way to address peak hour congestion within the City. The City shall ensure that all planned arterial and regional road capacity projects (including lane widening) are justified based on environmental documentation in compliance with CEQA and cost efficiency.



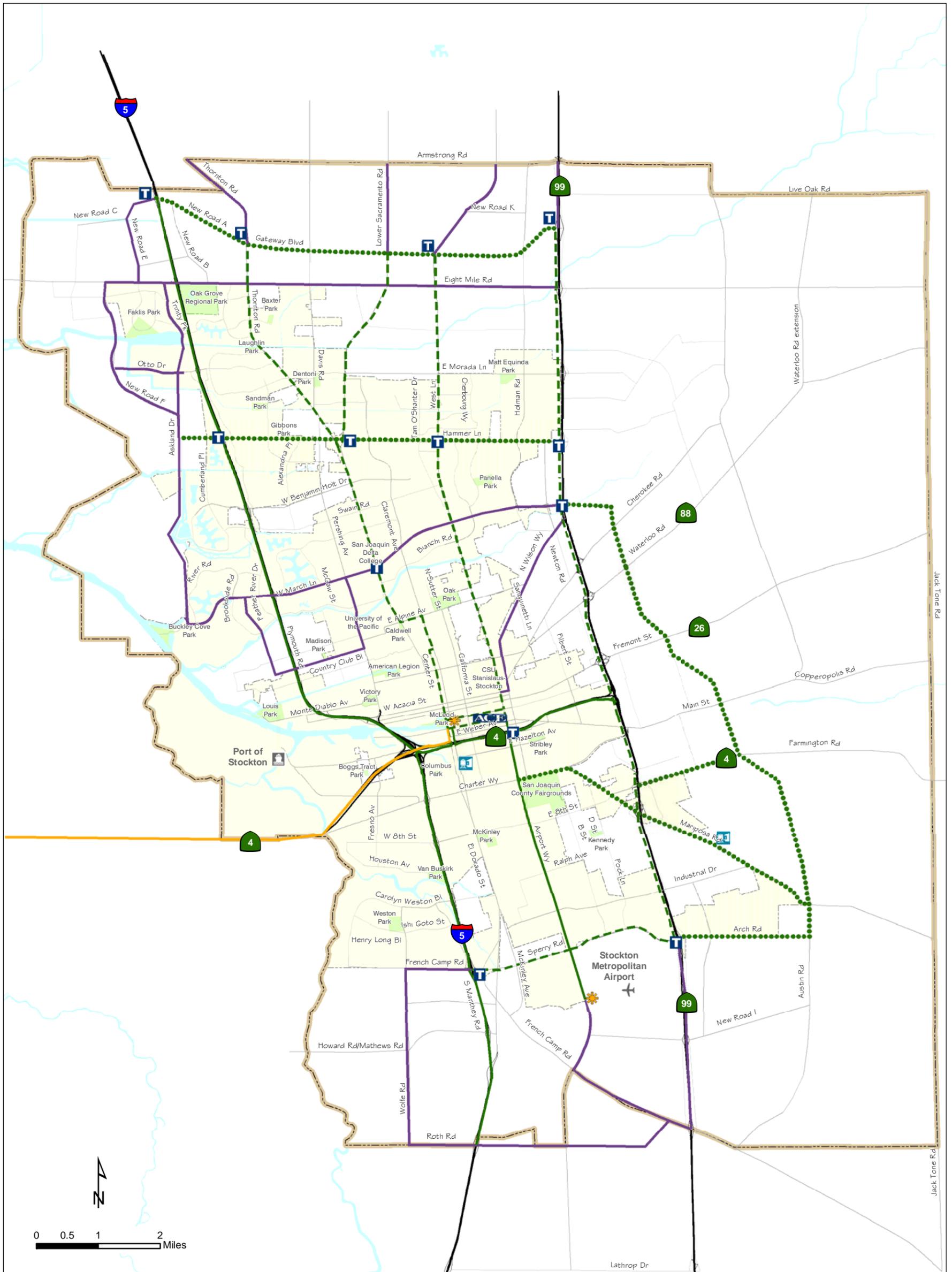
LEGEND

Functional Classification	6	Number of Lanes	ACE Station
Freeway	Park	Amtrak Station	Park and Ride
State Highway	Plan Boundary		
Expressway	City Limits		
Arterial			
Collector			

NOTE: The inclusion of an asterisk (*) denotes right-of way will be reserved for two additional lanes beyond those labeled.

FIGURE 8-1 - 2035 GP FUTURE ROADWAY NETWORK

Please see the next page.



LEGEND

Proposed Bus Routes

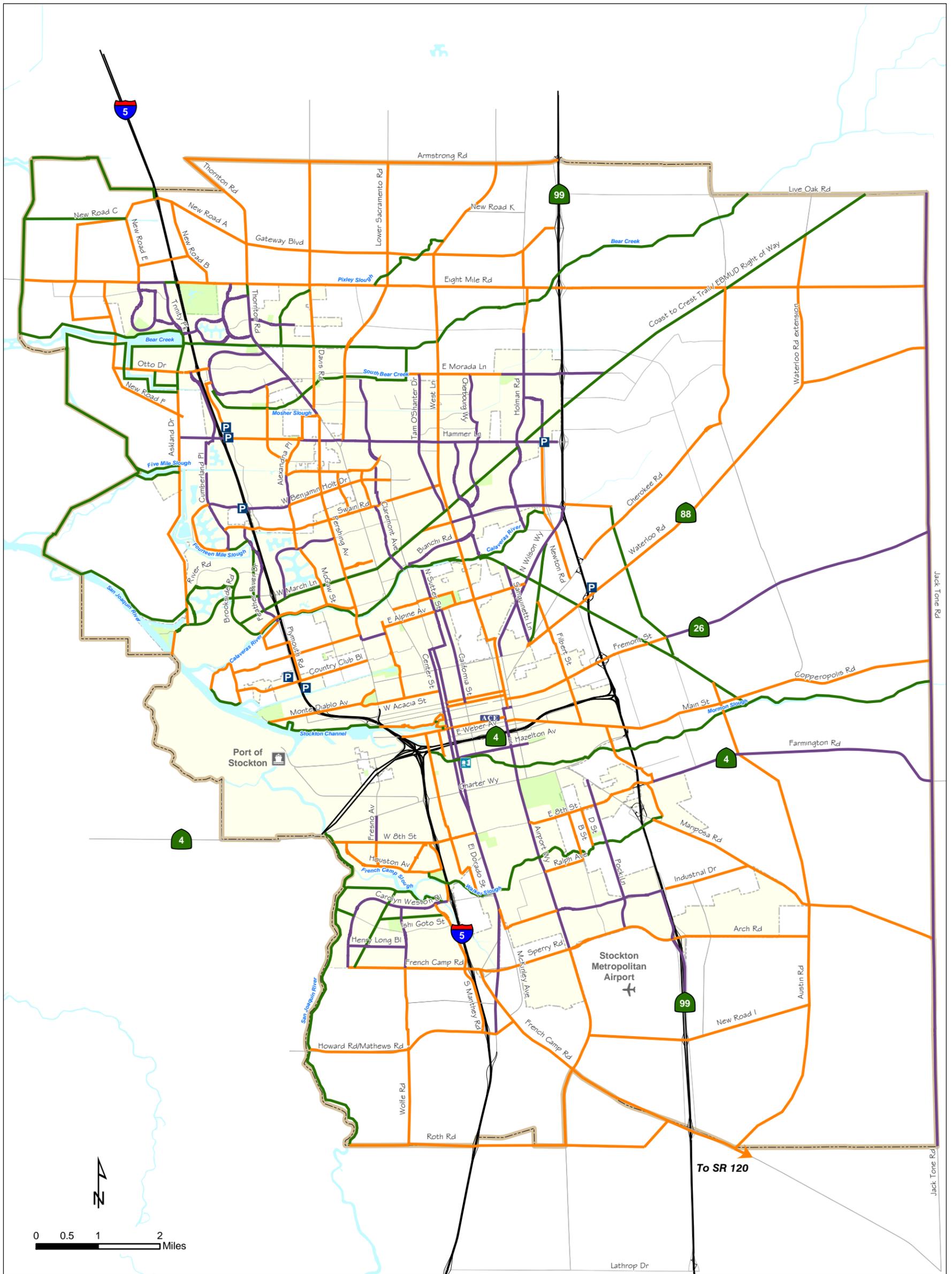
- BRT Type 1
(enhanced speed and reliability, shared lanes)
- - - BRT Type 2
(intersection priority, passenger information)
- BRT Type 3
(dedicated lanes, greater frequency)
- Express Service
- Major Local/Feeder Service

- Park
- ▭ Plan Boundary
- ▭ City Limits
- ✱ Transit Hub

- ACE ACE Station
- Amtrak Station
- T Major Transfer Point

FIGURE 8-2 - 2035 GP FUTURE TRANSIT NETWORK

Please see the next page.



LEGEND

- Class I Bike Path
- Class II Bike Lane
- Class III Bike Route
- ACE ACE Station
- Amtrak Amtrak Station
- P Park and Ride
- Park
- Plan Boundary
- City Limits

FIGURE 8-3 - 2035 GP FUTURE BIKEWAY NETWORK

Please see the next page.

TC-1.10 Provision of Transportation Infrastructure and Cost Sharing

All new development projects shall be required to pay their fair share of the cost of constructing needed transportation and transit facilities, and contributing to ongoing operations and services. This shall include costs associated with mitigating new development impacts on the capacity of existing transportation facilities and services. All essential facilities and services will be installed prior to or concurrent with such new development or phased as specified in the applicable environmental documents. This requirement shall be made a condition of project approval.

8.2 Streets and Highways

The roadway system in Stockton can be defined by a functional classification system, in which roadways are classified based on the linkages they provide, their function in the hierarchy of roadways, and the importance of the route's service to the residents and businesses of the City of Stockton. Roadway types include freeways, arterials, collectors and local streets.

- Freeways are limited-access facilities with high speeds, used typically for longer-distance travel.
- Arterials are relatively high-speed/high-capacity roads that provide access to regional transportation facilities or between major development areas.
- Collectors are streets that provide circulation within and between neighborhoods at moderate speeds and traffic volumes.
- Local streets are low-speed/low-volume roadways that provide direct access to adjacent land uses.

The existing roadway system is discussed in detail in Chapter 9 of the Stockton General Plan Background Report. Further information on roadway design characteristics can be found in the Stockton *Street Design Guidelines* and the *Standard Plans and Specifications*. The Circulation Diagram presents the functional classification of existing and proposed streets and highways in Stockton. This Diagram depicts the freeways, State highways, arterials, and

major collectors, and the number of lanes on each designated road. Local streets are not shown on the Diagram.

This goal provides the policy framework for the development, enhancement and maintenance for all roads in the planning area. A principle concept in achieving this goal is the development of a flexible level of service standard that results in the quality of roadways desired overall, but allows flexibility to respond to existing conditions and physical limitations. There are some areas of the City that would be unable to implement a city-wide standard due to existing design conditions. This goal covers the wide range of policies necessary to management an efficient roadway system including roadway standards, traffic controls, traffic calming, new project requirements, maintenance of existing facilities, truck traffic and parking.

TC-2

To develop a street and highway system that promotes safe, efficient and reliable movement of people and goods by multiple transportation modes and routes, and that reduces air quality impacts.

TC-2.1 Level-of-Service Standards

To assist in ensuring efficient traffic operating conditions, evaluating the effects of new development, determining mitigation measures and impact fees, and developing capital improvement programs, the City shall require that Level of Service (LOS) D or better be maintained for both daily and peak hour conditions, with the following exceptions:

1. In the downtown area (bounded by Harding Way, the Union Pacific railroad tracks, Charter/Martin Luther King Jr. Way, Interstate 5, and Pershing Avenue), the City shall require LOS E or better. However, LOS F may be accepted after consideration of physical or environmental constraints and other City goals and policies. This policy recognizes

the importance of an active and vibrant downtown to the overall health of the City, and acknowledges that economic vitality in a relatively constrained downtown area may result in greater levels of traffic congestion.

2. The following corridors shall be subject to different LOS standards, due to physical constraints that limit the improvements that can be constructed.
 - a. Benjamin Holt Drive, Plymouth Road to Gettysburg Place – LOS F
 - b. Eight Mile Road, Trinity Parkway to I-5 – LOS E
 - c. Eight Mile Road, Lower Sacramento Road to West Lane – LOS E
 - d. Eighth Street, I-5 to El Dorado Street – LOS E
 - e. Eighth Street, Airport Way to Mariposa Road – LOS E
 - f. French Camp Road, Manthey Road to I-5 – LOS E
 - g. French Camp Road, I-5 to Val Dervin Parkway – LOS F
 - h. Hammer Lane, I-5 to Kelly Drive – LOS E
 - i. Hammer Lane, West Lane to Holman Road – LOS E
 - j. Interstate 5, Hammer Lane to Benjamin Holt Drive – LOS E
 - k. Interstate 5, Benjamin Holt Drive to Downing Avenue – LOS F
 - l. Interstate 5, Downing Avenue to French Camp Road – LOS E
 - m. Otto Drive, I-5 to Thornton Road – LOS F
 - n. Pacific Avenue, Harding Way to Castle Drive and Alpine Avenue to the Calaveras River – LOS F
 - o. Pershing Avenue, I-5 to Brookside Road – LOS F

- p. SR 4 (Crosstown Freeway), I-5 to SR 99 – LOS E (with exception of the segment from Stanislaus Street to Wilson Way, where the standard will be LOS F)
- q. SR 99, Morada Lane to SR 4 (Crosstown Freeway) – LOS E (with the exception of the segments from Hammer Lane to March Lane and from Waterloo Road to SR 4, where the standard will be LOS F)
- r. Swain Road, I-5 to Pacific Avenue – LOS F
- s. Thornton Road, Davis Road to Pershing Avenue – LOS E
- t. West Lane, Hammer Lane to Morada Lane – LOS E
- u. Woods Boulevard, French Camp Road to Carolyn Weston Boulevard – LOS E

TC-2.2 Existing Service Levels

The City shall identify economic, design and planning solutions to improve existing levels-of-service currently below the LOS specified above. Where physical mitigation is infeasible, the City shall consider developing programs that enhance alternative access or otherwise minimize travel demand.

TC-2.3 Roadway Standards

The City shall require City-maintained streets and roads to be designed and constructed according to the standards set out in this General Plan and City of Stockton Standard Plans and Specifications.

TC-2.4 Dual Access

The City shall require at least two (2) independent access routes for all major development areas.

TC-2.5 Multiple Transportation Modes

The City shall require that significant trip-generating land uses be served by roadways and transit connections adequate to provide efficient access by multiple transportation modes with a minimum of delay.

TC-2.6 Priority for Street and Highway Improvements

The City shall give priority to street and highway improvements that increase safety, minimize maintenance costs, improve air quality, increase the efficiency of the street system, and reduce the dependence on single occupant vehicles (SOV) for commuting.

TC-2.7 Efficient Traffic Flow

The City shall ensure that highways and arterial streets within its jurisdiction provide for the efficient flow of traffic. Therefore, the following shall 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.
- c. Provide grade separations where practicable and feasible where a railroad crosses at least a 4-lane existing or future arterial roadway.
- d. Extend arterials over waterways, railroads and through developed and undeveloped areas, where feasible, to provide for the continuous flow of through traffic and appropriate area access.
- e. Consider alternative designs for high capacity multi-modal corridors.

TC-2.8 Traffic Signal Management

The City shall synchronize and otherwise manage traffic signals on arterial streets to the extent possible to facilitate the movement of people and to minimize stops or delays.

TC-2.9 Arterial Streets

The City shall develop and maintain a network of arterial streets to facilitate efficient intra-city travel and to provide alternatives to State highways for local trips.

TC-2.10 Freeway Interchanges

The City shall seek to improve freeway interchanges along State Route 99, State Route 4, and Interstate 5 to current design standards as required by the traffic demands of new development, within funding constraints.

TC-2.11 Inter-Neighborhood Traffic

Consistent with the goals of the City of Stockton Neighborhood Traffic Management Program, the City shall encourage inter-neighborhood traffic movement on arterial and collector streets and discourage such traffic from using neighborhood streets.

TC-2.12 Neighborhood Street Design

The City shall ensure that neighborhood streets are designed to discourage through traffic and excessive speeds.

TC-2.13 Environmental Impacts of Roadway Projects

The City shall ensure that construction of new roadways and expansion of existing streets mitigates impacts on air quality, noise, historic resources, sensitive biological areas, and other resources.

TC-2.14 Roadway Dedications

The City shall require right-of-way dedications for major public streets and highways, highway interchanges, and other major roadway improvements (i.e., arterial and collector streets and related bridges or railroad crossings) at the initial stage of development.

TC-2.15 Precise Road Plans

The City shall, where practical, protect future street and highway rights-of-way through the adoption of Precise Road Plans.

TC-2.16 Precise Road Plan Coordination

The City shall ensure that Precise Road Plans for future roadways on the fringe of the city are prepared in coordination with the County and/or Caltrans, as appropriate.

TC-2.17 VMT Reduction

To improve air quality and reduce congestion, the City shall seek to reduce vehicle-miles-traveled per household by making efficient use of existing and planned transportation facilities; supporting policies are detailed in the City's adopted list of Reasonably Available Control Measures. These measures include:

- a. Promoting efficient arrangement of land uses.
- b. Improving public transportation and ridesharing.
- c. Facilitating more direct routes for pedestrians and bicyclists and other non-polluting modes.

TC-2.18 Maintenance of Existing Facilities

The City shall maintain existing transportation facilities in the best condition feasible.

TC-2.19 Truck Routes

Truck routes shall be established in existing and new development areas as needed to efficiently serve truck traffic and to minimize impacts on neighborhoods. The City shall direct truck traffic to designated truck routes.

TC-2.20 Parking Supply

The City shall require a sufficient supply of off-street parking for all land uses in order to reduce congestion, improve overall operation, and ensure land use compatibility.

TC-2.21 Shared Parking

To minimize land consumption and paving, the City shall promote shared parking among land uses whose demand for parking peaks at different times.

TC-2.22 Speed Reduction

The City shall work to reduce speeds on roads where excessive rates of speed occur. This is to be accomplished through increased enforcement, improvement signage, and/or traffic calming measures. Within neighborhood and community areas, alternative traffic calming techniques shall first be considered before resorting to other methods.

8.3 Transportation Demand Management

Transportation demand management is a way to reduce congestion on existing and future roadways by encouraging alternative modes and alternatives to travel. Alternative modes include public transit, carpool/vanpool, walking, and bicycling. Alternatives to travel may include off-peak work hours and telecommuting, among other methods. The following policies have been developed to encourage these alternatives.

In response to community desires for the maximization of existing facilities and opportunities for increased travel flexibility, the following goal and policies incorporate provisions for transportation demand strategies. By focusing on strategies such as carpooling, flextime, parking options, and other

transit-based options, the City will create more opportunities for increased mobility and reduce the impact of current travel patterns on existing roadways.

TC-3

To minimize single-occupant vehicle demand and reduce vehicle emissions on the transportation system and reduce vehicle emissions by encouraging use of alternative transportation modes as well as alternatives to travel.

TC-3.1 Park and Ride Lots

The City shall support the location of park-and-ride lots within the parking lots of commercial and/or office uses or at other appropriate locations, in consultation with SJRTD, San Joaquin County, SJCOG, Caltrans, and other agencies, and in compliance with the design features related to park-and-ride facilities that are specified in Policy TC-4.4.

TC-3.2 Carpooling and Vanpooling

The City shall support development of programs to encourage carpooling and vanpooling among local employees.

TC-3.3 Flextime

The City shall encourage the use of staggered starting and ending work hours and/or flextime to alleviate peak period traffic congestion.

TC-3.4 Subscription Bus Service

The City shall encourage provision of subscription bus service to major trip generators and special events.

TC-3.5 Preferential Employee Parking

The City shall encourage preferential employee parking for carpools and vanpools.

TC-3.6 Travel Demand Management

The City shall work with other agencies and institutions, such as school districts, universities and other major employers, to promote employer-based Travel Demand Management programs.

TC-3.7 Other TDM Programs

The City shall support the following types of programs to manage travel demand:

- a. Participation in and promotion of a program in which major employers can use their employee ID cards as transit passes in exchange for a single annual charge to the employer.
- b. Telecommunications substitutes for commuting and other travel.
- c. Community (“free”) bike programs.
- d. Car-sharing programs.
- e. No-fare or low-fare shuttles at shopping centers and other major activity centers.

TC-3.8 Downtown Transit Facilities/Services

The City shall enhance the Downtown’s intermodal role by integrating mass transit facilities and services such as Bus Rapid Transit.

TC-3.9 Programs for Smart Growth/Transit-Oriented-Development

To facilitate development of transit-oriented-development projects, the City shall support and capitalize on existing and proposed “smart growth” or transit-oriented development (TOD) programs, which award funds for transportation projects to local jurisdictions that approve building permits for compact housing and mixed use development near transit.

8.4 Transit

The San Joaquin Regional Transit District (SJRTD) is the primary public transportation system in Stockton, providing extensive traditional bus service within Stockton and between Stockton and neighboring cities, as well as subscription bus service connecting San Joaquin County to Sacramento and the San Francisco Bay Area. The City’s annual ridership on the SJRTD system is just over four million, which equates to approximately 17 annual trips per resident. In addition, the City is served by the Altamont Commuter Express (ACE) regional rail system connecting to Tri-Valley and Silicon Valley

employment centers, Amtrak, and Greyhound Bus Lines. Additional information on public transportation services in Stockton, including a map of the existing transit system, is included in Chapter 9 of the Background Report.

The Circulation Diagram displays the future transit system including the locations of future BRT corridors, major feeder bus routes, major transfer points, and transit hubs. The future system includes three classifications of BRT:

- Type 1 would provide limited stops, reduced delay, higher speeds, improved reliability and regularity, and approximately fifteen-minute headways. Investments would be focused on marketing the BRT image and traffic signal priority.
- Type 2 would include the services and investments described in Type 1 as well as separate lanes or a dedicated right-of-way, use of Intelligent Transportation Systems such as Automatic Vehicle Location Systems, partial fare pre-payment, easy transfers, and approximately ten-minute headways. Investments would include station services and passenger information systems.
- Type 3 would build on a Type 2 system by providing increased capacity, grade separation at major crossings, flexible routing, and full fare pre-payment. Headways would be approximately five to seven minutes.

As seen on Figure 8-2, major transit corridors include: Interstate 5 and SR 99, where transit services could take advantage of future HOV lanes if such are included in future freeway improvements; West Lane/Airport Way, providing connections to the major employment areas around the airport; and Thornton Road/Pacific Avenue/Center Street, connecting large residential development areas in the north to the major college campuses and the downtown core. While the diagram does not include all local bus routes, it is anticipated that an extensive network of local routes will provide connections within villages and between development areas and the major routes depicted.

In addition, construction is planned for a multi-modal center adjacent to the existing ACE station. This facility will include connections to Amtrak as well as the SJRTD bus system. A potential future Amtrak station is also being considered between the Union Pacific Railroad Junction (interlocking) and the Burlington Northern/Santa Fe Railroad Intermodal Facility.

The overall development pattern in the General Plan is tightly linked to transit armatures and multi-modal loops designed in the plan. Infill development districts and new development in villages are intended to support a mixed-mode community.

As stated in the first policy under this goal, the City of Stockton is looking for the General Plan to facilitate an effective and efficient alternative to the City's current reliance on the automobile. The policies under this goal cover topics ranging from the integration of transit into the transportation network to the clustering of land use necessary to make these options a reality. A significant new feature in the transit framework of Stockton's future is the establishment of a BRT concept. The proposed BRT system will provide convenient access and integration of both new development areas (villages) and existing neighborhoods within the City (districts).

TC-4

To develop an efficient, coordinated, integrated, and attractive public transit system that provides access to major activity centers in the City, and to the San Francisco Bay Area and Sacramento.

TC-4.1 Support and Plan for Bus and Rail Transit

The City shall work cooperatively with the San Joaquin Regional Transit District, the Altamont Commuter Express, the San Joaquin Council of Governments, Bay Area Rapid Transit (BART), Caltrans, AMTRAK, and other public transit providers to provide rail and bus service at a level that offers an alternative to the automobile for both the short and long distance commuter, and provides basic transportation to work, shopping and other

destinations, especially for the handicapped, elderly, youth and economically disadvantaged.

TC-4.2 Transit-Related Public Improvements

The City shall ensure that transit-related public improvements (e.g., bus pullouts, bus shelters) are provided along arterial and major collector streets to encourage transit use.



See also Section 11, Health & Safety, Goal HS-4 and associated policies relative to air emission reductions.

TC-4.3 Clustering of Land Uses in Transit-Served Areas

The City shall encourage clustering of land uses that generate high trip volumes in areas that are served by existing or planned transit, especially when such uses are complementary and where they can be adequately served by public transportation.

TC-4.4 Transit-Related Design Features

The City shall strongly encourage new development projects to incorporate the following transit-related design features:

- a. A through roadway shall connect adjacent developments to permit transit circulation between developments.
- b. Parking shall be prohibited on collector and arterial streets to provide access to bus stops in major employment/commercial areas.
- c. Where subdivision sound walls exist or are warranted, appropriate designs shall be used to facilitate direct pedestrian access to transit stops.
- d. Transit operators shall be encouraged to post route and schedule information in major employment/commercial areas.
- e. Commercial and industrial developments shall have easy access to major arterials and transit stops.
- f. Sheltered bus stops shall be provided with new development.
- g. Medium and high-density development shall be located near transit services.

- h. Residential areas shall be linked to transit stops via continuous sidewalks or pedestrian paths.
- i. Park-and-ride facilities shall be strategically located in cooperation with transit providers to maximize transit use.
- j. Park-and-ride facilities shall be designed to accommodate not only motorists but also other users of public transit and van or carpooling.
- k. Major new developments shall be required to provide, operate and maintain park-and-ride facilities.
- l. The City shall work with SJCOG, the County transit providers and existing development to provide park and ride facilities within existing developed areas.
- m. In major new development areas, the project proponents shall be required to coordinate with transit operators in advance of discretionary project approvals and to provide an agreement for the timely provision of transit service.

TC-4.5 Extension and Integration of Transit Services

The City shall work with operators of public and private transportation services to provide convenient extension and integration of the public transit system.

TC-4.6 Interregional Transit

The City shall support the SJRTD Regional Bus Service, Altamont Commuter Express and Amtrak's San Joaquin Intercity Rail service and work with other local, regional and State agencies to explore other public transportation facilities.

TC-4.7 Transit Right-of-Way Plans

The City shall, where feasible, preserve additional right-of-way (ROW) for transit uses when mapping adjacent development areas, designing new roadways, and improvements for existing roadways.

TC-4.8 Bus Rapid Transit

The City shall support efforts to develop bus rapid transit (BRT) within and beyond Stockton.

TC-4.9 High-Speed Rail

The City shall support High-Speed Rail and other efforts to promote high-speed connections between Stockton and California's other major urban centers.

TC-4.10 Trolley Service

The City shall support efforts to expand the use of low-cost trolley service or other forms of local circulation services in major shopping, employment, and pedestrian areas.

TC-4.11 Abandoned Rail Lines

When rail lines within the city are abandoned, the City shall consider converting the railroad corridors to high-capacity transit or other transportation corridors.

TC-4.12 Light Rail

It appears that the creation of a light rail system is not feasible in the short- to middle-term of this General Plan, because there is not enough density in the City to support such a system. However, implementation of a BRT system should be designated to protect future right of way for a light rail, and plans for the transition of BRT corridors to light rail in terms of right-of-way reservation, shall be investigated.

TC-4.13 Support Heavy Rail Passenger Connections

The city shall support the SJRTD Regional Bus Service, Altamont Commuter Express and AMTRAK's San Joaquin Intercity Rail service and work with other local, regional and State agencies to explore other public transportation facilities. The City shall work with and support ACE attempts to build tracks to bypass existing bottlenecks (e.g., the Union Pacific railyards in South Stockton). As a high priority, the City shall cooperate in studies to determine the feasibility of additional rail connections with the Bay Area and Sacramento, such as connections with the BART system and proposing rail between Stockton and Sacramento along the California Traction and other rail corridors.

8.5 Pedestrian, Bicycle, and Other Non-Motorized Transportation

The generally level terrain and mild weather make bicycling and walking viable forms of transportation within the City of Stockton. The City has a network of off-street trails and paths, on-street bike lanes, and signed bike routes. While bicycle facilities are often

present in relatively new neighborhoods, connections between those areas and older parts of the City are often lacking. Sidewalks are generally provided in developed residential and commercial areas, but are often absent in more rural or industrial areas. Class I bicycle paths are usually designed as multi-use trails that can also be used by pedestrians. A detailed discussion of the current status of Stockton’s bicycle and pedestrian network is included in Chapter 9 of the Background Report.

Figure 8-3 depicts the proposed bicycle system. The system focuses on connecting parts of the existing system that are discontinuous and providing access to major destinations and intermodal centers. The proposed system would substantially increase the extent of the city’s bicycle facilities by adding 57 miles of Class I bikeways, 102 miles of Class II, and 62 miles of Class III.

Fostering the City’s multi-modal objective, bicycle and pedestrian facilities offer additional transportation options for Stockton residents. Policies promoting alternative travel focus on encouraging the incorporation of bicycle and pedestrian design into development proposals and street improvement projects, improving bicycle and pedestrian safety, and promoting the development of facility standards.

TC-5 To promote development of pedestrian and bikeway facilities for transportation and recreation.

TC-5.1 Pedestrian and Bicycle Facilities

The City shall encourage pedestrian and bicycle travel as viable modes of movement throughout the City by providing safe and convenient pedestrian and bicycle facilities within and linking commercial areas, residential neighborhoods, and employment centers.

TC-5.2 Pedestrian Facility Standards

The City shall require crosswalks and other pedestrian safety measures be designed and installed according to the City of Stockton Pedestrian Safety and Crosswalk Installation Guidelines.

TC-5.3 Pedestrian Walkways for New Residential Developments

The City shall require new subdivisions and planned unit developments to include safe pedestrian

walkways that provide direct links between streets and major destinations such as bus stops, schools, parks, and shopping centers.

TC-5.4 Pedestrian Walkways for Commercial Developments

The City shall encourage existing and new commercial and office establishments to develop and enhance pedestrian pathways through landscaping, frontage improvements, and creating pedestrian crosswalks through parking areas or over major barriers such as freeways or canals.

TC-5.5 Recreational Bikeways on Separate Rights-of-Way

The City shall ensure that recreational bikeways are developed and maintained on separate rights-of-way (i.e., Calaveras River path, East Bay Municipal Utility District easement path, French Camp Slough, and Shima Tract Levee).

TC-5.6 Right-of-Way Dedications

The City shall ensure dedication of adequate right-of-way for bicycle use in the development of new arterial and collector streets, and where feasible, in street improvement projects.

TC-5.7 Bicycle Parking

The City shall require that safe and secure bicycle parking facilities be provided at major activity centers such as public facilities, employment sites and shopping and office centers.

TC-5.8 Priority Gap Closure

In developing bicycle and pedestrian facilities, the City shall give priority to projects that close gaps in existing networks.

TC-5.9 Intergovernmental Coordination

The City shall coordinate bikeway development efforts of planning, recreation, public works, and other City departments, with San Joaquin County government and other agencies that are involved in planning and construction of operational elements of the bikeway system.

TC-5.10 Major Employment Centers

The City shall encourage major employment centers (50 or more total employees) to install showers, lockers, and secure parking areas for bicyclists as part of any entitlement.

TC-5.11 Bikeway Maintenance

The City shall ensure that bikeways are maintained in a manner that promotes their use.

TC-5.12 Bicycle and Pedestrian Safety

The City shall promote law enforcement and educational awareness programs that improve bicycle and pedestrian safety.

TC-5.13 Street Projects

At the time of new street construction, pavement overlays, or seal coat projects, the City shall, where feasible, implement the bikeways within the project limits as detailed in the adopted master plan.

8.6 Railroad Transportation

Two major transcontinental railroads, Burlington Northern Santa Fe (BNSF) and Union Pacific (UP), operate within the Stockton area. BNSF operates from a 425-acre intermodal facility on the southeast edge of the City that was opened in 2001. UP operates a major intermodal facility and other terminal operations in southern Stockton. Both provide rail service to Mexico and Canada and both serve the Port of Stockton. In addition, several short line railroads also operate in Stockton, providing connections between the City and neighboring areas. Good rail access for freight transportation will continue to be an important resource for Stockton, supporting further improvements to the Port and other significant economic development goals of the City.

The next several goals cover regional transportation system designed to facilitate the movement of goods into and out of Stockton and facilitate distribution throughout the central valley. These facilities will be critical to existing and emerging economic segments of Stockton future such as warehousing, wholesale trade, and the production of durable and agricultural goods. Exploiting the City's existing transfer station will also be necessary to support the logistical requirements of these industries.

Policies devoted to rail transportation are designed to promote the City's multi-modal concept, enhance quality of life, and promote economic development. The maximization and expansion of Stockton's existing network of rail infrastructure and service providers will reduce reliance on the automobile as a means of personal travel and promote economic

development by offering businesses additional opportunities for the efficient movement of goods.

TC-6

To minimize adverse impacts and maximize economic and community benefits resulting from railroad operations in the Stockton metropolitan area.

TC-6.1 Grade Separations

The City shall work to provide grade separations at all railroad crossings on arterial streets to both ensure public safety and minimize traffic delay.

TC-6.2 Rail Facilities and Existing Development

The City shall ensure that new railroad rights-of-way or yards adjacent to existing residential or commercial areas are screened to reduce noise, air, and visual impacts.

TC-6.3 Rail Service and Economic Development

The City shall encourage railroad services for freight and passenger transport as a means to reduce automobile and truck travel on the roadway system and to support and enhance economic development.

8.7 Air Transportation

The Stockton Metropolitan Airport is located in the southern part of the City between I-5 and SR 99. The Airport is served by an 8,650-foot carrier certified runway and a 3,050-foot general aviation runway. No commercial passenger service currently operates from the Stockton Airport, so airports in Sacramento or the San Francisco Bay Area are the closest alternatives. Substantial freight service operates from the Stockton Airport, and the Airmetro Business Park has been designated a Foreign Trade Zone. The Airport is an important community resource fully supported by City policies.

As a critical component to the development of a multi-modal transportation infrastructure, maximization of the airport and protection of its operation capabilities is vital to the economic health of the City. In order to more fully integrate the airport into the transportation infrastructure of the City, policies include the encouragement of additional services, such as

commercial passenger operations. Furthermore, increased development pressures to land surrounding the airport must be carefully considered to protect the ability of the airport to maintain existing operations and expand services in the future. Compatible land uses, such as industrial and commercial developments are encouraged to locate in proximity of the airport environs.

TC-7

To promote an airport system capable of accommodating the future growth of air commerce while minimizing adverse airport-related environmental impacts and safety hazards.

TC-7.1 Aviation Services

The City shall encourage a full range of aviation services at the Stockton Metropolitan Airport and promote airline service that meets the present and future needs of residents and the business community. In the short-term, the City shall support the continuation of airport freight service, especially tied to local agricultural imports and exports. In the longer term, passenger air service may become more feasible.

TC-7.2 Van, Bus, or Limousine Service to Airports

Until adequate passenger air service is available at the Stockton Metropolitan Airport, the City shall support regularly scheduled airport limousine, bus or van service between Stockton, the Sacramento International Airport, and the Dublin/Pleasanton BART station (from which passengers can reach the Oakland and San Francisco airports). This service could be operated under the San Joaquin Regional Transit District or under contract to a private firm with appropriate City supervision and subsidy.

TC-7.3 Airport Related Land Uses

The City shall encourage commercial and industrial developments requiring air service to locate near the airport vicinity.

8.8 Water Transportation

The Port of Stockton is an important economic engine for the City of Stockton and the entire San Joaquin Valley. The Port is a deep-water port located 75 nautical miles east of the Golden Gate Bridge. The 2,000-acre Port contains over 7.7 million square feet of

warehousing facilities and berthing space for 17 vessels. Exports have more than doubled in the last few years, while revenue generated by the Port has increased by about 75 percent. The Port of Stockton is also a Foreign Trade Zone.

The City recognizes the importance of the Port as a vital community asset and will support future Port operations and improvements. The addition of mobility options within and access opportunities (such as the provision of water taxis) to the Port of Stockton will maximize its viability, further integrate this unique asset into the City, promote existing businesses in the area, and stimulate new economic opportunities. In addition, these policies support other initiatives highlighted in other sections of the general plan, such as the importance of marinas as a recreational asset.

TC-8

To encourage and maintain the operation of the Port of Stockton as an asset to the community and a source of jobs, while minimizing environmental impacts in accordance with CEQA.

TC-8.1 Port-Related Land Uses

The City shall encourage commercial and industrial developments requiring water borne freight service to locate in the Port vicinity.

TC-8.2 Port Access

The City shall work to improve access to the Port while minimizing the adverse effects of Port-related traffic on surrounding neighborhoods.

TC-8.3 Water Taxi / Ferry

The City shall work with the SJRTD, local businesses, and interested parties to evaluate the potential for a water taxi service and to take steps to facilitate the implementation of this service should it be viable.

8.9 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. Coordinate with Caltrans on improvements to the State highway system in Stockton.	TC-1.2 TC-2.10	Public Works Department				■
2. Coordinate with San Joaquin County on improvements to roads traversing City and County jurisdictions.	TC-1.2 TC-2.16	Public Works Department				■
3. Participate in the transportation funding and programming process through the San Joaquin Council of Governments.	TC-1.4 TC-1.5 TC-1.6 TC-2.18	Public Works Department, Community Development Department				■
4. Actively support renewal of Measure K to enhance local transportation funding.	TC-1.4 TC-1.5 TC-1.6 TC-2.18	All City departments	■			
5. Maintain and periodically update the city's Public Facilities Fee (PFF) program to ensure that new development contributes toward necessary transportation infrastructure improvements.	TC-1.4	Public Works Department				■
6. Participate in the Regional Transportation Impact Fee program administered through SJCOG.	TC-1.4 TC-1.5 TC-1.6 TC-2.18	Public Works Department, Community Development Department				■
7. The City shall, at least every three years, conduct a traffic monitoring study of up to 30 major road segments throughout the City, and will provide the resulting traffic volumes and levels of service to the Planning Commission and City Council.	TC-1.7 TC-1.8 TC-1.9 TC-1.10 TC-2.1 TC-2.6 TC-2.7	Public Works				■
8. The City shall maintain and periodically update a schedule for synchronizing traffic signals along the City's arterial streets and freeway interchanges.	TC-2.8	Public Works Department				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
9. The City shall assess the traffic impacts of new development using the City's travel demand model.	TC-2.1 TC-2.13	Public Works Department, Community Development				■
10. Conduct thorough site plan review for all major new development projects to ensure consistency with the goals, policies, and standards of the City.	TC-2.3 TC-2.5 TC-2.11 TC-2.12 TC-2.14 TC-2.22 TC-5.1 TC-5.3 TC-5.4 TC-5.6 TC-5.7 TC-5.10 TC-6.2 TC-8.1	Public Works Department, Community Development Department				■
11. The City shall prepare and adopt Precise Road Plans to identify and protect street rights-of-way and improvements.	TC-2. 15	Public Works Department				■
12. Publish a guide to transportation demand management strategies and make the guide available to major new development projects, schools, major employers, and other interested parties.	TC-3.1 through TC-3.8	Public Works Department, Community Development Department		■		
13. Ensure that local and regional transit operators have an opportunity to review site plans and environmental impact studies for major new development projects.	TC-4.4 TC-4.7	Community Development Department				■
14. The City shall maintain and periodically update the City's Bicycle Facilities Master Plan for consistency with the General Plan.	TC-5.5 through TC-5.13	Public Works Department				■

Section 9

PUBLIC FACILITIES & SERVICES ELEMENT





9

Public Facilities & Services

Development within the city is dependent upon a complicated network of public facilities and services. Each type of service has a unique set of constraints and must adapt to growth differently. The City of Stockton provides most of the key facilities and services to support growth while other private organizations provide support services, including: water, wastewater, drainage, solid and hazardous waste, law enforcement, fire protection, schools, utilities, communications systems, and libraries.

Water supply, quality, and distribution are vital to the Stockton's ability to serve its population now and in the future. Regulatory pressures, increased water usage in neighboring areas, and saline intrusion affecting groundwater supplies are straining the City's already limited water supplies. As a result the City has focused attention on the availability of existing surface water supplies, seeking approval of the Delta Water Supply Project (DWSP), and the need to manage groundwater resources at a sustainable yield. The City's objective is to achieve a long-term reliable water supply through the implementation of the DWSP.

The goal and policies for wastewater infrastructure provide for orderly construction and rehabilitation of the facilities needed to serve existing and planned urban areas. The current dry weather flows are estimated to be approximately 35 million gallons per day (mgd). Improvements anticipated to be completed by 2006 include provisions to expand the dry weather flow capacity from 42 mgd to 48 mgd, taking the current capacity from 83 percent used to 72 percent. Policies reflect the City's continuing effort to safely collect and treat wastewater,

complying with requirements established to minimize environmental impacts.

Two areas of concern in Stockton's management of stormwater include the collection, storage, and treatment of rainfall events that cause runoff and the reduction of pollutants carried from rainfall prior to discharge into creeks, sloughs, rivers, and lakes. Stormwater runoff from existing development is largely untreated. Increasingly stringent water quality standards will require additional treatment of stormwater prior to outflow to the creeks and sloughs in and around Stockton. Policies have been formulated to implement the management of stormwater in a manner that will provide drainage of newly developing land for the protection for people and property, provide storm water storage to attenuate peak flows prior to outfall to creeks and sloughs, and provide treatment consistent with best management practices in conformance with the City's NPDES permit.

The City of Stockton's solid waste is transported and stored in three main locations: Forward landfill (privately owned), Foothill landfill (County owned), and North County Sanitary landfill (County owned). There are two private companies that provide solid waste collection for Stockton. Hazardous waste removal and treatment is provided by the San Joaquin County Public Works Department.

The Stockton Police department serves all areas within the City limits (56 square miles). The current officer to citizen ratio is about 1 to 693, with an emergency response time between 3 and 5 minutes depending on time of day, location, and the number of requests for services.

The Stockton Fire department also serves the city as well as the outlying areas around Stockton. The department has 80 emergency medical trained (EMT) personnel and wide array of equipment at twelve stations. Law enforcement and fire protection services in Stockton are both experiencing increasing strains as the city grows faster than facilities services can be provided.

Gas, electricity, and communications systems in Stockton are provided entirely by private companies. Pacific Gas and Electric Company (PG&E) provides electricity to Stockton from its intergrid system, which serves the entire state. PG&E also provides natural gas to the City. Communications systems are provided by various companies. The City's availability to gas, electricity, and communications systems are vital to the quality of life, economy, and safety of Stockton's residents.

There are a total of seven school districts that serve the City of Stockton Planning Area. The Stockton Unified School District serves the largest portion of the Planning Area, followed by Lodi School District. Library services in Stockton are provided by the City at five locations with over 1.3 million volumes in circulation. The policies for schools and libraries have been designed to ensure adequate facilities are available to the residents as the city continues to grow.

The goals and policies addressing public facilities and services are divided into the following topics:

- General (Section 9.1)
- Water Supply (Section 9.2)
- Wastewater (Section 9.3)
- Stormwater (Section 9.4)
- Solid and Hazardous Waste (Section 9.5)
- Gas and Electric Services (Section 9.6)
- Law Enforcement (Section 9.7)
- Fire Protection (Section 9.8)
- Schools (Section 9.9)
- Communications Systems (Section 9.10)
- Libraries (Section 9.11)
- Implementation Measures (Section 9.12)

Key Terms

Acre Foot/Acre Feet (af): A volume equal to one acre covered with water to a depth of one foot. One acre-foot is 43,560 cubic feet. This term is usually used to describe the volume of stormwater detention basins and reservoirs.

Alternative Schools. These types of schools include continuation schools and schools that provide independent study, site based instruction, and instructional support to home schooled students.

Aquifer. A deposit of rock, such as sandstone, containing water that can be used to supply wells.

Best Management Practice (BMP). A program, technology, process, siting criteria, operating method, measure or device that controls, prevents, removes or reduces pollution.

Cellular Telephone. A mobile telephone operated through a cellular radio network.

Channel Bank. The sloping side of a drainage or other channel.

Channel Capacity. The flow rate that the drainage channel will carry when accounting for required freeboard and environmental or legal considerations.

City of Stockton Metropolitan Area (COSMA). The area corresponding to the general plan boundary adopted January 22, 1990.

Delta Water Supply Project. A project, in its preliminary stages, to construct water facilities that would enable the City of Stockton to access Delta water for use within the COSMA.

Detention. The temporary storage of storm runoff to attenuate peak runoff and to provide water quality treatment benefits.

Digital Subscriber Line (DSL). Internet technology that uses existing 2-wire copper telephone wiring to deliver high-speed data services at speeds greater than basic internet dial-up.

Disinfection. A process following secondary or tertiary treatment that typically involves the use of chlorine, ultraviolet (UV) radiation, or reverse osmosis to destroy bacteria and other pathogens.

Drainage. The control and removal of excess rainfall runoff or groundwater by the use of surface or subsurface features or drains.

Drainage Channel. An open channel such as a swale, constructed channel, or natural drainage course that may convey, store and treat runoff.

Easement. A limited right to make use of a property owned by another, for example, a right of way across the property.

Effluent. Treated wastewater that is discharged from a wastewater treatment facility.

Exceedance Probability The probability that a precipitation or runoff event of a specified size will be equaled or exceeded in any one year.

Federal Emergency Management Agency (FEMA). The Federal agency that regulates floodplains and manages the nation's flood insurance program.

Fiber Optics. the technology of transferring information, for example, in communications or computer technology, through a number of thin flexible glass or plastic tubes (optical fibers) using modulated light waves. Information is transmitted in the form of coded pulses.

Floodplain. Land adjacent to a stream, slough or river that is subject to flooding or inundation from a storm event. FEMA defines the floodplain to be the area inundated by the 100-year flood.

Floodplain Management. The implementation of policies and programs to protect floodplains and maintains their flood control function.

Freeboard. The vertical distance between the maximum design water surface of a channel and the top of bank provided to account for differences between predicted and actual water surface elevations and/or to provide an allowance for protection.

Frequency. How often an event will occur expressed by the return period or by exceedance probability.

Groundwater. Water beneath the surface that can be collected with wells, tunnels, or drainage galleries.

Hydrograph. A numeric or graphical representation of variation over time in stage (depth) or flow rate of water.

Internet. A network that links computer networks all over the world by satellite and telephone, connecting users with service networks such as e-mail and the World Wide Web.

Levee. A dike or embankment constructed to confine flow to a stream channel and to provide protection to adjacent land. A levee designed to provide 100-year flood protection must meet FEMA standards.

Level of Protection. The amount of protection that a drainage or flood control measure provides.

Low Impact Development. Development that incorporates a combination of drainage design features and pollution reduction measures to reduce development impacts on hydrology (peak runoff flow rates) and water quality.

Megawatt Hour (MWh). The megawatt hour is a unit of energy equivalent to one megawatt of power expended for one hour of time.

NPDES. National Pollutant Discharge Elimination System, a permitting program administered by the State. The NPDES permit granted to Stockton establishes standards and requirements for the control of pollutants in stormwater.

NPDES permit. The regulatory document that defines the discharge requirements, monitoring requirements, and operational requirements for a particular wastewater treatment facility or other discharger.

One Hundred Year (100-year) Runoff. The storm runoff that has a one percent (1%) chance of occurring in any given year.

Outfall. The point where water flows from a drainage channel or storm drain to a receiving body, e.g., a bay, estuary, or river.

Priority One Calls. Emergency calls which require immediate dispatch response. Priority one calls are emergency calls where there is a reason to believe that an immediate threat to life exists.

Primary Treatment. Treatment of wastewater prior to other forms of treatment and involving settling and removal of suspended solids.

Rational Method. A method of predicting peak runoff rates. The Rational Method is based on a runoff coefficient, predicted rainfall intensity and drainage shed area.

Retention. Longer-term storage with no outlet provided. Retained water would infiltrate into the soil or evaporate.

Return Period. The long-term average number of years between occurrences of an event being equaled or exceeded.

Sanitary Sewer. Pipes, pump stations, manholes, and other facilities that convey untreated wastewater from the various sources around the City to the Stockton Regional Wastewater Control Facility.

Secondary Treatment. Treatment of wastewater that typically follows primary treatment and involves biological processes and settling tanks to remove organic material.

Service Area. The area for which a purveyor is responsible for distributing water supplies.

Stockton Regional Wastewater Control Facility (RWCF). The facility that provides treatment of wastewater for the entire City of Stockton.

Storage Facilities. Equipment (e.g., tanks and reservoirs) used to store water.

Stormwater Management. Public policies and activities undertaken to regulate the rate, volume and quality of runoff.

Stormwater Management Plan (SWMP). A document submitted to the Regional Water Quality Control Board. The SWMP describes how the City will reduce the discharge of pollutants in stormwater to the maximum extent practical and effectively limit non-stormwater discharges into the City's storm drain systems.

Sub-basin or Sub-shed. An area within the watershed that can be analyzed independently and that contributes a component of total watershed runoff.

Ten Year (10-year) Runoff. The storm runoff that has a ten (10%) chance of occurring in any given year.

Tertiary Treatment. Treatment of wastewater that follows secondary treatment and involves filtration processes to remove fine suspended and colloidal material, thus providing a more advanced level of treatment than secondary treatment alone.

Title 22. A section of the California State Water Code requiring filtration of any reclaimed effluent used for full-body contact recreation or fresh food crop irrigation, provided a receiving water dilution of less than 20-to-1 exists. Title 22 requires lesser levels of treatment for other uses of reclaimed effluent.

Total Maximum Daily Load (TMDL). A quantitative assessment of the total pollutant load that can be discharged from all sources each day while still meeting water quality objectives.

Toxic Hot Spot. A designation of a body of water that does not meet water quality standards and that will require an urban stormwater cleanup program and special monitoring.

Transmission or Distribution Facilities. Equipment used to transport water within a service area.

Wastewater. Sewage (either treated or untreated) from residential, commercial, industrial, and institutional sources.

Wastewater Collection System. The totality of the pipes, pump stations, manholes, and other facilities that convey untreated wastewater from the various sources within the Planning Area.

Water Demand. The volume of water requested by users to satisfy their needs.

Water Quality. The chemical purity of the water measured in terms of a variety of constituents or parameters (e.g., turbidity, metals concentration, organics concentration, and salinity).

Watershed. An area of land that drains water, sediment and dissolved material to a common outlet.

Water Supply. Water supplied from surface water tanks, direct diversions from a water body (e.g., river, lake, or delta), or groundwater conveyed (e.g., via pipes) for use in the COSMA.

9.1 General

Public facilities form the community centers within the General Plan. Their distribution, design, and funding make them visible an accessible feature within the neighborhoods, villages, and districts. These facilities will not simply be located in residual areas, but will be sited centrally within Stockton’s communities.

Goal PFS-1 forms the overall framework for the provision of public services and infrastructure within the City. New to the General Plan is a defined process for the coordination of development approval with the assurance for supportive infrastructure. Policies are now included that include new development do not create adverse impacts to existing infrastructure and consistency with infrastructure plans as conditions for development approval.

PFS-1

To ensure the provision of adequate facilities and services that maintain service levels are adequately funded and allocated strategically.

PFS-1.1 Maintain Existing Levels of Services

The City shall give priority to providing services to existing urban areas in order to prevent the deterioration of existing levels-of-service.

PFS-1.2 Urban Service Area Expansion

The City shall not expand the Urban Service Area without ensuring adequate funding for services and facilities for newly expanding areas.

PFS-1.3 Special Service District Consolidation

The City shall promote the consolidation of overlapping special service districts in order to increase efficiency and the quality of service and delivery.

PFS-1.4 Development Impacts to Existing Infrastructure

The City shall ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.

PFS-1.5 Funding for Public Facilities

The City shall continue to utilize developer fees, the City’s public facilities fees, and other methods (i.e., grant funding and assessment districts) to finance public facility design, construction, operation, and maintenance.

PFS-1.6 Facility Location

The City shall encourage governmental and quasi-public agencies to locate their major facilities and concentrations of employment (e.g., administrative offices) in the downtown area.

PFS-1.7 Neighborhood Services

The City shall encourage supporting neighborhood and branch governmental facilities (i.e., libraries and community centers) to locate on sites central to residential neighborhoods, accessible by collector and arterial streets, and convenient to public transportation.

PFS-1.8 Impact Mitigation

The City shall review development proposals for their impacts on infrastructure (i.e., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures if development reduces service levels.

PFS-1.9 Development Guidelines

During the development review process, the City shall not approve new development unless the following guidelines are met:

- The applicant provides acceptable documentation demonstrating infrastructure capacity will be available to serve the project prior to occupancy;
- The applicant can demonstrate that all necessary infrastructure to serve the project is adequately financed and will be installed prior to occupancy;
- Infrastructure improvements are consistent with City or other service provider's infrastructure master plans; and
- Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement.

PFS-1.10 Utility Master Planning

Performance criteria for water, wastewater, and stormwater facility shall be set forth in an adopted citywide master plan for each utility.

PFS-1.11 Subdivision Approval

Prior to approval of any tentative small lot subdivision map for a proposed residential project of more than 500 dwelling units, the City shall comply with Government Code Section 66473.7. Prior to approval of any tentative small lot subdivision map for a proposed residential project of 500 or fewer units, the City need not comply with Section 66473.7 or formally consult with the public water system that would provide water to a proposed subdivision, but shall nevertheless make a factual showing or impose conditions similar to those required by Section 66473.7 in order to ensure an adequate water supply for development authorized by the map. Prior to recordation of any final small lot subdivision map, or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the

availability of a long-term, reliable water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of a written verification that existing sources are or will be available and that needed physical improvements for treating and delivering water to the project site will be in place prior to occupancy.

9.2 Water Supply and Delivery

With the exceptions of the South Stockton service area, which currently relies solely on groundwater, the water systems in the City of Stockton Metropolitan Area (COSMA) use a combination of treated surface water provided by SEWD and pumped groundwater. There are five water service areas in the COSMA, with service provided by the three water purveyors identified previously. The COSMA is divided into four separate water storage and distribution systems: North Stockton, Central Stockton, WPA, and South Stockton. The North Stockton, South Stockton, and WPA systems are run and operated by COS MUD and SJCMDs. The Central Stockton system is run and operated by CWSC.

The Stockton East Water District (SEWD) Water Treatment Plant (WTP) provides a source of surface water to COSMA. The SEWD operates the SEWD WTP and currently provides COSMA with the only source of surface water supply. The SEWD receives water from three sources: Calaveras River via the New Hogan Reservoir, Stanislaus River via the New Melones Reservoir, and OID/SSJD water via the New Melones Reservoir. The SEWD WTP, which currently has the capacity to treat 45 mgd (50,400 af/year), produces an average of 36.6 mgd (41,100 af/year) of treated surface water.

Per the 2003 Delta Water Supply Feasibility Report, water demand will increase from the current demand of 67,948 af/year to 85,330 af/year by 2015, and 177,900 af/year (158.8 MGD) by 2050. Projected water demand could exceed available water supply somewhere between now to 2020.

Overdraft of the groundwater basin as resulted in groundwater levels decreasing 40 to 60 feet over the last 20 to 30 years. The decline in groundwater elevations has created a cone of depression, allowing saltwater from the Delta region to intrude into the basin underlying the western portion of the COSMA, diminishing groundwater quality.

Goal PFS-2 establishes the policy structure for the provision of adequate water supply and delivery infrastructure within the City. As new elements to the General Plan, policies reflect the City's need for facilities able to meet the long-term demands. Incremental should be avoided in order to reduce long-term costs associated with facility replacement.

As the City continues to grow, the availability of sustainable water sources will increasingly become more important. New policies focus on the need for the identification of new water sources and protection and expansion of existing surface water right to meet growing demands.

PFS-2

To ensure the adequate, reliable, and safe provision of water to all existing and future City of Stockton development, even through drought periods.

PFS-2.1 Water Conservation

The City shall continue to implement water conservation programs that save significant amounts of water at a reasonable cost.

PFS-2.2 Water Supply

The City shall evaluate long-term water supply strategies, including acquiring or developing additional water supplies that would be available during drought periods, to offset the shortages anticipated from existing supplies, and improved water conservation and re-use. For new development, the City will require the installation of non-potable water infrastructure for irrigation of large landscaped areas where feasible and cost effective. Conditions of approval will require connection and use of non-potable water supplies when available at the site.

PFS-2.3 Water Treatment Capacity

The City shall plan, secure funding for, and procure sufficient water treatment capacity and infrastructure to meet projected water demands.

PFS-2.4 Growth Trends

The City shall establish a process for monitoring water demand growth trends to anticipate water supply needs.

PFS-2.5 Water Quality

The City shall monitor water quality regularly to ensure that safe drinking water standards are met and maintained in accordance with State and EPA regulations and take necessary measures to prevent contamination.

PFS-2.6 Level of Service

The City shall maintain adequate levels of water service by preserving, improving, and replacing infrastructure as necessary.

PFS-2.7 Water Supply for New Development

The City shall ensure that water supply capacity and infrastructure are in place prior to granting building permits for new development.

PFS-2.8 Delta Water Supply

The City shall not approve new development that relies on water from the Delta Water Supply Project until this Delta water is allocated through a water right to the City by the State of Water Resources Control Board or a replacement water supply is secured.

PFS-2.9 Water Facility Sizing

The City shall ensure through the development review process that public facilities and infrastructure are designed to meet ultimate capacity needs, pursuant to a master plan, to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall include adequate land area and any other elements not easily expanded in the future.

PFS-2.10 Sustainability of Surface Water Supplies

The City shall work in concert with other water purveyors in the region to seek long-term renewable surface water contracts, and shall take actions to acquire, protect, and expand surface water rights to serve growing water demands.

PFS-2.11 Sustainability of Groundwater Supplies

The City shall work in concert with other water purveyors in the region to achieve the target yield (0.6 AF/year) of the drinking water aquifer, and shall limit its long-term average groundwater withdrawals to this target yield.

PFS-2.12 Water for Irrigation

The City shall encourage the use of non-potable water supplies for irrigation of landscape.

PFS-2.13 Timing of Future Development

Prior to approval of any tentative small lot subdivision map for a proposed residential project of more than 500 dwelling units, the City shall comply with Government Code Section 66473.7. Prior to approval of any tentative small lot subdivision map for a proposed residential project of 500 or fewer units, the City need not comply with Section 66473.7 or formally consult with the public water system that would provide water to a proposed subdivision, but shall nevertheless make a factual showing or impose conditions similar to those required by Section 66473.7 in order to ensure an adequate water supply for development authorized by the map. Prior to recordation of any final small lot subdivision map, or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the availability of a long-term, reliable water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of a written verification that existing sources are or will be available and that needed physical improvements for treating and delivering water to the project site will be in place prior to occupancy.

9.3 Wastewater

The City of Stockton sanitary sewer collection system is divided into 10 designated sub-areas or “systems”. The RWCF has a 2006 peak wet weather flow of 42 mgd, while the current dry weather flows are estimated at 35 mgd. Improvements anticipated to be completed by the end of 2006 include

provisions to expand the peak wet weather flow to 48 mgd.

The City’s objectives for an adequate wastewater infrastructure system are established in Goal PFS-3. Similar to Goal PFS-2, new policies include the need for proper facility sizing to meet long-term needs, wastewater reuse, and protection of critical infrastructure.

PFS-3	To ensure adequate collection, treatment, and safe disposal of wastewater.
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PFS-3.1 Sanitary Sewer Service Area

The City shall require that all new urban development is served by an adequate collection system to avoid possible contamination of groundwater from onsite wastewater disposal (septic) systems.

PFS-3.2 Wastewater Treatment Standards

The City shall continue to take actions necessary to meet water quality discharge standards in the operation of the regional wastewater treatment plant.

PFS-3.3 Compliance with Federal Standards for Surface Water Protection

The City shall comply with the requirements of the Clean Water Act with the intent of minimizing the discharge of pollutants to surface waters.

PFS-3.4 Wastewater Facility Sizing

The City shall ensure through the development review process that public facilities and infrastructure are designed and constructed to meet ultimate capacity needs, pursuant to a master plan, to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental upsizing, initial design shall include adequate land area and any other elements not easily expanded in the future.

PFS-3.5 Wastewater Collection System Rehabilitation

The City shall ensure that when infrastructure rehabilitation projects are undertaken, upsizing of the facility and cost sharing are considered in order to accommodate upstream planned growth in accordance with an approved master plan.

PFS-3.6 Wastewater Reuse

The City shall continue to discharge treated effluent to the Delta and reuse that water through the City's California Water Code Section 1485 water right.

PFS-3.7 Security

City shall seek to minimize vulnerability of its wastewater collection and treatment systems to unauthorized tampering.

PFS-3.8 Timing of Future Development

Prior to approval of any tentative subdivision map for a proposed residential project, the City shall formally consult with the wastewater system provider that would serve the proposed subdivision to make a factual showing or impose conditions in order to ensure an adequate wastewater removal system necessary for the proposed development. Prior to recordation of any final small lot subdivision map, or prior to City approval of any project-specific discretionary approval or entitlement required for nonresidential land uses, the City or the project applicant shall demonstrate, based on substantial evidence, the availability of a long-term, reliable wastewater collection system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of a written verification that existing treatment capacity is or will be available and that needed physical improvements for treating wastewater from the project site will be in place prior to occupancy.

9.4 Stormwater

The City depends on its creeks, rivers and sloughs to collect and convey storm runoff to the San Joaquin River and the Delta. The primary channels that drain the City include: San Joaquin River; Bear Creek (including Pixley Slough); Mosher Slough (including South Bear Creek); Five Mile Slough; Fourteen Mile Slough; Calaveras River and Stockton Diverting Canal; Smith Canal; and French Camp and Walker Sloughs (including North Littlejohns and Duck Creeks). Storm drains collect and convey runoff to the pumps that lift the runoff into one of the creeks, sloughs or rivers. Anecdotal information and City records indicate that most storm drains and pump stations have adequate capacity.

The quality of stormwater runoff discharging to creeks and sloughs, which is governed by the requirements of the National Pollutant Discharge Elimination System (NPDES), is now a paramount planning and design issue. Several streams within the Stockton area have been identified as "toxic hot spots" by the State because of the presence of diazinon and chlorpyrifos. They include Mosher Slough, Five Mile Slough, Calaveras River and Mormon Slough. The designation of these streams triggers the requirement for an urban stormwater cleanup plan for these "hot" spots.

The State considers stormwater discharges from the Stockton urbanized area to be significant sources of pollutants. Five Mile Slough, Mosher Slough, the Deep Water Channel, and the San Joaquin River are listed as "water quality impaired."

The following goal (PFS-4) emphasizes the management of stormwater infrastructure within the City.

PFS-4

To manage stormwater in a manner that is safe and environmentally sensitive to protect people and property and to maintain the quality of receiving waters.

PFS-4.1 Creek and Slough Capacity

The City shall require detention storage with measured release to ensure that the capacity of downstream creeks and sloughs will not be exceeded.

To this end:

- Outflow to creeks and sloughs shall be monitored and controlled to avoid exceeding downstream channel capacities;
- Storage facilities shall be coordinated and managed to prevent problems caused by timing of storage outflows.

PFS-4.2 Watershed Drainage Plans

The City shall require the preparation of watershed drainage plans for proposed developments within the urban services boundary. These plans shall define needed drainage improvements and estimate

construction costs for these improvements. The plans will also identify a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required drainage improvements (i.e., drainage basins, etc.).

PFS-4.3 Best Management Practices

The City shall require, as part of watershed drainage plans, Best Management Practices (BMPs), to reduce pollutants to the maximum extent practicable.

- As of November 25, 2003, the City shall require that all new development and redevelopment projects to comply with the post-construction Best Management Practices (BMPs) called for in the Stormwater Quality Control Criteria Plan (SWQCCP), as outlined in the City's Phase 1 Stormwater NPDES permit issued by the California Water Quality Control Board, Central Valley Region (Order No. R5-20020-0181). Also the owners, developers, and/or successors-in-interest must establish a maintenance entity acceptable to the City to provide funding for the operation, maintenance, and replacement costs of all post-construction BMPs.
- The City shall require, as part of its Storm Water NPDES Permit and ordinances, to implement the Grading Plan, Erosion Control Plan, and Pollution Prevention Plan (SWPPP) during construction activities of any improvement plans, new development and redevelopment projects for reducing pollutants to the maximum extent practicable.

PFS-4.4 Regional Basins

The City shall define drainage service areas and encourage and support the use of regional stormwater facilities, including stormwater detention and stormwater quality basins within these service areas.

PFS-4.5 Public Facilities Fees

The City shall develop a Stormwater Management Utility fee that will financially support the stormwater system operation, the Stormwater

Management Plan, and maintenance and management program activities.

PFS-4.6 Stormwater Facility Sizing

The City shall ensure through the development review process that public facilities and infrastructure are designed to meet ultimate capacity needs, pursuant to a master plan, to avoid the need for future replacement to achieve upsizing. For facilities subject to incremental sizing, the initial design shall include adequate land area and any other elements not easily expanded in the future.

PFS-4.7 Storm Water Discharge

The City shall require for new development within the horizontal surface boundary of the Stockton Metropolitan Airport that any storm water detention basin be designed to discharge as rapidly as possible to minimize the attraction of birds in the vicinity of the airport.

PFS-4.8 Low Impact Development

The City shall incorporate low impact development (LID) alternatives for stormwater quality control into development requirements. LID alternatives will include: (1) conserving natural areas and reducing imperviousness, (2) runoff storage, (3) hydro-modification (to mimic pre-development runoff volume and flow rate), and (4) public education.

9.5 Solid and Hazardous Waste

The City's solid waste is transported and stored in the privately-owned Forward landfill, County-owned Foothill landfill and North County Sanitary landfill.

Prior to transport to the landfills, the City's solid waste is transported to transfer stations in the region. All residential waste is transported to either the East Stockton Transfer Station (2435 E. Weber Avenue, Stockton) or the Lovelace Material Recovery Facility (2323 E. Lovelace Road, Manteca). At the transfer stations, recyclable materials are separated out and then transported to a recyclable materials processing plant. The remaining residential waste at each transported to the Forward landfill.

Commercial and industrial solid waste is transported to the Forward landfill via the East Stockton Transfer Station. To a lesser extent, commercial and industrial waste is also transported to the North County landfill.

The following residential recycling programs operate in the City:

- **Weekly Curbside Recycling.** Sunrise Sanitation and Waste Management/Stockton Scavengers provide City residents with collection of recyclables on a weekly basis on the same day as regular trash pick-up.
- **Residential Garden Refuse Collection.** Residential collection of garden refuse at curbside occurs on a bi-weekly basis.
- **Clean-Sweep.** Clean-Sweep is a clean-up program that occurs on an annual basis for single-family homes, duplexes, and triplexes. Items that are accepted include furniture, doors, windows, mattresses, carpet and pads, tires, appliances, electronics, scrap, and up to six containers of debris.

According to the City’s Solid Waste Division, the City was compliant with meeting AB 939’s 25 percent recycling requirement in 1995. The CIWMB also made a “good faith” finding for the City in 2000 (City was at 47 percent versus the 50 percent requirement. However, at 46 percent, the City’s recycling rate fell four percentage points short of the mandated 50 percent rate in 2002.

San Joaquin County completed construction of a permanent Household Hazardous Waste Consolidation Facility serving all residents within the County in 2003.

The disposal of solid and hazardous wastes are a necessary component to urban living. Goal PFS-5 provides the support to ensure the safe and efficient disposal of wastes generated from both commercial and residential sources. As available space within local and regional landfills decrease, policies reflect the need for the reduction of solid waste and recycling of appropriate materials. In addition, as with other public facilities these policies reflect the need for the proper provision of facilities designed

to the meet the needs of the neighborhood and community they serve.

PFS-5	To ensure the safe and efficient disposal or recycling of solid and hazardous waste.
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PFS-5.1 Solid Waste Reduction

The City shall promote the maximum feasible use of solid waste reduction, recycling, and composting of wastes and strive to reduce commercial and industrial waste on an annual basis.

PFS-5.2 Recycling Program

The City shall continue to require recycling in public and private operations to reduce demand for solid waste disposal capacity.

PFS-5.3 City Usage of Recycled Materials and Products

The City should use recycled materials and products where economically feasible.

PFS-5.4 Private Usage of Recycled Products

The City shall work with recycling contractors to encourage businesses to use recycled products in their manufacturing processes and encourage consumers to purchase recycled products.

PFS-5.5 Recycling of Hazardous Materials

The City shall require the proper disposal and recycling of hazardous materials.

PFS-5.6 Recycling of Construction Debris

The City shall require the recycling of construction debris.

PFS-5.7 Development Requirements

The City shall ensure that all new development has appropriate provisions for solid waste storage, handling, and collection pickup.

9.6 Gas and Electric Services

Pacific Gas and Electric Company provide electricity to customers in the Planning Area. The power supplied is from the company’s inter-grid system, which serves most of the state.

New to the General Plan, goal PFS-6 establishes the importance of adequate gas and electric services within the City. These policies focus on the coordinated effort for the implementation of new facilities and the appropriate siting of gas and electric facilities.

PFS-6 To provide adequate gas and electric services for city residents.]

PFS-6.1 Expansion of Gas and Electricity Facilities

The City shall coordinate with gas and electricity service providers in planning the expansion of gas and electrical facilities to meet the future needs of City residents.

PFS-6.2 Appropriate Siting of Gas and Electric Systems

The City shall coordinate with gas and electricity service providers to locate and design gas and electric systems to minimize environmental and other impacts to existing and future residents.

9.7 Law Enforcement

Law enforcement services for the City of Stockton are provided by the Stockton Police Department. Stockton has over 400 police officers serving about 279,513 citizens. This gives a ratio of 1 sworn officer for every 676 people. Numerous other public and private agencies such as school districts, colleges, and large private employers also employ additional security measures.

With a slight increase in crime within the City and public comments received throughout the plan’s development, the importance of law enforcement services is evident in Goal PFS-7. New policies to the General Plan include promotion of public safety awareness programs and implementation of design features as a means to reduce crime. In addition, policies establish the maintenance of a standard police response time to incidents. All of the policies contribute to the provision of a safe and secure environment for all Stockton residents and visitors.

PFS-7 To provide protection to the public through adequate police staffing and related resources, effective law enforcement, and the incorporation of crime prevention features in new development, as approved by the Police Department.

PHS-7.1 Police Response Time

The City shall maintain an average response time of 5 minutes or less for priority one calls.

PFS-7.2 Staffing Ratios

The City shall maintain a minimum ratio of 1.5 sworn officers per 1,000 residents served.

PFS-7.3 Siting of Police Stations

The City shall continue to plan for the location of branch police stations within newly developing areas of Stockton.

PFS-7.4 Public Safety Programs

The City shall promote public safety programs, including neighborhood watch, child identification and fingerprinting, and other public education efforts.

PFS-7.5 Design Features for Crime Prevention and Reduction

The City shall continue to promote the use of building and site design features as a means for crime prevention and reduction.

9.8 Fire Protection

The Stockton Fire Department (SFD) serves the City of Stockton and its surrounding unincorporated area. The SFD maintains 13 locations dispersed throughout the Planning Area, with a total population served estimated at 315,000 in 2006. The SFD has 287 line suppression personnel. The ratio of firefighters to population served is 0.91 firefighters per 1,000 population. All 287 personnel are certified as emergency medical technicians (EMT), with 111 firefighters certified to EMT-Paramedic level. The Department is also supported by 38 civilian employees.

Between April 2002 and April 2003, the SFD was called to 35,224 emergencies, an average of 96.5 calls

per day. The SFD provides contract fire protection and emergency medical services to the Lincoln Fire District, Eastside and Country Club Fire Districts, and Boggs Tract Fire Protection District.

In 1971, the Stockton Fire Department received a departmental Class 1 City rating from the Insurance Services Office – the highest rating attainable.

Critical to the provision of a safe environment, fire protection resources are vital to the community as evident in goal PFS-8. Policies supporting this goal include the establishment of response standards, congruent with ISO or other nationally recognized fire response standards, and provision of the necessary facilities to adequately service the community. In addition, policies support the establishment of a cost sharing component to new development providing for shared responsibility for the implementation of new facilities.

PFS-8	To provide protection to the public through effective fire protection services and the incorporation of fire safety features in new development.
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PFS-8.1 Fire Response Time

The City shall work to maintain a fire response time as indicated in Table 9-1, which shall be used to determine future fire stations needs.

PFS-8.2 Insurance Service Organization (ISO) Rating

The City shall strive to maintain an ISO rating of 1 as long as the rating continues to be a benefit to the City.

PFS-8.3 Provision of Station Facilities and Equipment

The City should provide fire station facilities, equipment (engines and other apparatus), and staffing necessary to maintain current levels of service throughout the City, including newly developed areas.

Table 9-1 Criteria to Determine Fire Department Station Location

Choices	Distance	Response Time	Percent of Calls	Building Inventory
Maintain Status Quo	All risks within 1.5 miles.	First due company is within 4 minutes total travel time, 90 percent of the time.	100 percent in City.	Existing inventory and infill.
Needed Temporary Facilities and Minimal Staffing	Risk 1.5 to 3.0 miles from existing station.	First due company exceeds four minutes travel time 10 percent of the time, but never exceeds 8 minutes.	More than 10 percent of calls are in adjacent area.	New area has 25 percent of same risk distribution as in initial area.
Permanent Station Needed	Risk locations exceeding 4 miles from the station.	First due co. exceeds four minutes travel time, 20-25 percent of the time; some calls less than 8 minutes.	More than 20-25 percent of calls are in outlying areas.	New area has 35 percent of same risk distribution as in initial area of coverage.
Permanent Station Essential	Outlying risk locations exceeding 5 miles from the first station.	First-due company exceeds 4 minutes travel time 30 percent of the time. Some calls less than 10 minutes.	More than 30 percent of calls are in outlying area.	New area has 50 percent of same risk distribution as in Initial area.

PFS-8.4 Cost Sharing

The City shall require new development to pay all public facility fees (PFF) as a means to provide a fair share of costs to provide fire station facilities and equipment in order to maintain current levels of service in newly developed areas. Also, new development may be required to create a Community Facility District (CFD) or other funding mechanisms to pay the costs associated with the operation of a fire station.

PFS-8.5 Cooperation with Adjacent Fire Districts

The City shall continue to cooperate with adjacent fire districts in the provision of fire protection services through mutual aid agreements.

PFS-8.6 Adequate Emergency Access and Routes

The City shall require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, as well as provide evacuation routes.

PFS-8.7 Proper Storage and Transport of Flammable and Explosive Materials

The City shall require that the storage of flammable and explosive materials and transportation of such materials are in accordance with local, State and Federal safety standards.

PFS-8.8 Fire Flow Requirements

The City shall ensure that adequate fire flow requirements are maintained throughout the City.

PFS-8.9 Fire Hazards Protection for City Programs

The City shall consider protection from fire hazards in all planning, regulatory and capital improvement programs.

PFS-8.10 Public Awareness of Fire Hazards and Prevention

The City shall continue to promote public awareness and prevention of fire hazards through fire prevention programs.

PFS-8.11 Weed Abatement

The City shall maintain a weed abatement program to ensure clearing of dry brush areas. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

9.9 Schools

The City of Stockton and study area is served by the following unified school districts:

- Escalon
- Lincoln
- Linden
- Lodi
- Manteca
- Stockton
- Tracy

The Stockton Unified School District serves the largest portion of the Planning Area, followed by Lodi School District. All of the school districts that serve the Planning Area are described in greater detail below. For each description, a table of schools and their locations is included, which corresponds with figures (Figures 9-33 to 9-39) for each District.

Most of the school districts are planning on constructing new schools or expanding existing facilities in the near future in order to accommodate the projected increase in the student population.

Educational facilities are extremely important to the community as witnessed throughout the public participation component of the General Plan. Goal PFS-9 establishes the policy support for the provision of adequate educational facilities and services. Concepts employed to ensure this goal becomes a reality include the appropriate siting of school facilities as joint use community focal points easily accessible through a variety of transportation modes. An additional new policy includes the maximization of funding opportunities and the requirement for new development projects to mitigate their impacts on existing facilities.

PFS-9

To ensure that adequate school facilities are available to meet the needs of City residents.

PFS-9.1 Appropriate Siting of Schools

The City shall coordinate with school districts to locate new schools in existing residential neighborhoods, the Village areas, and other newly developing areas where they are easily accessible by motorized vehicles, bicycles, pedestrians, and public transportation.

PFS-9.2 Funding for New School Construction

The City shall support school districts in maximizing the use of developer fees and other funding options (Mello-Roos districts) to fund new construction.

PFS-9.3 Monitor Enrollment Needs

The City shall continue to work with school districts to monitor housing, population, and school enrollment trends in order to determine future enrollment needs. In particular, the City shall assess the anticipated housing and population growth for the Village areas during the specific plan development phase to determine the type of school facilities needed to support them.

PFS-9.4 Elementary School Sites

The City shall encourage school districts to site elementary schools within residential neighborhoods with a walking radius of approximately 1.5 miles. Elementary schools should be located where students need not cross major arterial or collector streets.

PFS-9.5 School Funding

To the extent allowed by State law, the City will require new projects to mitigate impacts on school facilities, which could occur through the use of developer fees. The City will also work with school districts, developers, and the public to evaluate alternatives to funding/providing adequate school facilities.

PFS-9.6 School Alternatives

The City will work with the school districts serving the planning area to evaluate the ability to expand or renovate school facilities within infill areas to provide adequate facilities and reduce issues related

to the viability of infill development. The City will also work with school districts to evaluate alternative methods of providing school facilities in infill areas, such as smaller school sizes (lower capacity campuses spread through an area) or smaller campus land areas (evaluate multi-story facilities).



See Chapter 10 Recreation and Waterways.



See Chapter 12 Youth and Education.

9.10 Communication Systems

Cable Service

Cable television is provided by Comcast. In addition, Direct TV and Dish Network satellite television systems are available through many private installation companies. These satellites are exempt from local regulations.

Telephone Service

Telephone service is provided by SBC Communications Inc. Telephone lines are placed in easement right-of-ways and are subject to the regulations governing those areas. Cellular telephone service is available through seven major service providers including AT&T Wireless, Cingular, Metro PCS, Sprint, T-Mobile, Verizon, and Virgin. Voice over IP (VIOP) services are also provided through a number of national service providers.

Internet Service

Basic Internet service is available through direct telephone lines. High speed digital subscriber line (DSL), cable internet, and wireless broadband internet is available depending on location and service provider (for service availability contact a high speed internet provider). This service requires the addition of specialized equipment to the existing telephone and cable lines in close proximity to the user. The placement of this equipment requires relay stations that must meet the development standards of the area in which they are constructed

and are subject to the development (zoning) and building code regulations of their location. Service providers who were contacted regarding availability confirmed that they are working toward supplying service to the entire city.

The installation and retro fitting of fiber optic cable is an ongoing process throughout the city as service providers fulfill demand. This new technology uses the existing and developing easement right-of-ways and is subject to the regulations governing those areas.

Goal PFS-10 provides the support for the expansion of accessible communications infrastructure with the City. New to the General Plan, these policies focus on the increased incorporation of communications technologies within the City and establish the design guidelines for their location. The need for communications infrastructure is evident within the community; however, implementation of this infrastructure should not cause adverse impact and should be accessible to all community residents.

PFS-10	To expand the use of information technology in order to maintain the City's economic competitiveness and develop a better-informed citizenry.
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PFS-10.1 Wiring for Information Technology

The City shall require that all new residential commercial, and industrial areas be wired for new information technologies.

PFS-10.2 Electronic Participation

The City shall strive to expand opportunities for all citizens to participate in City governance through use of communication technologies, including its web page.

PFS-10.3 Cable Television

The City shall expand use of the cable television system as a communications tool in providing governmental information, public access and cultural programming to the viewing public.

PFS-10.4 Broadband Services

The City shall work with telecommunication companies to make available broadband services to all residents and businesses.

PFS-10.5 Public Facilities

The City shall negotiate with the local cable provider to develop an institutional network connecting all public facilities. This network should have connections to other local and regional networks.

PFS-10.6 Community Access Center

The city shall negotiate with the local cable provider to develop a community access center to enable community groups to record and broadcast meetings and functions.

PFS-10.7 Visual Impact

To minimize the visual impact of wireless communication facilities, the City shall encourage that they meet the following conditions:

- a. are located away from residential and open space areas;
- b. are not visible from public right-of-way;
- c. when possible, are located on existing buildings, existing poles, or other existing support structures; and
- d. are painted, camouflaged, or textured.

PFS-10.8 New Communications Technologies

The City shall utilize, promote, and seek out the new technologies to communicate with its residents.

9.11 Libraries

Stockton-San Joaquin County Public Library (SSJCPL) system Library services in the Planning Area are provided by the SSJCPL system. This system includes a central library in Stockton (Cesar Chavez Central Library), twelve branch libraries, and mobile library services. The Cesar Chavez Central Library and four branch libraries are currently located within the Planning Area. A new branch library, the Weston Ranch Branch, opened in January 2007. Outside the Planning Area, other branch libraries in the system are located in the

communities of Escalon, Lathrop, Linden, Manteca, Ripon, Thornton, and Tracy.

Goal PFS-11 incorporates the public's desire for increased library services for all citizens. New policies to the General Plan include support for community center facilities and libraries as vital locations for public interaction and community focal points. In addition, policies also focus on the incorporation of accessible technology resources within public facilities and libraries.

PFS-11

To provide a full service library in each library service area or Village area so that all residents will have access to quality library service.

PFS-11.1 Library Standards

The Stockton-San Joaquin County Public Library creates an environment for connecting people and ideas by providing residents of all ages with resources to pursue their educational, civic, business and personal interests.

The City shall continue to expand and strengthen library services to meet the educational, informational, recreational and personal development needs of all City residents. The City shall strive to maintain the following standards:

- a. 0.40 – 0.60 square feet of library space per person (400 – 600 sf per 1,000 persons) with five readers' seats per 1,000 persons.
- b. 2.0 – 3.0 books and media materials per 1,000 persons.

PFS-11.2 Main Library

A Central Library is proposed to serve the downtown neighborhood and business communities as well as all of the residents of Stockton and San

Joaquin County. This architectural gem would include a performing arts center, visitors lobby, and retail outlets. A vista point would showcase the scenic views of Stockton, truly making the institution a waterfront destination.

PFS-11.3 Branch Library Locations: Siting of Libraries

Libraries shall be located in areas easily accessible by motorized vehicle, bicycles and other non-motorized vehicles, pedestrians, and public transportation, such as shopping centers or neighborhood business districts. If feasible, the City shall seek to site libraries centrally within the service area boundaries of the branch.

The Library's Facilities Master Plan to 2025 will be completed in Fall 2007. The recommendations of the Master Plan may change the service area boundaries and locations established in the 1987 City of Stockton Branch Library Study.

PFS-11.4 Support for Community Center Uses

The Library actively seeks to partner with other City departments, local school districts, social service agencies, cultural institutions and community-based organizations to provide mixed-use facilities that support community center and library uses. The City shall require new libraries in the Village areas to be designed to contain facilities space (e.g., meeting rooms) that support community center uses and the concept of the Library as a place for the community to gather together for any purpose.

PFS-11.4 Information Technology

The City shall expand public access to Internet and other current and emerging information technologies at existing and future libraries.

9.12 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall develop a Stormwater Management Utility fee that will financially support the stormwater system operation, the Stormwater Management Plan, and maintenance and management program activities.	PFS-1.2 PFS-1.5 PFS-4.6	MUD	■			
2. The City shall develop and implement water supply assessment and a verification of sufficient water supply fee.	PFS-1.2 PFS-2.2	MUD		■		
3. The City shall require developers to prepare, for City approval, watershed drainage plans for each watershed that define drainage improvements and costs.	PFS-1.2 PFS-1.5 PFS-4.2	MUD				■
4. The City will coordinate with local government agencies to utilize available sites near residential neighborhoods and arterial streets that are appropriate for supporting government facilities. The Institutionally designated areas of the Villages will be the specific areas that will be focused upon for this development.	PFS-1.7	Community Development Department				■
5. The City shall maintain and periodically update the water master plan.	All policies under goal PFS-2	MUD				■
6. The City shall update the urban water management plan every five years in accordance with State Law.	All policies under goal PFS-2	MUD				■
7. The City shall design and construct the Delta Water Supply Project (DWSP).	All policies under goal PFS-2	MUD	■			
8. The City shall work with Stockton East Water District (SEWD) to improve the capacity of the SEWD Water Treatment Plant to 60 mgd.	All policies under goal PFS-2	MUD	■			
9. The City shall meet compliance schedules stipulated by the State and EPA regulations. Water Quality Monitoring Program.	All policies under goal PFS-2	MUD				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
10. The City shall work in concert with other water purveyors in the region to prepare and implement an Integrated Regional Water Resources Management Plan.	PFS-2.2	MUD California Water Company				■
11. The City shall actively participate in appropriate forums designed to discuss and solve regional water supply and water quality issues.	PFS-2.2 PFS-2.4 PFS-2.7 PFS-2.8 PFS-2.10 PFS-2.11	MUD				■
12. The City shall maintain and periodically update the wastewater master plan.	PFS-3.1 PFS-3.4 PFS-3.5	MUD				■
13. The City shall meet compliance schedules stipulated in the NPDES permit for Title 22 requirements (May 2006), and nitrification (April 2007).	PFS-3.2 PFS-3.3	MUD	■			
14. The City shall participate in preparation of total maximum daily load (TMDL) studies for permit compliance.	PFS-3.2 PFS-3.3	MUD				■
15. The City shall implement feasible recommendations from the System Vulnerability Assessment, and shall prepare an Emergency Operations Plan in conformance with Department of Homeland Security regulations.	PFS-3.7 PFS-8.6	Public Works Department				■
16. The City shall maintain a program to regularly monitor stormwater quality and Water Quality.	PFS-4.1 PFS-4.3	MUD				■
17. The City shall maintain and periodically update the Stormwater Master Plan, which defines drainage service areas, identifies flood prone areas, defines receiving water capacity constraints and conceptually defines regional facilities to serve future development. The plan shall be used as a guidance document for the preparation of detailed watershed drainage plans.	PFS-4.1 PFS-4.2 PFS-4.3 PFS-4.4 PFS-4.5	MUD				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
18. The City shall maintain and periodically update Stormwater Management Plan for water quality.	PFS-4.3 PFS-4.4	MUD				■
19. The City shall periodically review and update the Source Reduction and Recycling Element and evaluate progress in achieving stated source reduction goals.	PFS-5.1 PFS-5.2	Public Works Department				■
20. The City shall prepare guidelines to encourage “green” building techniques such as recycling of construction debris.	PFS-5.6	Community Development Department	■			
21. The status of the ratio of sworn police officers to residents served shall be reviewed and considered by the Planning Commission prior to the approval of any project subject to an EIR. During preparation of a project EIR, if the police ratio is under 1.5/1,000 residents or the response time is greater than five minutes for priority one calls, the EIR shall conduct a detailed assessment of the project and provide recommended mitigations to address the potential public safety impacts described.	PFS-7.2	Planning Commission Police Department				■
22. The City shall require new development to pay all applicable public facilities fees (PFF) as a means to provide a fair share of costs to provide police station/sub-station facilities and equipment. New development may be required to create a Community Facilities District (CFD) or other funding mechanisms to pay their pro rata share of costs associated with the operation and maintenance of police facilities and services in order to maintain the minimum staffing ratio.	PFS-7.2	Community Development Department				■
23. The City will pursue other local, State, and Federal funding sources to facilitate the provision of police facilities, equipment, staff resources, programs, and services.	PFS-7.2	Police Department				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
<p>24. The City shall conduct an assessment of proposed expansion areas, including Village areas, to determine where fees need to be levied for new and expanded public service and utility infrastructure including, but not limited to, fire stations and equipment, police stations and equipment, utility infrastructure, recreation facilities and parks, and library facilities. Fees should be based on initial facility and equipment costs as well as operations and long-term maintenance and replacement. (These new fee areas would be in addition to Public Facilities Program Fee Areas 1, 2, and 6 (where fire facilities fees are already levied).)</p>	PFS-8.4	Community Development Department		■		

Please see the next page.

Section 10

RECREATION & WATERWAYS ELEMENT





10

Recreation & Waterways

In 2004, the City of Stockton operated and maintained a total of 34 neighborhood parks and 19 community parks that range in size from 2 acres to 64 acres. Each of these recreational areas has several recreational facilities that are designed to meet the demands of the city's residents. In addition, miles of waterways traverse the city providing unique recreational opportunities.

Significant progress has been made by the City to provide recreational facilities and areas to Stockton's residents. While these efforts have been successful in providing parks and access to waterways, continued support is needed to enhance and maintain existing and future facilities, parks and waterways. The policies of this general plan element provide guidance and direction for the continued maintenance of existing recreational resources and while planning for future facilities, parks, and waterway access. In addition, provisions for support programs are addressed.

This chapter identifies goals, policies, and implementation programs designed to provide the continued maintenance and improvement of these areas and facilities as well as provide new and expanded facilities where there is a demand.

- General (Section 10.1)
- City Park Facilities (Section 10.2)
- Other Recreational Facilities (Section 10.3)
- Recreation Programs (Section 10.4)
- Waterways (Section 10.5)
- Implementation Measures (Section 10.6)

Key Terms

Channel Bank. The sloping side of a drainage or other channel.

Levee. A dike or embankment constructed to confine flow to a stream channel and to provide protection to adjacent land. A levee designed to provide 100-year flood protection must meet FEMA standards.

Open Space. Open space is any parcel, area, or waterway that is essentially unimproved and devoted to an open space use. Under Section 65560 of the California State Government Code, open-space land is broadly defined as land designated for preservation of natural resources (i.e., lakeshore and watershed lands); managed production of resources (i.e., lands for agriculture, forestry, recharge of ground water basins); outdoor recreation (i.e., parks, scenic highway corridors, and areas with outstanding scenic, historic and cultural values); and public health and safety (i.e., flood plains, unstable soil areas).

Recreational Area. Any public or private space set aside or primarily oriented to recreational use. This includes both parks and community centers.

Section 5076, State Government Code. Open-space Elements and Trail Considerations: This law requires that during development of their General Plan, the City of Stockton shall consider trail-oriented recreational use and shall consider such demands in developing specific open-space programs. Further, the City shall consider the feasibility of integrating its trail routes with appropriate segments of the State system.

Sections 65560 – 65568, State Government Code: Open-Space Lands. This portion of California Planning Law defines open-space and requires every city and county to prepare open space plans as a required element of their General Plan. Building

permits, subdivision approvals, zoning ordinance approvals must be consistent with the local open space plan.

Section 66477, State Government Code: Quimby Act. This provision of State Law authorizes cities and counties to require the payment of fees and/or the dedication of land for parks, subject to certain criteria and limitations.

Slough. An inlet located on a river.

Watershed. Similar to a groundwater basin, a watershed is the area or region from which surface water flows to a particular water body.

10.1 General

Goal RW-1 provides the overall framework for the provision of recreation facilities and programs, open spaces, and natural landscapes that connect and provide focal points and amenities for Stockton's districts and villages. The General Plan includes open space, waterway and recreational systems providing a wide variety of regional, community, neighborhood, and private open spaces. The distribution and access to recreational facilities and parks via waterways and trails is to be a hallmark feature in the General Plan. New policies to implement this goal include the development of comprehensive recreational program and maintenance program to ensure parks are well kept.

RW-1

To provide a full range of recreational facilities and services where they are accessible to the public and are compatible with the area in which they are located.

RW-1.1 Recreational Needs

The City shall develop and provide facilities and programs to address the diverse recreation needs of Stockton residents, including various age groups, and income levels. Facilities shall be developed in compliance with all applicable regulations designed to address public safety and environmental impacts that may result through the construction, operation, and maintenance of these facilities.

RW-1.2 Maintenance of Recreational Facilities

The City shall ensure the continued maintenance and improvement of City-owned recreational facilities and require new development and existing residents to participate in alternate maintenance funding mechanisms wherever feasible.

10.2 City Park Facilities

The City of Stockton operates and maintains a total of 60 parks that range in size from 2 acres to 64 acres. Of that total, there are 41 neighborhood parks and 19 community parks. A majority of the parks are concentrated in the northern portion of Stockton where a relatively greater amount of new residential development is occurring. In its recent development trends, the City has moved away from the larger community park to the development of an increasing number of smaller neighborhood parks. This is due to the City's use of a Consolidate Maintenance District which funds park maintenance without an overall specific open space master plan. As a result of this, the City also now follows a combined park standard rather than a separate standard for community and neighborhood parks. This will continue to be a challenge in the future as the City's population increase and an increase demand for larger community parks with more amenities coincides.

Throughout the public process, comments stressed the need for diverse, equitable, and accessible open spaces, parks and recreational opportunities. Policies focused on the use of stormwater basins for recreational use and receipt of developer credits for use of stormwater basins for recreational purposes is new to the general plan. In addition, policies include the establishment of design standards for community and neighborhood parks. These standards signify the important of parks to the public and identified need for an equitable distribution of park resources throughout all villages and districts within the City.

New policies implementing this goal include the development of a comprehensive maintenance and funding program. Maximum use of development fees and Federal, State, and local grants are encouraged as mechanisms to supply the funds needed to fully implement the policies supporting this goal.

RW-2 To provide a variety of recreational facilities to meet the diverse needs of Stockton’s residents, workers, and visitors.

RW-2.1 City Park and Recreation Standards

The City shall ensure that park and recreation facilities be provided at a level that meets the standards (net acres/1,000 residents, minimum net acres/park, service radius) for neighborhood parks, community parks, and regional parks shown in Table 10-1.

RW-2.2 Funding for Recreational Areas and Facilities

The City shall strive for adequate funding to meet the park standards in Policy RW-2.1 through development fees and State, Federal, and local grants to construct new recreational facilities.

RW-2.3 Siting to Maximize Security

The City shall require that new parks be located and designed in such a way as to facilitate their security and policing.

RW-2.4 Joint Park and School Facilities

Whenever possible, the City shall develop neighborhood parks adjacent to elementary and middle schools, subject to the discretion of the Director of Parks and Recreation, and develop shared facilities as feasible.

 See also the policies under Goal PFS-9.9, Schools.

RW-2.5 Stormwater Detention Basins for Recreational Uses

The City shall require, wherever feasible, that stormwater detention basins be designed for recreational uses.

RW-2.6 Developer Credit for Stormwater Drainage Basins

At the discretion of the Director of the City Parks and Recreation Department, the City may allow stormwater detention basins developed for recreation use to be counted toward park and land dedication requirements based on the following criteria:

- At least 75 percent of land dedication shall be 100 percent usable,
- Up to 25 percent of land dedicated may be partially usable,
- Unusable land will not be credited.

Table 10-1 Park Standards

Type of Park	Net Acres/1,000 Residents	Minimum Net Acres/Park	Service Radius
Neighborhood Park	2	5	Up to ½ mile radius
Community Park	3	15	Up to 1 mile radius
Regional Park	3	30+	Region-wide
Public Golf Courses	1 course /40,000	160 - 230	Region-wide

"Usable" parkland determined by the Director of the City Parks and Recreation Department. The City shall prepare working draft guidelines defining parkland dedication ratios and land credits for various park and open space development. This is to be the responsibility of the Parks and Recreation Department by 2007 – 2008.

RW-2.7 Design of Community Parks

The City shall design community parks to meet the recreational needs of large sections of the community, such as a Village area. These parks should allow for larger group activities and recreational activities not suited for neighborhood parks. Park land directly adjacent to private property shall be separated from such property by a 6 foot high (minimum) masonry wall located on the private property.

Community parks may include, but are not limited to the following features:

- Sports fields (baseball/softball and soccer) for practice and league activities
- Tennis court(s)
- Basketball court(s)
- Handball court(s)
- Playground and tot lot
- Group picnic area
- Walking/jogging paths
- Restroom facilities
- Sports lighting
- Ornamental security lighting

RW-2.8 Design of Neighborhood Parks

The City shall design neighborhood parks to serve as both the recreational and social focus of the neighborhood. Neighborhood parks should be assessable to the surrounding neighborhood through the use of bikeways, trails, sidewalks, or local residential streets.

Neighborhood parks may include, but are not limited to the following features:

- Open grassy area for informal sports activities (e.g., soccer)
- Basketball court(s)

- Tennis court(s)
- Playground and tot lot
- Picnic tables and small group picnic shelter
- Walking/jogging paths
- Ornamental security lighting

Subject to the discretion of the Director of Parks and Recreation or appointed representative, neighborhood parks shall be bounded by public streets on all sides with the exception allowed on one side when a public elementary school is adjacent to the park site. Park land directly adjacent to private property shall be separated from such property by an 8 foot high (minimum) masonry wall located on the private property.

RW-2.9 Community and Regional Park Access to Public Roadways

The City shall locate new community and regional parks adjacent to an arterial or collector street so they are bordered by public streets, except where they are adjacent to another public facility.

RW-2.10 Parks and Infill

The City will evaluate park development opportunities to ensure that access to recreational facilities and programs are balanced across the City. This will include a focus on development of park within the existing, developed portions of the City.

RW-2.11 Renovation of Downtown Parks

The City shall renovate existing downtown parks to encourage positive use and to discourage anti-social activities.

	<i>See also the policies under Chapter 3: Land Use, Section 3.4 Downtown.</i>
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RW-2.12 Citywide Park Maintenance District

The City shall evaluate forming a citywide park maintenance assessment district.

RW-2.13 Public Property for Parks

The City shall pursue funding mechanisms to provide for the long term maintenance and development of surplus publicly owned property to be used as public park sites.

10.3 Other Recreational Facilities

The City of Stockton has a total of five community centers which all provide a variety of programs and services for residents of all ages. Although most of the City’s population resides in North Stockton (north of the Crosstown freeway), only one of the five community centers is located in this area. However, another community center is planned to be constructed in this area in the near future. Providing community centers with adequate services in newly developed areas such as these will continue to be a challenge for the City.

The City of Stockton also has an extensive network of bikeways along the waterways in Stockton that provide recreational opportunities for its residents. The City has a total of 54 miles of bicycle facilities. The only bike trail that has water access in the General Plan Area is the Calaveras River Bike Trail.

Goal RW-3 establishes the importance of other recreational facilities, such as trails and community centers, to the City. Policies focus on the creation of a comprehensive trail system connecting open spaces within the City and access to area outside the City. New to the General Plan include the designation of Community Center standards to ensure the design and provision of adequate facilities. In addition, the use of combined facilities and sharing of resources with school districts and other organizations is paramount to the efficient use of recreational assets.

RW-3 To provide community centers, bikeways and trails that meets the needs of Stockton’s residents, workers, and visitors.

Table 10-2 Community Center Standards

Facility Type	Standard
City-owned community centers	1 center/50,000 population.
Combined City-owned, school districts	1 center/30,000 population.
Combined City-owned, school districts	½ square foot per resident.
Minimum to preferred size per center	15,000 to 35,000 square feet for multi-purpose centers.
Service radius	1½ miles

RW-3.1 Community Center Standards

The City shall ensure that community centers are provided at a level that meets the standards in Table 10-2.

RW-3.2 Joint School and Community Facilities

Whenever possible, the City shall develop joint use facilities that combine community center functions with schools.

 See also the policies under Chapter 9: Public Facilities, Section 9.9 Schools.

RW-3.3 Development of Bikeways and Trails

The City shall construct bikeways and trails in existing public areas wherever feasible (i.e., Calaveras River path, EBMUD right-of-way).

RW-3.4 Development of Regional Parks

The City shall pursue alternative funding mechanisms to acquire, develop, and maintain regional park areas identified in the Land Use Diagram.

RW-3.5 Acquisition of Open Space

The City shall encourage developers to provide developed and maintained parks and open space including, but not limited to: greenbelts (including along levees), pocket parks, paseos, trails, medians, and landscaped street right-of-ways. Some of this open space may be credited towards meeting a portion of the standards in Policy-RW 2.1 as defined

in guidelines prepared by the City of Parks and Recreation Department.

RW-3.6 Development of Utility Easements for Open Space or Parkland

The City shall require developers to improve utility easement property as usable public open space, where feasible. Consistent with RW-3.7, and subject to the discretion of the Parks and Recreation Director or appointed representative, a portion of such land could be credited toward meeting the recreation standards in Policy RW-2.1 if improved as parkland; however, it would not be eligible for parkland fee reimbursement.

RW-3.7 Credit for Common Open Space Areas and Detention Basins

Primarily for master planned communities, the City may allow a maximum 30 percent credit toward parkland for usable acreage in detention basins, green belts and pocket parks subject to the discretion of the Parks and Recreation Director, or designated representative, and provided that the improvements are fully accessible to the general public. The 30 percent portion is calculated based from the parkland acreage dedication requirement as described in RW-2.1 and compared with the amount of open space acreage proposed. Such proposed open space shall not include acreage/areas used to comply with the planned development 20 percent open space requirement as stated in Section 16.350.030 of the Development Code.

10.4 Recreation Programs

The City Parks and Recreation Department offers a wide variety of recreational programs and hosts several recreational events. Programs are designed to meet the recreational needs of residents of all ages. In addition to the planned City parks, there have been several public requests made for the provision of new recreational activities that reflect recent trends in recreation. Examples include requests for the construction of climbing walls, paint ball facilities, and skate parks. Although the public has made these requests, the City has only been able to develop one skate park to date located at Anderson Park.

Goal RW-4 establishes the policy structure for the provision of recreational programs within the City. Policies place a high priority on programs and facilities that serve youth, lower-income families, diverse populations, and seniors. Coordination with other public agencies and private organizations will be necessary to achieve the community’s desired balanced for the provision of recreational programs and services.

RW-4	To provide recreational programs that meet the diverse needs of Stockton’s residents, workers, and visitors.
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RW-4.1 Promote Childcare/Youth and Family Programs

The City shall promote the use of City parks and community centers for child care/youth and family programs, including programs for after school, holiday, and vacation time periods.

RW-4.2 Sponsor Specialized Recreation Programs

The City shall participate with other public agencies and private non-profit organizations to sponsor specialized recreation programs and events such as juvenile diversion and family-oriented activities.

RW-4.3 Recreational Opportunities for Lower-Income Families

The City shall provide opportunities for lower-income families and individuals to participate in City-sponsored recreation and park programs.

RW-4.4 Commercial Recreation / Non-Profit Facilities

The City shall encourage commercial recreation businesses and non-profit organizations to provide opportunities for lower-income families to participate in the organizations’ activities and services.

RW-4.5 Youth Programs and Services

The City shall provide recreational programs and services that emphasize positive educational and social influences to Stockton youth.

RW-4.6 Recreational Services and Programs Reflecting Cultural Diversity

The City shall provide and promote recreational services and programs that reflect the cultural diversity of the community.

 See also Chapter 6: Community Design.

10.5 Waterways

Both natural and manmade waterways traverse the Study Area. Several of the waterways have marinas that provide boat storage and other boat-related services. Other recreational opportunities include fishing, which includes an annual bass tournament that is held. Yet alongside the City’s waterways, there is only one formal bike trail that provide direct access. This is located alongside the Calaveras River. Opportunities exist in the Study Area to provide more direct access to waterways for bicyclists as well as pedestrians.

New to the General Plan, Goal RW-5 places a high priority on the preservation and enhancement of Stockton’s waterway assets. Policies throughout the General Plan focus on the use of waterways as recreational and visual amenities for Stockton’s various districts and villages. In addition, these policies seek to maximize opportunities for public access along waterways, maintaining continuous areas along the waterways for public access and use whenever possible.

RW-5 To preserve and enhance waterways for recreation and open space.

RW-5.1 Incorporate Waterways Into Design of Parks and Trails

The City shall endeavor to preserve and restore the natural values of the San Joaquin and Calaveras Rivers, the Delta, and other local waterways, and incorporate them in the City’s parks, trails, and open space system.

RW-5.2 Improve Riparian Corridors

The City shall endeavor to protect, preserve, and improve riparian corridors and incorporate them in the City’s parks, trails, and open space system.

RW-5.3 Funding Waterway Access

The City shall investigate funding mechanisms to acquire and improve public access to and along waterways.

RW-5.4 Design of Waterway and Trail Corridors

The City shall design waterway and trail corridors to meet the recreational needs of the community, while maximizing public safety and access concerns. This includes locating trail corridors to ensure visibility along public roadways, where appropriate.

RW-5.5 Maintenance of Waterway and Trail Corridors

The City shall ensure that existing park maintenance activities incorporate applicable trail maintenance activities necessary to address public safety issues along City-owned trail areas. Trail maintenance activities shall be conducted in a manner consistent with all applicable environmental regulations and shall ensure emergency vehicle access along portions of the trail corridor where appropriate. Trail maintenance measures shall include, but not be limited to, vegetation or brush clearing and signage prohibiting inappropriate uses.

RW-5.6 Security Along Waterway and Trail Corridors

The City shall implement a variety of public safety measures to address crime-related issues along City-owned trail areas. Public safety measures shall include, but not be limited to, active policing using pedestrian, bicycling, or equestrian patrols.

10.6 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall conduct periodic surveys to determine specific recreation needs of various age groups, the physically and mentally challenged, and special needs groups.	RW-1.1	Parks and Recreation Department				■
2. The City shall prepare a parks master plan covering the existing City limits. The focus of this plan will be the assessment of existing parks and facilities, including distribution of these facilities within the existing City limits. The distribution analysis will look at parks and facilities relative to population served (i.e., within the set walking distance). This information shall be used to form the basis for a master plan identifying the location and facilities planned (new, renovations, expansions) and describe funding means and timelines. The purpose is to ensure adequate parks and facilities to meet a growing infill population.	RW-1.1 RW-2.1 RW-2.2	Parks and Recreation Department	■			
3. The Parks and Recreation Department and Community Development Department will work together to establish guidelines defining parkland and open space dedication and credits.	RW-2.1 RW-2.6 RW-2.7 RW-2.8	Parks and Recreation Department	■			
4. The City shall conduct an assessment of proposed expansion areas to determine where fees need to be levied for new and expanded recreational areas and facilities. (These new fee areas would be in addition to the Public Facilities Program Fee Areas 1, 4, and 6 where parkland fees are already levied).	RW-2.2	Parks and Recreation Department		■		
5. The City shall reassess the parkland development fee on an annual basis and update it accordingly to adequately fund the construction of new recreational facilities that meet City park standards.	RW-2.2	Parks and Recreation Department				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
6. The City shall identify Federal, State, and other governmental sources of grant funds for recreational purposes and prepare applications to secure such funding.	RW-2.2	Parks and Recreation Department				■
7. The City shall conduct a survey of the existing conditions of parks in Downtown Stockton to determine where short-term and long-term renovation and facility improvements are necessary.	RW-2.10 RW-2.11	Parks and Recreation Department	■			
8. The City shall, as feasible, establish a citywide park maintenance assessment district.	RW-2.12	Parks and Recreation Department.	■			
9. The City shall work with water districts, EBMUD, and other responsible agencies/organizations to obtain public access rights on levee tops, waterways, and channels.	RW-3.3	Parks and Recreation Department Public Works Department				■
10. The City shall incorporate levee tops, waterways, and channels in the City's Trails Master Plan.	RW-3.3	Parks and Recreation Department Public Works Department				■
11. The City should, as feasible, develop a plan and secure funding mechanisms (e.g. environmental mitigation for projects outside regional park areas) for the acquisition, development and maintenance of regional parks.	RW-3.4	Parks and Recreation Department	■			
12. The City shall coordinate its recreation programs with those of other public agencies and private non-profit organizations.	RW-4.1 through RW-4.6	Parks and Recreation Department				■

Implementation	Implements What Policy	Who is Responsible	2008- 2009	2010- 2015	2016- 2035	On- going
13. The City shall, as feasible, prepare and adopt a specific plan for public access to the Stockton Channel.	RW-5.1 through RW-5.5	Parks and Recreation Department, Community Development Department, Housing and Redevelopment Department	■			
14. Emergency call boxes or solar-powered telephones shall also be placed in appropriate places along trail corridors to provide prompt access to emergency services.	RW-5.6	Parks and Recreation Department				■



E. Community Services / Resources

The Stockton General Plan 2035 provides guidance in the protection of natural and cultural resources, provision of a high-quality public safety system, and a targeted emphasis on addressing the needs: Stockton's youth population.

Community Services / Resources – Concepts

Concept 1: Noise

As Stockton develops its districts and villages, the City will ensure that sensitive land uses (e.g., residential) are properly sited in order to avoid major noise generators, such as railroads, roadways, the Stockton Municipal Airport, and industrialized portions of the city. Furthermore, proposed noise-generating land uses will be properly sited in industrially-designated areas and shielded from other surrounding land uses.

Concept 2: Air Quality

The air quality of Stockton and its surrounding region will continue to be directly affected by the balance between jobs and housing and the implementation of a transit-oriented design standard. Transit service will be readily available to serve the existing community and developing areas. The transit will also connect these areas to each other and to the employment centers in the community.

Concept 3: Health and Safety

As part of the city's future, the provision of a responsive public health and safety system is critical. Police and fire services in the community will be expanded to serve the growing community. These services will be planned to cover all areas of the community with an equal level of service.

Concept 4: Youth and Education

The younger generations in Stockton represent the future of the community. The Stockton 2035 General Plan emphasizes the provision of services targeted at this critical population. The City will continue to assess the recreational, educational, healthcare, and daycare needs of Stockton's youth and support the programs necessary to fulfill those needs.

Concept 5: Natural and Cultural Resources

As Stockton develops its districts and villages, the City will ensure that development occurs in a manner in which impacts to natural and cultural resources are avoided or minimized through proper site planning and design. Development will be avoided in naturally- and culturally-sensitive areas wherever possible.

Many of the quality of life features in the Stockton General Plan 2035 relate to community services, public safety, and protection of natural and historic resources. In addition, the community has demonstrated an interest in the future with a special focus on youth and



E. Community Services / Resources

Community Services / Resources – Objectives

- Locate site-sensitive land uses (e.g., residential) to avoid major noise generators, such as railroads, roadways, the Stockton Municipal Airport, and industrialized portions of the city.
- Improve air quality through readily available transit services to serve the existing community and developing areas.
- Expand police and fire services to cover all areas of the community with an equal level of service.
- Continue to assess the recreational, educational, health care, and day care needs of Stockton's youth and provide the programs necessary to fulfill those needs.
- Ensure that development occurs in a manner in which impacts to natural and cultural resources are avoided or minimized through proper site planning and design techniques.

Section 11

HEALTH & SAFETY ELEMENT



11

Health & Safety



Two of the State required General Plan Elements are the Safety and Noise Elements. This General Plan has combined the required components of these two State-mandated elements into this Health and Safety Element. These goals and policies in this element are designed to protect and enhance public health and safety throughout the community.

Significant progress has been made by the City protecting its residents and property from noise nuisances, seismic and geologic hazards, flooding, air quality, and human made hazards. Additionally, special concessions are provided for emergency operations that support and direct public safety actions during times of emergencies. Vigilance must be maintained to provide continued protection and to maintain programs and facilities that minimize risk. For example, Stockton depends on levees constructed along its sloughs and creeks and along the Calaveras River and San Joaquin River to protect the city from a 100-year flood. Programs in conjunction with other State and Federal agencies insure the continued maintenance of the levees supported by this General Plan. In addition, ordinances adopted by the City provide additional safety measures that insure structural integrity of buildings and provide for the proper storage and disposal of solid and hazardous waste.

General Plan policies are directed toward providing an acceptable level of protection to the developed portion of the city and to new General Plan growth areas. These are often manifested through construction of facilities and maintenance of existing control measures. In addition, provisions are in place for management programs including land use controls and participation in the local, State and Federal risk management organizations that support

the safety policies and programs described in this element.

The Public Health and Safety element is broken into the following sections:

- General (Section 11.1)
- Noise (Section 11.2)
- Geologic and Seismic Hazards (Section 11.3)
- Air Quality (Section 11.4)
- Hazardous Materials (Section 11.5)
- Flood Hazards (Section 11.6)
- Emergency Operations Plan (Section 11.7)
- Implementation Measures (Section 11.8)

Key Terms

The following key terms are used throughout this element to describe the health and safety issues addressed. Due to the technical nature of noise, this section also provides a discussion of the characteristics of sound.

Alquist-Priolo Fault Zone. The Alquist-Priolo Earthquake Fault Zoning Act, passed in 1972, requires the State Geologist to identify zones of special study around active faults.

Ambient Noise. The total noise associated with a given environment and usually comprising sounds from many sources, both near and far.

Attenuation. Reduction in the level of sound resulting from absorption by the surrounding topography, the atmosphere, distance, barriers, and other factors.

A-Weighted Decibel (dBA). A unit of measurement for noise having a logarithmic scale and measured using the A-weighted sensory network on a noise-measuring device. An increase or decrease of 10 decibels corresponds to a tenfold increase or decrease in sound energy. A doubling or halving of sound energy corresponds to a 3-dBA increase or decrease.

Channel Capacity. The flow rate that the drainage channel will carry when accounting for required freeboard and environmental or legal considerations.

Community Noise Equivalent Level (CNEL). CNEL is used to characterize average sound levels over a 24-hour period, with weighting factors included for evening and nighttime sound levels. Leq values (equivalent sound levels measured over a 1-hour period - see below) for the evening period (7:00 p.m. to 10:00 p.m.) are increased by 5 dB, while Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) are increased by 10 dB. For a given set of sound measurements, the CNEL value will usually be about 1 dB higher than the Ldn value (average sound exposure over a 24-hour period - see below). In practice, CNEL and Ldn are often used interchangeably.

Day-Night Average Sound Level (Ldn). Ldn represents an average sound exposure over a 24-hour period. Ldn values are calculated from hourly Leq values, with the Leq values for the nighttime period (10:00 p.m. to 7:00 a.m.) increased by 10 dB to reflect the greater disturbance potential from nighttime noises.

Drainage Channel. An open channel such as a swale, constructed channel, or natural drainage course that conveys, provides store and often some treatment of runoff.

Equivalent Sound Level (Leq). The level of a steady-state sound that, in a stated time period and at a stated location, has the same sound energy as the time-varying sound (approximately equal to the average sound level). The equivalent sound level measured over a 1-hour period is called the hourly Leq or Leq (h).

Exceedance Probability. The probability that a precipitation or runoff event of a specified size will be equaled or exceeded in any one year.

Fault. A fault is a fracture in the Earth's crust that is accompanied by displacement between the two sides of the fault. An active fault is defined as a fault that has moved in the last 10,000 to 12,000 years (Holocene time). A potentially active fault is one that has been active in the past 1.6 million years (Quaternary period). A sufficiently active fault is one that shows evidence that Holocene displacement occurred on one or more of its segments or branches (Hart, 1997).

Federal Emergency Management Agency (FEMA). FEMA is the Federal agency that regulates floodplains and manages the flood insurance program.

Floodplain. Land adjacent to a stream, slough or river that is subject to flooding or inundation from a storm event. FEMA adopted the 100-year flood as the definition of a floodplain.

Floodplain Management. The implementation of policies and programs to protect floodplains and their flood control function.

Freeboard. The vertical distance between the maximum design water surface of a channel and the top of bank provided to account for our lack of precision in computing water surface elevations and/or to provide an allowance for protection.

Frequency. How often an event will occur expressed by the return period or by exceedance probability.

Hazardous Materials. A hazardous material is defined by the California Code of Regulations (CCR) as a substance that, because of physical or chemical properties, quantity, concentration, or other characteristics, may either (1) cause an increase in mortality or an increase in serious, irreversible, or incapacitating, illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or disposed of (CCR, Title 22, Division 4.5, Chapter 10, Article 2, Section 66260.10).

Hazardous Wastes. Similarly, hazardous wastes are defined as materials that no longer have practical use, such as substances that have been discarded, discharged, spilled, contaminated, or are being stored prior to proper disposal. According to Title 22 of the CCR, hazardous materials and hazardous wastes are classified according to four properties: toxic, ignitable, corrosive, and reactive (CCR, Title 22, Chapter 11, Article 3).

Levee. A dike or embankment constructed to confine flow to a stream channel and to provide protection to adjacent land. A levee that is part of flood protection must meet FEMA standards.

Level of Protection. A measure of the protection that a drainage facility or flood control measure provides.

Liquefaction. Liquefaction in soils and sediments occurs during some earthquake events, when material is transformed from a solid state to a liquid state because of increases in pressure in the pores (the spaces between soil particles). Earthquake-induced liquefaction most often occurs in low-lying areas with soils or sediments composed of unconsolidated, saturated, clay-free sands and silts.

L_{max} and L_{min}. The maximum and minimum sound levels, respectively, measured during the measurement period. When a sound meter is set to the "slow" response setting, as is typical for most community noise measurements, the L_{max} and L_{min} values are the maximum and minimum levels measured over a 1-second period.

Magnitude. Earthquake magnitude is measured by the Richter scale, indicated as a series of Arabic numbers with no theoretical maximum magnitude. The greater the energy released from the fault rupture, the higher the magnitude of the earthquake. Magnitude increases logarithmically in the Richter scale; thus, an earthquake of magnitude 7.0 is thirty times stronger than one of magnitude 6.0. Earthquake energy is most intense at the point of fault slippage, the epicenter, which occurs because the energy radiates from that point in a circular wave pattern. The farther an area is from an earthquake's epicenter, the less likely it is that groundshaking will occur.

Noise Contours. Connecting points of equal noise exposure (typically 65, 70, and 75 DNL).

One Hundred Year (100-year) Runoff. The storm runoff that has a one (1) percent chance of occurring in any given year.

Ozone. Ozone is a pungent, colorless toxic gas created in the atmosphere rather than emitted directly into the air. Ozone is produced in complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from the sun. Motor vehicles are the major sources of ozone precursors.

Percentile-Exceeded Sound Level (L_x). The sound level exceeded during a given percentage of a measurement period. Examples include L₁₀, L₅₀, and L₉₀. L₁₀ is the A-weighted sound level that is exceeded 10% of the measurement period, L₅₀ is the level exceeded 50% of the period, and so on. L₅₀ is the median sound level measured during the measurement period. L₉₀, the sound level exceeded 90% of the time, excludes high localized sound levels produced by nearby sources such as single car passages or bird chirps. L₉₀ is often used to represent the background sound level. L₅₀ is also used to provide a less conservative assessment of the background sound level.

Photochemical. Some air pollutants are direct emissions, such as the carbon monoxide that is part of the exhaust from an automobile. Other pollutants, primarily ozone, are formed when two or more chemicals react (using energy from the sun) in the atmosphere to form a new chemical. This is a photochemical reaction.

PM₁₀. Dust and other particulates come in a range of particle sizes. Federal and State air quality regulations reflect the fact that smaller particles are easier to inhale and can be more damaging to health. PM₁₀ refers to dust/particulates that are 10 microns in diameter or smaller.

PM2.5. The Federal government has recently added standards for smaller dust particles. PM2.5 refers to dust/particulates that are 2.5 microns in diameter or smaller.

Return Period. The long term average number of years between occurrences of an event being equaled or exceeded.

San Joaquin Valley Air Pollution Control District. The SJVAPCD is the regulatory agency responsible for developing air quality plans, monitoring air quality, and reporting air quality data for the Study Area.

San Joaquin Valley Air Basin. An air basin is a geographic area that exhibits similar meteorological and geographic conditions. California is divided into 15 air basins to assist with the statewide regional management of air quality issues. San Joaquin County (including the City’s Study Area) is at the northern end of the San Joaquin Valley Air Basin (SJVAB). The SJVAB extends from San Joaquin County (northernmost boundary) to Kern County (southernmost boundary).

Sensitive Receptors. Sensitive receptors are defined to include residential areas, hospitals, convalescent homes and facilities, schools, and other similar land uses.

Ten Year (10-year) Runoff. The storm runoff that has a ten percent (10%) chance of occurring in any given year.

11.1 General

Sound planning principles protect the public and property from natural and human-made hazards and nuisances is critical to Stockton’s future development success. Natural hazards include seismic, geologic, or wildfire hazards, while human-made hazards include noise, air quality, and exposure to hazardous materials.

This goal provides the overall framework for the protection of persons and property from natural hazards. Policies developed to implement this goal include maintenance of emergency services, coordination of disaster planning activities, and promotion of public education on hazard awareness.

HS-1

To protect the community from injury and damage resulting from natural catastrophes and hazardous conditions.

HS-1.1 Development Constraints

The City shall permit development only in areas where the potential danger to the health and safety of people can be mitigated to an acceptable level.

HS-1.2 Maintain Emergency Public Services

The City shall ensure that during natural catastrophes and emergencies the City can continue to provide essential emergency public services.

HS-1.3 Continue to Update Building and Fire Codes

The City shall continue to update building, fire, and other codes to address earthquakes, fire, and other hazards.

HS-1.4 Promote Hazard Awareness

The City shall develop a risk awareness program for potential disasters, including, but not limited to: earthquake, soil liquefaction, flooding, severe air quality hazards, fire and explosion, and vulnerability to terrorist activity. Public training and assistance programs shall be funded and developed. This shall be accomplished through the implementation of a provision for the use of adaptive management process in the Safety Element to ensure the City uses science-based standards (e.g., levels of confidence of predictions).

HS-1.5 Not Rely on State and Federal Government for Immediate Response

The City shall adopt emergency response plans that recognize that the State and Federal governments are not likely to immediately come to the City’s rescue in case of a major disaster.

HS-1.6 Coordinate Disaster Planning Activities

The City shall work aggressively with San Joaquin County, the County Office of Emergency Services, other cities in the region, and disaster agencies to coordinate disaster preparedness planning.

HS-1.7 Plan for When Disaster Will Occur, Not if it Will Occur

The City shall adopt procedures which recognize that predicted disasters, such as flooding and earthquakes, will occur, and the City needs to be prepared to respond at any time.

HS-1.8 Emergency Support Groups

The City shall develop neighborhood watch and emergency support groups to be trained and put into action in the event of an emergency in support of government staff.

11.2 Noise

This goal establishes the policy structure for mitigating the impacts associated with noise producing sources including transportation facilities, industry, and construction. One the primary principles incorporated into the policies supporting this goal is the use of compatible land use planning practices. Noise-generating land uses, such as industrial uses, should be placed in locations adjacent to compatible land uses and of sufficient distance not to impact sensitive receptors such as schools and residential uses. As the major source of ambient noise within the Study Area, policies aimed at curbing traffic noise include implementation of sound attenuation features, noise buffering, and coordination with Caltrans on the placement of transportation infrastructure.

HS-2

To protect the community from health hazards and annoyance associated with excessive noise levels.

HS-2.1 Sensitive Receptors

The City shall prohibit the development of new commercial, industrial, or other noise-generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA Community Noise Equivalent (CNEL) (decibels on A-weighted scale CNEL) measured at the property line of the noise sensitive land use.

HS-2.2 Noise Compatibility Guidelines

The City shall allow the development of noise sensitive land uses (which include, but are not

limited to, residential neighborhoods, schools, and hospitals) only in areas where existing or projected noise levels are “acceptable” according to Table HS-11.1 “Land Use Compatibility for Community Noise Environments.” Noise mitigation measures may be required to reduce noise in outdoor activity areas and interior spaces to achieve these levels.

HS-2.3 Noise Analysis

The City shall require noise analysis of proposed development projects as part of the environmental review process and to require mitigation measures to reduce noise impacts to acceptable levels. The acoustical analysis shall:

- a. Be the responsibility of the applicant.
- b. Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics.
- c. Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions.
- d. Estimate existing and projected (20 years) noise levels in terms of Ldn/CNEL and compare the levels to the adopted policies of the Public Health and Safety Element.
- e. Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards of this Public Health and Safety Element. Where the noise source in question consists of intermittent single events, the acoustical analysis must address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance.
- f. Estimate noise exposure after the prescribed mitigation measures have been implemented. If the project does not comply with the adopted standards and policies of the Public Health and Safety Element, the analysis must provide acoustical information for a statement of overriding considerations for the project.
- g. Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.

Table 11-1. Maximum Allowable Ambient Noise Exposure by Land Use (County Noise Standards)

Land Use Type	Noise Level (Ldn)						
	0 - 55	56 - 60	61 - 65	66 - 70	71 - 75	75 - 80	> 81
Residential							
Hotels, Motels							
Schools, Libraries, Churches, Hospitals, Extended Care Facilities							
Auditoriums, Concert Halls, Amphitheaters							
Sports Arenas, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries							
Office Buildings, Business Commercial and Professional							
Mining, Industrial, Manufacturing, Utilities, Agriculture							
	<p>Normally Acceptable. Specified land use is satisfactory, based on the assumption that any buildings involved are of normal, conventional construction, without any special noise insulation requirements.</p> <p>Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed insulation features have been included in the design.</p> <p>Unacceptable. New construction or development should not be undertaken.</p>						

If existing noise standards are currently exceeded, a proposed project shall not incrementally increase noise levels by more than 3 dBA

HS-2.4 Conduct Noise Monitoring

The City shall establish an ongoing noise monitoring program to enforce City noise standards.

HS-2.5 Mitigating Highway Noise

The City shall work with Caltrans to mitigate noise impacts on sensitive receptors near Interstate 5, State Route 99, and other key state roadways by requiring noise buffering or insulation in new construction.

HS-2.6 Controlling Truck Traffic Noise

The City shall control noise sources in residential areas and other noise-sensitive areas by restricting truck traffic to designated truck routes.

HS-2.7 Coordinate with Caltrans

The City shall work with Caltrans to mitigate noise impacts on sensitive receptors near State roadways, by requiring noise buffering or insulation in new construction.

HS-2.8 Development Surrounding Airport

The City shall require that development around the Stockton Metropolitan Airport be consistent with the noise standards contained in the approved Airport Land Use Plan.

HS-2.9 Update Airport Master Plan

The City shall coordinate with SJCOG in maintaining the noise contours for the Stockton Metropolitan Airport as notable changes in current or projected operations are planned.

HS-2.10 Construction Noise

The City shall seek to limit the potential noise impacts of construction activities on surrounding land uses.

HS-2.11 Limiting Construction Activities

The City shall limit construction activities to the hours of 7am to 7pm, Monday through Saturday. No construction shall occur on Sundays or national holidays without a written permit from the City.

HS-2.12 Sound Attenuation Features

The City shall require sound attenuation features such as walls, berming, heavy landscaping between commercial, industrial, and residential uses to reduce noise and vibration impacts.

HS-2.13 Noise Buffering

The City shall require noise buffering or construction treatments (additional insulation, double paned glass, etc.) in new development that includes noise sensitive uses located near major streets, highways, the airport, railroad tracks, or other significant noise sources.

HS-2.14 State Noise Insulation Standards

The City shall enforce the State Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code.

HS-2.15 California Vehicle Code Standards

The City shall actively support enforcement of California Vehicle Code sections relating to vehicle mufflers and modified exhaust systems.

HS-2.16 City Vehicles and Equipment

The City shall ensure that new equipment and vehicles purchased by the City of Stockton are equipped with the best available noise reduction technology.

HS-2.17 Commercial Uses

The City shall require that noise produced by commercial uses not exceed 75 dB Ldn/CNEL at the nearest property line.

HS-2.18 Noise Easements

The City shall grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.

HS-2.19 Setback of Habitable Structures

The City shall require that all new habitable structures be setback at least 85 feet from the nearest railroad track. These setback areas shall be measured from the edge of the outermost railroad track.



See also the policies under Goal LU-6 relative to airport compatibility and project analysis.

11.3 Geologic and Seismic Hazards

The Study Area is located 60 miles east of the Bay Area and lies within Seismic Risk Zone 3. Earthquakes in Seismic Risk Zone 3 pose a lesser risk than those experienced in Zone 4 (such as the San Francisco Bay Area). The Study Area may be affected by regionally occurring earthquakes; however, impacts results from such an event would be less in nature than those experienced in the Bay Area.

Due to the City’s location within a seismic area, this goal establishes the policy support needed to protect property and the public from seismic events and other geologic hazards. Policies implementing this goal include the requirement for all structures to be designed in such a manner as to minimize the risks associated with geologic hazards. Design considerations include conformance with applicable building codes, adherence to applicable legislation, such as the Alquist-Priolo Act, and seismic retrofitting.

HS-3	To protect the community from the hazards of expansive soils, seismic dangers, including threats from liquefaction potential of soils, and other geologic activity.
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HS-3.1 Seismic Safety of Structures and Public Facilities

The City shall require that new structures intended for human occupancy, public facilities (i.e., treatment plants and pumping stations, major communication lines, evacuation routes, etc.), and emergency/disaster facilities (i.e., police and fire stations, etc.) are designed and constructed to minimize risk to the safety of people due to ground shaking.

HS-3.2 Development in Areas Subject to Geologic Hazards

The City shall require all proposed developments, reconstruction, utilities, or public facilities situated within areas subject to geologic-seismic hazards as identified in the soils engineering and geologic-seismic analysis to be sited, designed, and constructed to mitigate the risk associated with the hazard (e.g., expansive, liquefaction, etc.).

HS-3.3 Comprehensive Update of Hazards

The City shall continue to update a comprehensive study of the potential geologic hazards within the entire planning area. This shall include Flood Insurance elevation zones.

HS-3.4 Uniform Building Code

The City shall require that alterations to existing buildings and all new buildings be built according to the seismic requirements of the Uniform Building Code.

HS-3.5 Seismic Retrofitting

The City shall support and encourage seismic upgrades to older buildings that may be structurally deficient.

HS-3.6 Development within the Primary Zone of the Delta

The City shall continue to support the State policy restricting development within the primary zone of the Delta due to soil limitations and other hazards (e.g., liquefaction, subsidence, shrink-swell).

	<i>See also the policies under Chapter 13: Natural and Cultural Resources, policies NCR-2.4 and NCR-2.17.</i>
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HS-3.7 Earthquake Danger and Delta Levee Failure Modeling

The City shall coordinate with appropriate agencies having jurisdiction over Delta levees to assess the danger associated with earthquakes on levee failures.

HS-3.8 Alquist-Priolo Act Compliance

The City shall not permit any structure for human occupancy to be placed within designated Earthquake Fault Zones (pursuant to and as determined by the Alquist-Priolo Earthquake Fault Zoning Act; Public Resources Code, Chapter 7.5) unless the specific provisions of the Act and Title 14 of the California Code of Regulations have been satisfied.

11.4 Air Quality

Goal HS-4 provides the policy structure for the maintenance and enhancement of Stockton's air quality. Policies new to the General Plan stress the importance of the adherence to existing regional plans and Federal, State, and local air quality regulations and attainment plans, coordinated development review process, and use of innovative programs, such as Transportation Demand Management, to reduce the potential for the emission of pollutants.

HS-4

To improve air quality and to minimize the adverse effects of air pollution on human health and the economy.

HS-4.1 Cooperation with Local and Regional Agencies

The City shall cooperate with other local, regional, and State agencies in developing and implementing air quality plans to achieve State and Federal Ambient Air Quality Standards.



See also Chapter 8, Transportation and Circulation, policy TC-2.16.

HS-4.2 Regional Agency Review

The City shall participate with cities, surrounding counties, and regional agencies to address cross-jurisdictional and regional transportation and air quality issues.

HS-4.3 Regional Air Quality Project Review

The City shall consult with the SJVAPCD during CEQA review for projects that require air quality impact analysis and ensure that the SJVAPCD is on the distribution list for all CEQA documents.

HS-4.4 Support Regional Air Quality Attainment Plans

The City shall support recommendations to reduce air pollutants found in the SJVAPCD local attainment plans and use its regulatory authority to mitigate "point" sources of air pollution (e.g., factories, powerplants, etc.).

HS-4.5 City Review of Development Proposals

The City shall use the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts (GAMAQI) for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall continue to cooperate with the SJVAPCD in the review of development proposals.

HS-4.6 CEQA Compliance and Air Quality Mitigation

The City shall ensure that air quality impacts identified during the CEQA review process are fairly and consistently mitigated. The City shall require projects to comply with the City's adopted air quality impact assessment and mitigation process, and to provide specific mitigation measures as outlined in policies of Chapter 8 Transportation and Circulation.

HS-4.7 Air Quality Mitigation Fees

The City shall continue the program for assessing air quality mitigation fees for all new development, with the fees to be used to fund air quality programs.

HS-4.8 Transportation Demand Management Programs

The City shall coordinate City Transportation Demand Management programs with other public and private agencies, including programs developed by the San Joaquin Council of Governments and the SJVAPCD.



See also Chapter 8, Transportation and Circulation, policies under Goal TC-3.

HS-4.9 Dust Suppression Measures

The City shall require contractors to implement dust suppression measures during excavation, grading, and site preparation activities. Techniques may include, but are not limited to, the following:

- Site watering or application of dust suppressants,
- Phasing or extension of grading operations,
- Covering of stockpiles,

- d. Suspension of grading activities during high wind periods (typically winds greater than 25 miles per hour), and
- e. Revegetation of graded areas.

HS-4.10 Travel Demand Measures

Coordinating with the SJVAPCD, the City shall require large development projects to mitigate air quality impacts. Mitigation measures may include, but are not limited to the following:

- Providing bicycle access and parking facilities,
- Providing preferential parking for high-occupancy vehicles, car pools, or alternative fuels vehicles, and
- Establishing telecommuting programs or satellite work centers.

HS-4.11 Woodburning

The City shall require the use of natural gas or the installation of low-emission, EPA-certified fireplace inserts in all open hearth fireplaces in new homes. The city shall promote the use of natural gas over wood products in space heating devices and fireplaces in all existing and new homes The City shall follow the guidelines set forth in SJVACD Rule 4901 See Table 11-2 below:

Table 11-2 Guidelines for Woodburning

Density Ratios	1 or fewer homes per acre	More than 2, fewer than 3, homes per acre	3 or more homes per acre
Open-hearth fireplace allowed?	Yes	No	No
EPA Phase II-certified wood-burning heater or pellet stove allowed?	Yes	Yes	Yes
Number of solid fuel* burning devices allowed?	1 per home	1 per home	1 per home; only 2 per acre

* Solid fuel is any solid material burned in a fireplace, wood stove or insert, including wood, pellets, manufactured fire logs, etc.

Source: San Joaquin Valley Air Pollution Control District <http://www.valleyair.org/BurnPrograms/An%20Important%20Reminder%20for%20Anyone%20Building%20or%20Selling>

HS-4.12 Employment-Intensive Development

The City shall encourage employment-intensive development with a high floor area ratio where adequate transit service is planned, and discourage such development where adequate transit service is not planned.

HS-4.13 Location of Support Services

The City shall support the location of ancillary employee services (including, but not limited to, child care, restaurants, banking facilities, convenience markets) at major employment centers for the purpose of reducing midday vehicle trips.

HS-4.14 Parking Controls

The City shall provide disincentives for single-occupant vehicle trips through parking supply and pricing controls in areas where supply is limited and alternative transportation modes are available.

HS-4.15 Infill Near Employment

The City shall identify and adopt incentives for planning and implementing infill development projects within urbanized areas near job centers and transportation nodes.

HS-4.16 Planning Programs

The City shall support land use, transportation management, infrastructure, and environmental planning programs that reduce vehicle emissions and improve air quality.

HS-4.17 Street Design

The City shall promote street design that provides an environment which encourages transit use, biking and walking.

HS-4.18 Design for Transportation Alternatives

The City shall encourage all new development to be designed to promote pedestrian and bicycle access and circulation, to the greatest extent feasible.

HS-4.19 Transportation Management Associations

The City shall encourage commercial, retail, and residential developments to participate in or create Transportation Management Associations.

HS-4.20 Develop Policies Requiring Minimizing of Greenhouse Gas Emissions

The City shall adopt new policies, in the form of a new ordinance, resolution, or other type of policy document, that will require new development to reduce its greenhouse gas emissions to the extent feasible in a manner consistent with state legislative policy as set forth in Assembly Bill (AB) 32 (Health & Safety Code, § 38500 et seq.) and with specific mitigation strategies developed by the California Air Resources Board (CARB) pursuant to AB 32. In furtherance of this effort, the City shall monitor the process by which CARB promulgates rules, regulations, limits, plans, and reduction measures pursuant to AB 32 to determine whether they result in recommended or mandatory principles or strategies by which greenhouse gas emissions reductions or minimization can be achieved through the land use planning process. If CARB does formulate any such principles or strategies, the City's own greenhouse gas emission reduction and minimization strategies shall be consistent with those promulgated by CARB. If CARB's efforts pursuant to AB 32 do not result in recommended or mandatory principles or strategies by which greenhouse gas emissions reductions or minimization can be achieved through the land use planning process, the City shall develop its own such principles and strategies. In doing so, the City shall consider the following potential mitigation strategies:

- a. Increased density or intensity of land use, as a means of reducing per capita vehicle miles traveled by increasing pedestrian activities, bicycle usage, and public or private transit usage;
- b. Increased energy conservation through means such as those described in Appendix F of the State Guidelines for the California Environmental Quality Act;
- c. Greenhouse gas sequestration measures, such as increasing the effectiveness of carbon dioxide sinks through tree-planting, for example;
- d. The payment of fair share fees, or participation in fair share measures, that are imposed pursuant to a reasonable mitigation plan under which the fair share payment or fair share

participation will foreseeably result in actual, enforceable mitigation that will offset some or all of the greenhouse gas emissions of development projects (e.g., through energy conservation, greenhouse gas sequestration, or increased usage of energy sources that do not contribute, or contribute only minimally, to global warming). In order to help achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions, and in furtherance of the inter-agency coordination objectives of AB 32, such a reasonable mitigation plan may include a multiple-agency program by which City-imposed fees are used to fund mitigation strategies implemented in whole or in part by regional or state agencies (e.g., the Air Resources Board, the Public Utilities Commission, or the State Energy Resources Conservation and Development Commission).

- e. Public education measures intended to instruct future landowners, tenants, and users with respect to means by which they can reduce their own greenhouse gas emissions.

For purposes of this policy, "feasible" shall have the same meaning as that set forth in Section 15364 of Title 14 of the California Code of Regulations and in case law interpreting the California Environmental Quality Act (Pub. Resources Code, § 21000 et seq.).

HS-4.21 Support SJVAPCD Air Quality Guidance and Recommendations

The City shall continue to review, support, and require implementation (as applicable) of SJVAPCD guidance and recommendations (including those identified in the GAMAQI) in regards to several key issues including:

- Environmental Assessment;
- Air Quality Mitigation Agreements;
- Integrated Planning;
- Air Quality Education;
- Congestion Management/Transportation Control Measures;

- Toxic and Hazardous Pollutant Emissions;
- Fugitive Dust and PM10 Emissions; and
- Energy Conservation and Alternative Fuels.

11.5 Hazardous Materials

Hazardous wastes generated by residents and businesses contribute to environmental and human health hazards that have become an increasing concern to Stockton residents. Goal HS-5 seeks to minimize the risk associated with hazardous materials within the City through proper storage of hazardous materials, designated hazardous materials routes, and increased public awareness.

HS-5

To minimize the risk to City residents and property associated with the transport, distribution, use, and storage of hazardous materials.

HS-5.1 Attraction/Retention of Clean Industries

The City shall seek to attract clean, non-polluting industries and maintain existing clean industries within the city.

HS-5.2 Hazardous Materials

The City shall require that hazardous materials are used, stored, transported, and disposed of within the city in a safe manner and in compliance with local, State, and Federal safety standards.

HS-5.3 Designated Routes for Hazardous Materials Transport

The City shall restrict transport of hazardous materials within the city to routes that have been designated for such transport.

HS-5.4 Hazardous Materials Management

The City shall cooperate with the County in the identification of hazardous material users (both large and small scale) and in the development of an inspection process and hazardous materials management plan.

HS-5.5 Hazardous Materials Inventory

The City shall require, as appropriate and as a component of the environmental review process, a hazardous materials inventory for project sites,

including an assessment of materials and operations for any development applications. Particular attention should be paid to land that previously contained agricultural uses.

HS-5.6 Household Hazardous Waste Collection System

The City shall continue to work with San Joaquin County Public Works Department to provide household hazardous waste disposal and recycling services.

HS-5.7 Increase Public Awareness

The City shall work to educate the public as to the types of household hazardous wastes and the proper methods of disposal.

HS-5.8 Compatibility with Surrounding Land Uses

The City shall use the development review process to ensure compatibility between hazardous material users and surrounding land use.

HS-5.9 Hazardous Materials Studies

The City shall ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy Federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

11.6 Flood Hazards

Located east of the Sacramento-San Joaquin Delta, Stockton is located in a low-lying region of sloughs and channels connecting rivers with Suisan Bay and San Francisco Bay. The flood risk in the City is largely influenced by water surface elevations in the San Joaquin River and in Delta channels.

Goal HS-6 seeks to minimize the risk of flooding to the City through mitigation measures including the siting of new development and retrofitting of existing development. New to the General Plan, a policy is added to include the use of designated and designed evacuation routes in the event of a levee failure.

HS-6

To minimize the risk to the community from flooding.

HS-6.1 New Urban Development

The City shall approve new urban development only when the project is shown to be protected from a 100-year flood.

HS-6.2 Existing Urban Development

The City shall investigate, and implement when feasible, mitigation measures that offer protection from flooding for existing urban development with a 100-year flood zone.

HS-6.3 Preservation of Floodway and Floodplains

The City shall preserve floodways and floodplains for non-urban uses, except that development may be allowed in a floodplain with mitigation measures that are in conformance with the City's floodplain management program.

HS-6.4 Emergency Evacuation Plans

The City shall formulate emergency management plans for the safe evacuation of people from areas subject to inundation from dam failure. Plans shall be reviewed and periodically updated.

HS-6.5 Levee Maintenance

The City shall encourage reclamation districts to institute a levee maintenance program to reduce levee failures.

HS-6.6 Flood Insurance Program

The City shall continue to participate in the National Flood Insurance Program.



See also the policies under Chapter 9: Public Facilities and Services, Policy PF-4.1.

HS-6.7 Roadway System

The City shall require that roadway systems for areas protected from flooding by levees be designed to provide multiple escape routes for residents in the event of a levee failure.

HS-6.8 Prohibited Uses within a 100-Year Floodplain

The City's floodplain management program shall prohibit development of residential land uses, critical emergency response facilities, and the streets that provide access to such properties within a floodway or floodplain which is subject to a 100-year flood. Areas designated for such land uses and adjacent streets shall be removed from the 100-year floodplain prior to approval of any related final map, final parcel map, or building permit, as applicable.

HS-6.9 Cooperate with Flood Control Agencies and Support Regional Programs

The City shall cooperate with appropriate local, State, and Federal agencies to address local and regional flood issues.

HS-6.10 Develop Flood Protection Plan for Levee Systems

The City shall coordinate with appropriate State, federal, and local flood control agencies to develop a flood protection plan for the levee systems protecting the city. The plan shall identify the levees protecting the City and the entities responsible for operation and maintenance of the levees. The plan will determine the flood levels in the waterways and the level of protection offered by the existing levees along the waterways. A long-term plan will be developed to upgrade the system as necessary to provide at least a 100-year level of flood protection to the city. The City also commits to considering and revising the plan to reflect future appropriate State or federally mandated levels of flood protection in an effort to meet these applicable levels of flood protection.

11.7 Emergency Operations Plan

This goal promotes the maintenance and enhancement of emergency operations planning within the City. Policies focus on the enhancement of a coordinated emergency response plan and regional data sharing necessary to maintain multi-jurisdictional responses capabilities. Due to the occurrence and potential for terrorist acts and natural catastrophes across the nation, a new policy calls for the City to take all available measures to

minimize the vulnerability of critical infrastructure to natural and man-made hazards and events.

HS-7	To develop and maintain emergency preparedness programs and emergency health services in order to protect the public.
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HS-7.1 Coordinated Emergency Response System

The City shall coordinate with local, State, and Federal agencies to establish, maintain, and test a coordinated emergency response system that addresses a variety of hazardous and threatening situations.

HS-7.2 Update of Emergency Operations Plan

The City shall support and periodically update its various disaster plans, including the City's Emergency Operations Plan, to meet current Federal, State, and local emergency requirements.

HS-7.3 Access and Evacuation Corridors

The City shall ensure that major access and evacuation corridors are available and unobstructed in case of major emergency or disaster.

HS-7.4 Coordinated GIS Planning for Emergency Response

The City will coordinate with other local agencies including San Joaquin County and cities within the county to develop coordinated geographical information systems (GIS) for emergency response services.

HS-7.5 Siting of Critical Emergency Response Facilities

The City shall ensure that the siting of critical emergency response facilities such as hospitals, fire stations, police offices, substations, emergency operations centers and other emergency service facilities and utilities have minimal exposure to flooding, seismic and geological effects, fire, and explosions.

HS-7.6 Security

The City shall seek to minimize vulnerability of its infrastructure and water supplies/distribution systems.

11.8 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall develop maps and conduct frequent local meetings to keep citizens up-to-date on preparedness conditions in their neighborhoods.	HS-1.8	Community Development Department	■ maps			■
2. The City shall update citizens on progress of implementation of the Safety Element, as well as code enforcement.	HS-1.8	Community Development Department				■
3. The City will prepare guidelines for developers for reducing potential noise impacts on surrounding land uses.	HS-2.1 HS-2.3	Community Development Department	■			

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
4. The City shall develop guidelines for construction operations relative to noise abatement at the construction site. This shall be used on projects required to mitigate noise in response to a CEQA evaluation.	HS-2.10	Community Development Department	■			
5. The City shall ensure that new development meets the current seismic safety standards in accordance with the Uniform Building Code for the appropriate Seismic Hazard Zone.	HS-3.1 HS-3.2 HS-3.3	Community Development Department				■
6. The City shall inventory unreinforced masonry structures, including emergency facilities and other critical facilities constructed prior to 1948, used for human occupancy (excluding single family residential structures), and evaluate the facilities for seismic safety. If found below acceptable standards the City shall implement a program to mitigate potential hazards.	HS-3.4	Community Development Department		■		
7. The City shall review the energy efficiency standards mandated by the State Energy Code (Title 24) and shall consult with affected construction industry representatives and other interested parties to establish City energy efficiency and performance standards which exceed minimum standards mandated by the State to the extent feasible.	HS-4.1 HS-4.2 HS-4.4 HS-4.5 HS-4.6 HS-4.20 HS-4.21	Community Development Department	■			
8. The City shall coordinate with the San Joaquin Valley Air Pollution Control District on the review of proposed development projects early in project review	HS-4.2 HS-4.3 HS-4.5 HS-4.6	Community Development Department				■
9. The City shall encourage business owners to schedule deliveries at off-peak traffic periods.	HS-4.4	Community Development Department				■
10. The City shall replace City fleet vehicles with low-emission technology vehicles, wherever possible.	HS-4.4	Public Works Department				■

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
11. The City shall encourage lowest emission technology buses in public transit fleets.	HS-4.4	Community Development Department SJRTD				■
12. The City shall support legislation that promotes cleaner industry, lowest emission technology vehicles, and more efficient-burning engines and fuels.	HS-4.4	Community Development Department City Council				■
13. The City shall adopt an ordinance requiring clean burning fireplaces and wood stoves.	HS-4.4 HS-4.11	Community Development Department		■		
14. The City shall preserve and ensure the dedication of rights-of-way and station sites for future light rail extensions and/or Bus Rapid Transit, where necessary.	HS-4.12 HS-4.15 HS-4.17	Public Works Department				■
15. The City shall develop siting and enforcement criteria for businesses that use, produce, or transport hazardous materials and wastes. The criteria shall be adopted as a provision in the City's Development Code.	HS-5.1 HS-5.2 HS-5.3 HS-5.8	Community Development Department Fire Department	■			
16. The City shall maintain an updated list of sites within Stockton that store, use, or dispose of hazardous materials.	HS-5.4 HS-5.5	Community Development Department San Joaquin County Environmental Health Department	■			
17. The City shall investigate the possibility of groundwater contamination in those areas identified in the Woodward-Clyde study and adjacent to the City's Austin Road landfill and support long-term programs by appropriate agencies to prevent future groundwater degradation.	HS-5.4 HS-5.5	Public Works Department	■			
18. The City shall adopt a Levee Improvement Plan in accordance with State law.	HS-6.2 HS-6.5 HS-6.9	Public Works Department	■			

Implementation	Implements What Policy	Who is Responsible	2008- 2009	2010- 2015	2016- 2035	On- going
19. The City shall periodically update an emergency management plan for the evacuation of people in areas at risk for flooding.	HS-6.4 HS-6.7	Community Development Department San Joaquin Office of Emergency Services	■			■
20. The City will pursue funding from any available funding sources (which may include but not be limited to the State's Floodway Corridor Program or Proposition 1E) to cover the cost of the plan (including any related studies) and the recommended improvements.	HS-6.10	Public Works Department				■
21. The City shall conduct real-life exercises and simulations of disasters that will include participation by City residents.	HS-7.1	Fire Department San Joaquin Office of Emergency Services				■
22. The City shall periodically review the Insurance Services Office (ISO) Fire Suppression Rating Schedule (FSRS) for Stockton. Findings shall be reported to City Council for support to reduce the risks identified.	HS-7-5	Community Development Department Fire Department				■

Please see the next page.

Section 12

YOUTH & EDUCATION ELEMENT





12

Youth & Education

In 2000, over 36 percent of Stockton's population was comprised of individuals under the age of 19. Of those under 19 year of age, over 82 percent are under the age of ten. In many households with children, both parents are working, which requires families to use before and after school care provided by the City in coordination with local school districts. For families with children under five, daycare is provided through the private sector (private organizations or family day-care) or other public agencies (Head Start). In addition, many youth in Stockton (e.g., nearly half of the students at Stockton Unified, the largest school district serving Stockton) do not come from homes where English is the primary spoken language.

Stockton has identified services and programs for youth and education as key to the community's quality of life. The City and its residents face unique challenges in sustaining existing programs while developing new services and delivery systems as the city grows and changes. There is a demand for affordable quality childcare, especially for infants that will only increase as the city expands. Stockton recognizes the benefit of working in partnership with other groups and organizations that provide social services to the community.

Within City Government, the Parks and Recreation Department provides many of the services, such as: recreation activities, education programs, daycare, and after school care. Many of these services require extensive programming and partnerships with other City departments and outside organizations. The following goals and policies are designed to continue and enhance youth oriented programs and services for Stockton's youth. The Youth and

Education Element is broken down in to the following sections:

- General (Section 12.1)
- Youth (Section 12.2)
- Education (Section 12.3)
- Implementation Measures (Section 12.4)

Key Terms

No unique terms are used in this chapter.

12.1 General

The younger generations in Stockton represent the future of the community. This goal provides the overall framework for the continuation and expansion of recreational, educational, healthcare, and daycare programs to meet the needs of Stockton's youth. Policies aimed

YE-1

To enhance/improve quality of life for Stockton's youth through expanded recreation, education, housing, health care, and childcare facilities and services.

YE-1.1 City Programs

The City shall continually adapt its programs to meet changing community needs and create new programs to serve youth.

YE-1.2 Entertainment and Recreational Resources

The City shall periodically assess the city's entertainment/recreation resources for children to ensure that their needs are being met.

YE-1.3 Recreation and Media

The City shall continue to publish materials notifying children and their parents of existing and new recreational facilities and programs. In addition to published materials, the City shall also utilize Channel 97, the City’s web page, and schools to publicize programs for youth.

YE-1.4 Multi-Cultural Arts Programs

The City shall promote visual and performing arts programs that have a multi-cultural emphasis.

YE-1.5 Faith-Based Organizations and Services

The City shall work with faith-based organizations in the community to expand youth-oriented services.

12.2 Youth

The City of Stockton operates three youth oriented community centers, over 10 youth themed programs, and several youth focused facilities, including an ice rink, amusement park, youth camp, youth clubs, children’s museum, skate park, and teen center. The City also operates four branch libraries and the Cesar Chavez Center Library that offers targeted services, programs, and activities for youth. Over 20 youth organizations operate in the city ranging from sports to education to health services. San Joaquin County offers social and medical aid to children through family violence monitoring, child placement in foster care, adoption, independent living, and substance abuse treatment, as well as general health care services.

This goal seeks to provide the policy structure for the encouragement of programs designed to meet the unique needs of youths. Policies support the implementation and continuation of programs serving at-risk and disabled youths including the Mary Graham Children’s Shelter and City operated community centers and libraries. Additional policies include the coordination of City transit services with libraries, recreational facilities, and programs. Policies are also designed to meet the quality of life needs of Stockton’s youth and families through recreational, educational, cultural, literacy, housing, health care, and child care opportunities.

YE-2	To provide programs and services that addresses the needs of Stockton’s youth.
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YE-2.1 At-Risk Youth Programs

The City shall provide and support programs for at-risk youth.

YE-2.2 Disabled Youth Access

The City shall provide access to programs and facilities for disabled youth.

YE-2.3 Youth and Transportation

The City shall ensure that youth have access to recreational facilities through adequate public transportation.

YE-2.4 Social Services

The City shall partner with community and non-profit organizations to provide health, housing, educational, and other social services to youth.

YE-2.5 Health Services

The City shall support public health organizations in their efforts to provide health services to youth.

	<i>See also the policies under Chapter 10, Recreation and Waterways.</i>
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12.3 Education

There are 63,848 school age youth in the City of Stockton, 57 percent of which are in grades 1-8. Nearly 50 percent of Stockton Unified Students are from homes where English is not the primary spoken language. Over 25 percent of Stockton Unified students do not speak English adequately for their grade level. The Stockton General Plan Study Area is served by eight school districts. Youth enrolled in one of the eight districts have access to head start, language learning, special education, after school, educational planning, information, counseling, and other specialized programs.

This goal supports opportunities for youth programs within the educational system. Policies supporting this goal encourage collaboration between the City, the eight school districts serving the planning area, and private educational organizations.

YE-3

To support the ongoing educational needs of Stockton's youth through the support of local public and private education organizations.

YE-3.1 Education Programs

The City shall promote education programs such as tutoring for grades 6-12, youth occupational training, youth mentoring, and school readiness for pre-school aged children.

YE-3.2 Schools and Neighborhoods

The City shall strive to expand its collaboration with school districts serving Stockton to better serve youth and the neighborhoods in which schools are located.

YE-3.3 Private Educational Facilities

The City shall work with private educational organizations to provide additional opportunities to city youth.

YE-3.4 Child Care

The City shall continue to provide after-school and extended-daycare programs and day camps in the summer and during holidays and vacations.

YE-3.5 Educational and Child Care Facilities

The City shall consider the demand for educational facilities and childcare that are created by new residential and commercial development projects, and seek to ensure that facilities are available as they are needed.

YE-3.6 Law Enforcement and Education

The City shall work with local law enforcement agencies that target youth programs aimed at gang violence, homelessness, and drug abuse.

YE-3.7 After School Programs

The City shall design after school programs that use joint school/park facilities and libraries to better serve existing concentrations of youth. The City shall also work with the school districts to ensure there is adequate funding for operation and maintenance of the joint use facilities.

YE-3.8 New Research College / University

The City shall support and encourage the development of a new University of California, California State University, or private college or university campus within the City of Stockton. A college/university with a strong research component that will promote job creation and economic growth and sustainability is desired.



See also the policies under Chapter 9 Public Facilities and Services, Section 9.9, Schools.

12.4 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall publicize new and existing recreation opportunities on a seasonal basis through schools, postings, mailings, the City’s web page, and Channel 97.	YE-1.3	Parks and Recreation Department				■
2. The City shall review the ethnic and cultural composition of Stockton’s youth on a regular basis and adapt and promote its programs according to the needs of the community.	YE-1.1 YE-1.4	Parks and Recreation Department				■
3. The City shall create a commission comprised of law enforcement officers, educators, and other at-risk youth serving organizations to address the issues facing at-risk youth and suggest programs and services to target gang violence, homelessness, and drug abuse in youth.	YE-2.1 YE-2.5	City Council, Parks and Recreation Department, Police Department	■			
4. The City will reevaluate the existing Parkland fee to include fees to offset costs related to youth services and programs.	YE-2.1 YE-2.2 YE-2.3	City Council, Parks and Recreation Department	■			

Section 13

NATURAL & CULTURAL RESOURCES ELEMENT





13

Natural & Cultural Resources

The purpose of the Natural and Cultural Resources Element is to protect and enhance the natural and cultural resources that make the City of Stockton unique. California State Law requires every city and county to adopt and maintain both conservation and open space elements as part of their general plan. This Natural and Cultural Resources Element is designed to cover the required components of both State mandated elements.

General policies in this element provide the overall direction for protection and enhancement of existing resources at a citywide and regional level. The element goes on to address specific areas of importance such as hydrology, biological, cultural, agricultural, soil, scenic, and mineral and energy resources. The protection of each aspect of Stockton's environment is met with the direction provided for by residents to enhance their surroundings and ensure continued use and availability of these resources to future generations.

The following goals and policies are designed to continue and enhance programs and services for the protection of Stockton's natural and cultural resources. The Natural and Cultural Resources element is broken down in to the following sections:

- General (Section 13.1)
- Biological Resources (Section 13.2)
- Cultural Resources (Section 13.3)
- Agricultural Resources (Section 13.4)
- Soil Resources (Section 13.5)
- Scenic Resources (Section 13.6)
- Mineral Resources (Section 13.7)
- Energy Resources (Section 13.8)
- Implementation Measures (Section 13.9)



See also the policies under Section 9.2, Water Supply and Section 9.3, Wastewater

Key Terms

The following key terms are used throughout this element to describe natural and cultural resources and the framework that regulates them.

Aquifer. An aquifer is an underground layer of permeable rock, sand, or gravel that contains water. An aquifer is the area underground that stores groundwater resources and is sometimes referred to as a water table.

Archaeology. The study of historic or prehistoric peoples and their cultures by analysis of their artifacts and monuments.

Bedrock Milling Station (Mortar). An outcrop of bedrock containing one or more mortar cups, milling slicks or other features related to food grinding or crushing.

Complex. A patterned grouping of similar artifact assemblages from two or more sites, presumed to represent an archaeological culture.

Ethnography. The study of contemporary human cultures.

Groundwater Basin. A groundwater basin is the aboveground area from which water flows or seeps into a particular aquifer or series of linked aquifers.

Historic Preservation District. An area of the City having historic, architectural, cultural or aesthetic significance and designated as a Historic

Preservation District under the provisions of the City's Development Code.

Historic Site. A property, site, neighborhood, or area having historic, cultural, or geographic significance; structures on historic sites do not necessarily relate to the site's significance.

Important Farmlands. Collective term for farmlands designated as Prime, Unique, or as Farmlands of Statewide Importance under the Department of Conservation's Farmland Mapping and Monitoring Program.

K-Factor. Provides an indication of a soil's inherent susceptibility to erosion, absent of slope and groundcover factors. Values of K range from 0.05 to 0.43. The higher the value, the more susceptible the soil is to sheet and rill erosion by water.

Land Capability Classification. Grouping which depicts, in general, the suitability of soils to support most kinds of field crops under an irrigated scenario. The groups are made according to the limitations of the soils when used for field crops.

Landmark. Any structure or natural feature designated as a Cultural or Historic Monument under the provisions of the City's Development Code or as listed in *California Historical Landmarks*.

Midden. A deposit marking a former habitation site and containing such materials as discarded artifacts, bone and shell fragments, food refuse, charcoal, ash, rock, human remains, structural remnants, and other cultural leavings.

Mineral Resource Zone. Mineral resource zones are lands classified by the State Geologist based on the known or inferred mineral resource potential of the land. The classification process is based solely on geology, without regard to land use or land ownership.

Other Waters of the U.S. This term refers to those hydric features that are regulated by the Clean Water Act but are not wetlands (33 CFR 328.4). To be considered jurisdictional, these features must exhibit a defined bed and bank and an ordinary high-water mark. Examples of "other waters of the U.S."

include rivers, creeks, intermittent and ephemeral channels, ponds, and lakes.

Overdraft. Overdraft is a condition of a groundwater basin or aquifer in which withdrawals exceed inflow (i.e., more water is removed than put back in).

Sensitive Natural Community. A sensitive natural community is a biological community that is regionally rare, provides important habitat opportunities for wildlife, are structurally complex, or are in other ways of special concern to local, State, or Federal agencies. The CDFG tracks sensitive natural communities in the CNDDDB and the California Environmental Quality Act (CEQA) identifies the elimination or substantial degradation of such communities as a significant impact.

Shrink-Swell Potential. The cyclical expansion and contraction that occurs in fine-grained clay sediments from wetting and drying. Structures located on soils with this characteristic may be damaged over a long period of time, usually as a result of inadequate foundation engineering.

Soil. (1) A dynamic natural body composed of mineral and organic materials and living forms, which serve as a medium for plant growth. (2) The collection of natural bodies occupying parts of the earth's surface that support plant growth and that have properties due to the integrated effect of climate and living matter acting upon parent material, as conditioned by relief, over periods of time.

Soil Horizon. A layer of soil, parallel to the soil surface, differing in properties and characteristics from adjacent layers below or above it.

Soil Map Units. A soil map unit is a collection of areas defined and named similarly in terms of their soil components.

Soil Quality. The capacity of a specific kind of soil to function, within natural or managed ecosystem boundaries, to sustain plant and animal productivity, maintain or enhance water and air quality, and support human health and habitation.

Soil Series. The soil series is the most homogenous category in the U. S. Soils Taxonomy. As a class, the soil series is a group of soils that have horizons similar in arrangement and in differentiating characteristics.

Special-Status Species. Special-status species are those plants and animals that, because of their recognized rarity or vulnerability to habitat loss or population decline, are recognized by Federal, State, or other agencies. Some of these species receive specific protection that is defined by Federal or State endangered species legislation. Others have been designated as "sensitive" on the basis of adopted policies and expertise of State resource agencies or organizations with acknowledged expertise, or policies adopted by local governmental agencies such as counties, cities, and special districts to meet local conservation objectives. These species are referred to collectively as "special status species" in this report, following a convention that has developed in practice but has no official sanction. The various categories encompassed by the term, and the legal status of each, are discussed in Section 10.3.3 "Regulations That Affect Biological Resources." For the purposes of this assessment, the term "special-status" includes those species that are:

Federally listed or proposed under the Federal Endangered Species Act (50 CFR 17.11-17.12);

- Candidates for listing under the Federal Endangered Species Act (61 FR 7596-7613);
- State listed or proposed under the California Endangered Species Act (14 CCR 670.5);
- Species listed by the U.S. Fish and Wildlife Service (USFWS) or the California Department of Fish and Game (CDFG) as a species of concern (USFWS), rare (CDFG), or of special concern (CDFG);
- Fully protected animals, as defined by the State of California (California Fish and Game Code Section 3511, 4700, and 5050);
- Species that meet the definition of threatened, endangered, or rare under California Environmental Quality Act (CEQA Guidelines Section 15380);

- Plants listed as rare or endangered under the California Native Plant Protection Act (California Fish and Game Code Section 1900 et seq.); and
- Plants listed by the California Native Plant Society (CNPS) as rare, threatened, or endangered (List 1A and List 2 status plants in Skinner and Pavlik 1994).

State Historical Landmark. Historic structure or site of local or statewide interest.

State Point of Historical Interest. Historic structure or site of local or countywide interest.

Structure of Merit. Any undesignated structure (as a landmark) but deserving official recognition as having historic, architectural, archaeological, cultural or aesthetic significance and designated as a Structure of Merit under the provisions of the City's Development Code.

Total Maximum Daily Loads. A total maximum daily load (TMDL) refers to the amount of a specific pollutant a river, stream, or lake can assimilate and still meet Federal water quality standards as provided under the Clean Water Act.

View Corridor. A view corridor is a highway, road, trail, or other linear feature that offers travelers a view of scenic areas within a particular area.

Viewshed. A viewshed is the area that can be seen from a given vantage point and viewing direction. A viewshed is composed of foreground items (items closer to the viewer) that are seen in detail, and background items (items at some distance from the viewer) that frame the view. As a person travels along a roadway (a view corridor), the viewshed changes as the person moves, with the foreground items changing rapidly and the background items remaining fairly consistent for a long period of time.

Watershed. Similar to a groundwater basin, a watershed is the area or region from which surface water flows to a particular water body.

Wetlands. Wetlands are ecologically complex habitats that support a variety of both plant and animal life. In a jurisdictional sense, the Federal

government defines wetlands in Section 404 of the Clean Water Act as “areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support (and do support, under normal circumstances) a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 CFR 328.3[b] and 40 CFR 230.3). Under normal circumstances, the Federal definition of wetlands requires that three wetland identification parameters be present: wetland hydrology, hydric soils, and hydrophytic vegetation. Examples of wetlands include freshwater marsh, seasonal wetlands, and vernal pool complexes that have a hydrologic link to other waters of the U.S (see definition below for other waters of the U.S.). The U.S. Army Corps of Engineers (Corps) is the responsible agency for regulating wetlands under Section 404 of the Clean Water Act, while the EPA has overall responsibility for the Act. CDFG does not have jurisdiction over wetlands unless they are subject to jurisdiction under Streambed Alteration Agreements (affecting the bed, channel, or bank of a waterway) or they support State-listed endangered species.

Williamson Act Contract – Active. A contract between a landowner and a City or County to restrict land to agricultural or open space uses in return for lower than normal property tax assessments. The minimum term for a Williamson Act contract is 10 years. Since the term automatically renews on each anniversary date of the contract, the actual term can be indefinite.

Williamson Act Contract – Cancellation. Under a set of specifically defined circumstances, a contract may be cancelled without completing the process of term nonrenewal. Contract cancellation, however, involves a comprehensive review and approval process, and the payment of fees by the landowner equal to 12 percent of the full market value of the subject property.

Williamson Act Contract – Expired. Expired parcels are those parcels that have previously been subject to Williamson Act contract, and have since been removed from the contract through non-renewal, cancellation or annexation.

Williamson Act Contract – Notice of Non-Renewal. Contracts may be terminated at the option of the

landowner or local government by initiating the process of term non-renewal. Under this process, the remaining contract term (nine years in the case of an original term of 10 years) is allowed to lapse, with the contract null and void at the end of the term. Property tax rates gradually increase during the nonrenewal period, until they reach normal (i.e., non-restricted) levels upon termination of the contract.

13.1 General

Stockton’s location within the greater San Joaquin Valley and proximity to the Sacramento/San Joaquin Delta creates numerous opportunities for interaction with the natural environment, cultural resources, and open space areas. As Stockton continues to develop, this goal provides the overall framework for the City to ensure development occurs in a manner resulting in minimal impacts to natural and cultural resources. Policies supporting this goal include the establishment of buffer areas between sensitive areas and incompatible land uses and the establishment of an environmental review process to ensure development occurs in a responsible manner in relation to natural and cultural resources. The second policy stresses the need for the identification of adequate funding sources in order to fully implement this goal.

NCR-1	To protect, restore, and maintain natural and cultural resources in Stockton.
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NCR-1.1 Protect Natural Resources

The City shall strive to protect natural resource areas, fish and wildlife habitat, scenic areas, open space areas, agricultural lands, parks, and other cultural/historic resources (including Oak trees) from encroachment or destruction by incompatible development.

NCR-1.2 Establish Buffer Areas

The City shall encourage the use of open space or recreational buffers between incompatible land uses.

NCR-1.3 Preserve Open Space

The City shall promote contiguous and compact development to preserve open space land.

NCR-1.4 Environmental Review Process

The City shall use its environmental and design review process to ensure effective protection of natural and cultural resources and compliance with Federal, State, and City policies and regulations.

NCR-1.5 Recreational Areas

The City shall reserve, preserve, and promote areas particularly suited for open space/recreational uses. Appropriate public access to these resources shall also be preserved, enhanced, and restored.

NCR-1.6 Pursue Funding Opportunities

The City shall actively pursue funding for enhancement and preservation of sensitive environmental resources.

13.2 Biological Resources

Over 90 percent of the Study Area is comprised of agricultural lands and urban areas. Outside of these areas, small pockets of plant communities and wildlife habitats can be found that are rare or unique to the region. The Study Area contains the following biological communities: 4,900 acres of natural land (i.e., riparian, vernal pool, grassland habitats, and some agricultural rangeland); 15,300 acres of multi-purpose open space (i.e., orchards, vineyards, some water features); 61,900 acres of agricultural habitat open space (i.e., perennial and annual croplands), and 700 acres of vernal pools.

This goal provides the basis for the preservation and protection of biological resources within the City. Policies supporting this goal provide the context for new development, including location consideration for sensitive areas, development review processes, requirements for biological studies, and encouragement of the use of native vegetation.

NCR-2	To preserve and protect sensitive habitats and species in the Planning Area and the Sacramento-San Joaquin Delta.
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NCR-2.1 Protect Sensitive Habitats

The City shall support preservation, restoration, and enhancement of habitats of State or Federally-listed rare, threatened, endangered and/or other sensitive and special status species.

NCR-2.2 Management of Wetlands

The City shall support the management of wetland and riparian plant communities for passive recreation, groundwater recharge, and wildlife habitats. Where possible and appropriate, such communities shall be restored or expanded.

NCR-2.3 Management of Sensitive Habitats

The City shall favor sensitive habitat protection and enhancement of contiguous areas over small-segmented remainder parcels.

NCR-2.4 Impacts to Sensitive Habitats

The City shall consider the loss of sensitive habitats due to development to be a significant environmental impact. All development that is proposed to disturb or remove sensitive habitat shall demonstrate mitigation for this loss.

NCR-2.5 SJCOG Multi-Species Habitat Conservation and Open Space Plan

The City shall continue to coordinate with the San Joaquin Council of Governments and comply with the terms of the Multi Species Habitat Conservation and Open Space Plan to protect critical habitat areas that support endangered species and other special-status species.

NCR-2.6 New Development in Sensitive Areas

The City shall require careful planning of new development in areas that are known to have particular value for biological resources to maintain sensitive vegetation and wildlife habitat.

NCR-2.7 Development Review

The City shall review development proposals against the California NDDB to assist in identifying potential conflicts with sensitive habitats or special status species. *[New Policy]*

NCR-2.8 Development Review

The City shall review development proposals in accordance with applicable Federal, State, and local statutes protecting special-status species and jurisdictional wetlands.

NCR-2.9 Appropriate Mitigation Measures

The City, in its lead agency role, shall take into consideration mitigation standards and policies of resource and regulatory agencies with jurisdiction over biological resources (e.g., USFWS, CDFG, etc.).

NCR-2.10 Wetland Resources

The City shall require that a wetland delineation be prepared using the protocol defined by the U.S. Army Corps of Engineers. On development sites with the potential to contain wetland resources, a report on the findings of this survey shall be submitted to the City as part of the application process.

NCR-2.11 Maintain Biological Resource Database

The City shall maintain a current database of biological resources, including maps that identify the locations of specific environmentally-sensitive habitats and lists of special-status species.

NCR-2.12 Requirements for Biological Studies

On sites that have the potential to contain critical or sensitive habitats or special-species or are within 100 feet of such areas, the City shall require the project applicant to have the site surveyed by a qualified biologist. A report on the findings of this survey shall be submitted to the City as part of the application process.

NCR-2.13 Encourage Planting of Native Vegetation

The City shall encourage the planting of native trees, shrubs, and grasslands in order to preserve the visual integrity of the landscape, provide habitat conditions suitable for native vegetation, and ensure the a maximum number and variety of well-adapted plants are maintained.

NCR-2.14 Protect Delta Habitats

The City shall approve only those activities in the Delta and related waterways that are consistent with the sensitive environmental characteristics of these areas.

NCR-2.15 Levee Vegetation

The City shall require disturbance of levee vegetation be minimized and vegetation replacement be consistent with flood control and reclamation district constraints.

NCR-2.16 Fisheries and Riparian Habitat

The City shall protect the fisheries and riparian habitat of the Delta and waterways from damage caused by the operation of marinas or the Port of Stockton.

NCR-2.17 Development within the Primary Zone of the Delta

The City shall ensure that future changes to the City's General Plan and Development Code for lands in the city located within the Primary Zone of the Delta, as defined by the Delta Protection Act of 1992, be consistent with the goals of, and comply with, the Land Use and Resources Management Plan for the Primary Zone of the Delta adopted pursuant to Section 29763.5 of the Delta Protection Act of 1992.

NCR-2.18 Minimize Lighting Impacts

The City shall ensure that lighting associated with new development or facilities (including street lighting, recreational facilities, and parking) shall be designed to prevent artificial lighting from illuminating adjacent natural areas at a level greater than one foot candle above ambient conditions.

NCR-2.19 Interim SJMSCP Compliance for Biological Resources

Until a Major Amendment to the existing SJMSCP is adopted to incorporate all areas of the City's proposed Sphere of Influence into the SJMSCP coverage area, the City shall use the requirements of the SJMSCP to ensure effective protection of natural resources and compliance with applicable Federal, State, and City policies and regulations. This process is intended to mirror exactly, the existing SJMSCP requirements for all areas proposed to be included within the City of Stockton SOI, but not currently located in the SJMSCP coverage area. For impacts to biological resources outside the SJMSCP's current coverage area, the City shall require mitigation of these impacts in a manner fully consistent with the current SJMSCP requirements. These requirements would include: 1) the collection of fees (to be used for the acquisition of habitat preserves) equivalent to those specified in the current SJMSCP; 2) the imposition of SJMSCP ITMMs; and 3) consultation with resource agencies regarding incidental take coverage.

13.3 Cultural Resources

The Planning Area is located within the archaeological rich province of the Central Valley. Within the Planning Area there are 10 State Historic Landmarks, two Historical Points of Interest, and 50 City Historic Landmarks and Sites. Many of the

historically significant resources are located near the downtown area.

The continual identification of significant cultural resources to ensure their preservation and maintenance of Stockton’s heritage is a primary objective for the City. In order to fulfill this desire, the City establishes policies to be utilized to fulfill this objective. These policies include methods for the evaluation of historic, cultural, and archaeological resources throughout the City. These prescribed evaluation policies reflect the City’s long history as a community within the Central Valley as evidenced by the presence of historic artifacts, buried deposits of debris, farm and ranch remains, old levees and roads, and historical building foundations and associated deposits.

NCR-3

To encourage the identification, protection, and enhancement of the city’s archaeological, historical, cultural, and paleontological resources for their cultural values.

NCR-3.1 Evaluation of Historic Resources

The City shall use appropriate State and Federal standards in evaluating the significance of historic resources that are identified in the city.

NCR-3.2 Historic Structures and Sites

The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall conform to the current Secretary of the Interior’s Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building.

NCR-3.3 Historical/Cultural Resources Inventory

The City shall continue to maintain and update a historical resources inventory. In addition, the City will expand this inventory to include sites of cultural significance.

NCR-3.4 State Historic Building Code.

The City shall implement the State Historic Building Code for historic properties.

NCR-3.5 Archaeological Resource Surveys

Prior to project approval, the City shall require project applicant to have a qualified archeologist conduct the following activities: (1) conduct a record search at the Central California Information Center located at California State University Stanislaus and other appropriate historical repositories, (2) conduct field surveys where appropriate, and (3) prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archeological Resource Management Reports).

NCR-3.6 Discovery of Archaeological Resources

Consistent with Stockton Municipal Code Section 16-310.050 – Cultural Resources, in the event that archaeological/paleontological resources are discovered during site excavation, the City shall require that grading and construction work on the project site be suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist. The City will require that a qualified archeologist/paleontologist make recommendations for measures necessary to protect any site determined to contain or constitute an historical resource, a unique archaeological resource, or a unique paleontological resource or to undertake data recovery, excavation, analysis, and curation of archaeological/paleontologist materials. City staff shall consider such recommendations and implement them where they are feasible in light of project design as previously approved by the City.

NCR-3.7 Native American Resources

The City shall consult with Native American representatives regarding cultural resources to identify locations of importance to Native Americans, including archeological sites and traditional cultural properties. Coordination with the Native American Heritage Commission should begin at the onset of a particular project.

NCR-3.8 Discovery of Human Remains

Consistent with Stockton Municipal Code Section 16-310.050 – Cultural Resources and the CEQA Guidelines (Section 15064.5), if human remains of Native American origin are discovered during project construction, it is necessary to comply with State laws relating to the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission

(Public Resources Code Sec. 5097). If any human remains are discovered or recognized in any location on the project site, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

- The San Joaquin County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and
- If the remains are of Native American origin,
 1. The descendants of the deceased Native Americans have made a timely recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98;
 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the Commission, or
 3. The landowner or his or her authorized representative rejects any timely recommendations of the descendent, and mediation conducted by the Native American Heritage Commission has failed to provide measures acceptable to the landowner.

13.4 Agricultural Resources

Agriculture has played an important role in the City's economic, cultural, and environmental framework since the first mass arrivals of settlers to the area. The City's climate, water availability and proximity to transcontinental transportation routes made it a premier location for agricultural land development for over a century. San Joaquin County ranked 6th out of the 58 counties in California in gross agricultural production according to the California Agricultural Statistical Review. Almost two thirds of the acreage with the

planning boundary is designated as "Important Farmland." Almost half is classified as "Prime Farmland." Each year about 15,000 acres of the Central Valley Farmland is consumed by residential and commercial growth.

This goal provides the policy structure for the preservation of agricultural resources and continuation of agricultural as a viable economic sector. With residential and commercial growth consuming an estimated 15,000 acres of Central Valley farmland each year, this policies stress the importance of maintaining and strengthening the City's Right to Farm Ordinance, continued use of existing agricultural operation, and use of various conservation techniques such as easements and fee title acquisition of conservation lands. Other policies within this section recognize the importance for the identification of funding sources needed to ensure implementation of some policies within goal becomes a reality.

NCR-4	To foster a viable agricultural industry.
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NCR-4.1 Continued Agricultural Use

The City shall promote the continuation of existing agricultural operations until such time that areas are needed for planned urban expansion.

NCR-4.2 Right to Farm Ordinance

The City shall review its right to farm ordinance to insure its compatibility with the County's ordinance and promote the protection of farming operations through disclosure to all prospective buyers.

NCR-4.3 Coordinate with County Agricultural Objectives

The City shall support policies adopted by San Joaquin County to promote the viability of agriculture in the county.

NCR-4.4 Agricultural Conservation Program (ACP)

The City shall support an Agricultural Conservation Program (ACP) for the protection and conservation of agricultural lands. The ACP shall include the collection of an agricultural mitigation fee for acreage converted from agricultural to urban use, outside of the Enterprise Zone, Free Trade Zone, or

Redevelopment Area, taking into consideration all fees collected for agricultural loss (i.e., AB1600).

The mitigation fee collected shall fund agricultural conservation easements, fee title acquisition, and research, the funding of agricultural education and local marketing programs, other capital improvement projects that clearly benefit agriculture (i.e., groundwater recharge projects) and administrative fees through an appropriate entity (“Administrative Entity”) pursuant to an administrative agreement.

The conservation easements and fee title acquisition of conservation lands shall be used for lands determined to be of statewide significance, or sensitive and necessary for the preservation of agricultural land, including land that may be part of a community separator as part of a comprehensive program to establish community separators.

NCR-4.5 Farmland Trust and Funding Sources

The mitigation fees collected by the City shall be transferred to the Central Valley Farmland Trust or other qualifying entity, which will arrange the purchase of conservation easements. The City shall encourage the Trust or other qualifying entity to pursue a variety of funding sources (grants, donations, taxes, or other funds) to fund implementation of the ACP.

NCR-4.6 Regional Cooperation

The City shall work with local and regional agencies that collect funds for agricultural conservation/mitigation and local agriculturalists to promote the viability of local agriculture.

NCR-4.7 Community Gardens and Agricultural Education Programs

The City shall encourage the establishment of community gardens, non-profit agricultural learning centers, and agricultural education programs, within the city limits, to educate residents about the county’s agricultural industry.

13.5 Soil Resources

The Study Area consists of soils derived from the alluvial deposition of granitic and/or mixed rock sources along the San Joaquin River system. Soils within the Study Area are drained via a vast system

of levees and dikes to allow for agricultural usage and more recently, other various forms of development. The majority of the Study Area is characterized by the “Jacktone-Hollenbeck-Stockton” soil type, which consists of somewhat poorly to moderately well drained, fine textured soils that are moderately deep and deep to a cemented hardpan that have been drained in some areas. Soils along the San Joaquin River and Stockton Deep Water Ship Channel within the Study Area are characterized as very deep and poorly drained and/or Urban Land. Within the Study Area there are a number of soil types that are comprised of potentially expansive materials.

This goal provides the framework for the preservation of soil resources within the City. Policies include the conservation of the City’s rich agricultural soils, elimination of practices degrading the quality of prime soils, and minimization or elimination of soil erosion.

NCR-5	To maintain the quality of the city’s soil resources, reduce erosion and protect agricultural productivity.
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NCR-5.1 Soil Conservation for Agriculture

The City shall encourage the conservation of agricultural soils to provide a base for agricultural productivity and the city’s economy.

NCR-5.2 Agricultural Impacts to Soils

The City shall promote sound agricultural practices to help eliminate excessive erosion and buildup of salts.

NCR-5.3 Soil Erosion

The City shall require new development to implement measures that minimize soil erosion from wind and water related to construction. Measures may include, but not be limited to the following:

- Grading requirements that limit grading to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, or other intended uses; and/or

- Construction techniques that utilize site preparation, grading, and best management practices that provide erosion and sediment control to prevent construction-related contaminants from leaving development sites and polluting local waterways.

 See also the policies under Section 11.3, *Geologic and Seismic Hazards*.

13.6 Scenic Resources

Scenic resources within the City’s Study Area are varied and include watercourses, existing open space areas (e.g., agricultural, etc.), view corridors, and roadways. The most significant visual features in the Study Area are the open space and agricultural fields, and the extensive riparian areas. Other notable visual features in Stockton include the Port of Stockton and Stockton Deep Water Ship Channel, County Fairgrounds, Stockton Metropolitan Airport, University of the Pacific, Weber Points Events Center, and Magnolia Historic District.

This goal provides the structure for the maintenance and enhancement of the City’s vast scenic resources. Policies focus on incorporation of new and enhancement of existing design features providing a unique community identity to the various districts and villages within the City. One central theme is the provision of adequate open space and landscaping to ensure new development retains the feel of Stockton’s rich natural and cultural resources.

NCR-6 To provide and maintain open space resources in Stockton and surrounding areas.

NCR-6.1 Community Design

The City shall ensure that development incorporate open space areas that provide community and neighborhood identity and insulate conflicting land uses and noise generators.

 See also the policies under Section 11.2, *Noise*, and Chapter 6, *Community Design*.

NCR-6.2 Landscaped Corridors

The City shall ensure that the design of major arterials includes landscaped median strips to enhance these street systems as aesthetic open space corridors.

13.7 Mineral Resources

With the Study Area, there is land containing sand and gravel deposits suitable for the production of high-quality, Portland cement concrete (PCC) aggregate. According to the California Geological Survey, the City’s Study Area is designated mostly as MRZ-1. One isolated pocket designated as MRZ-3 is located approximately halfway between Eight Mile Road and Lodi, just west of I-5. No additional mineral resources are currently mined within the City’s Study Area. Miscellaneous clay deposits are located in the greater Stockton area. Other resources historically mined within the County include placer gold, silver, coal, and manganese ore. Extraction of these minerals is focused in the southwestern portion of the County in the vicinity of the San Joaquin River.

Although mining represents a small sector within Stockton’s economy, this goal seeks to provide the context for maintaining existing operations while protecting the environment and surrounding land uses from the effects of such operations. The first policy seeks to ensure new operations are sufficiently buffered from sensitive receptors such as residential uses or schools. The second policy focuses on the rehabilitation of retired mining sites to ensure the protection of the environment.

NCR-7 To permit the extraction of mineral resources while protecting the environment and surrounding land uses from any adverse effects of extraction operations.

NCR-7.1 Minimize Land Conflicts

The City shall require that new extractive operations are designed to provide a buffer between existing or likely adjacent uses to minimize incompatibility with nearby sites and adequately mitigate their environmental and aesthetic impacts.

NCR-7.2 Rehabilitation of Extraction Sites

The City shall ensure the prompt and complete rehabilitation of extraction or exploratory sites upon termination of the use.

13.8 Energy Resources

Natural Gas has been extracted from the County since 1854 when a water-well drilled in Stockton supplied both gas and water to the area. Natural gas production reached a high during the 1960's and early 1970's, with between 30,000 and 56,000 billion cubic feet being extracted annually. Since then, net gas volumes have declined, while the number of shut-in wells has risen to 88 in 2004. As of 2004, there were only 64 active wells in the County producing approximately 7,400,000 million cubic feet (mcf) of natural gas. As of 2004, the largest field by production volume was the French Camp site. The French Camp Gas field accounted for over 31 percent of gas extraction in the County. Since its peak production in 1998 the French Camp Gas field declined in production, with a current rebound as additional capacity was recently discovered.

As with most urban areas, Stockton's energy consumption is dominated by the use of non-renewable resources. This goal aims to reduce this dependency by encouraging energy conservation. Policies implementing this goal include the use of green building practices, planting of shade trees, and educational programs.

NCR-8	To reduce consumption and reliance upon non-renewable energy sources and to encourage energy conservation in new and existing developments.
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NCR-8.1 Energy Conservation for Development

All new development, including major rehabilitation, renovation, and redevelopment, shall incorporate energy conservation and green building practices to the maximum extent feasible and as appropriate to the project proposed. Such practices include, but are not limited to: building orientation and shading, landscaping, and the use of active and passive solar heating and water systems. The City

may implement this policy by adopting and enforcing a green Building Ordinance.

NCR-8.2 Landscape Improvements

The City shall encourage the planting of shade trees along all City streets to reduce radiation heating.

NCR-8.3 Promote Energy Conservation Awareness

The City shall coordinate with local utility providers to promote public education energy conservation programs.

NCR-8.4 Local and State Programs

The City will promote local and State programs that strive to reduce the consumption of natural or man-made energy sources.

NCR-8.5 City Facilities and City Motor Fleets

The City shall reduce energy consumption within City government facilities and City motor fleets.

NCR-8.6 Incentives

The City will work with the California Energy Commission and other public and non-profit agencies to promote the use of programs that encourage developers to surpass Title 24 Energy Efficiency standards by utilizing renewable energy systems and more efficient practices that conserve energy, including, but not limited to natural gas, hydrogen or electrical vehicles.

NCR-8.7 Tree Planting Informational Packet

The City will develop a tree planting informational packet to help future residents understand their options for planting trees that can absorb carbon dioxide.

NCR-8.8 Shade Tree Planting

The City will encourage the planting of shade trees within residential lots to reduce radiation heating and encourage the reduction of greenhouse gases.

NCR-8.9 Alternative Fuels Vehicle Parking

The City shall require prioritized parking within commercial and retail areas for electric vehicles, hybrid vehicles, and alternative fuel vehicles as well as provide electric charging stations.

NCR-8.10 Passive and Active Solar Devices

The City shall encourage the use of passive and active solar devices such as solar collectors, solar cells, and solar heating systems into the design of local buildings.

NCR-8.11 Solar Orientation and Building Site Design

The City shall encourage building and site design that takes into account the solar orientation of buildings during design and construction. The incorporation of energy-efficient site design shall be incorporated into City-wide master planning efforts when feasible.

NCR-8.12 Energy-Efficient Buildings

The City will encourage the development of energy-efficient buildings and communities.

NCR-8.13 Solar Photovoltaic Systems

The City will promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional, and public buildings.

NCR-8.14 California Title 24 Energy Efficiency Standards

The City will explore offering incentives such as density bonus, expedited process, fee reduction/waiver to property owners and developers who exceed California Title 24 energy efficiency standards.

NCR-8.15 LEED Certification of City-Owned Buildings

New City-owned buildings, or City-owned buildings proposed for major rehabilitation, renovation, and redevelopment, shall be designed to be capable of being certified as meeting the requirements for at least LEED Silver certification.

13.9 Implementation Measures

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
1. The City shall adopt specific criteria for the protection of natural and cultural resources as part of the City's environmental review process.	NCR-1.1 NCR-1.4	Community Development Department	■			
2. The City shall investigate the establishment of a land trust for open space lands and consider opportunities for acquiring natural habitat and agricultural areas for permanent open space and natural parks.	NCR-2.1 NCR-2.2 NCR-2.3 NCR-2.5 NCR-4.4	Community Development Department, County of San Joaquin, SJCOG	■			

Implementation	Implements What Policy	Who is Responsible	2008-2009	2010-2015	2016-2035	On-going
3. The City shall establish a mitigation fee for wildlife habitat preservation and replacement. Such a fee could fund the identification of key wildlife habitat areas and/or a land trust.	NCR-2.1 NCR-2.2 NCR-2.3 NCR-2.4 NCR-2.5	Community Development Department, County of San Joaquin, SJCOG				■
4. The City shall adopt a tree preservation ordinance to protect healthy landmark or historic trees from removal.	NCR-2.1 NCR-2.4 NCR-2.13	Community Development Department	■			
5. The City shall adopt construction standards for the protection of cultural and historic resources in the City.	NCR-3.4 NCR-3.5 NCR-3.6 NCR-3.7 NCR-3.8	Community Development Department		■		
6. The City shall adopt standards for monitoring of mitigation measures established for protection of archeological resources prior to development.	NCR-3.6	Community Development Department		■		
7. The City shall adopt a right-to-farm ordinance to protect agricultural operations immediately adjacent to the City from complaints from new urban development.	NCR-4.4	Community Development Department	■			
8. The City shall adopt a Green Building Ordinance.	NCR-8.1	Community Development Department	■			

 See also the implementation programs under Chapter 6 "Community Design".

Please see the next page.