# Envision Stockton 2040 General Plan

DECEMBER 4, 2018 | ADOPTED

City of Stockton, California

ENVISION STOCKTON
2040 GENERAL PLAN UPDATE

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## DECEMBER 4, 2018 | ADOPTED


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# INTRODUCTION 1

## WHAT IS A GENERAL PLAN?

Every municipality in California is required by the State to adopt and periodically update a general plan that provides a comprehensive, long-range statement of the jurisdiction's land use policies for the coming decades. The Envision Stockton 2040 General Plan is the City government's primary tool to guide physical change within the city limit and, in some cases beyond it in a Sphere of Influence (SOI) where City services may someday be provided. The SOI includes unincorporated islands in the community and areas adjacent to the city where land use decisions in areas governed by San Joaquin County might affect quality of life for Stockton residents.

A general plan is broad in scope, addressing all geographic areas within the city limit, and all issues relating to the physical character of the city. In addition, general plans are visionary—Envision Stockton 2040 looks almost 25 years into the future and focuses on broad, emerging trends that will shape the Stockton of tomorrow. Finally, the plan must be internally consistent: its policies and actions are vital to carrying out goals and must complement one another across topic areas without conflicting.

The Stockton General Plan is the community's overarching policy document that defines a vision for future change and guides the location and character of development, with the intent of enhancing the local economy, conserving resources, improving public services and safety, and fostering community well-being. The General Plan is the City's primary land use regulatory tool and describes the means necessary to achieve the community's goals. Together with the Development Code and other related sections of the Municipal Code, Envision Stockton 2040 will serve as the basis for planning-related decisions made by City staff, the City Council, the Planning Commission, and other City boards and commissions.

## GENERAL PLAN REQUIREMENTS

A city's zoning regulations and subdivision approvals must be consistent with an adopted general plan. Once a general plan is adopted, updated, or amended, the zoning, subdivision, and other land use regulation ordinances must be amended to be consistent with the plan, as needed. State law requires that a general plan contain eight "elements": land use, circulation, housing, conservation, open space/parks and recreation, safety, noise, and environmental justice. In addition, for cities located within the San Joaquin Valley Air Pollution Control District, State law also requires that a general plan include an air quality element. Optional elements can also be included at a city's discretion.

The Envision Stockton General Plan uses a streamlined approach, consolidating the mandated elements into four chapters, plus the Housing Element, which is updated on a separate schedule. The prior 2035 Stockton General Plan had included additional optional elements, which are also incorporated into the four chapters of Envision Stockton 2040. Figure 1-1 compares the State-mandated elements and optional elements of the prior 2035 Stockton General Plan to the structure of the Envision Stockton 2040 General Plan.

State law requires an update to the Housing Element every eight years; the City last updated the Housing Element in April 2016 to cover the planning period between 2015 and 2023. The Envision Stockton 2040 General Plan does not involve any amendments to the Housing Element.

The General Plan is to be considered and used as a whole. Case law and accepted land use practice stress the equality of the elements in a general plan. Since all General Plan elements carry equal weight, no single section, chapter, or subject should be emphasized over others, though of course only certain sections may apply to specific subjects of interest to the community, City staff, and decision makers.

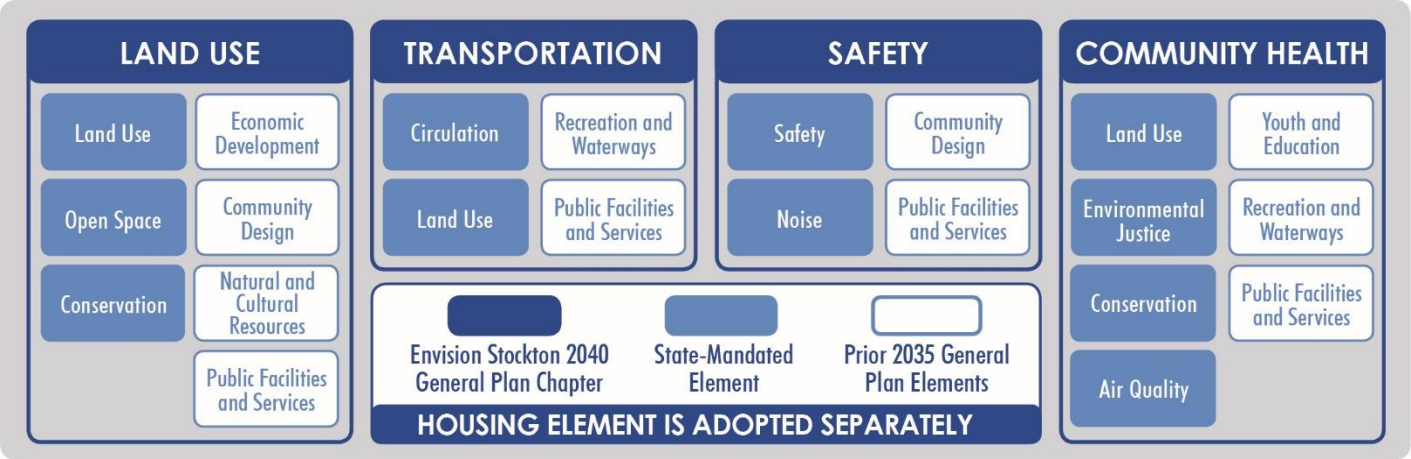
## PLANNING CONTEXT

Following the 2007 approval of the prior 2035 Stockton General Plan and its Environmental Impact Report (EIR), the City of Stockton was brought into litigation with the Sierra Club and the State Attorney General regarding the EIR, in particular regarding concerns about greenhouse gas (GHG) emissions. In October 2008, the City entered into a Settlement Agreement with the State and the Sierra Club that requires the City to address GHG reductions in a variety of ways, including through preparation of a Climate Action Plan, which was completed in 2014, and through some specific requirements for the Envision Stockton 2040 General Plan, including policies and programs to support the development of 18,400 new housing units within the city limit as it existed in 2008, with at least 4,400 of those units located in the Greater Downtown Area (see Chapter 2, Planning Framework, for a description of planning boundaries).

In response to this direction, the 2040 General Plan represents a substantial change in the policy framework for future development in Stockton compared to the prior 2035 General Plan. The fundamental shift is from emphasizing growth in "outfill" areas at the periphery of the city to focusing new construction and redevelopment in existing "infill" neighborhoods. This change is reflected in the land use map and the associated map depicting the transportation network required to serve future development, and in the goals, policies, and actions throughout the General Plan.

Specifically, the Envision Stockton 2040 General Plan land use map concentrates higher-intensity mixed uses and high-density residential uses in the Downtown and shrinks the future footprint of the city by changing areas previously designated Village to Open Space/Agriculture. Along the waterfront, future uses would promote a live/work/play environment to further boost the Downtown's vitality. Outside of the Downtown, industrial designations along major corridors would shift to the outer parts of the city to promote more walkable, bikeable, and connected commercial and mixed-use corridors. In South Stockton, the Commercial and Administrative Professional designations would be expanded along S. Airport Way and near Weston Ranch to provide more opportunities for the development of grocery stores and medical clinics, which are needed in these areas.

**Figure 1-1: General Plan Chapters and State Mandated Elements**




## GOALS, POLICIES, AND ACTIONS

Envision Stockton 2040 is built around a series of goals, policies, and actions that describe what needs to be done to achieve the community's vision for the future. "Goals" are end-states; they describe what the community wants to accomplish to resolve a particular issue or problem. Policies and actions guide day-to-day decision-making so that there will be continuing progress toward the attainment of goals. The goal, policy, and action terms are further defined as follows:

### GOAL

A general, overall, and ultimate desired outcome toward which the City will direct effort during the 23-year timeframe of the General Plan.

### POLICY

A specific statement that regulates activities in the city, guides decision-making, and directs implementing actions to achieve a goal. General Plan policies guide City staff, the Planning Commission, and City Council in their review of land development projects and in decision-making about City actions.

### ACTION

A measure, procedure, or technique intended to implement one or more policies to help reach a specified goal. An action may be ongoing or something that can be completed in a targeted timeframe.

The goals, policies, and actions are a critical component of the General Plan. Goals determine what should be done and where. Policies and actions together establish who will do the work and how and when the goals will be carried out. Taken together, they describe the steps the City and the community must take to make the vision of the General Plan a reality. The General Plan is meant to be a useful, everyday guide for what to do. Explanatory text is provided where needed, and every action is listed and numbered under a specific policy. As with other City policy documents, implementation of the goals, policies, and actions are subject to the resources that the City and its partners have to carry them out, and need to remain consistent with the City's Long-Range Financial Plan.

This General Plan also calls out goals, policies, and actions that address specific topics of concern raised by the community. For the reader's ease, goals, policies, and actions related to these topics of concern are identified throughout the General Plan using the following icons, and summarized in Appendix A:

**Downtown**

**Public Health**

**Environmental Justice**

**Air Quality**

**Climate Change**

## STRUCTURE

The Envision Stockton 2040 General Plan includes this introduction, a description of the City's land use planning framework, and the four separate chapters that establish goals, policies, and actions for each given set of topics. The chapters cover all of the topics required by California State Government Code Section 65302 as well as topics of particular interest to Stockton. The General Plan structure is summarized as follows:

- Introduction: Describes the required elements of the General Plan and its planning context, and provides an overview of the Plan's organization.
- Planning Framework: Covers existing land use conditions and the policy framework, describes the Envision Stockton 2040 General Plan Update process, and presents the location, intensity, and type of future growth and development in the city and its SOI.
- Land Use: Provides overall land use policies for the City, including the connection between land use and transportation and utilities and other infrastructure. This chapter also incorporates the State-required Open Space and Conservation Element topics, as well as other topics important to the community, including economic development and community design.
- Transportation: Satisfies the State law requirement that the Transportation Element specify the general location and extent of existing and proposed major streets and other transportation facilities. This chapter is correlated with the Land Use chapter to provide adequate pedestrian, bicycle, motor vehicle, transit, air, and water transportation to serve both new and existing land uses.
- Safety: Serves as the State-required Safety Element. It provides information about risks in Stockton due to natural and human-made hazards, and contains goals, policies, and actions designed to protect the community and property from hazards. It specifically addresses risks associated with geologic and seismic hazards, flooding and storm drainage, wildland fires, and hazardous materials and waste. Based on clear community input to prioritize public safety from criminal activity, this chapter also includes policies and actions to deter crime and support law enforcement and community protection efforts.
- Community Health: Addresses the State-required Environmental Justice and Noise Element topics, as well as Air Quality, which is a required general plan topic regionally per the San Joaquin Valley Air Pollution Control District. This chapter also addresses public services and utilities, as well as the community-identified priorities of public health, recreation, youth and education, the local economy, and climate change and adaptation.

## HOW TO USE THIS PLAN

The General Plan is used as a point of reference for a variety of interested parties. Some of the key groups that will use the General Plan include elected and appointed City officials, City staff, city residents and business owners, and individuals proposing new development projects when making decisions regarding such topics as subdivisions, capital improvements, and neighborhood rehabilitation. For all of these and the many other community members, the policies in this General Plan

are intended to provide clear guidance and explanation of the City land use decision-making processes and about how Stockton may grow, change, or stay the same.

In general, actions that use the words "require," "prohibit," or "shall" are mandatory. Policies that use the words "encourage," "promote," "discourage," "consider," or "should" are not mandatory, and the City may choose to modify its course of action in cases where a policy may not prove appropriate for a particular situation or if extenuating factors, such as competing priorities or budget limitations, would make it difficult to follow a policy direction verbatim.

As described in Chapter 2, Planning Framework, the Envision Stockton 2040 General Plan Update process involved a wide variety of stakeholders and interests. As a result, this General Plan is intended to address multiple, and sometimes competing, policy objectives, and the City may not be able to strictly adhere to every policy in every decision that it makes to implement the overall goals of this General Plan. The City Council will continue to have discretion over prioritizing overall policy objectives to implement this General Plan in instances in which multiple policy objectives may affect a single decision.

Finally, the Plan is intended to be understandable and easily available to the public, in part because policies will be carried out only if they continue to merit community support. If and as conditions in Stockton change, the Plan can and should be interpreted, and modified as necessary, to reflect and remain consistent with the City's and community's desires and priorities.

## AMENDING THE PLAN

The General Plan is intended to be as dynamic as needed by the Stockton community. Per the Stockton Municipal Code, the General Plan may only be amended by the City Council four or fewer times in a single calendar year—during the months of January, April, July, and October. Requested amendments in California tend to be proposed by land owners seeking to change the land use designation for specific properties. In addition, the City could amend the General Plan in response to changes in growth and market demand or for other policy reasons.

Although much of the General Plan represents regulatory guidance and is subject to this limitation, many items in the General Plan are provided for informational purposes only. Items included for illustrative purposes, such as photographs, figures, and background maps, do not establish General Plan policy and do not require a formal General Plan amendment to be updated or revised; their purpose is to help make the plan more user-friendly. Similarly, typographical corrections and parcel boundary changes may be made without a formal General Plan amendment. However, modifications to figures that reflect State or City regulation, such as the General Plan land use map or circulation map, could require a General Plan amendment.

As time passes, the City may find it desirable to revise portions of the General Plan to reflect land use map changes or other changing circumstances. It generally is recommended that the City comprehensively review the Plan every five years to determine whether it still reflects the community's values, as well as the city's physical and economic conditions. State law requires California's Office of Planning Research to publish the names of jurisdictions with general plans older than 10 years and to notify the respective decision-making bodies of these jurisdictions.

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# PLANNING FRAMEWORK 2

**Stockton is a dynamic and diverse community** located east of the San Francisco Bay near the center of the northern San Joaquin Valley. Stockton began and is rooted in the Downtown, which is oriented around the waterfront. Over the past 160 years, each historic era has shaped Stockton into what it is today. Historic resources and districts, like Magnolia and Doctors' Row, offer a unique glimpse into Stockton's early beginnings. Situated around the head of the San Joaquin River, there are abundant scenic views of riparian areas, open spaces, and agricultural fields. Recreational opportunities abound in Stockton, from neighborhood parks to the Weber Point Events Center, with endless opportunities for outdoor recreation.

Stockton's bustling economy is anchored by 10 of the top 25 major employers in San Joaquin County, including the University of the Pacific. The inland sea port, one of two in the state, provides an important commerce gateway to the Central Valley, and the Stockton Municipal Airport, located just south of the city limit, offers commercial passenger service to key destinations. This chapter presents the planning context for the Envision Stockton 2040 General Plan, summarizing local history, existing land use, and the process for developing the plan. It also outlines the vision for Stockton in 2040, encapsulated in the General Plan land use map.

## PLANNING AREA

The city encompasses an area of approximately 65 square miles and serves as the County seat; nearby cities include Manteca, Lathrop, Tracy, and Lodi. The General Plan considers land within the city limit, Sphere of Influence (SOI), Urban Service Area Boundary (USAB), and General Plan Planning Area. Determined in conjunction with the San Joaquin County Local Agency Formation Commission (LAFCO), the SOI is an area of approximately 115 square miles that could be considered as a potential future boundary of Stockton. The USAB includes areas where City services and facilities will be available for extension upon annexation and where future urban development must conform with City Council-adopted master utility and circulation plans.

The USAB is approximately 120 square miles and follows the SOI boundary in many locations, but extends into areas southeast of the SOI. The General Plan Planning Area is larger than the SOI and USAB and encompasses approximately 191 square miles. While the Planning Area does not give the City any regulatory power over the land, it signals to the County and to other local and regional authorities that Stockton recognizes that development within this area may have an impact on the future of the city. The planning boundaries are shown on Figure 2-1.

This General Plan also delineates some key planning boundaries in the Downtown where higher intensities of development are planned. The Downtown Core area, located at the center of Stockton and bounded by Park Street, the railroad tracks, Highway 4/Crosstown Freeway, and Interstate 5, totals about 1 square mile and is characterized by compact urban development within a traditional street grid network and historic buildings. The Greater Downtown is bounded by Harding Way, Charter Way/Martin Luther King Jr. Boulevard, Pershing Avenue, and Wilson Way; it totals almost 4 square miles and extends beyond the Downtown Core area.

## HISTORY AND SETTING

While some of the earliest residents of the area were the Native American Yokuts, the town of Stockton is considered to have been "settled" in 1845 by Charles Weber, who named the city in honor of Commodore Robert Stockton for his actions during the 1846 Mexican-American War. The settlement quickly transformed into a growing commercial empire after the 1848 discovery of gold near the American River, east of Sacramento, and the City of Stockton was officially incorporated in 1850. As gold mining waned in the latter half of the 19th century, miners took to agriculture. The agricultural economy catalyzed growth in other related industries such as flourmills, shipyards, agricultural machinery, financial institutions, and tanneries. Due to its location within the San Joaquin Delta, shipping became an important aspect of the local economy that has endured throughout the city's history.

With Stockton's thriving economy came residential development. Many of the 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.

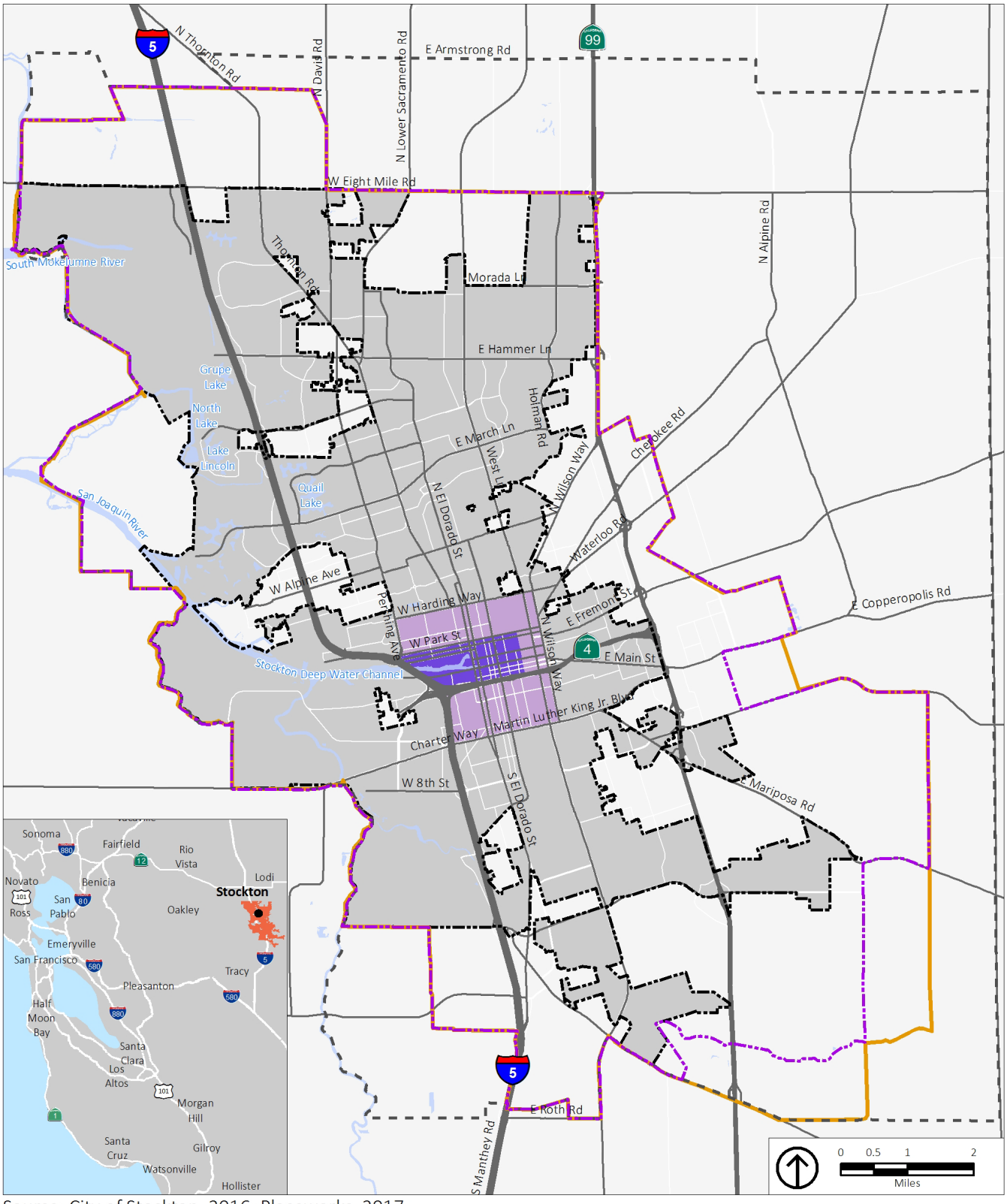
During the early to mid- 20th century, war efforts brought military construction to the shipyards and revitalized the Downtown area. The development of the suburbs during the latter part of the 20th century drew businesses and residential growth to outlying areas. In September 1996, Stockton's Naval Reserve Center on Rough and Ready Island closed and was subsequently transferred to the Port of Stockton, signaling a major shift in the economy of the city. The facility had served as a major communications outpost for Pacific submarine activities during the Cold War.

As of 2017, the population of Stockton is approximately 320,600 people; there are about 100,300 homes, and the average household size is 3.23 people per household.[1] The median age of Stockton residents in 2015 was 31 years, which is younger than the overall statewide median average of 36 years.[2]

[1] State of California, Department of Finance, 2017. *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011- 2017.*

[2] US Census Bureau. *2011-2015 American Community Survey 5-Year Estimates*.

## Figure 2-1
## Location and Planning Boundaries




Source: City of Stockton, 2016; Placeworks, 2017.

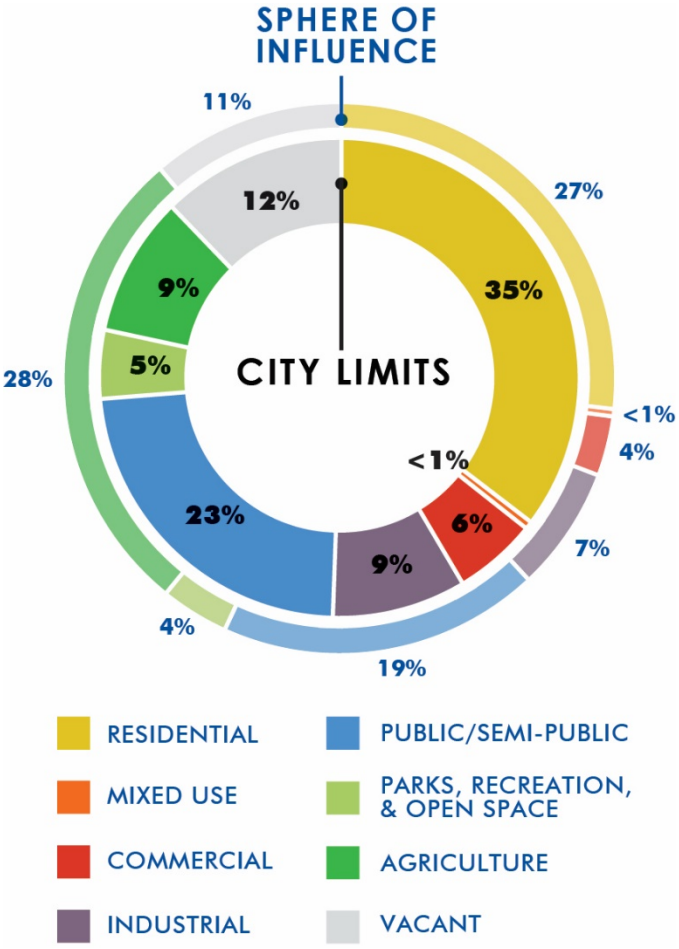
- City Limit
- Downtown Core
- Greater Downtown
- Urban Service Area Boundary
- General Plan Planning Area
- Sphere of Influence

## EXISTING LAND USE

How people use land in Stockton helps to define the city's character and that of its individual neighborhoods. The General Plan land use map establishes a plan for future land uses in Stockton, which may differ in some places from how the land is used today, in order to achieve community goals, such as a balance between jobs and housing. In addition to land uses that are planned in the General Plan land use map, it's also important to consider the land uses that exist on the ground today. Those existing land uses are tracked by the County Assessor for all of San Joaquin County, including Stockton, and are summarized on Figure 2-2 and mapped on Figure 2-3. Land uses mapped within the city limit cover 33,600 acres (roughly 52.5 of Stockton's 65 square miles), more than a third of which is used for housing. Of the 11,900 acres devoted to residential use, more than 85 percent contains single-family homes. Given Stockton's role as the County seat, it's not surprising that public/semi-public uses take up almost a quarter of the city; these uses include government buildings, public and private schools, the airport, hospitals, and religious institutions. Industrial and commercial uses combined represent about 15 percent of the city's land, and parks, recreation, open space, and agricultural uses account for about 14 percent. Mapped land uses within Stockton's SOI add over 29,000 acres, including more than 14,000 acres of agricultural land, which accounts for almost 30 percent of the total area of the SOI, including the city limit.

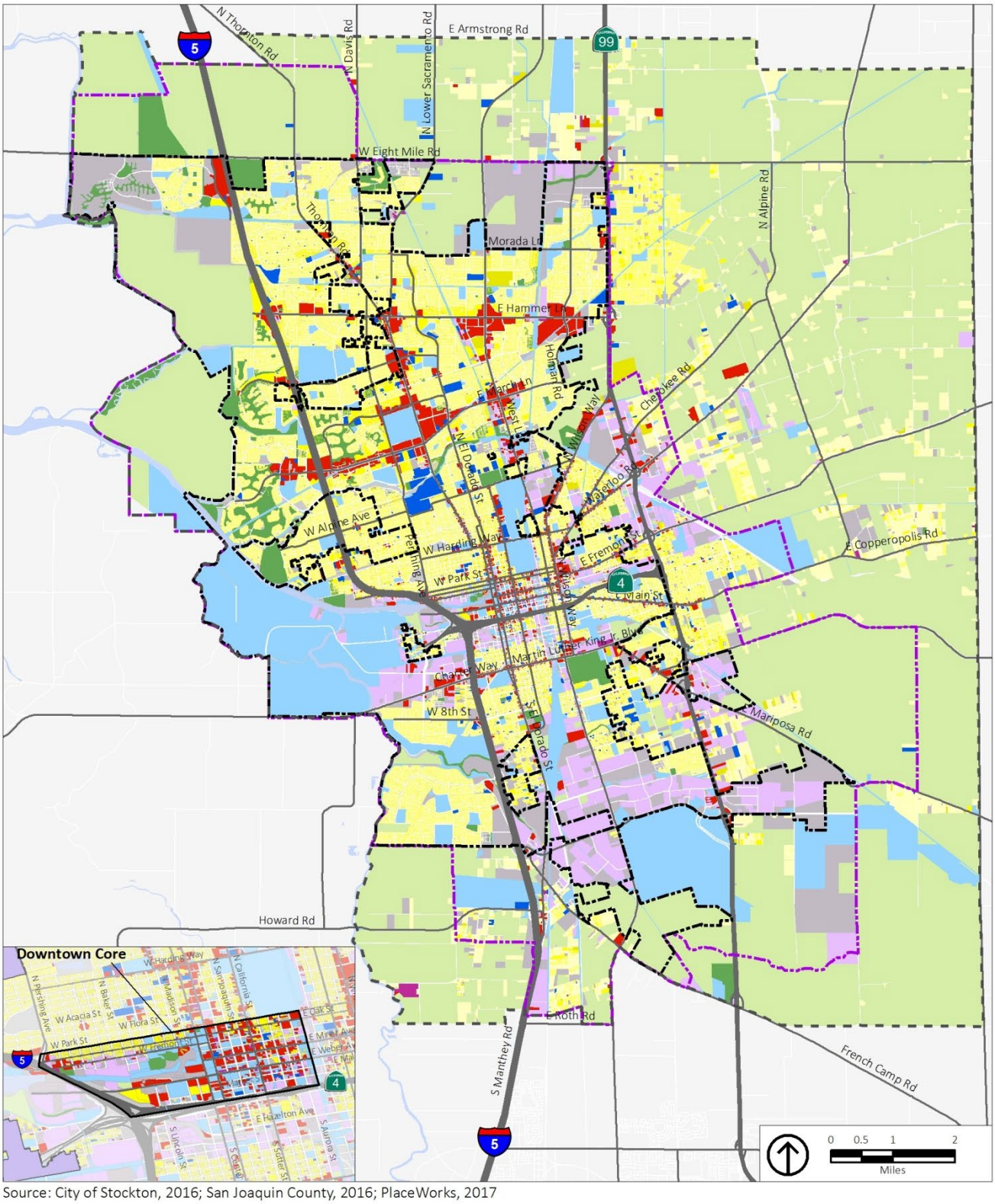
There are over 4,000 acres of vacant land within the city limit, which accounts for 12 percent of the mapped land uses. Much of this acreage is located at the edge of the city, where large development projects have been approved but not yet constructed. There are also areas interior to the city that remain vacant or that haven't been developed to their full potential, and are therefore considered "underutilized." These vacant and underutilized areas represent opportunities for infill development that can strengthen and enhance the city's core and interior neighborhoods, and are shown on Figure 2-4. To identify the underutilized properties shown in the figure, the improvement-to-land (I/L) ratio for each parcel was calculated based on County Assessor data. The I/L ratio is the relationship of a property's improvement value to its land value. For example, a lot worth $100,000 that is improved with a building worth $40,000 would have an I/L ratio of 0.4. In this analysis, properties with an I/L ratio below 1.0 were considered underutilized.

**Figure 2-2: Land Use Distribution**




*Source: San Joaquin County, 2016.*

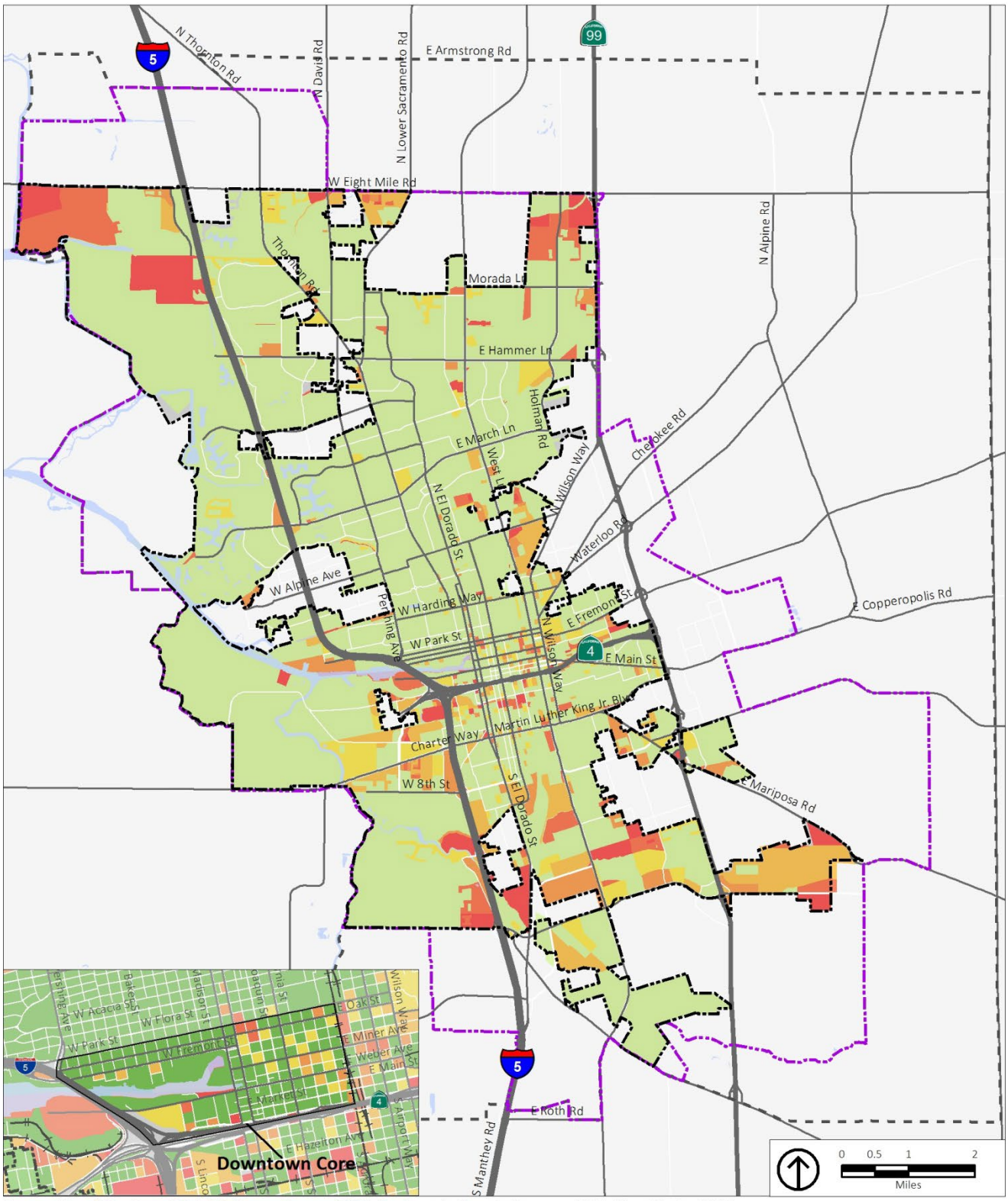
## Figure 2-3
## Existing Land Use




Source: City of Stockton, 2016; San Joaquin County, 2016; PlaceWorks, 2017

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

## Figure 2-4
## Vacant and Underutilized Land




Source: City of Stockton, 2016; US Census Bureau, 2010; San Joaquin County Assessor, 2016; PlaceWorks, 2017

**Percent of Vacant and Underutilized Land By Census Block**

- < 24%
- 25 - 34%
- 35 - 45%
- 46 - 62%
- 63 - 84%
- > 84%

- City Limit
- Sphere of Influence
- General Plan Planning Area

# GENERAL PLAN UPDATE PROCESS

The process to update the prior 2035 General Plan and envision the future of Stockton began in March 2016. Widely-publicized community workshops were held to inform community members about the update and to invite feedback on the process. In addition, the City formed a General Plan Subcommittee composed of three members of the Stockton Planning Commission to help guide the planning process. Three City Council study sessions, four Planning Commission study sessions, ten community workshops, and numerous other meetings targeting various stakeholders were held during the planning process, all of which were open to the public and included extensive public comment periods. The City also hosted a number of other outreach events with community groups throughout the General Plan Update process. In addition, the City created the Envision Stockton 2040 General Plan Update website to share information about upcoming meetings and draft documents throughout the process; this website also included an online tool that community members used to provide input on each workshop topic without having to attend the workshop in person. Input and direction from the public and City officials was incorporated into each component of the General Plan.

The first phase of the General Plan Update process was devoted to researching and documenting baseline conditions in Stockton. This effort resulted in a series of technical memoranda that informed the subsequent visioning phase and the development of land use alternatives. The visioning phase included three community workshops, one of which was focused on youth and young adults in Stockton, as well as a Planning Commission study session. At these meetings, participants shared and discussed issues and opportunities in Stockton that ultimately formed the framework for the vision statement.

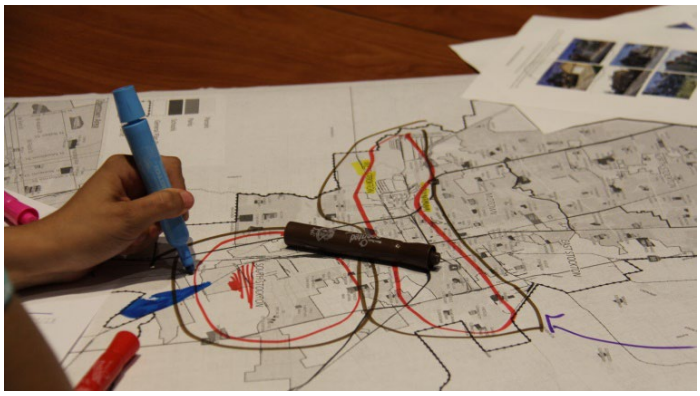
To solicit public input on the future land use alternatives, the City hosted a mobile workshop on a double-decker bus. Participants toured various parts of Stockton where previous input had suggested the need for change, with the upper level affording a unique view to gain a different perspective than is typically seen via car, bicycle, or walking. Based on the suggestions from the mobile workshop, combined with the input from the visioning phase, three distinct scenarios were crafted - each of which described a different way that Stockton could evolve over the next 20+ years. The land use scenarios were then compared to each other to help the community decide which scenario, or combination of components from the scenarios, offers the most benefit. Over the course of two community workshops, a Planning Commission study session, and a City Council study session, a "preferred scenario" was selected, which became the land use map that is the basis for the Envision Stockton 2040 General Plan.

Following the selection of the preferred land use alternative, draft goals that parallel the vision statement and support the concepts in the preferred land use scenario were developed. These draft goals were presented to the community at two open house events, where community members suggested specific policies to carry out those goals. Planning Commissioners and City Councilmembers then reviewed and added to the community's policy direction during one study session for each entity. Draft actions to implement the goals and policies were then developed based on a combination of policies and implementation measures from the existing General Plan, input from the community and decision-makers throughout the process, consideration of relevant State and local laws, and best practices in the planning profession.

Once the complete General Plan was drafted, the community and decision-makers provided feedback on needed changes over the course of two workshops and one study session each with the Planning Commission and City Council, followed by adoption hearings with the Planning Commission and City Council.

## COMMUNITY VISION

The Envision Stockton 2040 General Plan, crafted through a community-based participatory effort, is founded on a vision to promote investment in the Downtown and historically underserved areas, preserve and enhance neighborhood character, and improve community health and safety. Stockton's vision for the future serves as the basis for the General Plan land use map that will guide the evolution of the city for the next 20+ years. Stockton's vision for the future is as follows:



*The Stockton community celebrates the city's cultural, lifestyle, and ethnic diversity and is proud of our tradition of looking out for each other in Stockton's many distinct neighborhoods. The community's vision for the future of Stockton is rooted in the people – honoring our history, strengthening the sense of belonging we enjoy today, and improving the safety and prosperity of all who live, work, and spend time in our city.*

*To that end, the General Plan envisions Stockton in 2040 as a regional destination attracting residents and visitors to cultural events, arts, entertainment, well-maintained parks, and a variety of dining options covering a wide range of ethnic cuisines. Residents and visitors alike will feel safe enjoying these attractions at all times of day and night throughout the city. Historic buildings and architecture will inspire artists, makers, and entrepreneurs that live and work in the Downtown, drawing people from near and far who seek this vibrant and creative energy. Places like the arena, ballpark, marina, Hotel Stockton, Waterfront Hotel, and Weber Point Events Center will be hubs of bustling activity that infuse the surrounding area with restaurant and shop patrons.*

*The entire Stockton community, including South Stockton, will have opportunities to maintain active and healthy lifestyles, and all areas of the city will provide easy access to medical facilities and fresh, affordable, and healthy food, including from grocery stores, community gardens, and farmers markets. Safe and interconnected bicycle and pedestrian facilities will provide real alternatives to car commutes along beautiful complete streets and access to active recreation throughout the city and beyond. Stockton's urban forest will continue to expand and thrive, inspiring residents to enjoy outdoor activities and integrating nature into the urban fabric.*

*Residents of all backgrounds will have access to housing at all affordability levels and job opportunities with wages that are competitive with the rest of the region and state. Small businesses serving individual neighborhoods and places like the Downtown and Miracle Mile will thrive, while large-scale retail will continue to generate sales from the surrounding region. Major employers will locate in Stockton, attracted to its central location, pleasant climate, and airport, port, freeway, and transit access. Expanded flight service at the airport will fuel business and employment growth in South Stockton in particular, leading to public investments and new job opportunities that infuse the surrounding neighborhoods with positive change.*

*Stockton will be a leader in sustainability, with City incentives for energy conservation and green building. Stockton will also foster innovation by continuing to host colleges and universities—including a new California State University (CSU) Stockton campus—that cultivate an inquisitive and youthful energy that permeates the city. Students will find quality jobs in their career paths without having to leave Stockton, choosing to stay because of the affordable cost of living, range of housing options, convenient services, and wide variety of things to do outside of work.*

*The edges of Stockton will be discrete and clear, agriculture will continue to thrive outside the urbanized city, and Stockton residents will enjoy scenic views of agricultural land. Development and redevelopment of vacant, underutilized, and blighted areas will be prioritized over development that extends into agricultural areas, strengthening the city's core and preserving the open space that surrounds it.*

## FROM VISION TO LAND USE MAP

Described above, the community's vision is the basis for the City's official land use map. The land use map is the backbone of the General Plan, guiding future growth, change, and preservation to achieve the community's vision of Stockton as a regional destination with thriving neighborhoods, a healthy economy, and leadership in sustainability.

The preferred scenario developed during the land use alternatives phase, which is shown on Figure 2-5, focuses development within the city core, leaving land in the periphery as undeveloped open space and agriculture. Existing commercial corridors will be enhanced and more continuous. Vital commercial corridors will include a focus on infill development with new higher-density residential buildings and mixed-use shopping centers, providing current and new residents with convenient access to retail and services. This land use vision is illustrated on Figure 2-6, which spotlights three different locations in Stockton, visually depicting what the preferred scenario could mean at a particular site. For each location, there is a photo showing how the site looked in 2017, followed by a simulation of possible future development based on the land use designation for the site under the preferred scenario.

The three sites that are spotlighted are all vacant, and the simulations are meant to be illustrative of what the scenarios could mean for these or other similar sites. These locations are shown on Figure 2-7, and exemplify sites in need of investment to fuel positive change along the waterfront, in the eastern part of Downtown, and in South Stockton.

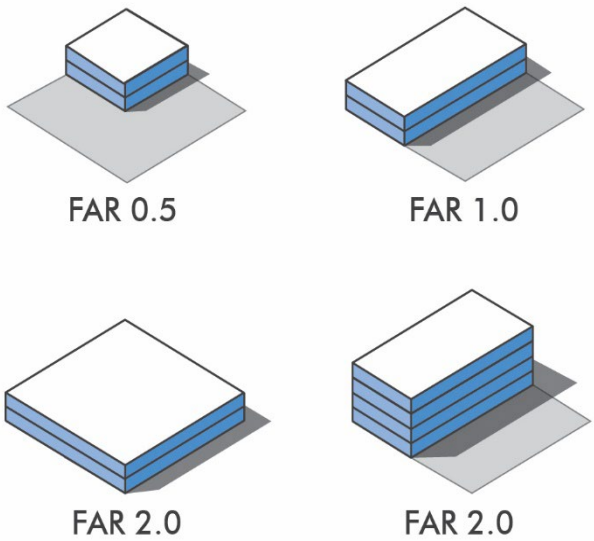
## LAND USE DESIGNATIONS

The General Plan land use designations translate the preferred scenario into a detailed map that expresses the community's vision for future conservation and development on public and private land in Stockton through the year 2040. Each designation includes standards for development density or intensity of use. Residential densities are expressed in terms of dwelling units per gross or net acre. Based on the gross acre calculation, the number of allowable units on a parcel can be calculated by multiplying the total number of acres by the allowable gross density. The net acre calculation uses a parcel acreage that excludes land devoted to road and infrastructure rights-of-way (ROW). The assumed percentages of land devoted to ROW varies based on the land use designation:

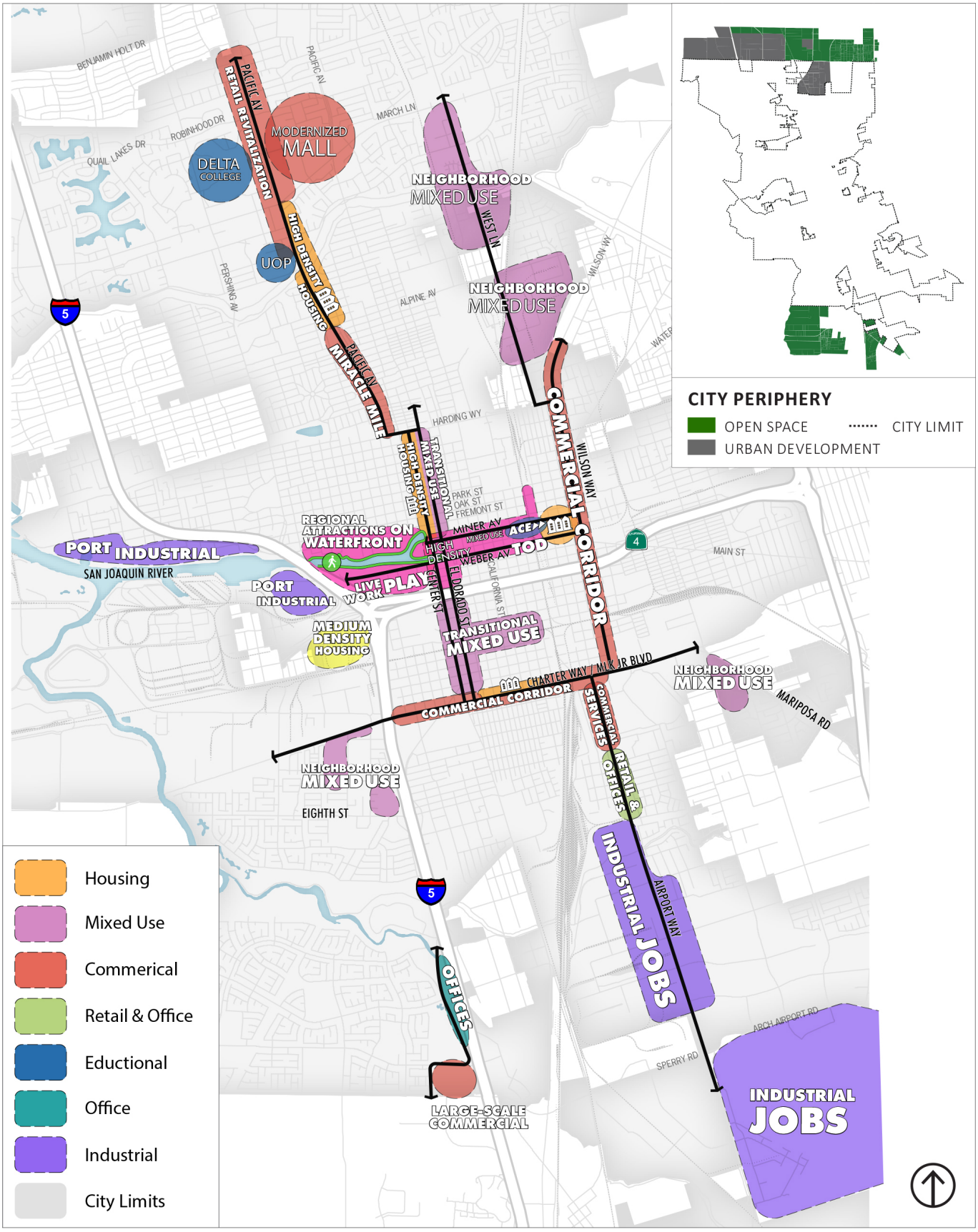
- Residential Estate: 10 percent
- Low Density Residential: 30 percent
- Medium Density Residential: 25 percent
- High Density Residential: 20 percent

Development intensities for non-residential uses are expressed in terms of floor area ratio (FAR), which is the ratio of gross building floor area (excluding areas designated for parking, etc.) to net lot area, both expressed in square feet, as shown below. FAR compares the building square footage permitted on a lot to the net square footage of the lot. For example, on a site with 10,000 square feet of net land area, a FAR of 1.0 will allow 10,000 square feet of building floor area to be built. On the same site, a FAR of 2.0 would allow 20,000 square feet of floor area. This could take the form of a two-story building with 100 percent lot coverage, or a four-story building with 50 percent lot coverage. A FAR of 0.4 would allow 4,000 square feet of floor area.

*Possible configurations for Floor Area Ratio, which describes how large buildings can be compared to lot size*



## Figure 2-5
## Preferred Scenario




Source: PlaceWorks, 2017.

## Figure 2-6: Visual Simulations

## Figure 2-7: Visual Simulation Locations

The General Plan land use map is shown on Figure 2-8; the land use designations used in the map are described below.

- **Residential Estate.** This designation allows for single-family residential units, public and quasi-public uses, second units, and other similar and compatible uses. The maximum density is 0.9 unit per acre based on gross acreage and 1 unit per acre based on net acreage.

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

- **Medium Density Residential.** This designation allows for single-family residential units, duplexes, triplexes, semi-detached patio homes, town homes, public and quasi-public uses, second units, and other similar and compatible uses. Based on gross acreage, this designation allows densities ranging from 6.2 to 13.1 units per acre; based on net acreage, it allows 8.8 to 17.4 units per acre. This designation also allows neighborhood-serving retail, commercial service, and mixed uses in appropriate locations that provide residents with easy access to daily services and necessities within their neighborhood, provided that they are compatible with surrounding uses, at a maximum FAR of 0.3.

- **High Density Residential.** This designation allows for multi-family residential units, apartments, dormitories, group homes, guest homes, public and quasi-public uses, and other similar and compatible uses. This designation also allows neighborhood-serving retail, commercial service, and mixed uses in appropriate locations that provide residents with easy access to daily services and necessities within their neighborhood, provided that they are compatible with surrounding uses. The allowable density and intensity ranges differ based on the geographic area, as follows:

  - *Outside the Greater Downtown:* Based on gross acreage, this designation allows 13.2 to 24 units per acre; based on net acreage, it allows 17.5 to 30 units per acre. The maximum FAR for neighborhood-serving retail uses is 0.3.
  - *Inside the Greater Downtown:* Based on gross acreage, this designation allows 16 to 72 units per acre; based on net acreage, it allows 20 to 90 units per acre. The maximum FAR for neighborhood-serving retail uses is 3.0.
  - *Inside the Downtown Core:* Based on gross acreage, this designation allows 16 to 108.8 units per acre; based on net acreage, it allows 20 to 136 units per acre. The maximum FAR for neighborhood-serving retail uses is 5.0.

- **Mixed Use.** This designation allows for a mixture of compatible land uses including residential, administrative and professional offices, retail and service uses, industrial, and public and quasi-public facilities to be determined through a master development plan adopted concurrently with the designation of the property as Mixed Use. The master development plan will determine development standards in accordance with the requirements of the Stockton Development Code. The minimum development size is 100 acres, and the maximum FAR is 0.5. Based on gross acreage, this designation allows 13.2 to 24 units per acre; based on net acreage, it allows 17.5 to 30 units per acre.

- **Administrative Professional.** This designation allows for business, medical, and professional offices; residential uses; public and quasi-public uses; and other similar and compatible uses. This designation also allows ancillary retail uses that provide office workers and residents in the immediate area with convenient access to daily services and necessities near their work, provided those retail and service uses can operate compatibly with surrounding uses. This designation is appropriate on the borders of residential areas. The maximum FAR and allowable residential density ranges differ based on the geographic area, as follows:

- *Outside the Greater Downtown:* The maximum FAR is 0.5. Based on gross acreage, this designation allows 13.2 to 24 units per acre; based on net acreage, it allows 17.5 to 30 units per acre.
- *Inside the Greater Downtown:* The maximum FAR is 3.0. Based on gross acreage, this designation allows 16 to 72 units per acre; based on net acreage, it allows 20 to 90 units per acre.
- *Inside the Downtown Core:* The maximum FAR is 5.0. Based on gross acreage, this designation allows 16 to 108.8 units per acre; based on net acreage, it allows 20 to 136 units per acre.

- **Commercial.** This designation allows for a wide variety of retail, service, and commercial recreational uses; business, medical, and professional offices; residential uses; public and quasi-public uses; and other similar and compatible uses. Community or regional commercial centers as well as freestanding commercial establishments are permitted. In addition, limited industrial uses are allowed, provided that they are indoors and compatible with surrounding uses. The maximum FAR and allowable residential density ranges differ based on the geographic area, as follows:
  - *Outside the Greater Downtown:* The maximum FAR is 0.3. Based on gross acreage, this designation allows 13.2 to 24 units per acre; based on net acreage, it allows 17.5 to 30 units per acre.
  - *Inside the Greater Downtown:* The maximum FAR is 3.0. Based on gross acreage, this designation allows 16 to 72 units per acre; based on net acreage, it allows 20 to 90 units per acre.

  - *Inside the Downtown Core:* The maximum FAR is 5.0. Based on gross acreage, this designation allows 16 to 108.8 units per acre; based on net acreage, it allows 20 to 136 units per acre.

- **Industrial.** This designation allows for a wide variety of industrial uses, including uses with nuisance or hazardous characteristics, warehousing, construction contractors, light manufacturing, offices, Retail Sales, service businesses, public and quasi-public uses, and other similar and compatible uses. Residential uses are prohibited. The maximum FAR for industrial uses is 0.6.

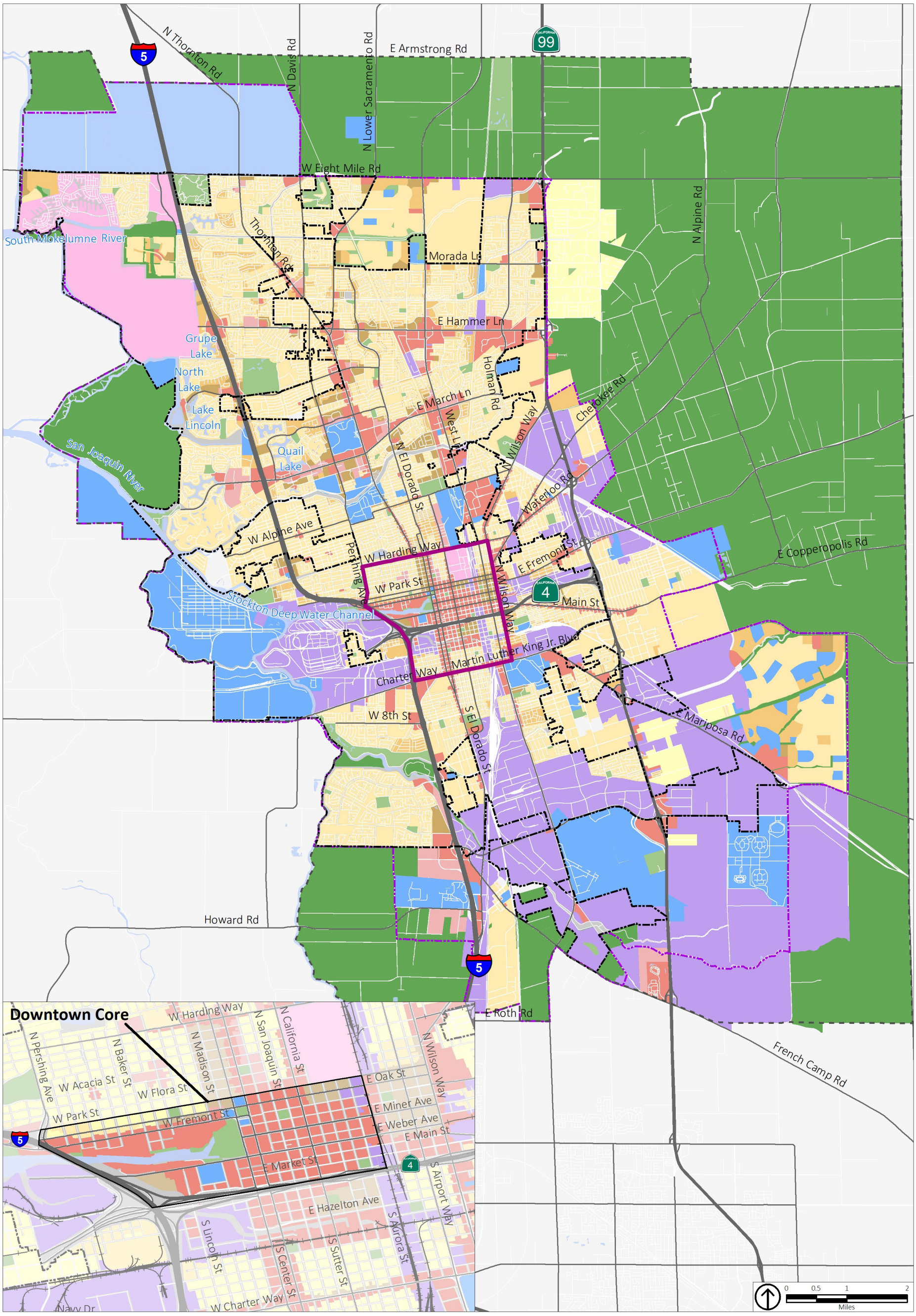
- **Economic and Education Enterprise.** Development in this designation is intended to support the City's economic development goals by attracting new businesses, industries, and/or educational institutions that provide high-quality jobs to the local workforce. By bringing major job-generators to Stockton, this designation supports the City's Economic Development Strategic Plan and State Executive Orders regarding greenhouse gas (GHG) reduction, Senate Bill (SB) 32, and the San Joaquin Sustainable Communities Strategy.

  It is not the intent of this policy to discourage development in other areas of the city. The Economic and Education Enterprise designation is specifically intended to accommodate exceptional job-producing developments and only permit housing and other facilities that are supportive to the job-producing effort.

  Businesses envisioned for this designation include:

  - Those that provide a significant number of jobs offering wages averaging above Area Median Income, as supported by a comprehensive economic impact analysis, and that cannot be reasonably accommodated elsewhere within the city limit.
  - In the following industries:
    - Education
    - Healthcare and Medical Facilities
    - High-Tech Manufacturing
    - Agricultural Technologies
    - Energy Resources and Technologies
    - Professional and Information Technology

## Figure 2-8
## General Plan Land Use Map




Source: City of Stockton, 2017; PlaceWorks, 2017.

- City Limit
- Sphere of Influence
- General Plan Planning Area
- Greater Downtown Boundary
- Residential Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Administrative Professional
- Industrial
- Economic and Education Enterprise
- Institutional
- Parks and Recreation
- Open Space/Agriculture

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In support of a major job-generator, this designation promotes:

- Linked transportation and housing options so that future employees can live close to their jobs and commute using transportation modes that support the City's vehicle miles traveled (VMT) reduction goals;
- Businesses that reduce VMT by providing vanpool programs, car share services, and active transportation alternatives;
- Proximate housing stock that supports the job-generator, including single-family, multi-family, and/or mixed-use dwellings at various levels of affordability, with housing costs that generally correspond to the income levels of the jobs generated by the project.

Projects proposed in the Economic and Education Enterprise designation will be required to:

- Adhere to the City's existing development review process including consideration by the Planning Commission and City Council of a General Plan Amendment.
- The City will negotiate with applicants to develop community benefit through development agreements that identify desired community amenities in the area of development.
- The City as Lead Agency will ensure that development mitigates its environmental impacts as feasible, pursuant to the California Environmental Quality Act (CEQA).

The maximum anticipated FAR is 0.6 and the maximum anticipated density is 24 dwelling units per gross acre; however, the designation allows variation from these standards with City approval to achieve the economic development goals and complete communities described above. Development proponents are encouraged to propose creative and innovative master plans to further the City's economic development goals consistent with the policies outlined above.

- **Institutional.** This designation allows for public and quasi-public uses such as schools, libraries, colleges, water treatment facilities, airports, some governmental offices, federal installations, and other similar and compatible uses. The maximum FAR for institutional uses is 0.5 outside the Downtown area and 5.0 within the Downtown area.

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

# THE GENERAL PLAN AND DEVELOPMENT CODE

Table 2-1 describes the overall relationship between the General Plan and the Development Code (Title 16 of the Stockton Municipal Code).

## Table 2-1: General Plan Relationship to Development Code

| GENERAL PLAN | DEVELOPMENT CODE |
|---|---|
| **Objectives and Content** | |
| ■ Identifies the community's land use, circulation, environmental, economic, and social goals and policies as they relate to the future growth and development.<br>■ Defines and locates general land use throughout the city.<br>■ Describes the intent and direction of Stockton's growth.<br>■ Informs citizens, developers, decision-makers, and other cities and counties of the City's vision that guides development and provides a basis for decision making in Stockton.<br>■ Provides citizens with an opportunity to participate in the planning process. | ■ Specifies permitted and conditionally permitted uses within the zoning districts.<br>■ Establishes development standards for land use throughout the city.<br>■ Regulates density (dwelling units per acre) and intensity (floor area ratio) of development.<br>■ Specifies standards for site design including setbacks, landscaping, and parking requirements.<br>■ Provides incentives for affordable housing, infill, and other types of development. |
| **General Plan Land Use and Zoning Designation Correspondence** | |
| Residential Estate | Residential, Estate |
| Low Density Residential | Residential, Low Density |
| Medium Density Residential | Residential, Medium Density |
| High Density Residential | Residential, High Density |
| Mixed Use | Mixed Use |
| Administrative Professional | Commercial Office; University/College; Residential, High Density |
| Commercial | Commercial Neighborhood; Commercial General; Commercial Downtown; Commercial Large-Scale; Commercial Auto; Residential, High Density |
| Industrial | Industrial Limited; Industrial General; Port |
| Economic and Education Enterprise | Any zoning district that allows uses that are consistent with the intended uses of this designation and the project |
| Institutional | Public Facilities; Port; University/College |
| Parks and Recreation; Institutional | Public Facilities |
| Open Space/Agriculture | Open Space |

# LAND USE

# 3

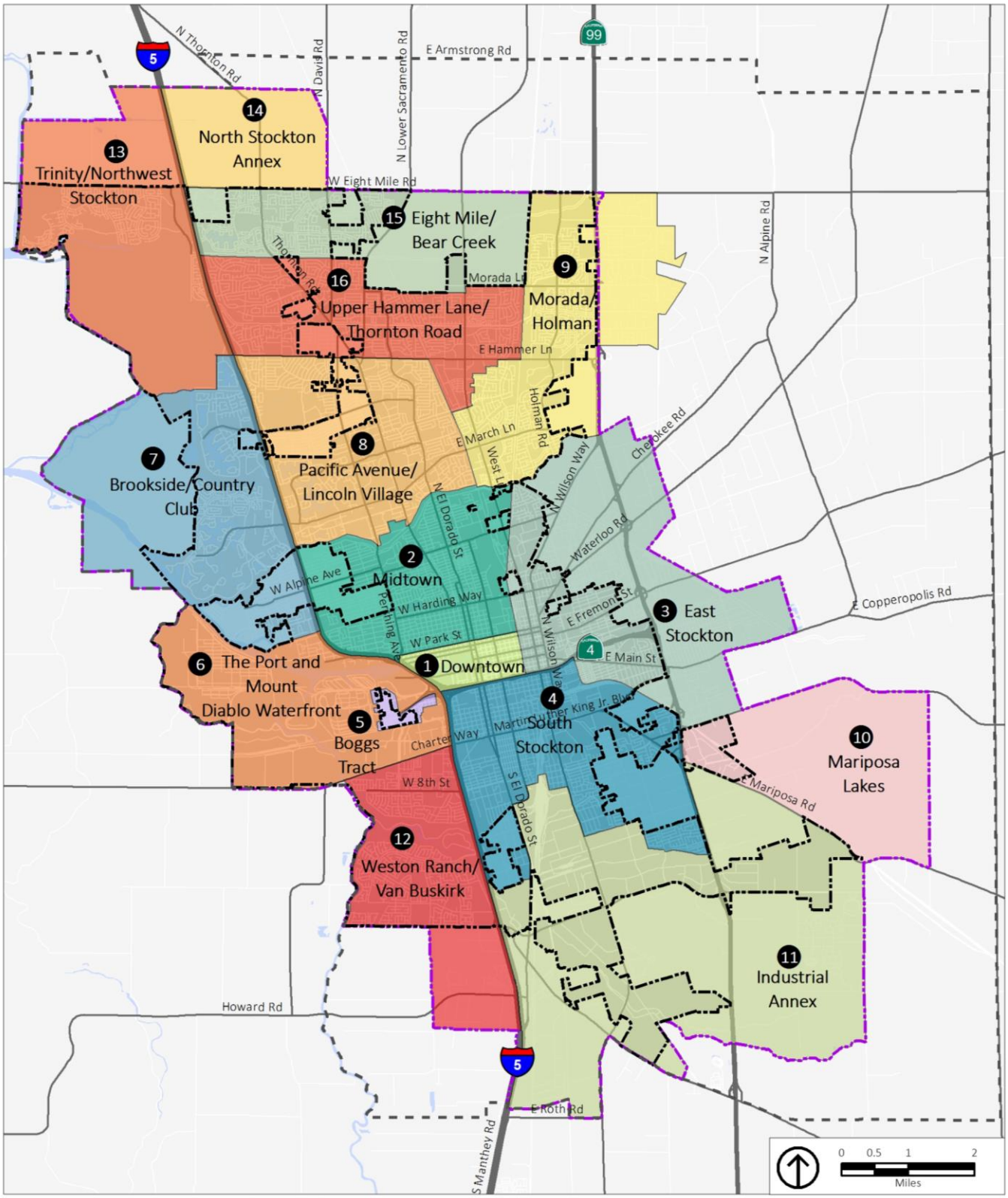
Stockton grew outward from and remains rooted in the Downtown and waterfront, which continue to anchor the city's role as a major California hub for commerce and transportation. The physical form and character of Stockton has evolved over more than a century-and-a-half, and the city currently encompasses 65 square miles. Social, cultural, economic, and historical events have helped shape Stockton into many distinct and diverse neighborhoods (shown on Figure 3-1), each with distinguishing characteristics such as prominent landmarks, gateways, building types, street patterns, and land uses.

How land is used in Stockton can make a big difference in how people feel about their neighborhoods. Just one new successful business where there once was a vacant lot with weeds can begin the transformation of a whole neighborhood, improving everything from the safety of kids going to school, to new landscaping along streets that symbolizes local pride and revitalization. Identifying feasible locations for expanded and new educational, vocational, and employment opportunities can help local youth and adults create meaningful careers close to home, increasing the odds that they'll contribute to the sense of community and be able to afford better housing. Design of buildings matters too, as it can improve community safety and spur additional investment in Stockton.

The goals, policies, and actions in this chapter are intended to apply thoughtful land use planning to enhance and build upon neighborhood assets, address current challenges, and improve quality of life for everyone in Stockton. This chapter is organized around six key goals that reflect the priorities of the Stockton community:

- Regional Destination
- Strong Downtown
- Authentic Neighborhoods
- High Quality Jobs
- Protected Resources
- Effective Planning

## Figure 3-1
## Stockton Neighborhoods




Source: City of Stockton, 2014; PlaceWorks, 2017

City Limit
Sphere of Influence
General Plan Planning Area

# GOALS, POLICIES, AND ACTIONS

## GOAL LU-1: REGIONAL DESTINATION

**Become more of a regional destination that attracts visitors and invites residents to enjoy a diverse array of events and arts, entertainment, and dining options.**

## STOCKTON IS A MAJOR CALIFORNIA HUB

From its earliest years, Stockton has always enjoyed a definitive advantage due to its accessibility by water, rail, and road, and it has built upon that position with numerous regional attractions, recently including the Stockton Arena, Banner Island Ballpark, Stockton Marina, and Weber Point Events Center. In addition, a vibrant local arts scene and growing cultural offerings provide momentum for positive change in Downtown Stockton and throughout the community while supporting a lively urban environment.

### POLICY LU-1.1

**Encourage retail businesses and housing development in mixed-use developments along regional transportation routes and in areas that serve local residents.**

Action LU-1.1A

Require renovated and new mixed-use projects to be planned and designed to contribute to the corridor's identity through appropriate public spaces, gateways, streetscapes, pedestrian walkways, setbacks, edge treatments, and other design features.

Action LU-1.1B

Evaluate the City's parking policies, and amend the Development Code to provide more flexibility as appropriate to facilitate mixed-use redevelopment.

Action LU-1.1C

Continue to study and consider repealing the "Big Box Ordinance" that was adopted in 2007, and if big-box stores are allowed in the future, require applicants to fund an analysis of economic and blight-inducement impacts of the proposed development on retail businesses in the market area, employment, City revenues and services, and any other relevant economic considerations. Prohibit the siting of any additional big-box "power centers" at the edges of the city to limit growth-inducing impacts to adjacent farmlands.

Action LU-1.1D

Encourage the redevelopment of struggling underutilized commercial strips into multi-family housing opportunities.

### POLICY LU-1.2

**Support expansion and improvement throughout the city of art, cultural, and educational facilities.**

Action LU-1.2A

Advertise opportunities for the private sector to invest in public art throughout the city, and include public art in City roadway, building, and community parks projects.

Action LU-1.2B

Provide funding mechanisms for the administration, development, and long term maintenance of public art on a citywide basis.

**POLICY LU-1.3**

**Improve the visual quality of the urban environment to be more welcoming and inviting at key gateways and travel corridors into the city.**

Action LU-1.3A

Create a "gateway district" program for major corridor entries to the city, in which the design of public and private investment is coordinated to provide a cohesive and attractive welcome into Stockton.

Action LU-1.3B

Work with transportation agency partners and private property owners to improve maintenance, code enforcement, screening, and landscaping of viewsheds along major transportation routes into Stockton, including rail corridors, Highway 99, Highway 4, and Interstate 5.

Action LU-1.3C

Require the incorporation of scenic views, including open space features like waterways, wetlands, natural landscapes, and parks, into design of the built environment.

## GOAL LU-2: STRONG DOWNTOWN

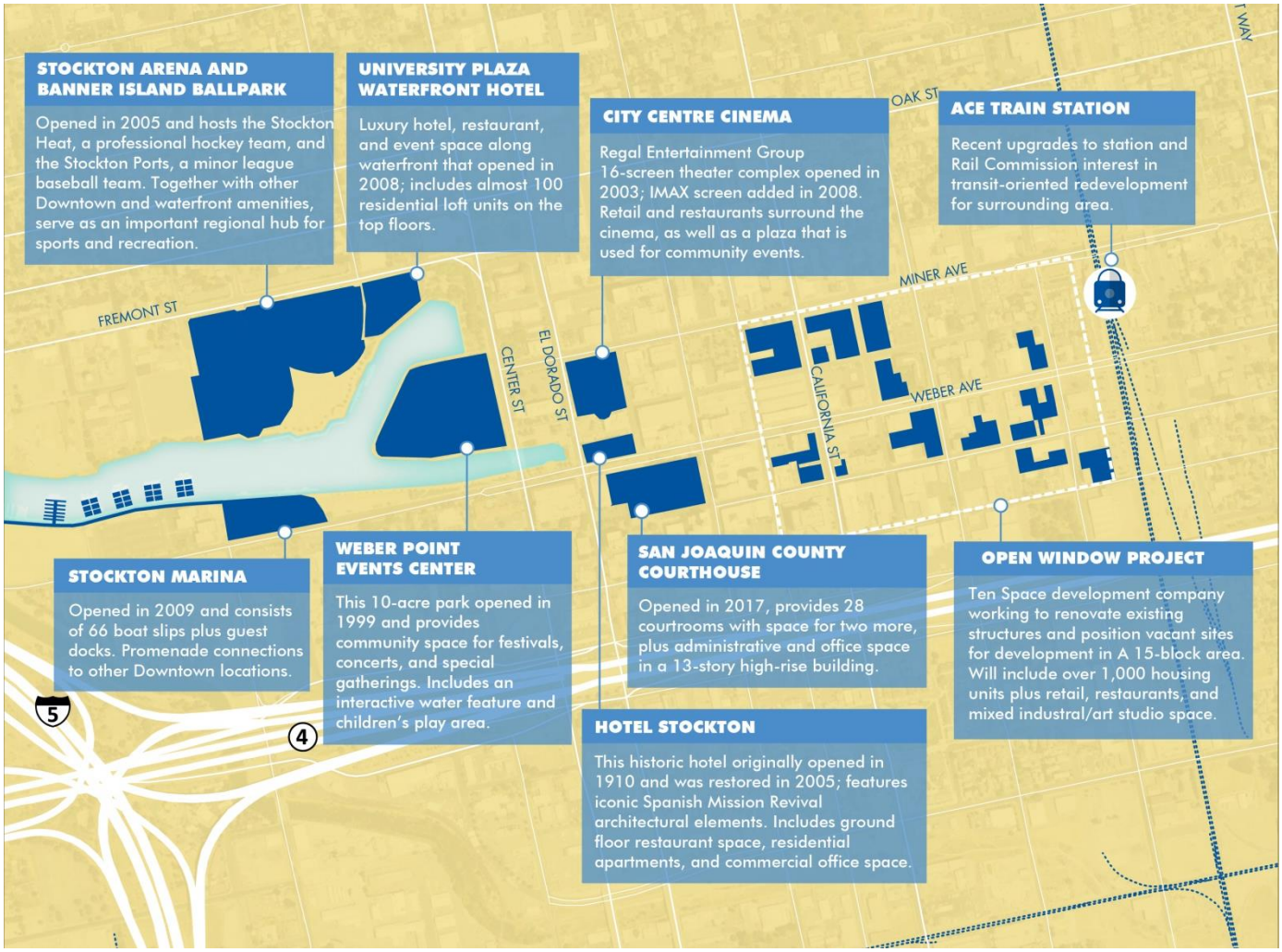
**Strengthen the Downtown to reinforce it as the region's center for government, business, finance, arts, entertainment, and dining.**

## THE CITY'S LIFEBLOOD FLOWS FROM THE DOWNTOWN

The Downtown is the heart of Stockton. Much of Stockton's earliest development, including many historic buildings, is located in the Downtown, which is characterized by a compact urban form within a traditional street grid network. There are significant opportunities for both employment growth and higher density housing in the Downtown that can build upon previous redevelopment projects that have created infrastructure and amenities. These projects are shown on Figure 3-2 and include:

- **Robert J. Cabral Train Station.** This station is the eastern terminus of the Altamont Corridor Express (ACE), which ferries commuters to and from the southern San Francisco Bay Area.
- **Waterfront Amenities.** The Stockton Arena, which opened in 2005, seats up to 12,000 people and hosts the professional hockey team, the Stockton Heat. The Banner Island Ballpark, which also opened in 2005, can accommodate up to 5,200 people and is the home field of the Stockton Ports minor league baseball team. Together with other Downtown and waterfront amenities, these facilities represent an important regional hub for sports and recreation activities.

## Figure 3-2
## Downtown Redevelopment Projects



- **Open Window Project Master Development Plan.** In March 2015, the City entered into an agreement with Ten Space, a development company, for the exclusive right to negotiate to buy City-owned properties within a 15-acre area of Downtown Stockton. The project area extends from Main Street in the south to Miner Street in the north and from Aurora Avenue in the east to Sutter Street in the west. Formally called the Open Window Project, the Ten Space development company is working to renovate an assortment of existing structures and to reposition vacant opportunity sites for future development. The project's goal is to provide opportunities for new retail, restaurants, and mixed industrial/art studio space, as well as to incorporate up to 1,400 new market rate housing units in the Downtown area. The structure of the project area is well suited to a dense and pedestrian-friendly environment with good access to public transportation, including the ACE train at Cabral Station.

As the City's heart, the Downtown also can catalyze positive change spreading out through Stockton in all directions along the major transportation and commercial thoroughfares. Goals, policies, and actions that support Downtown revitalization are indicated with .

### POLICY LU-2.1

**Promote the Downtown and waterfront as a hub for regional commerce and entertainment, with high-quality housing to complement commercial activity and to infuse the area with daytime, evening, and weekend activity.**

Action LU-2.1A

Work with other public agencies and organizations to develop and utilize all available financing tools and incentives to stimulate investment in the Downtown.

Action LU-2.1B

Amend the Development Code to provide flexibility for redevelopment of historic structures in the Downtown to meet the needs of modern users while maintaining the overall historic value.

Action LU-2.1C

Improve Downtown wayfinding for vehicles and pedestrians to direct visitors to key destinations throughout the Downtown.

Action LU-2.1D

Improve sidewalk maintenance in the Downtown, and widen key sidewalks to provide space for outdoor seating and tree plantings.

Action LU-2.1E

Develop and implement 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 public promenade along the North Channel to Louis Park and the South Channel to Mormon Slough.
- Mixed-use development and re-use of historic structures.

### POLICY LU-2.2

**Facilitate the development of at least 4,400 new housing units in the Greater Downtown by 2040.**

Action LU-2.2A

Amend the Development Code to provide more flexibility for residential development to be feasible, including through a streamlined residential development permit process, and to contribute to the "charm" of the Downtown.

Action LU-2.2B

Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

Action LU-2.2C

Evaluate and implement adjustments to the Public Facilities Fee structure to promote development in the Downtown.

Action LU-2.2D

Discourage urban development at the edges of the city that would detract from or compete with the housing goals of the Greater Downtown.

## POLICY LU-2.3

**Encourage more Downtown community and regional entertainment venues.**

Action LU-2.3A

Establish an entertainment district in the Downtown with a discrete boundary and strategies to promote entertainment uses, such as:

- Reducing permit requirements;
- Eliminating the requirement to sell food at bars;
- Providing incentives for clubs and restaurants;
- Allowing for reduced or shared parking; and
- Delineating an area in which to facilitate food trucks and pop-up businesses.

Action LU-2.3B

Partner with ride-sharing companies to facilitate safe nightlife in the Downtown.

Action LU-2.3C

Develop curbside management policies that are flexible to accommodate the evolving nature of ride-sharing programs and future reliance on autonomous vehicles in the Downtown.

Action LU-2.3D

Promote events that bring residents and visitors to the Downtown.

## POLICY LU-2.4

**Encourage more resident- and visitor-serving restaurants, retail, and consumer services to locate in the Downtown.**

Action LU-2.4A

Implement strategies to promote new Downtown restaurant, retail, and consumer service businesses that primarily serve the needs of Downtown residents, but also add value for visitors, such as by:

- Reducing permit requirements;
- Allowing for reduced or shared parking;
- Providing incentives; and
- Facilitating planning and permitting for building renovations.

Action LU-2.4B

Partner with the Downtown Stockton Alliance to market the Downtown to existing Stockton businesses that would benefit from relocating to a centralized location.

Action LU-2.4C

Partner with the Downtown Stockton Alliance to market the Downtown to attract businesses that complement the Downtown's multi-modal connectivity by appealing to the needs of travelers and providing shopping and recreation opportunities for visitors and commuters alike.

## POLICY LU-2.5

**Promote Downtown Stockton as a primary transit node that provides multi-modal connections throughout the city and region.**

Action LU-2.5A

Improve transit, bicycle, and pedestrian connectivity between the Downtown and local colleges and universities.

Action LU-2.5B

Study the possible one-way to two-way conversions of streets in the Downtown (e.g., El Dorado/Center, Park/Oak, and Main/Market) in order to improve pedestrian and bicycle safety, slow traffic speeds, and support local businesses.

Action LU-2.5C

Continue to develop an active transportation plan for Downtown Stockton, and implement complete streets projects to improve bicycle and pedestrian safety that are identified in the plan.

## GOAL LU-3: AUTHENTIC NEIGHBORHOODS

**Protect and preserve the authentic qualities of Stockton's neighborhoods and historic districts.**

# STOCKTON HAS A RICH HISTORY AND MODERN-DAY CHARM

Local history and culture contribute significantly to Stockton's sense of identity and pride. Stockton has a rich history, evident in numerous historic districts, landmarks, sites, and structures. Many of these are clustered in and around Downtown, but the city offers a great deal of charm in many other neighborhoods, with regional attractions like the University of the Pacific, Haggin Museum, and the County Fairgrounds. Many areas of Stockton feature avenues lined with mature trees that are a hallmark of the city's old-California charm.

In the 1980s, the City designated two historic districts in the Midtown neighborhood, just north of Downtown: the Magnolia Historic Preservation District, bounded by Harding Way, California Street, Flora Street, and El Dorado Street, and the Doctors' Row Historic Preservation District, bounded by California Street, Acacia Street, Poplar Street, and American Street on the former Stockton Development Center grounds, now the site of the California State University Stanislaus-Stockton Center, which is part of University Park. The City has also designated four historic sites, 13 structures of merit, and 52 historic landmarks. Of the City-designated historic landmarks, 17 are listed in the National Register of Historic Places and two are identified as California Historic Landmarks. Beyond the City-identified resources, the National Register also lists the Elks Building and Cole's Five Cypress Farm, and the California Register lists the Oak Lawn Ranch and Western Pacific railway depot. Stockton's historic resources are shown on Figure 3-3.

### POLICY LU-3.1

**Ensure that exterior remodels and the siting, scale, and design of new development are compatible with surrounding and adjacent buildings, public spaces, and cultural and historic resources.**

Action LU-3.1A

Implement local and State incentives for the preservation and reuse of historic buildings and heritage housing in Downtown and other key areas.

Action LU-3.1B

If development has the potential to adversely affect buildings 50 years old or older, require a historical resources survey to be completed by a professional consistent with the Secretary of the Interior's Standards for Architectural History.

Action LU-3.1C

Require historic structures, along with landscape, original roadways, sidewalks, and other public realm features in historic neighborhoods, to be maintained, restored, or repaired where ever possible. If alterations are proposed to historical buildings, require those changes to meet the Secretary of the Interior's Standards for Treatment of Historic Properties.

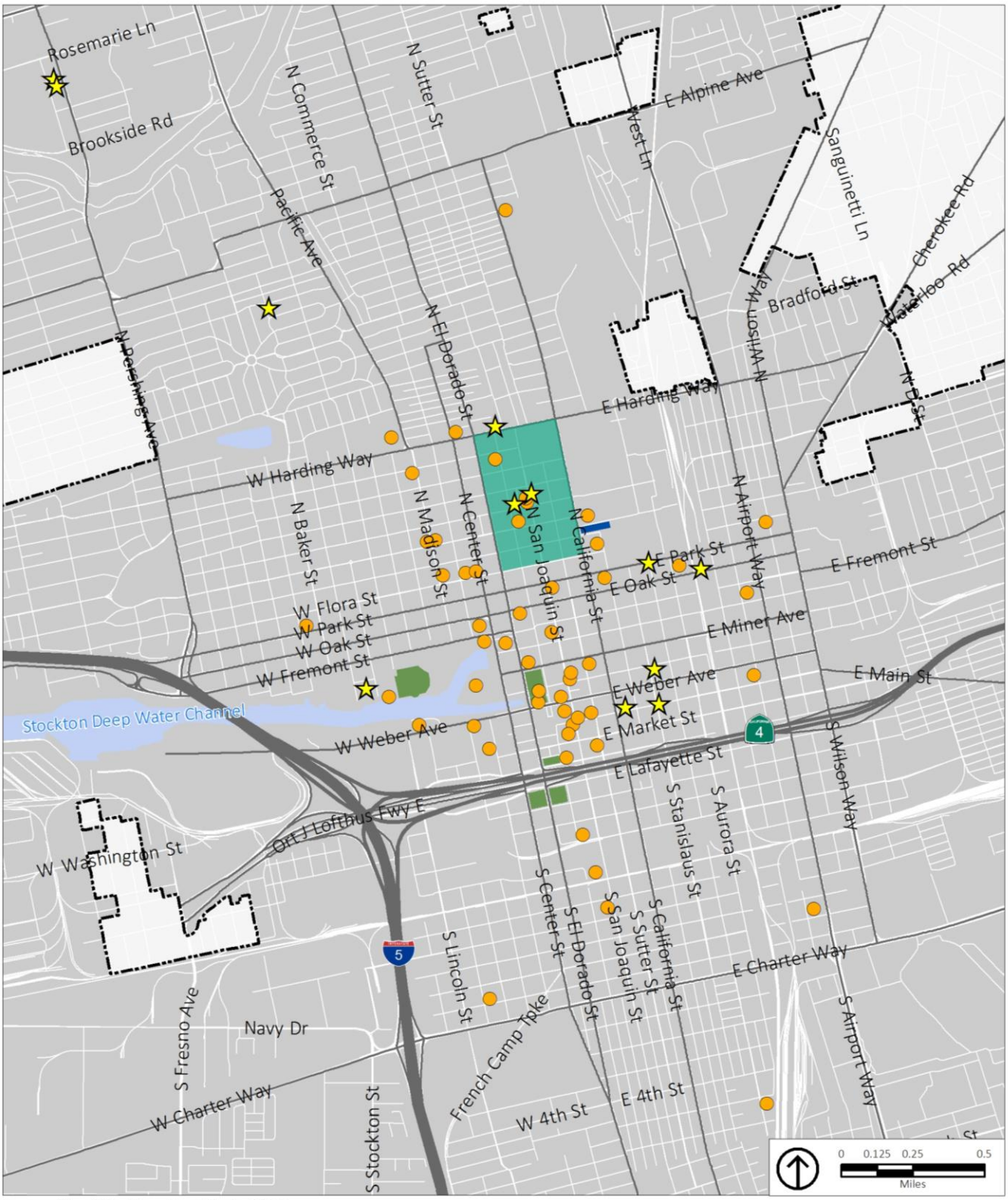
Action LU-3.1D

Review the boundaries of the Magnolia Historic District, and consider land use and zoning changes to reflect current uses and help facilitate access to grant funding for historic preservation.

Action LU-3.1E

Maintain and periodically update the City's historical resources inventory and adopt a priority list to protect the most important resources.

## Figure 3-3
## Historic Resources




Source: City of Stockton; PlaceWorks, 2017.

Structures of Merit
Historic Landmarks
Historic Sites
Doctors Row Historic Preservation District
Magnolia Historic Preservation District
City Limit
General Plan Planning Area

Action LU-3.1F

Maintain and periodically update Citywide Design Guidelines.

**POLICY LU-3.2**

**Retain narrower roadways and reallocate right-of-way space to preserve street trees and mature landscaping and enhance the pedestrian and bicycle network within and adjacent to residential neighborhoods.**

Action LU-3.2A

Implement the "road diet" recommendations from the City's Bicycle Master Plan that reduce roadway widths to provide space for bike lanes and other amenities that improve safety and ease of the streetscape for all modes.

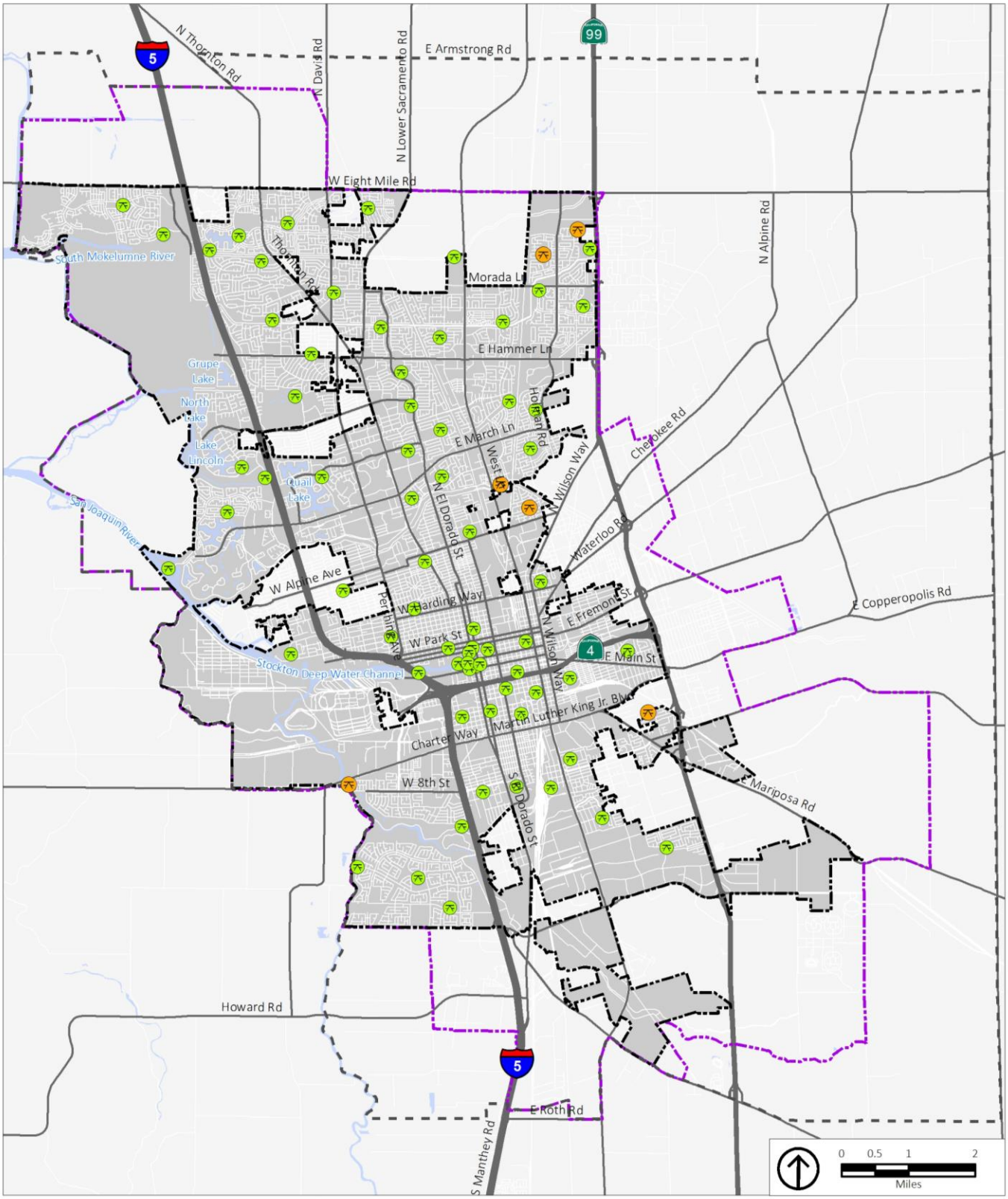
## GOOD PARKS ARE KEY TO QUALITY OF LIFE

Public parks and community centers provide a wide variety of spaces for gathering and recreation throughout Stockton. Opportunities for exercise and social activities are usually free and valuable for everyone, including children and seniors. Public parks and community centers also offer places where people interact and build bonds—parents meet as their kids play, and kids make new friends. Parks can also be a rallying place for the community, where people come together on a range of projects, from picking up trash, to planting flowers, to building play structures, and even to raising funds for new amenities.

Stockton residents have access to several dozen neighborhood, community, and specialty parks (listed in Table 3-1 and shown on Figure 3-4). The City has established the following design standards for new neighborhood and community parks:

- Neighborhood Parks: Neighborhood parks shall be designed to serve as both the recreational and social focus of the neighborhood. Neighborhood parks shall be bounded on all sides by public streets, unless adjacent to a public school, and accessible to the surrounding neighborhood through the use of bikeways, trails, sidewalks, or local residential streets. Neighborhood parks shall be a minimum of 5 acres in size and serve up to a ½-mile radius. 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
- Community Parks: Community parks shall be designed to meet the recreational needs of large sections of the community. These parks should allow for larger group activities and recreational activities not suited for neighborhood parks. Community parks shall be bounded on all sides by public streets, unless adjacent to a public school. Community parks shall be a minimum of 15 acres in size and serve up to a 1-mile radius. 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

## Figure 3-4
## Existing and Planned Parks




Source: City of Stockton; San Joaquin County; PlaceWorks, 2017.

- Existing Parks
- Planned Parks
- City Limit
- Sphere of Influence
- General Plan Planning Area

## Table 3-1: City Parks by Type

| NAME | LOCATION | ACRES |
|---|---|---|
| **NEIGHBORHOOD PARKS** | | |
| Atherton Park | 1978 Quail Lakes Drive | 10 |
| Baxter Park | 10410 Muir Woods Avenue | 9 |
| Brooking Park | 4500 Nugget Avenue | 3 |
| Caldwell Park | 3021 Pacific Avenue | 3 |
| Columbus Park | 401 W. Worth Street | 2 |
| Constitution Park | 1101 E. Lindsay Street | 2 |
| Corren Park | 3525 A G Spanos Boulevard | 1 |
| Cortez Park | 817 Erie Drive | 5 |
| Cruz Park | 110 Segovia Lane | 7 |
| Dentoni Park | 1430 Royal Oaks Drive | 10 |
| Eden Park | 924 N. El Dorado Street | 2 |
| Fong Park (Phase I) | 2525 Blossom Circle | 5 |
| Fremont Park | 302 E. Fremont Street | 2 |
| Friedberger Park | 1708 E. Walnut Street | 2 |
| Garrigan Park | 3690 Iron Canyon Circle | 6 |
| Gibbons Park | 1825 W. Hammer Lane | 4 |
| Gleason Park | 535 E. Church Street | 2 |
| Harrell Park | 2244 S. Lincoln Street | 9 |
| Holiday Park | 614 Elaine Drive | 2 |
| Holmes Park | 1718 Ralph Avenue | 2 |
| Iloilo Park | 5920 Scott Creek Drive | 6 |
| Independence Park | 802 E. Market Street | 2 |
| Lafayette Park | 825 S. Hunter Street | 2 |
| Laughlin Park | 2733 Estate Drive | 5 |
| Liberty Park | 725 E. Jefferson Street | 2 |
| Loch Lomond | 8477 N. El Dorado Street | 5 |
| Long Park | 4535 Woodchase Lane | 11 |
| Nelson Park | 3535 Brookview Drive | 12 |
| Parma Sister City Park | 9127 Chianti Circle | 4 |
| Peterson Park | 2429 S. Union Street | 3 |

## Table 3-1: City Parks by Type

| NAME | LOCATION | ACRES |
|---|---|---|
| Pitts Park | 510 Villa Point Drive | 10 |
| Sherwood Park | 100 W. Robinhood Drive | 6 |
| Shropshire Park | 4120 Pock Lane | 6 |
| Smith Park | 2606 Wm Moss Boulevard | 5 |
| Sousa Park | 2829 Yellowstone Avenue | 3 |
| Swenson Park | 6803 Alexandria Place | 9 |
| Union Park | 635 S. Pilgrim Street | 2 |
| Unity Park | 5525 Rayanna Drive | 5 |
| Valverde Park | 2418 Arden Lane | 7 |
| Weber Park | 405 W. Oak Street | 2 |
| Weberstown-E Park | 4750 Kentfield Road | 5 |
| Williams Brotherhood Park | 2040 S. Airport Way | 14 |
| **Total Neighborhood Park Acres** | | **215** |
| **COMMUNITY PARKS** | | |
| Anderson Park | 6201 N. El Dorado Street | 11 |
| Buckley Cove Park | 4311 Buckley Cove Way | 53 |
| DeCarli Park | 123 N. El Dorado Street | 2 |
| Equinoa Park (Phase I) | 9499 Glacier Point Drive | 6 |
| Faklis Park | 5250 Cosumnes Drive | 16 |
| Grupe Park | 58518 Cumberland Place | 21 |
| King Plaza | 555 N. El Dorado Street | 2 |
| Legion Park | 1859 N. Baker Street | 21 |
| Louis Park | 3201 Monte Diablo Avenue | 60 |
| McKinley Park | 424 E. Ninth Street | 22 |
| McLeod Park | 46 W. Fremont Street | 4 |
| Morelli Park | 1025 W. Weber Avenue | 4 |
| North Seawall Park | 306 W. Fremont Street | 2 |
| Oak Park | 501 E. Alpine Avenue | 61 |
| Panella Park | 5758 Lorraine Avenue | 15 |
| Sandman Park | 8801 Don Avenue | 16 |
| South Seawall Park | Center & Weber-NW Corner | 1 |

## Table 3-1: City Parks by Type

| NAME | LOCATION | ACRES |
|---|---|---|
| Stribley Park | 502 Della Street | 19 |
| Van Buskirk Park | 734 Houston Avenue | 20 |
| Victory Park | 1001 N. Pershing Avenue | 22 |
| Weber Point Event Center | 235 N. Center Street | 10 |
| Weston, P.E. | 3603 EWS Woods Boulevard | 23 |
| | **Total Community Parks Acres** | **411** |
| **SPECIALTY PARKS** | | |
| Barkleyville Dog Park | 5505 Feather River Drive | 3 |
| Misasi Park | 9820 Ronald McNair Way | 11 |
| | **Total Specialty Parks Acres** | **14** |

In addition, Stockton has special purpose facilities that house recreational and community programs and/or facilities targeted to meet the needs of a certain sector of the population or neighborhood. In addition to two target park and recreation facilities, the Barkleyville Dog Park and the Misasi Sports Complex at McNair High School, the City operates five community centers offering a range of programs and services for residents of all ages:

- Arnold Rue Community Center, 5758 Lorraine Avenue
- Stribley Community Center, 1760 E. Sonora Street
- Van Buskirk Community Center, 734 Houston Avenue
- Seifert Community Center, 128 W. Benjamin Holt Drive (shared with Stockton Unified School District)
- Oak Park Senior Community Center, 730 E. Fulton Street

Park and community center standards provide a means to ensure that parks and recreation facilities are provided as the city develops. The City maintains the following park and community center standards:

- Neighborhood Parks: 2 net acres per 1,000 residents
- Community Parks: 3 net acres per 1,000 residents
- Regional Parks: 3 net acres per 1,000 residents
- City-Owned Community Centers: 1 center per 50,000 population
- Combined City-Owned and School District Community Centers: 1 center per 30,000 population

These standards are an important way to be able to require new development to provide facilities when parks or community centers to serve new residents are lacking nearby.

### POLICY LU-3.3

**Maintain or expand the currently available amount of public park and open space area in each neighborhood.**

Action LU-3.3A

Continue to improve and maintain park facilities and fields to address deficiencies and improve park sustainability, including lighting improvements, conversion to solar lighting, drinking fountain maintenance, and natural stormwater management.

Action LU-3.3B

Pursue joint-use recreational facilities where possible, including on school grounds and utility easements.

Action LU-3.3C

Establish a citywide park maintenance assessment district.

Action LU-3.3D

Periodically review the City's Development Impact Fee requirements to determine whether they should be adjusted to reflect the City's priorities for parks, community centers, and libraries that serve the surrounding neighborhoods.

Action LU-3.3E

Require new development to improve utility easement property as usable public open space, where feasible.

Action LU-3.3F

Allow developers to develop pocket parks that function as social gathering places and/or children's play areas, and which can count towards the park standard requirements for new development.

## GOAL LU-4: HIGH-QUALITY JOBS

**Attract and retain companies that offer high-quality jobs with wages that are competitive with the region and state.**

# GOOD-PAYING JOBS ARE ESSENTIAL TO STOCKTON'S FUTURE

Enhancing Stockton's success as an economic hub depends on retaining, supporting, and attracting a diverse range of businesses that will sustain the local economy despite changing market forces.

Ten of the top 25 major employers in San Joaquin County already are located in Stockton, including three major governmental entities, two health care providers, two major growers and shippers of fruit and vegetable products, one aircraft servicing and maintenance company, a major home appliance manufacturer, the University of the Pacific, and two Walmart Supercenters. More than 37,900 new jobs are expected in Stockton between 2015 and 2040, with the most significant growth in the education and health services, professional and business services, and government sectors (see Figure 3-5). With a significant number of Stockton residents commuting outside the city for work and an expected increase in housing production in the city over the coming decades, there is potential for strong growth across office, commercial, and industrial sectors in many locations in Stockton.

### POLICY LU-4.1

**Encourage large-scale development proposals in appropriate locations that include significant numbers of higher-wage jobs and local revenue generation. Such development may utilize the Economic and Education Enterprise land use designation if the proposal meets all of the criteria listed under the definition of the designation.**

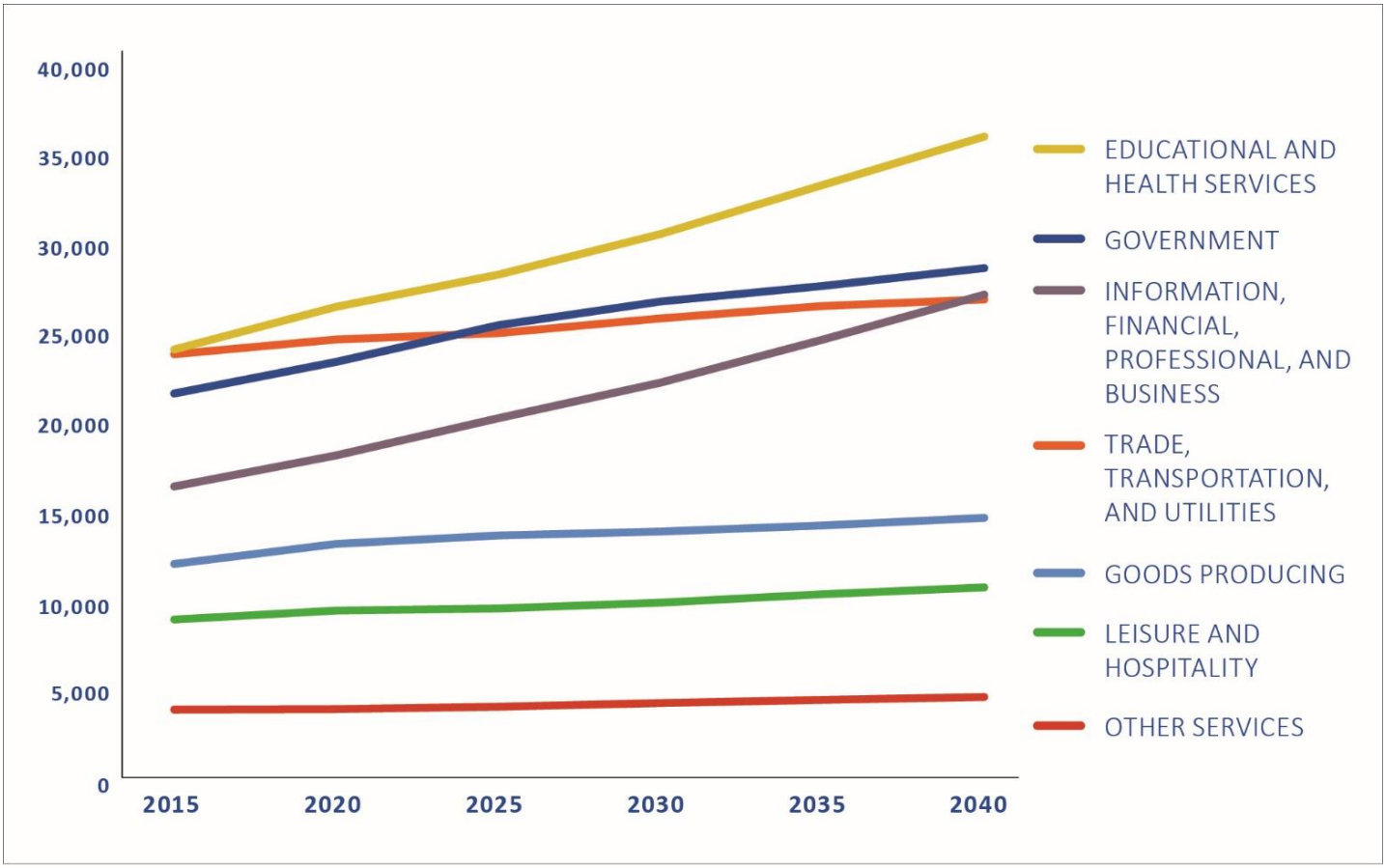
Action LU-4.1A

Update the Development Code and other City regulations to streamline project review as feasible for businesses that meet the City's economic development and workforce support objectives.

Action LU-4.1B

Seek out and market to businesses that build on Stockton's competitive advantages and offer high- and living-wage jobs in a range of industries, such as management of companies and enterprises, finance and insurance, wholesale trade, professional and technical services, information, healthcare and social assistance, and education.

**Figure 3-5 Employment Forecast by Industry**




Source: University of the Pacific, 2016; BAE 2016.

Action LU-4.1C

Conduct marketing and outreach to retain existing companies and use the City's permitting and regulatory processes to facilitate expansions of existing businesses, consistent with other General Plan policies and actions.

Action LU-4.1D

Consider future amendments to the General Plan for extraordinary growth plans outside the Urban Services Boundary that include significant job generators or public institutions such as a college campus.

**POLICY LU-4.2**

**Attract employment- and tax-generating businesses that support the economic diversity of the city.**

Action LU-4.2A

Maintain a memorandum of understanding (MOU) with the San Joaquin Partnership, the Chambers of Commerce, and the Business Council to share marketing leads and collaborate on business attraction efforts.

Action LU-4.2B

Develop strategic partnerships with higher education institutions, workforce training agencies, business associations, financial institutions, and venture capital concerns to support the development of beneficial industry clusters.

Action LU-4.2C

Continuously improve the efficiency, timeliness, and transparency of the City's permitting process to assist businesses in expanding or locating in Stockton, while providing certainty in fee calculations and regulatory requirements.

Action LU-4.2D

Continually reexamine the City's planning and permitting fee structures to ensure that they do not constitute undue burdens on business.

## GOAL LU-5: PROTECTED RESOURCES

**Protect, maintain, and restore natural and cultural resources.**

# NATURAL AND CULTURAL RESOURCES ARE A PILLAR OF A HEALTHY STOCKTON

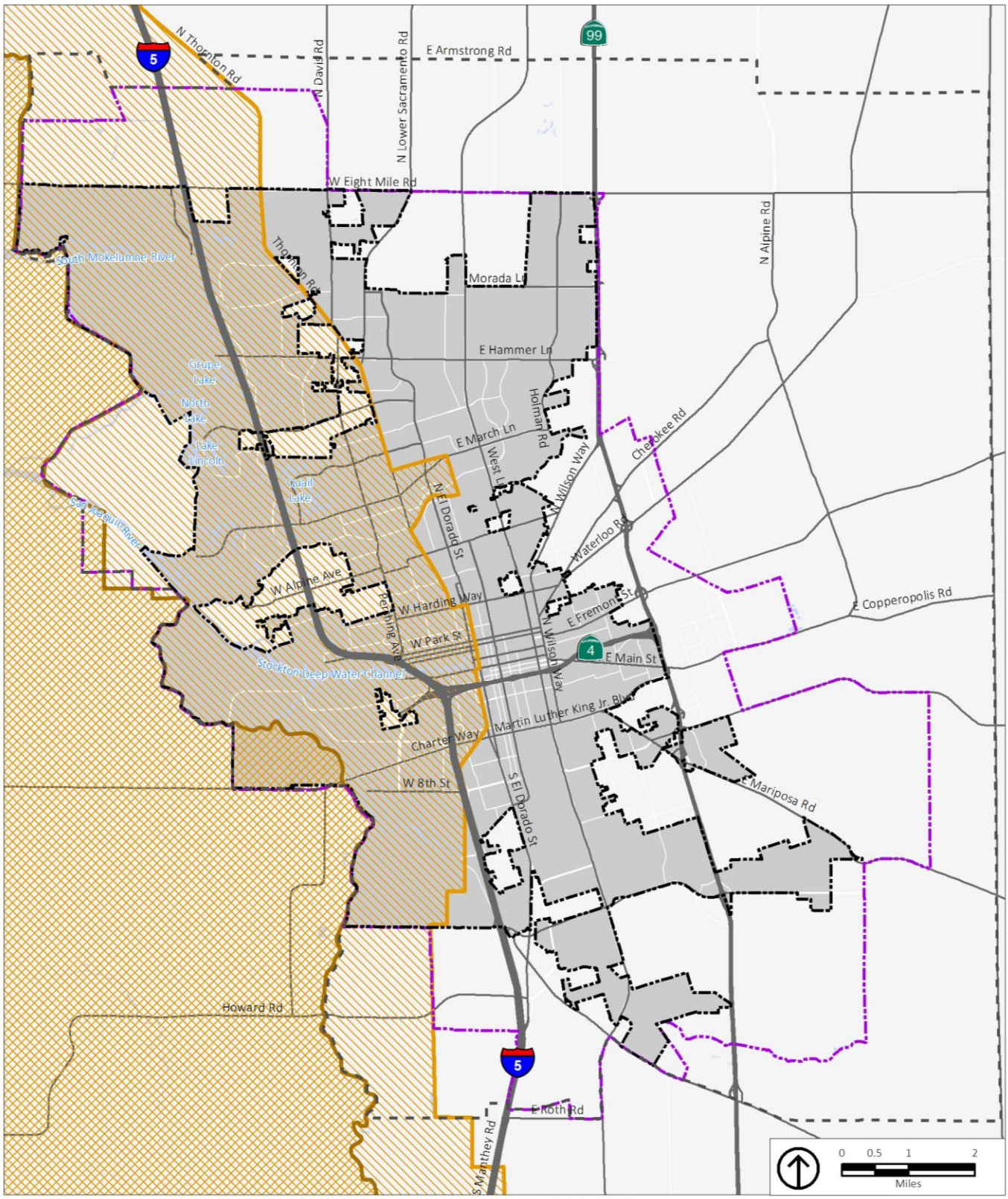
Stockton's setting affords great opportunities to appreciate natural resources even from within the urbanized environment. The city's location within the greater San Joaquin Valley and proximity to the Sacramento-San Joaquin Delta also reinforce the importance of avoiding impacts to sensitive natural, cultural, and scenic resources.

To aid regional conservation efforts, California's Delta Stewardship Council adopted the Delta Plan in 2013, which includes rules and recommendations to improve water supply, protect the Delta ecosystem, and preserve, protect, and enhance agricultural, cultural, and recreational features. As shown on Figure 3-6, the western portion of the Planning Area is located within the "Legal Delta," the area subject to State oversight through the Delta Plan, including actions such as ensuring that the Stockton General Plan is consistent with the Delta Plan.

Natural resources include not only the plants, trees, animals, fish, birds, and microorganisms present in the urban and natural environment around us, but also the water, soil, habitats, and ecosystems that make up the ecological community in which we live. Several rare and sensitive groups of plants and animals, or "natural communities," exist in the open space lands in and around Stockton, including coastal and valley freshwater marsh, great valley oak riparian forest, and valley oak woodland. The City collaborates with regional agencies and neighboring jurisdictions to manage and protect these and other natural resources as a voluntary participant in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan, which was adopted in 2001 .

Stockton is also home to valued cultural resources, including structures and objects associated with events and people that have contributed to local history. The early indigenous local inhabitants, the northernmost tribes of Yokuts, range over much of the northern San Joaquin Valley. The Northern Valley Yokuts tribe, the Chulamni, had a village, Yatchcumne (or Yachik) near Stockton, and another village, Tauquimne, in the eastern end of the San Joaquin-Sacramento Delta near Bear Creek. Approximately 100 archaeological sites and several fossil finds related to these early inhabitants have been identified in Stockton, and more may exist that have not yet been found.

## Figure 3-6
## Sacramento San Joaquin Delta




Source: CA Department of Water Resources, 2017; San Joaquin County, 2017; PlaceWorks, 2017.

Primary Delta
Legal Delta
City Limit
Sphere of Influence
General Plan Planning Area

## POLICY LU-5.1

**Integrate nature into the city and maintain Stockton's urban forest.**

### Action LU-5.1A

Require renovated and new projects to provide open spaces that create gateways, act as collectors for pedestrian systems, and/or provide a social focal point for a project and the surrounding community and corridor, as appropriate.

### Action LU-5.1B

Protect, preserve, and improve riparian corridors and incorporate them in the City's parks, trails, and open space system.

### Action LU-5.1C

Require landscape plans to incorporate native and drought-tolerant plants in order to preserve the visual integrity of the landscape, conserve water, provide habitat conditions suitable for native vegetation, and ensure that a maximum number and variety of well-adapted plants are maintained.

## POLICY LU-5.2

**Protect natural resource areas, fish and wildlife habitat, scenic areas, open space areas, agricultural lands, parks, and other cultural/historic resources from encroachment or destruction by incompatible development.**

### Action LU-5.2A

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, threatened, and special-status species.

### Action LU-5.2B

For projects on or within 100 feet of sites that have the potential to contain special-status species or critical or sensitive habitats, including wetlands, require preparation of a baseline assessment by a qualified biologist following appropriate protocols, such as wetland delineation protocol defined by the US Army Corps of Engineers. If such sensitive species or habitats are found to be present, development shall avoid impacting the resource, and if avoidance is not feasible, impacts shall be minimized through project design or compensation identified in consultation with a qualified biologist.

### Action LU-5.2C

Require new development to implement best practices to protect biological resources, including incidental take minimization measures and other federal and State requirements and recommendations that are consistent with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan.

### Action LU-5.2D

Require the following tasks by a qualified archaeologist or paleontologist prior to project approval:

- Conduct a record search at the Central California Information Center located at California State University Stanislaus, the University of California Museum of Paleontology at Berkeley, and other appropriate historical or archaeological repositories.
- Conduct field surveys where appropriate.
- Prepare technical reports, where appropriate, meeting California Office of Historic Preservation or other appropriate standards.
- Where development cannot avoid an archaeological or paleontological deposit, prepare a treatment plan in accordance with appropriate standards, such as the Secretary of the Interior's Standards for Treatment of Archaeological Sites.

### Action LU-5.2E

Continue to consult with Native American representatives, including through early coordination, to identify locations of importance to Native Americans, including archaeological sites and traditional cultural properties.

### Action LU-5.2F

If development could affect a tribal cultural resource, require the developer to contact an appropriate tribal representative to train construction workers on appropriate avoidance and minimization measures, requirements for confidentiality and culturally appropriate treatment, other applicable regulations, and consequences of violating State laws and regulations.

Action LU-5.2G

Comply with appropriate State and federal standards to evaluate and mitigate impacts to cultural resources, including tribal, historic, archaeological, and paleontological resources.

Action LU-5.2H

Comply with applicable water conservation measures.

Action LU-5.2I

Coordinate with water agencies and non-profit organizations to promote public awareness on water quality and conservation issues and consistency in water quality impacts analyses.

## CONSERVATION ALLOWS THE CITY, FARMS, AND OPEN SPACE TO THRIVE TOGETHER

In addition to their obvious importance in supplying food, local agricultural lands provide needed buffers between Stockton and neighboring cities, plus some of the most important scenic vistas in the Planning Area. Accordingly, the City has adopted a Right to Farm ordinance to protect local agricultural lands (Municipal Code Section 16.36.040), which limits the circumstances under which an agricultural operation may be considered a nuisance and establishes notification requirements for agricultural neighbors of this protection.

Repeated droughts have highlighted the need for water conservation, and increasingly sustainable methods for using energy are assisting both urban and agriculture uses in succeeding locally. The City has helped property owners identify options for energy efficient, renewable energy, and water saving improvements and considers water and energy conservation an integral requirement for future development.

### POLICY LU-5.3

**Define discrete and clear city edges that preserve agriculture, open space, and scenic views.**

Action LU-5.3A

At the interface between development and rural landscapes, use landscaping and other attractive edging instead of soundwalls and similar utilitarian edges of developments to maintain the visual integrity of open space.

Action LU-5.3B

Coordinate with San Joaquin County and property owners in unincorporated areas to preserve agricultural land and open space areas in the unincorporated county that contribute to maintaining clear boundaries between cities.

Action LU-5.3C

Maintain the City's agricultural conservation program that requires either dedication of an agricultural conservation easement at a 1:1 ratio or payment of an in-lieu agricultural mitigation fee for the conversion of prime farmland, farmland of statewide importance, or unique farmland, as defined by the State Farmland Monitoring and Mapping Program.

### POLICY LU-5.4

**Require water and energy conservation and efficiency in both new construction and retrofits.**

Action LU-5.4A

Require all new development, including major rehabilitation, renovation, and redevelopment, to adopt best management practices for water use efficiency and demonstrate specific water conservation measures.

Action LU-5.4B

Require all new development, including major rehabilitation, renovation, and redevelopment, to incorporate feasible and appropriate energy conservation and green building practices, such as building orientation and shading, landscaping, and the use of active and passive solar heating and water systems.

Action LU-5.4C

Update the Citywide Design Guidelines to strengthen energy conservation and green building provisions.

## GOAL LU-6: EFFECTIVE PLANNING
## Provide for orderly, well-planned, and balanced development.

# STOCKTON NEEDS BALANCED GROWTH

Achieving the community's vision for the future of Stockton requires more than just good planning documents. The City needs to ensure that the pace and pattern of development can be supported by the infrastructure and service networks, promote fiscal health, align with regional plans, and represent community values. Prioritizing infill development is one strategy to efficiently use existing infrastructure networks in Stockton and avoid having to expand roadways, utilities, and services into new areas, even while accommodating new residents and attracting new jobs and visitors to the city. Expanding infrastructure beyond the current urban limit incurs both up front and long-term maintenance costs that, if not adequately funded by development, can detract from existing neighborhoods. As growth takes place, regularly monitoring its progress will help ensure that benefits are shared communitywide and that impacts can be mitigated.

### POLICY LU-6.1

### Carefully plan for future development and proactively mitigate potential impacts.

Action LU-6.1A

The Envision Stockton General Plan Update Environmental Impact Report (EIR) assumes the following maximum development projections for the year 2040 for the lands located within the Sphere of Influence, including projects that were already approved prior to the General Plan Update, but not yet constructed:

- 40,900 new dwelling units
- 13.8 million square feet of new commercial and office space
- 35.6 million square feet of new industrial space

When approved development within the city reaches the maximum number of residential units or any of the non-residential square footages projected in the General Plan EIR, require that environmental review conducted for any subsequent development project address growth impacts that would occur due to development exceeding the General Plan EIR's projections. This does not preclude the City, as lead agency, from determining that an EIR would be required for any development in the Sphere of Influence to the extent required under the relevant provisions of CEQA (e.g., Section 21166 and related guidelines). The City will conduct the appropriate scoping at the time of initial study for any project, all in accordance with these requirements.

Action LU-6.1B

Monitor the rate of growth to ensure that it does not overburden the City's infrastructure and services and does not exceed the amounts analyzed in the General Plan EIR.

### Action LU-6.1C

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.

### Action LU-6.1D

Require that all utility connections outside the city limit be for land uses that are consistent with the General Plan.

### Action LU-6.1E

Do not approve new development unless there is infrastructure in place or planned and funded to support the growth.

### Action LU-6.1F

Evaluate and implement adjustments to the Public Facilities Fee structure to encourage development in areas where infrastructure is already present and ensure that non-infill development pays its fair share of anticipated citywide capital facilities and operational costs.

### Action LU-6.1G

Maintain adequate staffing levels to support achieving the City's service level goals for police and fire protection.

## POLICY LU-6.2

**Prioritize development and redevelopment of vacant, underutilized, and blighted infill areas.**

### Action LU-6.2A

Develop and implement an infill incentive program that encourages infill development through expedited permitting, changes in fee structures, prioritizing infrastructure improvements in infill areas, property owner and/or landlord incentives to maintain property and reduce blight, and/or other strategies. As part of this program, define and prioritize categories of infill types based on land use and residential density or non-residential intensity.

### Action LU-6.2B

Do not approve future annexations or City utility connections unless they are consistent with the overall goals and policies of the General Plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life.

### Action LU-6.2C

Ensure prioritization of development and redevelopment of vacant, underutilized, and blighted infill areas be considered through strategies such as zoning changes and strategies to avoid gentrification.

### Action LU-6.2D

Comply with State requirements that limit the idling of motor vehicles.

## POLICY LU-6.3

**Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs.**

### Action LU-6.3A

Require development to mitigate any impacts to existing sewer, water, stormwater, street, fire station, park, or library infrastructure that would reduce service levels.

### Action LU-6.3B

Ensure that public facilities, infrastructure, and related land area and other elements are designed and right-of-way is acquired to meet 2040 planned development requirements to avoid the need for future upsizing or expansion, unless planned as phased construction.

### Action LU-6.3C

Coordinate, to the extent possible, upgrades and repairs to roadways with utility needs, infrastructure upgrades, and bicycle and pedestrian improvements (i.e., "dig once").

### Action LU-6.3D

Design public facilities and infrastructure to maintain and improve the visual quality of the urban environment, including through the following approaches:

- Designing buildings and infrastructure to fit into and complement their ultimate surroundings.
- Buffering buildings and infrastructure from their surroundings as appropriate to shield unsightly areas from public view.
- Providing appropriate landscaping.

### POLICY LU-6.4

**Ensure that land use decisions balance travel origins and destinations in as close proximity as possible, and reduce vehicle miles traveled (VMT).**

Action LU-6.4A

Maintain a reasonable balance between potential job generation and local workforce availability with a goal of one job for each employed resident.

Action LU-6.4B

Maintain a reasonable proximity and balance (i.e., magnitude) between job-generating uses, housing opportunities, and resident services and amenities, including transit and active transportation.

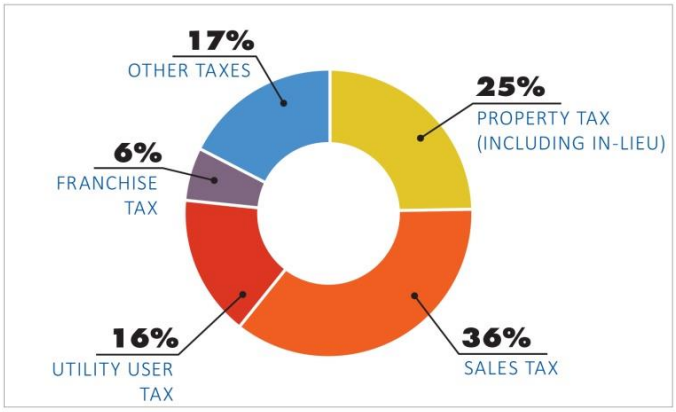
Action LU-6.4C

Reduce Vehicle Miles Traveled (VMT) per household by planning new housing in closest proximity to employment centers, improving and funding public transportation and ridesharing, and facilitating more direct routes for pedestrians and bicyclists.

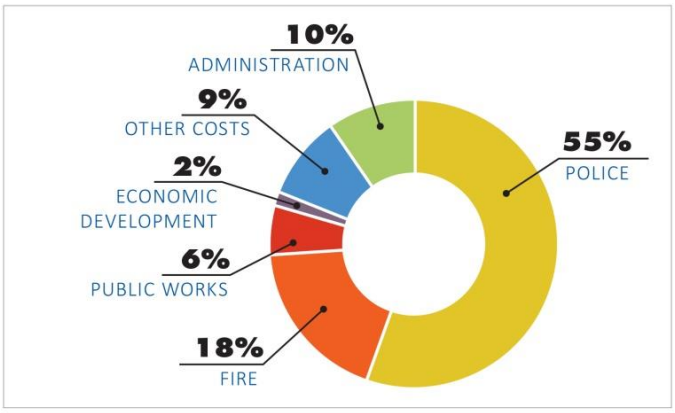
## FISCAL HEALTH IS A NECESSARY PRIORITY

The potential for business attraction, retention, and expansion in Stockton can support the City government and the overall community in a variety of ways. A portion of sales tax from retail and business-to-business transactions goes directly into the City's General Fund, where it can be used to support services such as law enforcement, fire suppression, and street maintenance. Likewise, investment in real estate that leads to increased property value can also result in higher property tax revenues that support the General Fund. New development also pays a Utility User Tax, and lodging businesses pay an additional Transient Occupancy Tax, which together also fund City services. The sources of City revenues and the costs to provide City services in 2017 are shown on Figures 3-7 and 3-8.

### Figure 3-7 2017 City Revenue Sources




### Figure 3-8 2017 City Service Costs from General Fund




Perhaps just as important as City tax revenues, new businesses offer increased job opportunities that put dollars directly in the pockets of employees and thereby increase spending power, and in turn, potential profitability for Stockton businesses. The location, appearance, and accessibility of business and employment centers are key to creating the synergy that encourages additional enterprises to locate and expand in the city.

### POLICY LU-6.5

**Improve and maintain the City's fiscal health.**

Action LU-6.5A

Require preparation of a fiscal impact analysis for large development projects and proposed annexations to ensure a full accounting of infrastructure and public service costs and to confirm whether revenue enhancement mechanisms are necessary to ensure net fiscal balance or better, and require appropriate fiscal mitigations, when necessary, to ensure the City's ongoing fiscal health and continued viability of the City's General Fund.

Action LU-6.5B

Utilize development agreements as a tool to implement public facilities financing plans and to secure fiscal mitigations and various public benefits from new development projects.

Action LU-6.5C

Evaluate and update all development impact fees to be consistent with the 2040 General Plan.

Action LU-6.5D

Continue to utilize developer fees, the City's public facilities fees, and other methods (e.g., grant funding and assessment districts) to finance public facility design, construction, operation, and maintenance.

## COORDINATION WITH REGIONAL PARTNERS MAKES CITY PLANNING MORE EFFECTIVE

The City of Stockton's jurisdiction ends at the city limit, but City staff and officials regularly work with other agencies to ensure that the region as a whole is operating cohesively toward a unifying vision. Participation in San Joaquin County planning efforts at the edge of Stockton and in regional planning programs facilitated by the San Joaquin Council of Governments, such as the Regional Transportation Plan/Sustainable Communities Strategy and Regional Smart Growth Transit-Oriented Development Plan, help to achieve this goal.

In addition to working collaboratively with other governmental agencies, an active civil society is key to achieving the General Plan goals and vision. Community participation in local government brings diverse viewpoints and values into the decision-making process and helps ensure that City actions benefit the broadest range of people possible. Inclusive, participatory processes lead to better informed solutions and build mutual understanding and trust between local government officials and the public they serve.

### POLICY LU-6.6

**Coordinate land use planning efforts among City departments and with regional agencies.**

Action LU-6.6A

Provide written comments to San Joaquin County on all proposed significant development projects in the City's Planning Area to request consistency with this General Plan and other City regulations.

Action LU-6.6B

Participate in the San Joaquin Council of Governments' (SJCOG) regional planning programs and coordinate City plans and programs with those of SJCOG, including the Regional Transportation Plan/Sustainable Communities Strategy, among others, and work with non-profit organizations also engaging in these planning programs.

Action LU-6.6C

Review and update the Development Code to ensure consistency with the updated General Plan.

Action LU-6.6D

Review and update the Zoning District Map to ensure consistency with the updated General Plan.

### POLICY LU-6.7

### Enhance public participation in the planning process.

Action LU-6.7A

Work with community-based organizations to develop and implement a comprehensive and accountable long-term strategy to engage the Stockton community in planning decisions.

Action LU-6.7B

Require that sponsors of new development projects, especially those that require Planning Commission and/or City Council approval, have early, frequent, and meaningful communication with affected citizens and stakeholders.

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# TRANSPORTATION 4

Transportation is an essential part of our everyday lives. How we choose to move around—to jobs, schools, homes, and shopping/leisure activities—has major implications for our lives, ranging from how much time we spend commuting to health issues related to air pollutants and limited time for recreation. Stockton has excellent regional access by road, water, and air. Locally, freeways and arterials provide quick access through town, but improving connections between neighborhoods and destinations in Stockton is a key consideration for the future. Closing gaps in the bicycle and trail network, improving the pedestrian realm, and expanding the range of efficient, safe, and easy options for getting around will enhance the quality of life for all community members. The focus of this chapter is on strengthening physical connections to the region and within the community. It is organized around four key goals that represent the priorities of the Stockton community:

- Mobile Community
- Active Community
- Sustainable Transportation
- Effective Transportation Assessments

## GOAL TR-1: MOBILE COMMUNITY

**Provide an integrated transportation system that enables safe and efficient movement of people and goods for all modes of travel.**

## MOBILITY FOR ALL IS THE NEW STANDARD

The local transportation system needs to serve all users, with a focus on safety, accessibility, and convenient, efficient travel between origins and destinations in Stockton. Enhancing mobility and connectivity for transit, bicycles, and pedestrians will also help reduce vehicle traffic congestion and pollution and promote public health.

Roadway classifications help define the function of various street types in the transportation network, based on level of traffic volume that can be served. Classifying roadway types allows the City to monitor performance and plan for improvements needed to accommodate changes in traffic, pedestrian, and bicycle volumes, physical development, and transit service modifications over the life of the General Plan. Classifications are also necessary to ensure the City is eligible for roadway maintenance and improvement funding.

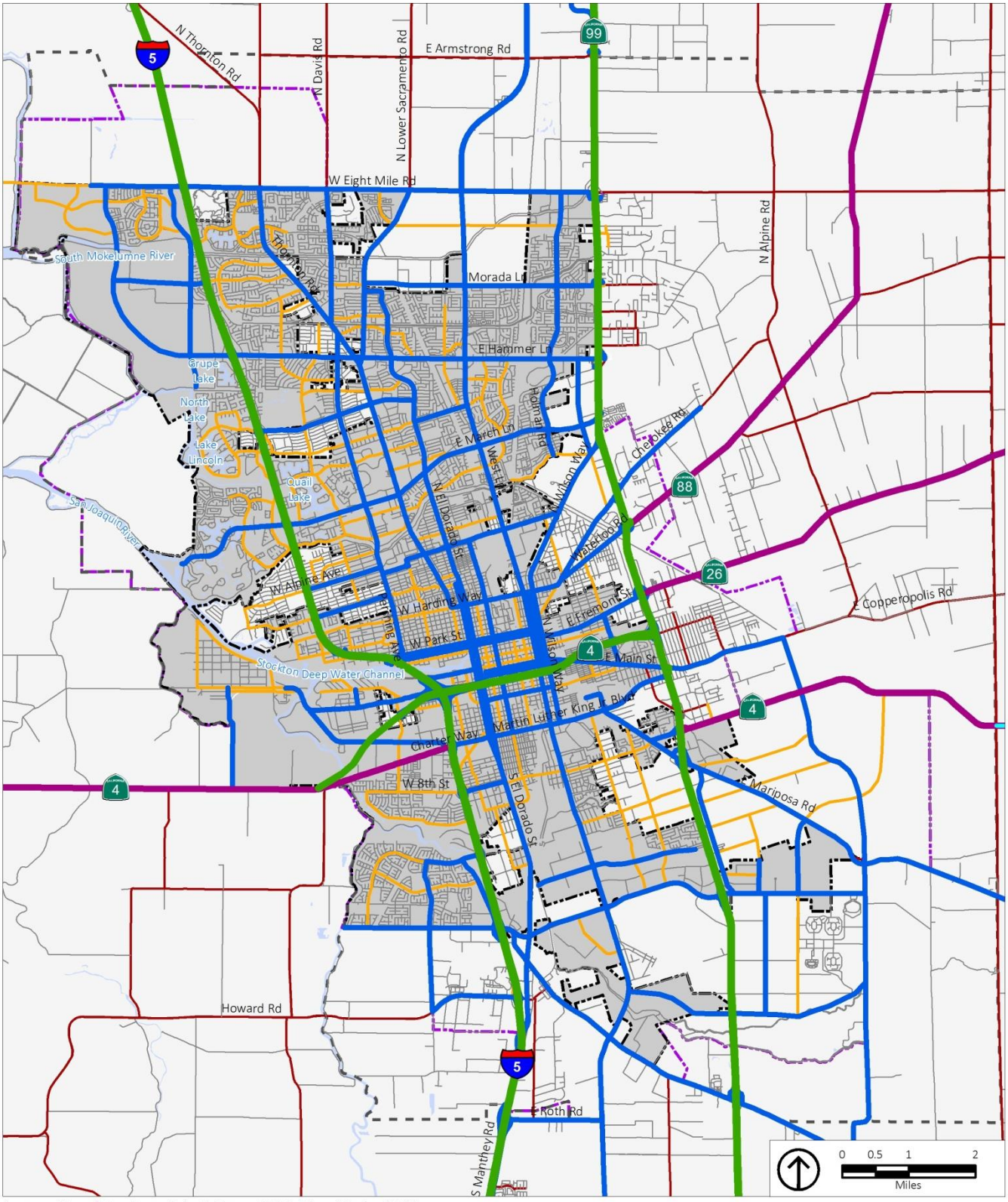
As interest in safe and sustainable transportation systems has emerged, communities throughout California have been changing the transportation planning paradigm from a vehicle-centered exercise to a "Complete Streets" approach, in which all travel modes are accommodated in a balanced way based on the particular street's location, land use context, and function within the citywide circulation network.

The General Plan defines the City's roadway network based on traditional categories recognized by regional, State, and federal transportation agencies for purposes of grant funding for ongoing street maintenance and rehabilitation programs. In addition, the City of Stockton will continue to consider whether and when to transition to a "Complete Streets" approach, in which all travel modes are explicitly accommodated in a balanced way based on the particular street's location, land use context, and function within the citywide circulation network.

The existing and future roadway networks are shown on Figure 4-1. The City's adopted Precise Road Plans, which protect, preserve, and require dedications for planned roadway and/or transportation corridors as future development occurs, are intended to be updated to conform to the planned roadway network, along with the multi-modal complete streets principles outlined in the policies and actions below. The roadway classifications included in the roadway network are as follows:

- Freeways and highways are high-speed facilities that move inter-city or regional traffic. Freeway access is generally limited to grade-separated interchanges, while highway access is provided at-grade in most cases. Freeways and highways that provide regional access to and from Stockton include Interstate 5 (I-5), State Route (SR) 99, SR 4, SR 26, and SR 88.

## Figure 4-1
## Circulation Map




Source: City of Stockton; Fehr & Peers, 2016; PlaceWorks, 2017.

Freeways
Highways
Arterials
Collectors
Rural Road
Local Roads
City Limit
Sphere of Influence
General Plan Planning Area

- **Arterials** are high-volume facilities that connect the regional roadway network to the local roadway network. Limited access is provided to abutting parcels in many cases. Arterial streets are typically high-volume, high-speed roadways generally serving between 20,000 and 50,000 vehicles per day with four to eight travel lanes; some minor arterials serve fewer than 20,000 vehicles per day. Traffic signals on arterial roadways in Stockton are generally connected to the City's Traffic Management System, which provides signal coordination and incident response services.

- **Collector streets** connect residential and local-serving commercial areas with the arterial system. Collector streets serve as principal traffic arteries within residential and commercial areas. These streets typically carry up to 10,000 vehicles per day, although some collectors may carry more vehicle traffic for short segments as they convey traffic between arterial streets and local residential streets. Two to four travel lanes are typically provided on collector streets in Stockton.

### POLICY TR-1.1

**Ensure that roadways safely and efficiently accommodate all modes and users, including private, commercial, and transit vehicles, as well as bicycles and pedestrians and vehicles for disabled travelers.**

Action TR-1.1A

Direct truck traffic to designated truck routes that facilitate efficient goods movement and minimize risk to areas with concentrations of sensitive receptors, such as schools, for example by disallowing any new truck routes to pass directly on streets where schools are located, and vulnerable road users, like pedestrians and bicyclists.

Action TR-1.1B

Maintain and periodically update a schedule for synchronizing traffic signals along arterial streets and freeway interchanges to facilitate the safe and efficient movement of people and goods and to provide signal priority for transit vehicles at intersections.

Action TR-1.1C

Require roadways in new development areas to be designed with multiple points of access and to address barriers, including waterways and railroads, in order to maximize connectivity for all modes of transportation.

Action TR-1.1D

Update existing Precise Road Plans to reflect the 2040 General Plan, including changes in land use and level of service requirements, and a shift in priority from vehicular travel to travel by all modes through complete streets.

Action TR-1.1E

Work with local school districts to implement pedestrian crossing enhancements like stop signs within neighborhoods around schools, encourage activities like a walking school bus, and create educational programs that teach students bicycle safety.

## REGIONAL CONNECTIONS BOOST THE ECONOMY

Stockton is a regional transportation hub. Residents and commuters have access to a variety of transit options for both inter-city and regional travel. The San Joaquin Council of Governments (SJCOG) coordinates transportation planning and financing for the region and administers regional plans that promote sustainable growth, including the Regional Transportation Plan & Sustainable Communities Strategy that guides funding and policy decisions, the Regional Congestion Management Program that identifies regionally significant roadways, and the Smart Growth Transit-Oriented Development Plan that promotes transit-friendly land use planning and development. Together, these plans intend

to enhance multi-modal opportunities in Stockton for both passengers and freight.

Bus routes provide service throughout the city and region, while rail lines provide connectivity to the Bay Area, Sacramento, and Southern California and beyond. San Joaquin Regional Transit District (RTD) provides public transit services in and around the city, as well as countywide. Passenger rail service providers include the Altamont Corridor Express (ACE), which connects passengers from the Central Valley to the Bay Area, and Amtrak, which connects rail passengers from Bakersfield to Oakland or Sacramento, plus buses to San Francisco and the Dublin/Pleasanton Bay Area Rapid Transit (BART) station. The Stockton Municipal Airport, located just south of the city limit, offers commercial passenger service to key destinations such as Las Vegas, Nevada, Phoenix/Mesa, Arizona, and San Diego.

The regional freight transportation system consists of rail, truck, air, and port facilities that support goods movement. Two major transcontinental railroads (BNSF and UPRR) serve the Port of Stockton and provide service to Mexico and Canada. Several short line railroads also operate in Stockton, including the Central California Traction Company (CCT), which provides freight service between Stockton and Lodi, and the Stockton Terminal & Eastern (STE) Railroads, which runs from Stockton to Linden. The Port of Stockton, one of only two inland sea ports in the state, provides an important commerce gateway to the Central Valley. As a Foreign Trade Zone, the Port facilitates international trade and increases the global competitiveness of US-based companies. The Stockton Metropolitan Airport is also a designated Foreign Trade Zone and provides air cargo service with intermodal connections to truck, rail, and the Port. To protect public safety and the long-term operations of the airport, SJCOG prepared the Airport Land Use Compatibility Plan (ALUCP), which provides guidance related to the placement of land uses near the Stockton Metropolitan Airport through the designation of Airport Safety Zones and related regulations (see Figure 4-2). Specifically, the ALUCP seeks to protect the public from adverse effects of aircraft noise, ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and ensure that no structures or activities adversely affect navigable airspace.

### POLICY TR-1.2

**Enhance the use and convenience of rail service for both passenger and freight movement.**

Action TR-1.2A

Actively support and pursue access to high-speed rail.

Action TR-1.2B

Support the San Joaquin Regional Transportation District's Regional Bus Service, Altamont Commuter Express (ACE), and AMTRAK's San Joaquin intercity rail service, and pursue and support other regional transit programs and projects, such as:

- ACE plans to bypass existing bottlenecks (e.g., the Union Pacific railyards in South Stockton);
- Connecting to the BART system;
- Extending ACE service south to Merced; and
- Proposing rail between Stockton and Sacramento along the California Traction and other rail corridors.

Action TR-1.2C

Provide grade separations at railroad crossings on arterial streets where feasible to ensure public safety and minimize traffic delay.

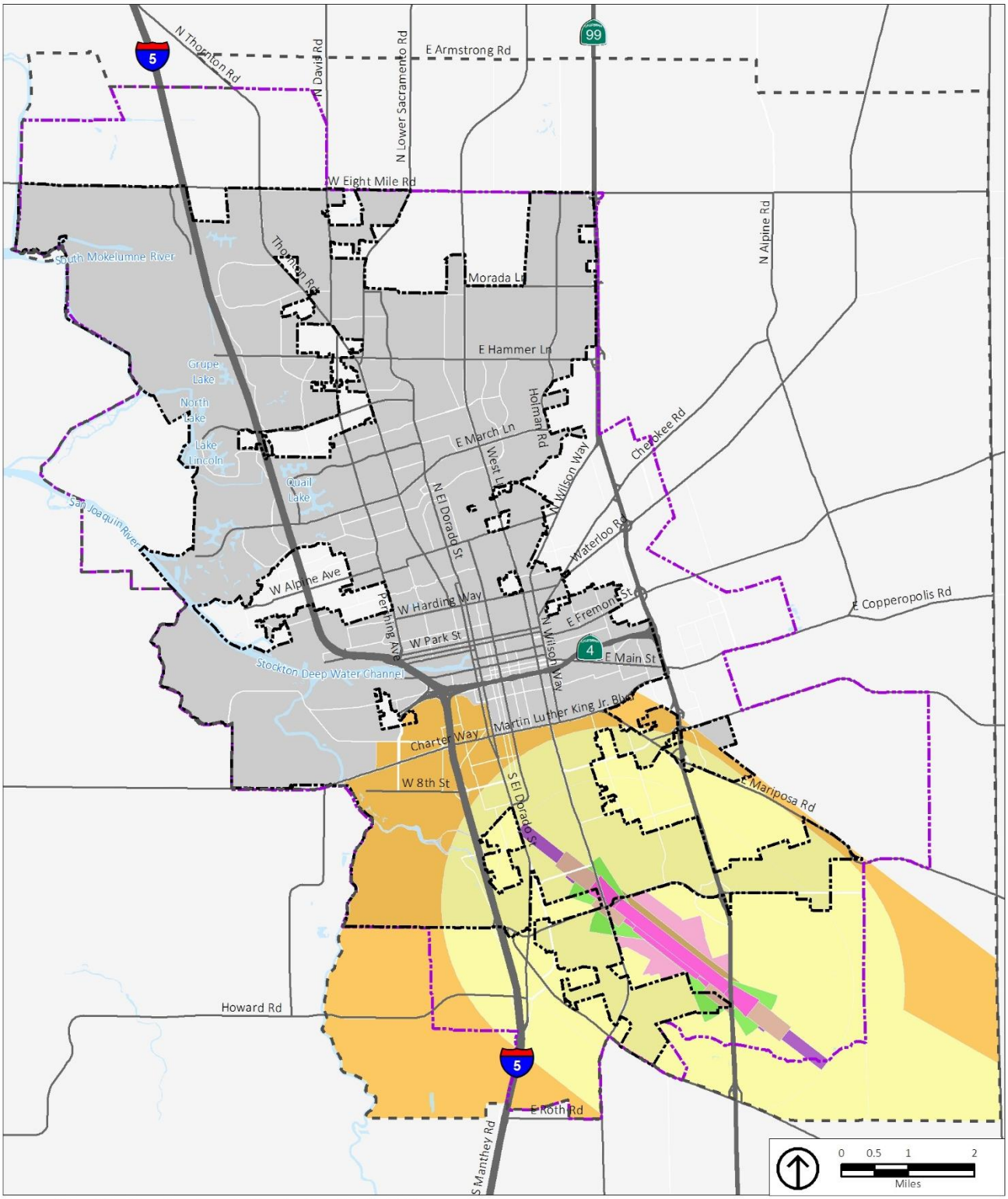
### POLICY TR-1.3

**Facilitate expanded port and airport operations, service, and development as travel and goods movement assets to the community and sources of employment growth.**

Action TR-1.3A

Protect the Airport and related aviation facilities from encroachment by ensuring that all future development within the Airport Influence Area (AIA) is consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except in cases where the City Council concludes that project approval would provide for the orderly development of the Airport and the areas surrounding it while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards, consistent with the San Joaquin County Airport Land Use Compatibility Plan and the Stockton Metropolitan Airport Land Use Compatibility Plan.

## Figure 4-2
## Stockton Metropolitan Airport Safety Zones




Source: City of Stockton; San Joaquin County; PlaceWorks, 2017.

**Safety Zones**

- Zone 1, Runway Protection Zone
- Zone 2, Inner Approach/Departure Zone
- Zone 3, Inner Turning Zone
- Zone 4, Outer Approach/Departure Zone
- Zone 5, Sideline Safety Zone
- Zone 6, Airport Property Zone
- Zone 7, Traffic Pattern Zone
- Zone 8, Airport Influence Area
- City Limit
- Sphere of Influence
- General Plan Planning Area

Action TR-1.3B

Where substantial development already exists within the AIA and is incompatible with ALUC policies, only allow additional infill development of similar land uses if projects meet all of the following criteria to be an infill project:

- The project site is bounded on at least three sides by uses similar to those proposed.
- The proposed project would not extend the perimeter of the area developed with incompatible uses.
- The proposed project does not otherwise increase the intensity and/or incompatibility of the use with respect to the criteria identified in the San Joaquin County Airport Land Use Compatibility Plan and in the Stockton Metropolitan Airport Land Use Compatibility Plan through use permits, density transfers, or other strategies.

Action TR-1.3C

Within the AIA, require that new development or an expansion of an existing use that requires a building permit file an avigation easement with the City.

**GOAL TR-2: ACTIVE COMMUNITY**

**Offer active transportation opportunities for the entire community.**

## SAFE ROUTES TO WORK AND SCHOOL MAKE A HEALTHIER CITY

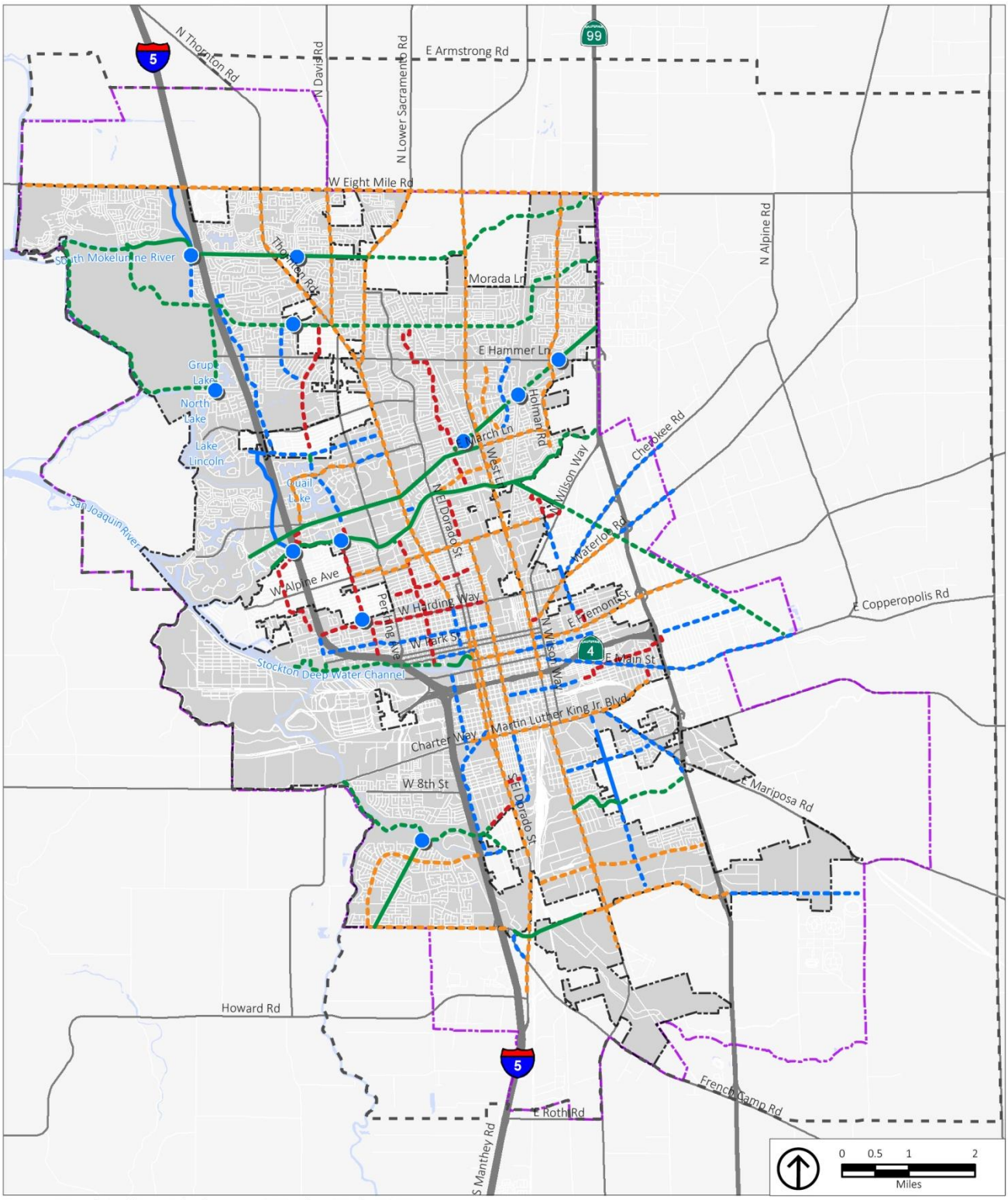
Fostering opportunities for safe non-automobile ("multi-modal") transportation is a long-held desire of the community. The pedestrian network generally consists of sidewalks and multi-use trails. Sidewalks are provided in most developed subdivisions and commercial areas, but there are gaps in the network, especially within unincorporated county pockets. Currently, the bicycle system in Stockton consists of about 117 miles of existing bikeways, including approximately 46 miles of bike paths, 36 miles of bike lanes, and 35 miles of bike routes.

However, local barriers such as waterways, railways, and freeways pose challenges to bicycle circulation and connectivity. Expanding the bicycle network will enhance opportunities for active transportation and reduce dependency on the car. The City's Bicycle Master Plan is an important tool to achieve this goal, as it provides an implementation roadmap for viable bicycling options for people of all ages and abilities.

Local bikeways are classified based on traditional categories recognized by regional, State, and federal transportation agencies. The existing and future bicycle networks are shown on Figure 4-3. Each bikeway class is intended to provide bicyclists with safe and convenient riding conditions. Different bikeway designs offer various levels of separation from traffic based on traffic volume and speed, among other factors. There are four bikeway types (see Figure 4-4):

- Class I Bikeway (Bike Path): Bike paths provide a completely separate right-of-way and are designated for the exclusive use of people riding bicycles and walking with minimal cross-flow traffic. Stockton has many such paths located along creeks, canals, and rail lines.

## Figure 4-3
## Existing and Planned Bicycle Network



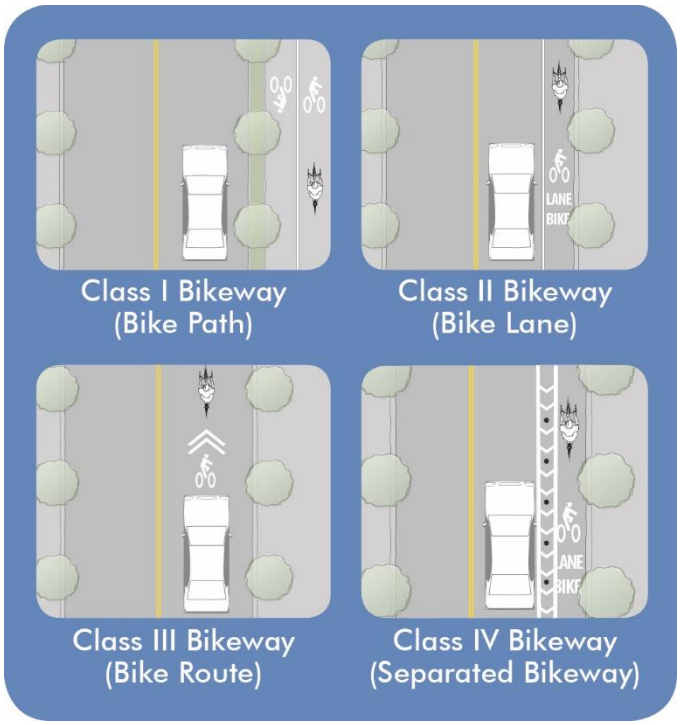

Source: City of Stockton; Fehr & Peers, 2016; PlaceWorks, 2017.

Existing Bicycle Network
- Class I (Bike Path)
- Class II (Bike Lane)

Planned Bicycle Network
- Class I (Bike Path)
- Class II (Bike Lane)
- Class III (Bike Route)
- Class IV (Separated Bikeway)

- New Bridge
- General Plan Planning Area
- City Limit
- Sphere of Influence

**Figure 4-4 Bikeway Types**




- Class II Bikeway (Bike Lane): Bike lanes provide designated street space for bicyclists, typically adjacent to the outer vehicle travel lanes. Bike lanes include special lane markings, pavement legends, and signage. Bike lanes may be enhanced with painted buffers between vehicle lanes and/or parking, and green paint at conflict zones (such as driveways or intersections).

- Class III Bikeway (Bike Route): Bike routes provide enhanced mixed-traffic conditions for bicyclists through signage, striping, and/or traffic calming treatments, and provide continuity to a bikeway network. Bike routes are typically designated along gaps between bike trails or bike lanes, or along low-volume, low-speed streets. Bicycle boulevards provide further enhancements to bike routes by encouraging slow speeds and discouraging non-local vehicle traffic, often through the use of traffic calming. Bicycle boulevards can also feature special wayfinding signage to nearby destinations or other bikeways.

- Class IV Bikeway (Separated Bikeway): Separated bikeways, also referred to as cycle tracks or protected bikeways, are bikeways for the exclusive use of bicycles which are physically separated from vehicle traffic. Separations may include grade separation, flexible posts, physical barriers, or on-street parking.

Stockton's bicycle network is also augmented by a network of informal or unmarked trails associated with levee access roads along the city's waterways and utility rights-of-way. While some of these levee trails have been upgraded to Class I facilities discussed above, many paved and unpaved trails are located along private rights-of-way and are may be gated, unsigned, and/or unpaved; therefore, they are not included in the official bicycle network.

### POLICY TR-2.1

**Develop safe and interconnected bicycle and pedestrian facilities, including along "complete" streets that target multiple travel modes.**

Action TR-2.1A

Require safe and secure bicycle parking facilities to be provided at major activity centers such as public facilities, employment sites, and shopping and office centers, along with showers and lockers for major employment sites.

Action TR-2.1B

Maintain and implement the City of Stockton Bicycle Master Plan.

Action TR-2.1C

Maintain and implement the City of Stockton Safe Route to School Plan.

### POLICY TR-2.2

**Connect housing and employment development in areas with good transit access through open and inclusive processes where appropriate.**

Action TR-2.2A

Require major new development to incorporate and fund design features to promote safe and comfortable access to transit, such as a circulation network that facilitates efficient and connected bus travel, clear pedestrian and bicycle routes connecting origins and destinations to transit stops, sheltered bus stops, park-and-ride facilities, and highly visible transit information and maps.

Action TR-2.2B

Obtain input from community residents, non-profit organizations, and local and regional transit operators on major new development projects, and support transit operators by ensuring major projects are designed to support transit and provide fair share funding of the cost of adequate transit service and access.

Action TR-2.2C

Request that public transit service providers expand routes and increase frequency and operational hours consistent with current short- and long-range transit planning, with the assistance of new development funding.

Action TR-2.2D

Support efforts to electrify buses.

**POLICY TR-2.3**

**Utilize natural features and routes with lower traffic volumes and speeds to encourage residents to walk and wheel more frequently.**

Action TR-2.3A

Develop and maintain bikeways on separate rights-of-way (e.g., Calaveras River, East Bay Municipal Utility District easement, French Camp Slough, and Shima Tract Levee).

Action TR-2.3B

Require dedication of adequate right-of-way for bicycle use in new arterial and collector streets, and where feasible, in street improvement projects.

## GOAL TR-3: SUSTAINABLE TRANSPORTATION

**Design transportation infrastructure to help reduce pollution and vehicle travel.**

## WE NEED ALTERNATIVES TO DRIVING ALONE

We all need to use some form of transportation to get to our jobs, schools, and other daily needs. The mode of transportation Stockton residents choose to reach these destinations is affected by job location, land use patterns, and availability of options such as transit and bike routes. Roadway design can foster the use of transportation modes that encourage walking and wheeling and reduce environmental impacts. Managing transportation sustainably into the future will mean operating within available funding levels and positioning Stockton to take advantage of current and future innovations such as alternative fuels, car-sharing, bicycle sharing, private transportation network services, autonomous vehicle technology, and other changes still to come.

**POLICY TR-3.1**

**Avoid widening existing roadways in an effort to preclude inducement of additional vehicle traffic.**

Action TR-3.1A

Limit street widths to the minimum necessary to adequately carry the volume of anticipated traffic, while allowing for safe bicycle and pedestrian facilities, emergency access, and large vehicle access.

Action TR-3.1B

Where feasible and appropriate, reduce the width of existing streets using bulb-outs, medians, pedestrian islands, shade tree landscaping, appropriate signage, and similar methods, while not jeopardizing emergency response.

Action TR-3.1C

Preserve right-of-way for transit and bicycle uses when designing new roadways and improving existing roadways, and ensuring adequate and clear signage.

**POLICY TR-3.2**

**Require new development and transportation projects to reduce travel demand and greenhouse gas emissions, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.**

Action TR-3.2A

Amend the parking requirements in the Development Code to encourage shared parking, require preferential parking for rideshare vehicles, and allow reduced parking requirements to support transit, bicycling, and walking.

Action TR-3.2B

Require commercial, retail, office, industrial, and multi-family residential development to provide charging stations and prioritized parking for electric and alternative fuel vehicles.

Action TR-3.2C

Respond to the implications and opportunities associated with connected vehicles and autonomous vehicles by monitoring technological advances and adjusting roadway infrastructure and parking standards to accommodate autonomous vehicle technology and parking needs.

Action TR-3.2D

Continue to coordinate with the San Joaquin Council of Governments to increase opportunities for additional park and ride facilities, consistent with the San Joaquin County Regional Park and Ride Lot Master Plan.

## GOAL TR-4: EFFECTIVE TRANSPORTATION ASSESSMENTS

**Ensure that traffic-related impacts of proposed land uses are evaluated and mitigated.**

## MILES TRAVELED IS THE NEW STATEWIDE MEASURING TOOL

The condition and efficiency of Stockton's roadway network are integral components to maintaining quality of life and fostering economic growth in the region. Senate Bill (SB) 743 has set the stage for moving away from Level of Service (LOS)—which measures delay to motorists—to vehicle miles traveled (VMT) as the metric to evaluate transportation network performance and land use and transportation planning decisions, with investments oriented toward reducing VMT.

The City of Stockton will continue to make use of LOS where it is more descriptive than VMT: for evaluating the operating conditions of selected, congested roadway segments and intersections within the city. LOS is a qualitative description of traffic flow based on factors such as speed, travel time, delay, and freedom to maneuver:

- LOS A, Free Flow or Insignificant Delays: Operations with very low delay. Most vehicles do not stop at all.
- LOS B, Stable Operation or Minimal Delays: An occasional approach phase is fully utilized. Some drivers feel restricted.
- LOS C, Stable Operation or Acceptable Delays: Drivers begin having to wait through more than one red signal. Most drivers feel somewhat restricted.
- LOS D, Approaching Unstable or Tolerable Delays: Drivers may have to wait through more than one red signal. Queues may develop, but dissipate rapidly, without excessive delays.
- LOS E, Unstable Operation or Significant Delays: Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
- LOS F, Forced Flow or Excessive Delays: Represents jammed conditions. Many cycle failures. Queues may block upstream intersections.

The City of Stockton strives to maintain LOS D or better for peak hour intersection and daily roadway segment operations. However, in the Downtown and other areas, exceptions to this standard are permissible to support other goals, such as encouraging safe travel by other modes of transportation than the car. The City can use VMT and LOS to support non-auto transportation modes, with the ultimate goal of maintaining and enhancing a complete roadway network that serves all travel modes in a balanced and equitable way.

### POLICY TR-4.1

**Utilize level of service (LOS) information to aid understanding of potential major increases to vehicle delay at key signalized intersections.**

#### Action TR-4.1A

Strive for Level of Service (LOS) D or better for both daily roadway segment and peak hour intersection operations, except when doing so would conflict with other land use, environmental, or economic development priorities, and with the following additional exceptions:

- In the Greater Downtown, strive for LOS E or better, but LOS F may be acceptable after consideration of physical or environmental constraints and other City goals and policies.
- Strive for different LOS standards along the following corridors due to physical constraints that limit the improvements that can be constructed:
  - Benjamin Holt Drive, Plymouth Road to Gettysburg Place – LOS F
  - Eight Mile Road, Trinity Parkway to I-5 – LOS E
  - Eight Mile Road, Lower Sacramento Road to West Lane – LOS E
  - Eighth Street, I-5 to El Dorado Street – LOS E
  - Eighth Street, Airport Way to Mariposa Road – LOS E
  - French Camp Road, Manthey Road to I-5 – LOS E
  - French Camp Road, I-5 to Val Dervin Parkway – LOS F
  - Hammer Lane, I-5 to Kelly Drive – LOS E
  - Hammer Lane, West Lane to Holman Road – LOS E
  - Interstate 5, Hammer Lane to Benjamin Holt Drive – LOS E
  - Interstate 5, Benjamin Holt Drive to Downing Avenue – LOS F
  - Interstate 5, Downing Avenue to French Camp Road – LOS E
  - Otto Drive, I-5 to Thornton Road – LOS F
  - Roadway segments determined to be operating at deficient LOS by the San Joaquin Council of Governments in the Regional Congestion Management Program
- Accept worse than adopted-standard LOS at intersections where widening the intersection would reduce bicycle and pedestrian safety and/or increase pedestrian crossing times such that they would create longer traffic delays due to signal timing.

#### Action TR-4.1B

Amend the City's Transportation Impact Analysis Guidelines to reflect the updated LOS goals under Action TR-4.1.A and to refine the threshold at which a project needs to evaluate LOS impacts.

### POLICY TR-4.2

**Replace LOS with: (1) vehicle-miles traveled (VMT) per capita; and (2) impacts to non-automobile travel modes, as the metrics to analyze impacts related to land use proposals under the California Environmental Quality Act, in accordance with SB 743.**

#### Action TR-4.2A

To evaluate the effects of new development and determine mitigation measures and impact fees, require projects to evaluate per capita VMT and impacts to transit, bicycle, and pedestrian modes.

#### Action TR-4.2B

Amend the City's Transportation Impact Analysis Guidelines to include alternative travel metrics and screening criteria.

### POLICY TR-4.3

**Use the threshold recommended by the California Office of Planning and Research for determining whether VMT impacts associated with land uses are considered significant under State environmental analysis requirements.**

### Action TR-4.3A

Amend the City's Transportation Impact Analysis Guidelines to:

- Establish a threshold of 15 percent below baseline VMT per capita to determine a significant transportation impact under the California Environmental Quality Act.
- Identify screening criteria that will streamline certain types of development and/or development in certain areas by not requiring a VMT analysis.

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# SAFETY

# 5

Every general plan in California must address natural and human-made hazards and dangers, and identify the potential risk of death, injuries, property damage, and economic and social dislocation from fires, floods, earthquakes, and other events. Public safety and emergency response are top priorities in Stockton, but not just in relation to widespread events. Concerns over personal safety weigh heavily on many neighborhoods, even to the point of discouraging residents from recreating or traveling along specific routes or at certain times of day. The focus of this chapter is on improving public safety and reducing the risk of hazards. The chapter is organized around four key goals that represent the priorities of the Stockton community:

- Safe Community
- Hazard Protection
- Clean Water
- Clean Air

## GOAL SAF-1: SAFE COMMUNITY

**Create a safe and welcoming environment in all areas of the city at all times of day.**

## PUBLIC SAFETY IS A TOP COMMUNITY PRIORITY

Violence and crime prevention are major issues for the Stockton community. As one of the City's strategic initiatives to reduce violence and crime and increase public safety, the Stockton Marshall Plan, funded by a ¾-cent sales tax approved by voters in 2013, emphasizes data-based targeting of "focus area" locations and predictive policing to achieve the objectives of preventing and stopping violence and building violence-prevention capacity.

Design of the built environment can also help prevent crime and increase both the sense and reality of safety. Research has shown that the most effective deterrent to criminal activity is the risk of being caught, and design of public spaces that places more eyes on the street and limits access points can create safer environments. Strategies for Crime Prevention Through Environmental Design (CPTED) include locating windows to overlook sidewalks and parking lots, increasing pedestrian and bicycle traffic, and installing fencing, landscaping, or lighting to control access. Well-maintained buildings and property also signal alert, active owners and can deter criminal activity.

The Stockton Police Department (SPD) and Fire Department (SFD) provide essential services to keep the community safe; police and fire stations are shown on Figure 5-1. The SPD provides professional law enforcement based on a model of prediction, prevention, pursuit, and partnerships. This model combines policing and enforcement strategies with community involvement and engagement. Through its commitment to community policing, the SPD has established a variety of mentorship programs and training classes that promote proactive partnership with neighborhood organizations and business owners to identify and solve issues.

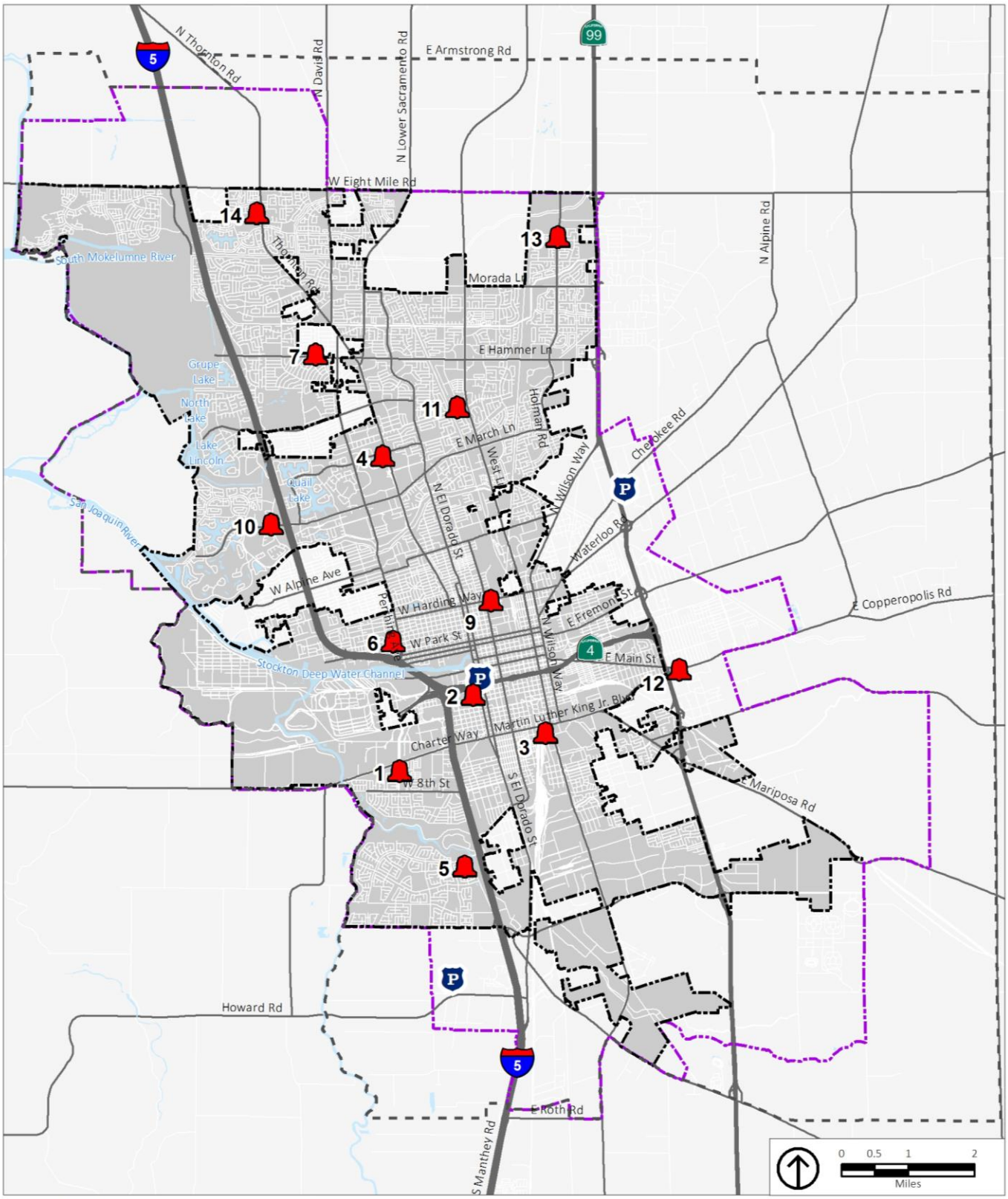
The SFD mission is centered on providing excellent emergency and non-emergency services through public education, prevention, and aggressive suppression and rescue activities. The SFD is an all-hazard fire department, capable of mitigating all types of both human-made and natural disasters. As such, the fire department has the following specialized teams:

- Hazardous Materials Team: A California Office of Emergency Services Type II Hazardous Materials Team staffed with seven personnel daily, trained to the Hazardous Materials Technician and Specialist level. Specialty apparatus and personnel are assigned to Fire Company 3.

- Water Rescue Team: Staffed by a team of four personnel daily, the water rescue team is capable of both surface and sub-surface water rescues, helping to protect over 1,000 miles of waterways surrounding the city. The team has specialty apparatus including personal watercraft, inflatable boats, and a water rescue vehicle. The Water Rescue Team is assigned to Fire Company 6. In addition to City resources, the California Office of Emergency Services has also assigned the City a tow vehicle and trailer (OES Boat Team #13) for deployment anywhere in the United States.

- Urban Search and Rescue (USAR) Team: Staffed by a team of seven personnel daily, the USAR Team is trained in rope rescue, confined space rescue, trench rescue, and building collapse. The team utilizes specialty apparatus including a Type I heavy rescue, and a California Office of Emergency Services Rescue Trailer.

## Figure 5-1
## Police and Fire Stations




Source: City of Stockton; San Joaquin County; PlaceWorks, 2017.

Fire Stations (Station ID #)

Police Stations

City Limit

Sphere of Influence

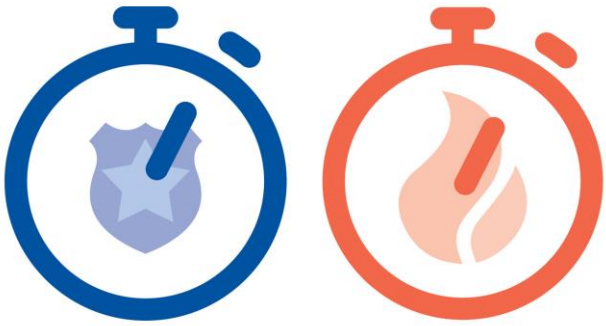
General Plan Planning Area

To reinforce their public service model, the SFD offers a variety of volunteer programs including the Community Emergency Response Team (CERT), which provides training to residents and members of the business community to increase disaster awareness and emergency response capability, as well as the Stockton Fire Explorers and Stockton Fire Auxiliaries. The City and San Joaquin County coordinate for response in emergency situations, and SFD offers disaster preparedness training opportunities through the CERT program. The risk of wildfire in the Planning Area is considered relatively low, given the lack of forest or grassland area that could serve as fuel sources for a wildfire.

Measure W was approved by voters November 2, 2004. It was originally adopted by Ordinance 038-04 C.S., and is codified in Section 3.52 of the Stockton Municipal Code, entitled Funding for Police and Fire Protection Services. The ordinance provides for a ¼-cent (0.25 per cent) transaction and use tax (i.e., sales tax), a tax dedicated to providing for police and fire personnel and services. The ordinance calls for Program Guidelines, which were developed and adopted by the City Council, August 4, 2004. The Program Guidelines prescribe two methods of ensuring that tax monies collected are used as specified by the ordinance. The first method is an independent audit and the second method is a citizens' committee. Measure W provides funding for 23 suppression positions within the SFD.

Public safety staffing and response time standards provide a means to ensure that the community will remain safe as the city develops. The City strives to achieve the following public safety standards:

- Police Staffing: 1.5 sworn officers per 1,000 residents.
- Police Response Times: Average law enforcement response time of 5 minutes or less for priority one calls (where a threat to persons may exist).
- Fire Staffing: 1.23 sworn firefighters per 1,000 residents for a population up to 500,000 people.
- Fire Response Times:
  - 240 seconds or less travel time for the arrival of the first arriving engine company at a fire suppression incident.
  - For other than high-rise, 480 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident.
  - For high-rise, 610 seconds or less travel time for the deployment of an initial full alarm assignment at a fire suppression incident.



**POLICY SAF-1.1**

**Invest in neighborhood safety through partnerships with the community to help prevent violence and crime ("community policing").**

Action SAF-1.1A

Promote public safety programs, including business, neighborhood, and school watches; child identification and fingerprinting; and other public education efforts.

### Action SAF-1.1B

Maintain and expand community outreach programs to improve the community's understanding of how the criminal justice system works, foster a positive relationship between community members and public safety staff, provide a venue for open dialog, and promote transparency in public safety.

### Action SAF-1.1C

Engage with schools, non-profit organizations, and faith-based organizations to recognize and work with at-risk youth to avert future criminal activity.

## POLICY SAF-1.2

**Reduce community violence and crime by fostering community connectivity, creating a sense of place, and encouraging social interactions between residents, employees, and business owners.**

### Action SAF-1.2A

Update the City's Design Guidelines and Development Code to require new and retrofitted development to support effective police and fire protection response and services by using the following principles of crime prevention through environmental design (CPTED):

- Delineate private and public spaces
- Enhance visibility
- Control property access
- Ensure adequate property maintenance

### Action SAF-1.2B

Pursue public art projects that match the culture of the neighborhood to create a sense of ownership and belonging.

### Action SAF-1.2C

Engage residents and business owners in ongoing discussions about how land use and planning decisions can help to reduce violence.

### Action SAF-1.2D

Incentivize a variety of uses in a neighborhood that will be active throughout the day and night.

## POLICY SAF-1.3

**Ensure that City-managed spaces and facilities support a feeling of safety for users.**

### Action SAF-1.3A

Design and maintain parks, waterways, trail corridors, and other facilities to meet the recreational needs of the community, while maximizing public safety and access concerns, such as through the following approaches:

- Locate facilities to ensure visibility along public roadways where appropriate;
- Provide clear access points;
- Maintain vegetation to maximize visibility and demonstrate active attention to the site; and
- Use signage to clearly convey site ownership and rules.

### Action SAF-1.3B

Design and improve City streetscapes to create safer places by maximizing visibility through installation and maintenance of appropriate lighting and landscaping.

## GOAL SAF-2: HAZARD PROTECTION

**Protect residents and businesses from natural and human-caused hazards.**

# WE NEED TO BE PREPARED FOR EMERGENCIES

Stockton is close enough to major earthquake faults to be vulnerable to seismic activity, including the Greenville Fault roughly 22 miles away. The Hayward Fault, about 40 miles away, has an over 60-percent probability of a magnitude 6.7 or greater earthquake by 2036, according to the US Geological Survey. Earthquakes of this magnitude can create ground accelerations in Stockton severe enough to cause major damage to structures and foundations not designed to resist the forces generated by earthquakes. Underground utility lines are also susceptible where they lack sufficient flexibility to accommodate seismic ground motion. With a seismic event of this magnitude, most parts of Stockton could experience significant ground shaking.

Earthquakes are also among the threats to levee and dam stability. According to the Federal Emergency Management Agency (FEMA), most of the levees in the Planning Area meet minimum standards, but levees are subject to structural failure, erosion, and damage from vegetation and rodents, as well as earthquakes and floods (see next section). Given these possible risks, the California Department of Water Resources (DWR) provides Levee Flood Protection Zone (LFPZ) maps to increase awareness of flood risks from levee failure. These zones, shown in Figure 5-2, estimate the maximum area that may be flooded from failure of a State or federal levee.

As shown in Figure 5-3, Stockton is also within the inundation areas of three major dams:

- New Hogan Dam on the Calaveras River
- New Melones Dam on the Stanislaus River
- Camanche Dam on the Mokelumne River

Failure of any of these dams (each is about 30 miles from the city) would give residents about 7 hours to evacuate. Other major regional dams could also affect Stockton, but would have longer lead times. The California Division of Safety of Dams (DSOD) inspects each dam on an annual basis to ensure the dam is safe and performing as intended. The dams have also been assessed for seismic stability and are projected to withstand the maximum credible earthquake.

### POLICY SAF-2.1

**Ensure that community members are adequately prepared for natural disasters and emergencies through education and training.**

Action SAF-2.1A

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.

Action SAF-2.1B

Inform the public about the specific risks of living in flood-prone areas, and provide residents instructional information on how to take steps to reduce their exposure to flood damages.

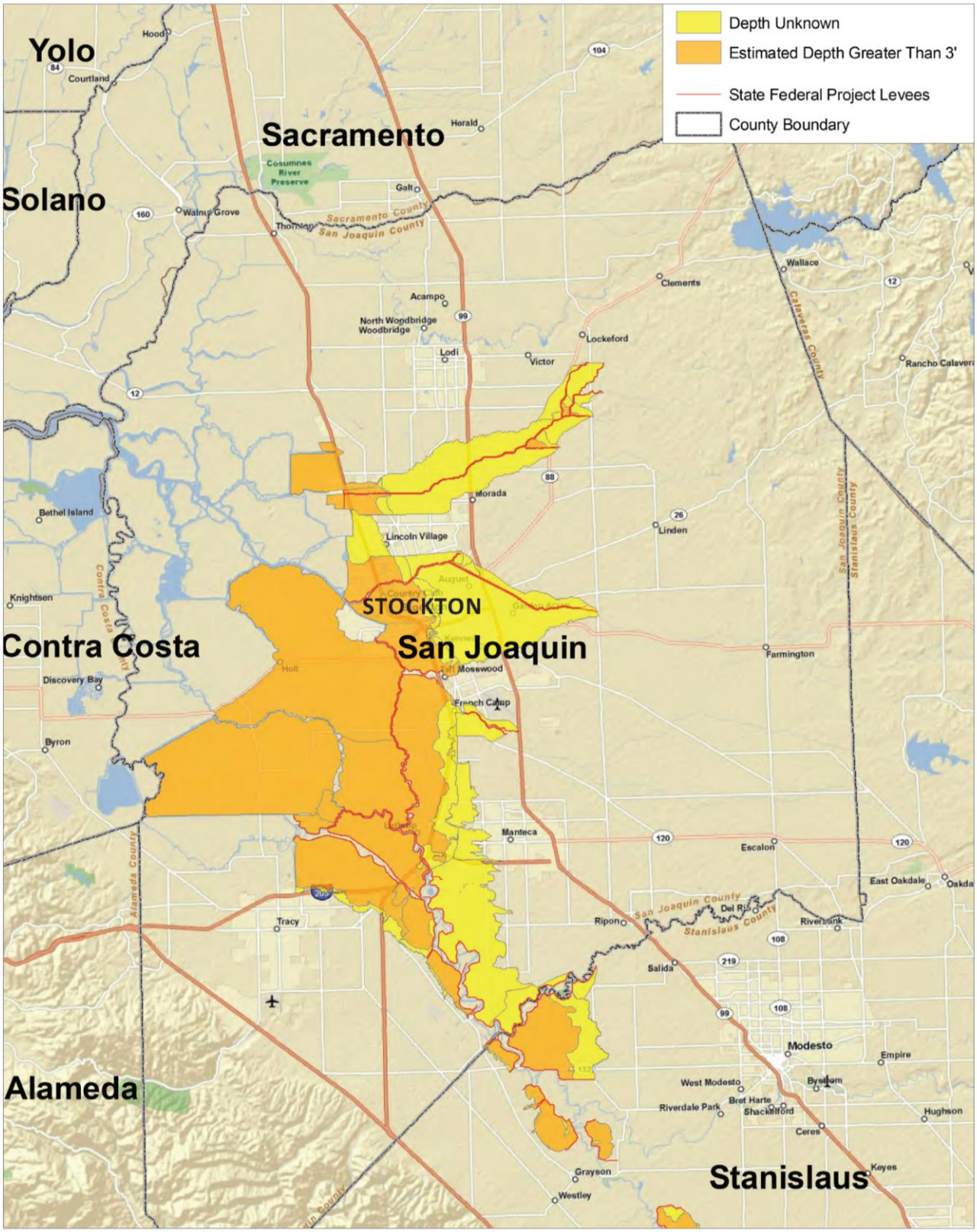
### POLICY SAF-2.2

**Prepare sufficiently for major events to enable quick and effective response.**

Action SAF-2.2A

Require new development to provide adequate access for emergency vehicles and evacuation routes, including by designing roadway systems to provide multiple escape routes in the event of a levee failure.

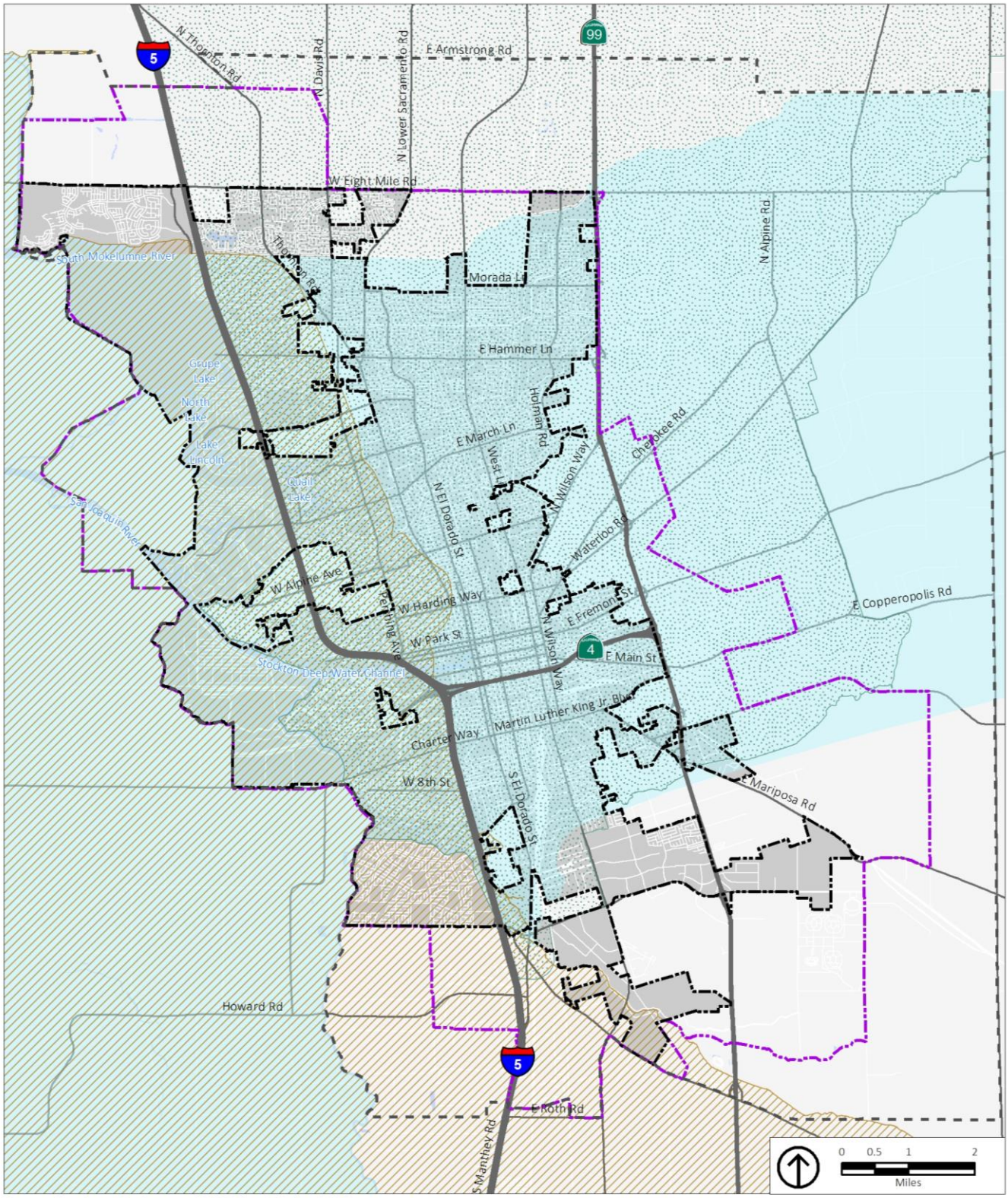
## Figure 5-2
## Levee Flood Protection Zones




Source: California Department of Water Resources, 2011.

0 16
Scale (Miles)

## Figure 5-3
## Dam Inundation Areas




Source: San Joaquin County, 2017; PlaceWorks, 2017.

**Dam Inundation Areas**
- Camanche Dam
- New Melones Dam
- New Hogan Dam

- City Limit
- Sphere of Influence
- General Plan Planning Area

### Action SAF-2.2B

Formulate, review, periodically update, and make available to the public emergency management plans for the safe evacuation of people from areas subject to inundation from levee and dam failure.

### Action SAF-2.2C

Require new critical facilities, including hospitals, emergency operations centers, communications facilities, fire stations, and police stations, to be located, designed, and constructed to avoid or mitigate potential risks and ensure functional operation during flood events (i.e., avoid locating in the 100-year and 200-year floodplains), seismic and geological events, fires, and explosions.

### Action SAF-2.2D

Continue to work with San Joaquin County, the County Office of Emergency Services, other cities in the region, and disaster agencies to coordinate disaster and emergency preparedness planning.

## PARTS OF STOCKTON ARE AT RISK FROM FLOODING

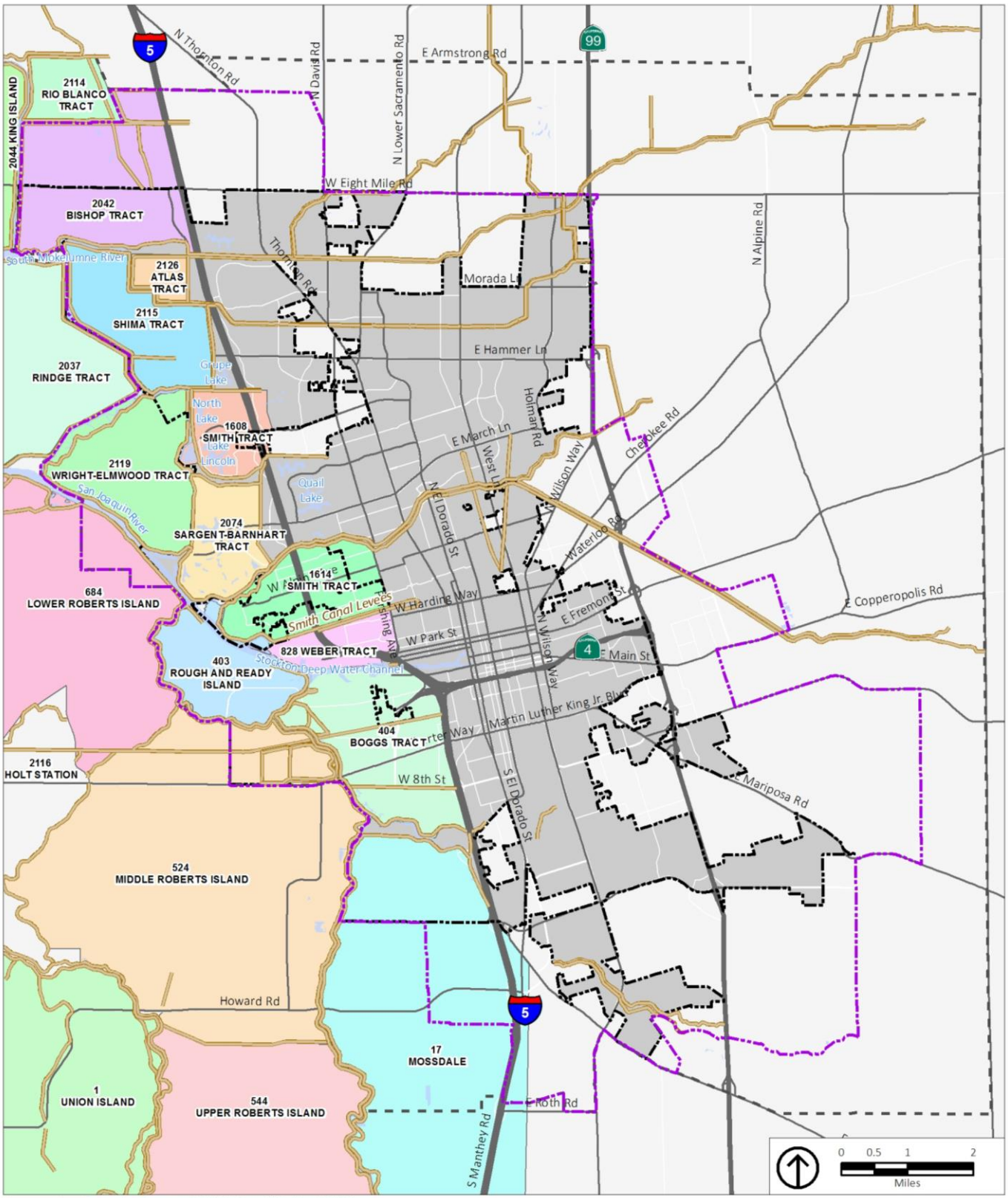
Reclamation of Delta land over many years has reduced available floodplain and increased flooding potential, especially along the western boundary of the community. Land along local waterways is protected by levees, but earthquakes or overtopping due to major storms can cause levees to fail. Stockton has historically faced flooding, especially during the 1950's:

- 1950: Almost 14,000 acres of the Delta flooded, washing out the Southern Pacific Railroad tracks and State Highway 50 west of Stockton.
- 1955 -1956: Extensive flooding occurred along the eastern tributaries of the San Joaquin River.
- 1958: Approximately 250,000 acres from Stockton to Fresno along the San Joaquin River flooded, in part due to prolonged and unusually voluminous snowmelt from the Sierra Nevada.

Since 1998, flood risks have been reduced significantly through the Locally Constructed Flood Control Project by the San Joaquin Area Flood Control Agency, which includes flood protection facilities on Bear Creek, Little Bear Creek, Pixley Slough, Upper Mosher Creek, the Mosher Diversion, Mosher Slough, the Calaveras River, the Stockton Diverting Canal, and Mormon Slough. Figure 5-4 shows levees in the Stockton area and the boundaries of the local reclamation districts that are responsible for maintaining levees and other flood protection facilities.

The Federal Emergency Management Agency maps areas at risk of inundation from a 100-year flood, which has a 1 percent chance of occurring in any year, and a 500-year flood, where the risk of flooding is 0.2 percent annually, along with areas protected by levees, as shown in Figure 5-5. In Figure 5-6, these flood hazard zones are overlaid on the General Plan land use map to illustrate how planned land uses are affected by flood risk. State Senate Bill 5, adopted in 2007, also requires Central Valley cities to protect development from a 200-year flood, which has a 0.5 percent probability of occurring in any year. Areas that would be subject to flooding levels of 3 feet or more during a 200-year storm are shown on Figure 5-7. The 2012 Central Valley Flood Protection Plan provides additional guidance for regional flood protection, including suggestions for improvements to levees along the San Joaquin River and tributary channels in and around Stockton that are part of the State Plan of Flood Control Facilities, which are shown in Figure 5-8. Areas already protected by those facilities are shown in Figure 5-9, and Figure 5-10 shows waterway and land areas that can help accommodate flood and storm waters.

## Figure 5-4
## Levees and Reclamation Districts




Source: San Joaquin County, 2016; PlaceWorks, 2017.

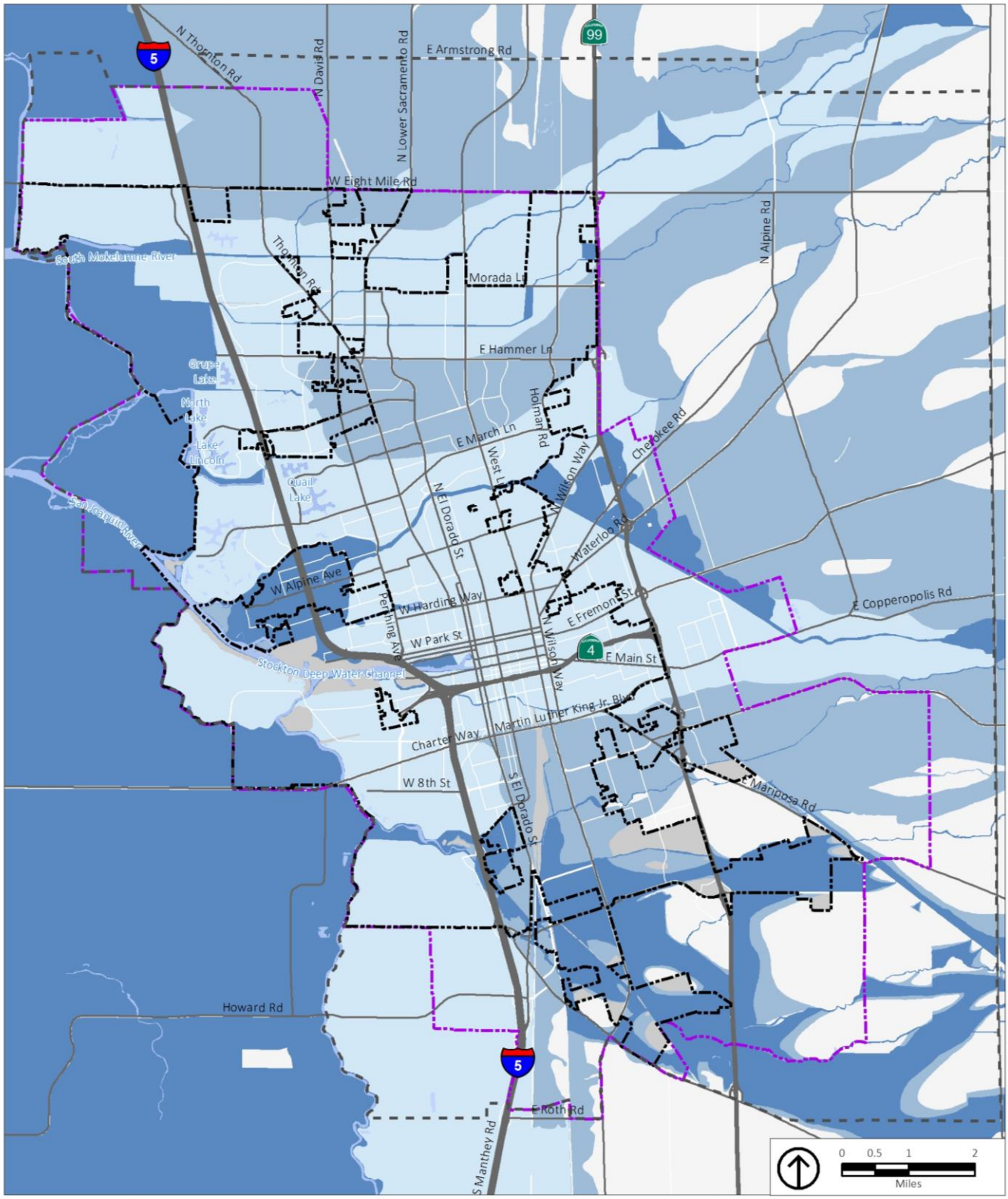
Levees

City Limit

Sphere of Influence

General Plan Planning Area

## Figure 5-5
## FEMA Flood Zones




Source: City of Stockton; San Joaquin County; Federal Emergency Management System (FEMA), 2016; PlaceWorks, 2017.

**Flood Zones**
- 100-Year Flood Zone
- 500-Year Flood Zone
- Protected by a Levee

- City Limit
- Sphere of Influence
- General Plan Planning Area

## POLICY SAF-2.3

### Protect the community from potential flood events.

#### Action SAF-2.3A

Coordinate with appropriate State, federal, and local flood control agencies to develop a flood protection plan for the levee systems protecting the city that:

- Identifies the levees protecting the city and the entities responsible for the operation and maintenance of the levees;
- Determines the flood levels in the waterways and the level of protection offered by the existing levees along the waterways;
- Identifies a long-term plan to upgrade the system as necessary to provide at least a 100-year level of flood protection to the city, and 200-year level of flood protection, where feasible;
- Encourages multi-purpose flood management projects that, where feasible, incorporate recreation, resource conservation, preservation of natural riparian habitat, and scenic values of the city's streams, creeks, and lakes; and
- Includes provisions for updates to reflect future State or federally mandated levels of flood protection.

#### Action SAF-2.3B

Collaborate with State and local flood management agencies and other interested parties to develop funding mechanisms to finance the local share of flood management responsibilities, and maintain cooperative working relationships with appropriate agencies to minimize flood hazards and improve safety.

#### Action SAF-2.3C

Require new public and private waterfront development to be oriented to waterways and provide setbacks and easements along levees and channels to provide space for levee widening, flood fighting, roadway and maintenance access, open space and trail amenities, and appropriate landscaping.

#### Action SAF-2.3D

Prepare and maintain a map of evacuation routes for major flood events.

## POLICY SAF-2.4

### Minimize risks to the community from flooding through appropriate siting and protection of structures and occupants.

#### Action SAF-2.4A

Regulate new urban development in accordance with State requirements for 200-year level of flood protection and federal requirements for 100-year level of flood protection.

#### Action SAF-2.4B

Investigate and implement when feasible mitigation measures that offer 200-year level of flood protection for existing urban development in flood-prone areas.

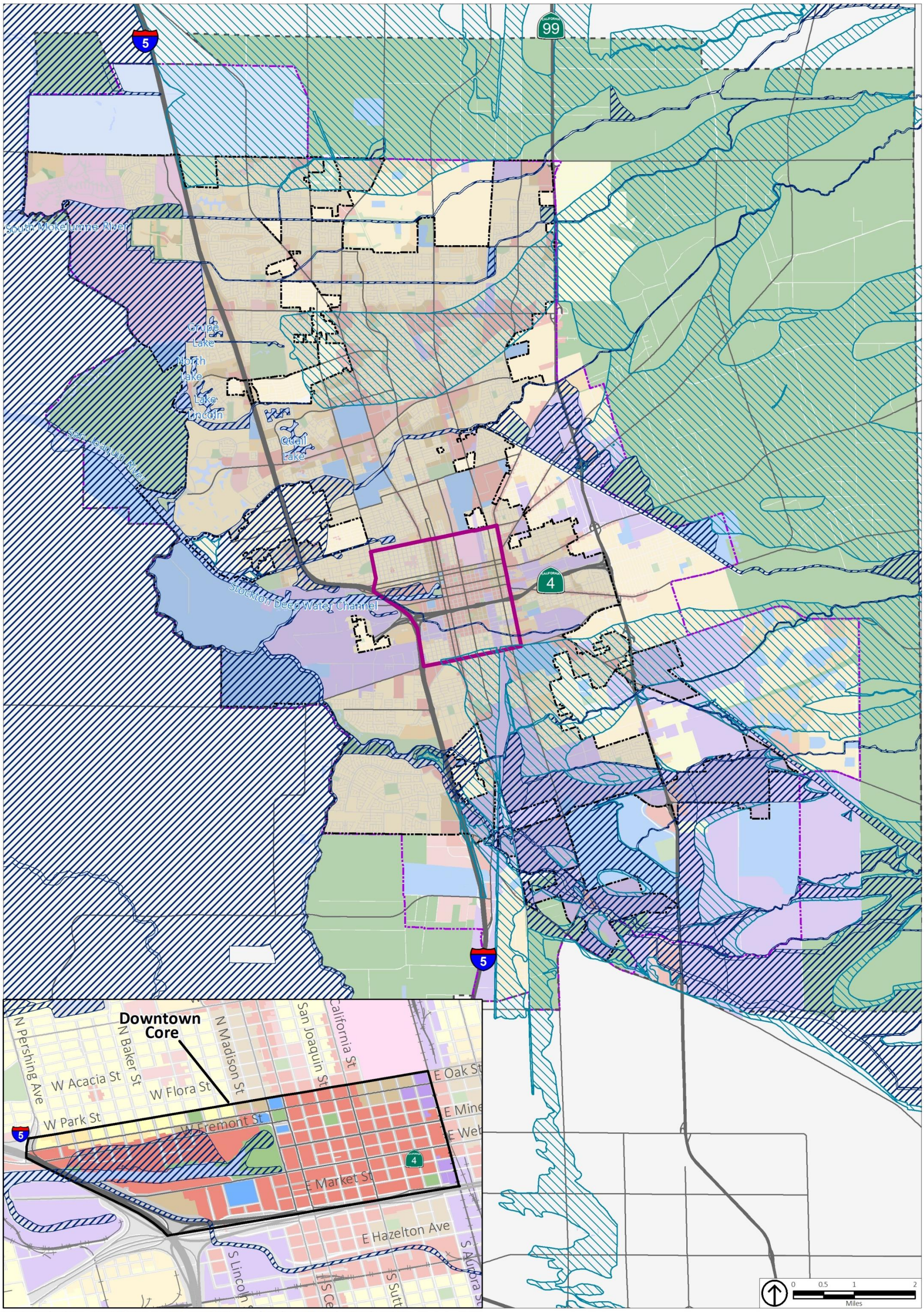
#### Action SAF-2.4C

Preserve floodways and floodplains for non-urban uses to maintain existing flood carrying capacities, except when mitigated in conformance with the City's floodplain management program.

#### Action SAF-2.4D

Consider the best available flood hazard information and mapping from regional, State, and federal agencies to inform land use and public facilities investment decisions.

## Figure 5-6
## Planned Land Uses in Flood Hazard Zones




Source: Federal Emergency Management Agency, 2016; City of Stockton, 2017; PlaceWorks, 2017.

**Flood Zones**
- 100-Year Flood Zone
- 500-Year Flood Zone

- City Limit
- Sphere of Influence
- General Plan Planning Area
- Greater Downtown Boundary

- Residential Estate
- Low Density Residential
- Medium Density Residential
- High Density Residential

- Mixed Use
- Commercial
- Administrative Professional
- Industrial

- Economic and Education Enterprise
- Institutional
- Parks and Recreation
- Open Space/Agriculture

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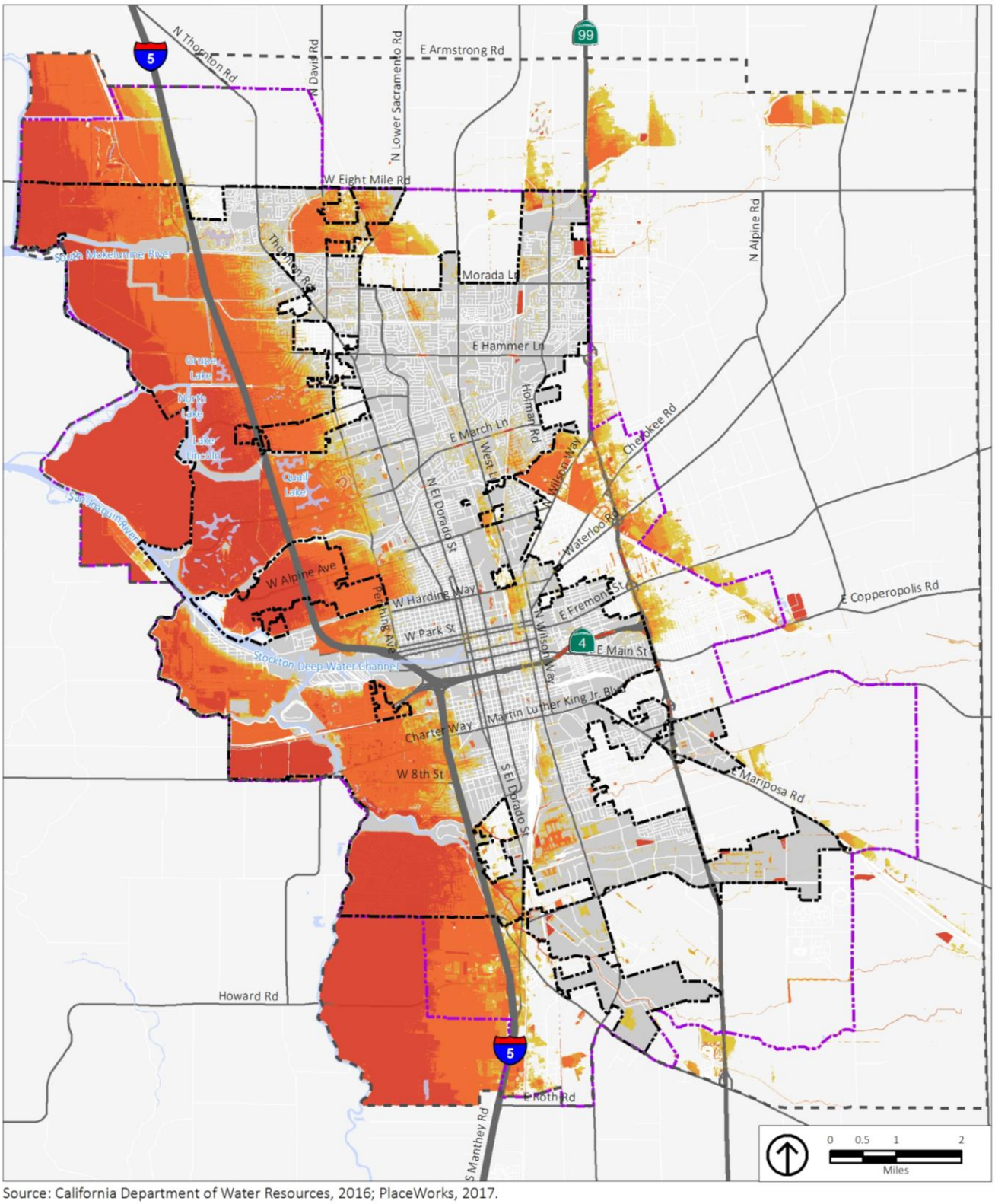
## Figure 5-7
## 200-Year Storm Flood Depths

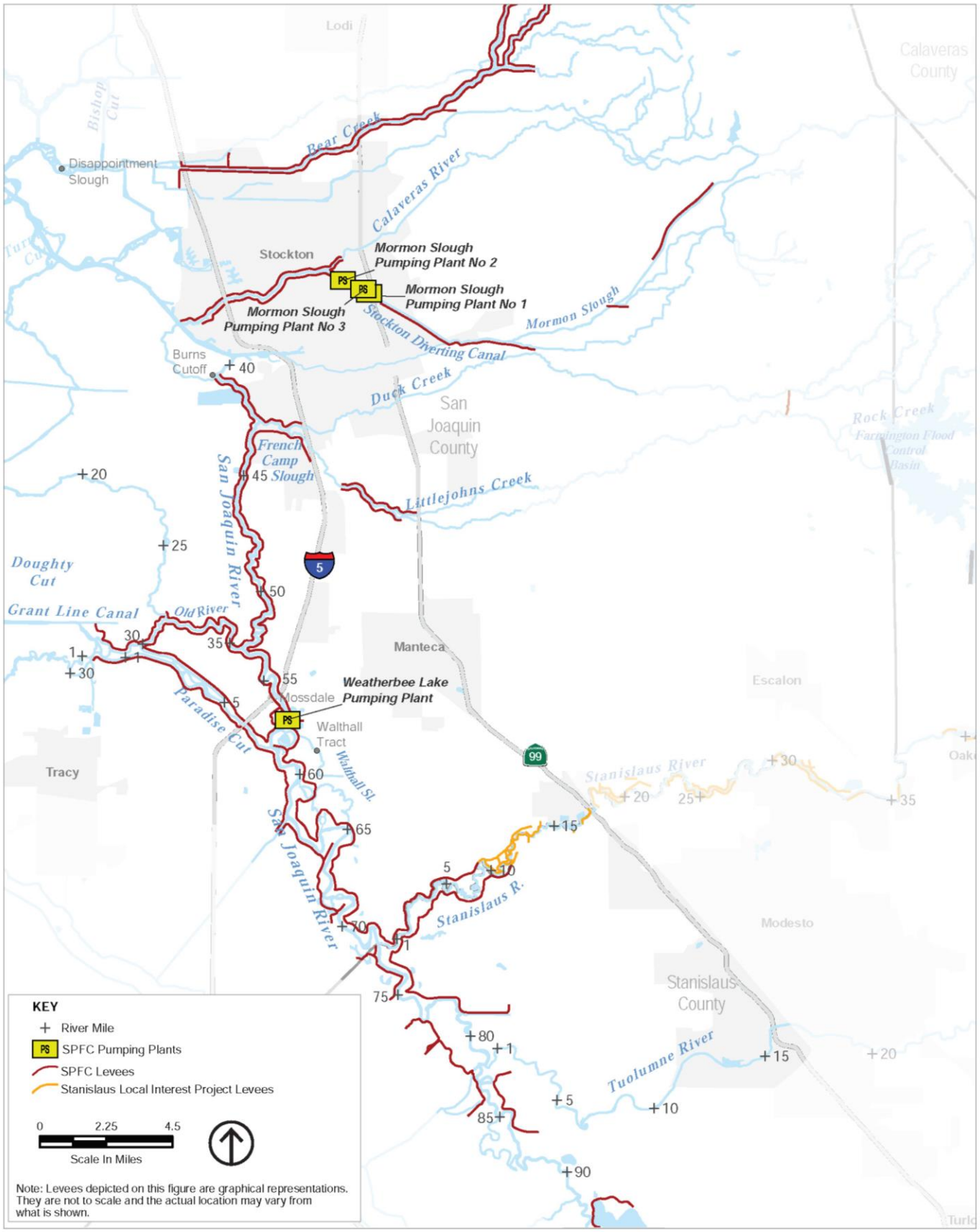



Source: California Department of Water Resources, 2016; PlaceWorks, 2017.

**200-Year Storm Flood Depth**
- 3 - 4 feet
- 4 - 5 feet
- 5 - 10 feet
- > 10 feet

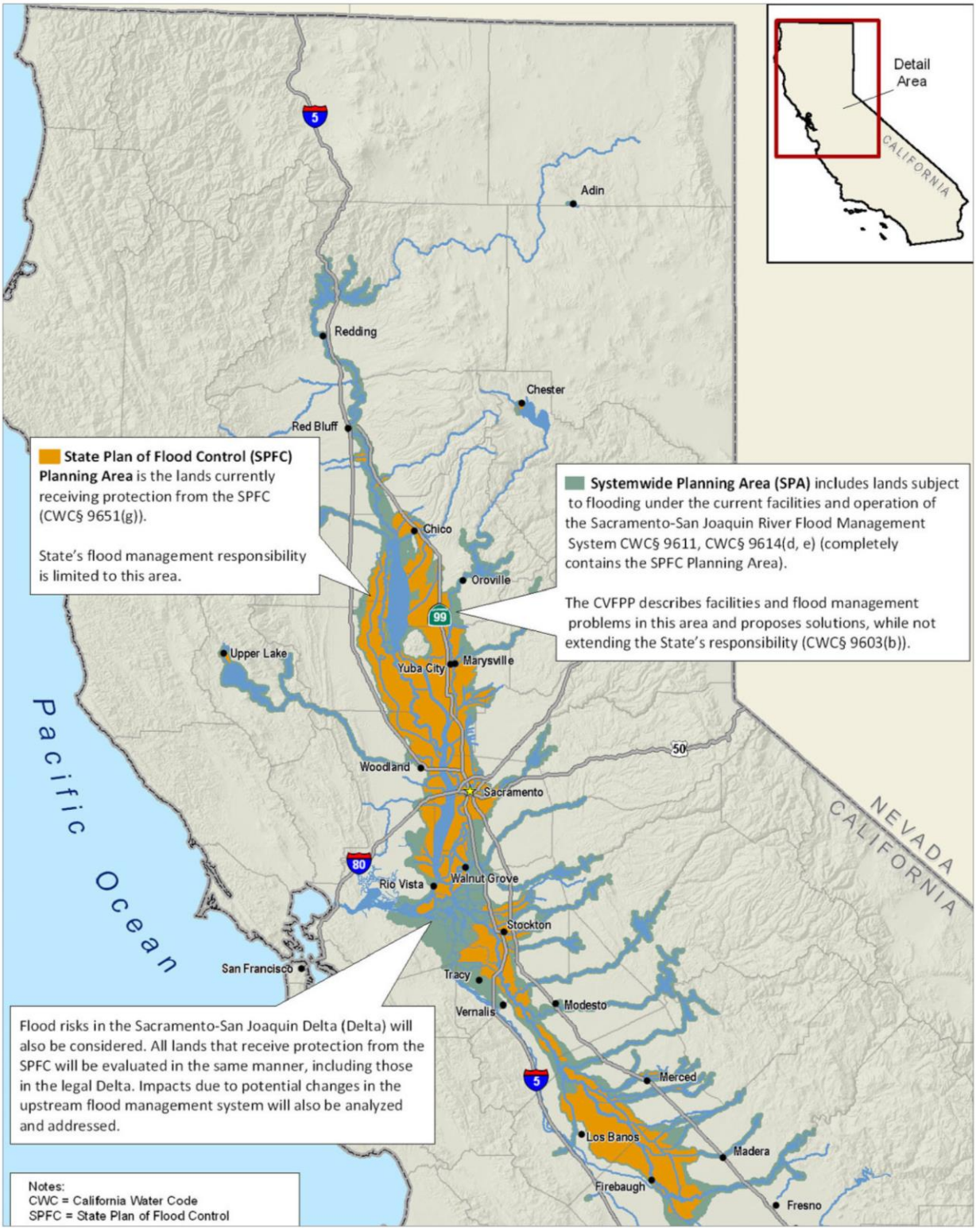
- City Limit
- Sphere of Influence
- General Plan Planning Area

## Figure 5-8
## State Plan of Flood Control Facilities in the Stockton Area



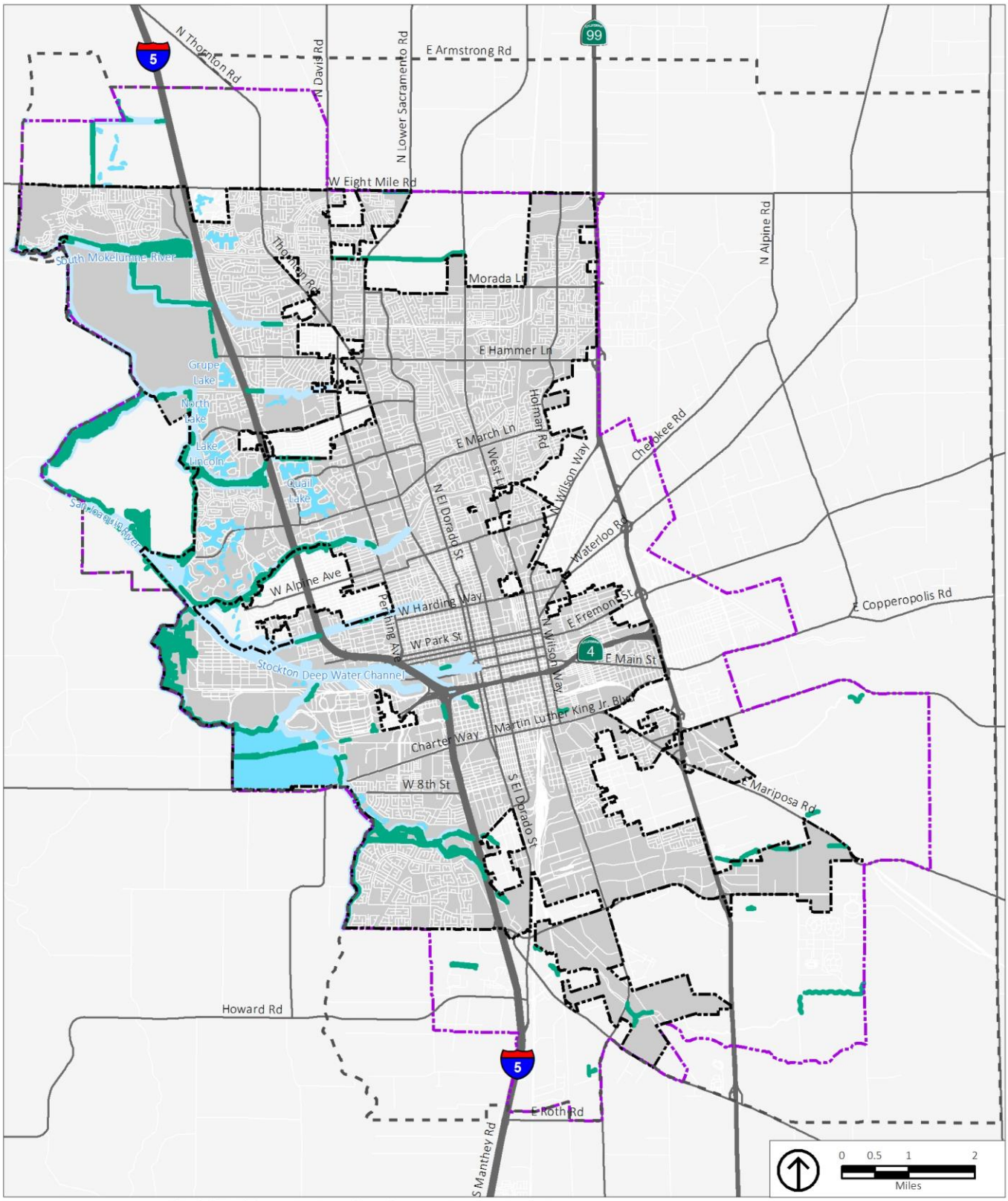

Source: California Department of Water Resources, 2010.

## Figure 5-9
## Areas Protected by State Plan of Flood Control Facilities




Source: California Department of Water Resources, 2011.

## Figure 5-10
## Floodwater Accommodations




Source: CA Department of Fish & Willife, 2016; City of Stockton, 2017; PlaceWorks, 2017.

- Riparian Areas and Wetlands
- Lakes, Reservoirs, and Ponds
- Streams and Rivers
- City Limit
- Sphere of Influence
- General Plan Planning Area

# NOISE CAN DETRACT FROM QUALITY OF LIFE

Noise can affect the way people live and work. Some types of noise are only short-term irritants, like the pounding of a jackhammer or the whine of a leaf blower. These mobile sources can generally be controlled through the City's noise ordinance, but fixed sources such as roads, the railroad, and the airport instead require the City to ensure that land uses, especially "sensitive receptors" like homes and schools, do not bring people too close to noise, unless noise reduction measures like thicker walls and windows are determined to be acceptable.

State law requires general plans to use the Community Noise Equivalent Level (CNEL) or the Day/Night Average Sound Level ($L_{dn}$) to describe the community noise environment (in decibels, "dBA") and its effects on the population. The City of Stockton land use compatibility standards for noise are shown in Table 5-1, and the future 2040 roadway noise conditions are depicted graphically on Figure 5-11.

## POLICY SAF-2.5

**Protect the community from health hazards and annoyance associated with excessive noise levels.**

### Action SAF-2.5A

Prohibit new commercial, industrial, or other noise-generating land uses adjacent to existing sensitive noise receptors such as residential uses, 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) when measured at the property line of the noise sensitive land use.

### Action SAF-2.5B

Require projects that would locate noise sensitive land uses where the projected ambient noise level is greater than the "normally acceptable" noise level indicated on Table 5-1 to provide an acoustical analysis that shall:

- Be the responsibility of the applicant;
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions;
- Estimate existing and projected (20-year) noise levels in terms of $L_{dn}$/CNEL and compare the levels to the adopted noise policies and actions in this General Plan;
- Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards;
- Where the noise source in question consists of intermittent single events, address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance;
- Estimate noise exposure after the prescribed mitigation measures have been implemented;
- If the project does not comply with the adopted standards and policies of this General Plan, provide acoustical information for a statement of overriding considerations for the project; and
- Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.

### Action SAF-2.5C

Require noise produced by commercial uses to not exceed 75 dB $L_{dn}$/CNEL at the nearest property line.

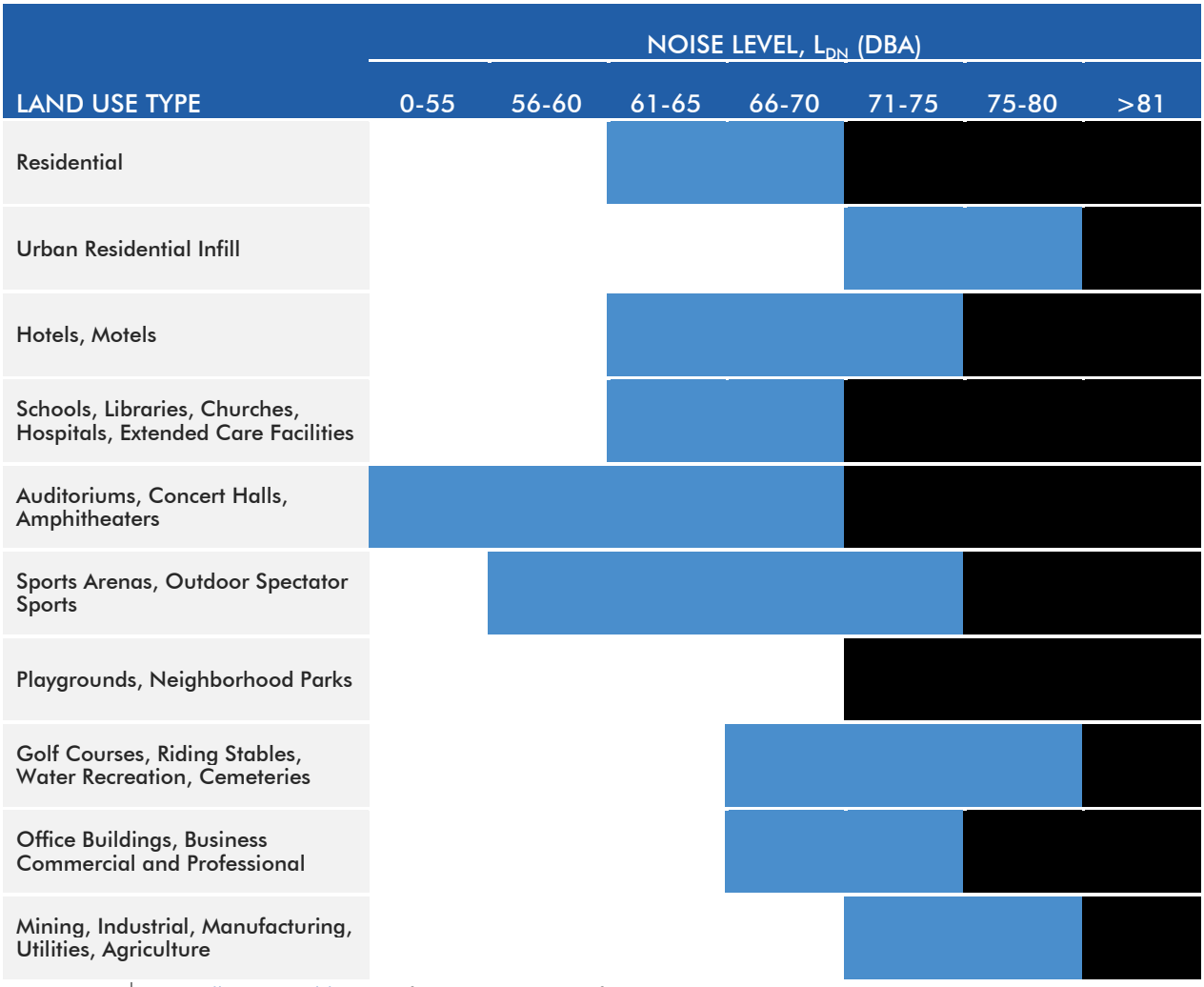
### Action SAF-2.5D

Grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.

### Action SAF-2.5E

Require all new habitable structures to be set back from railroad tracks to protect residents from noise, vibration, and safety impacts.

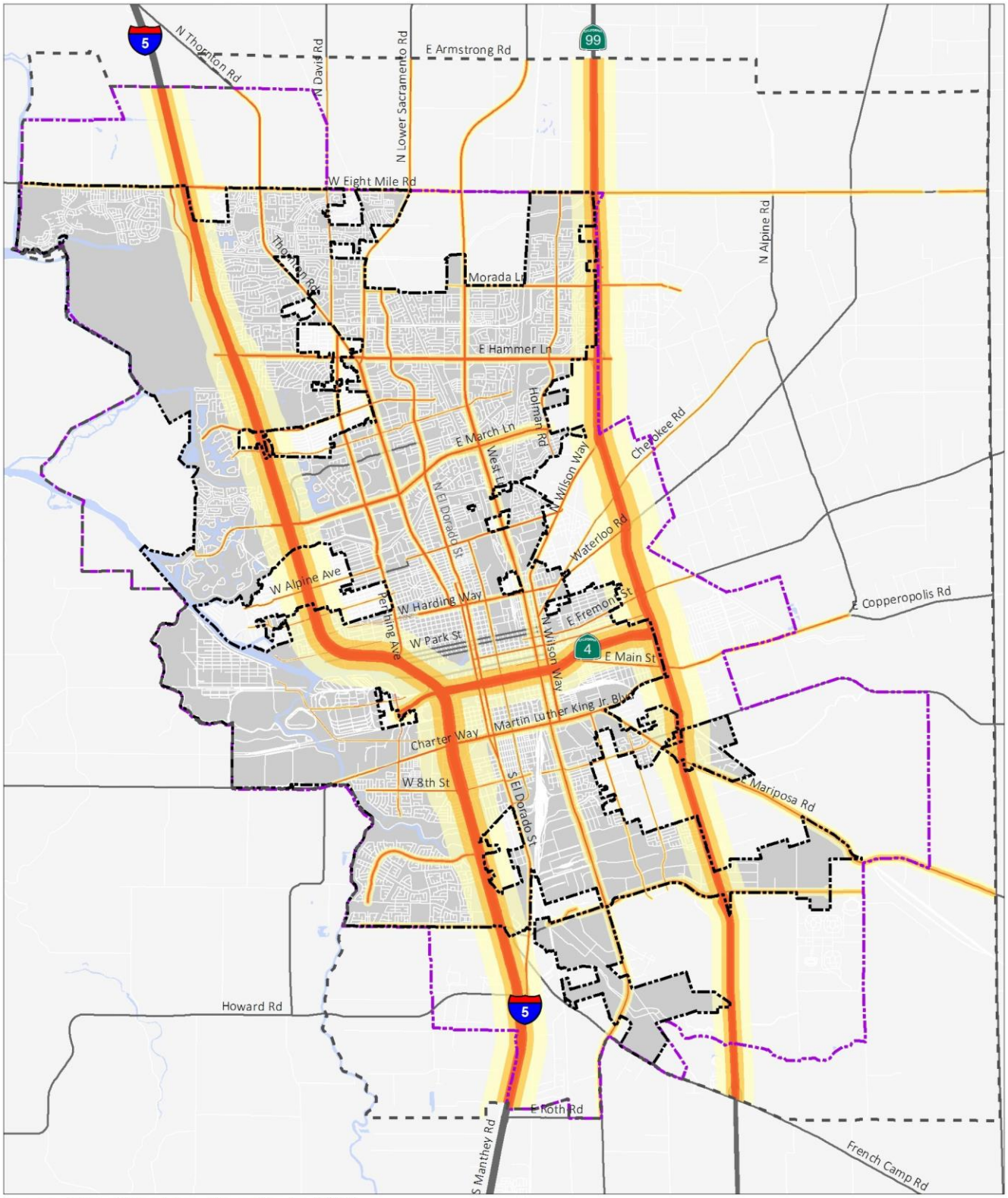
## Table 5-1: Maximum Allowable Noise Exposure by Land Use




| | |
|---|---|
| | 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. |
| | 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. |
| | Unacceptable. New construction or development should not be undertaken. |

Notes: If existing noise standards are currently exceeded, a proposed project shall not incrementally increase noise levels by more than 3 dBA. Urban residential infill applies to residential uses in the Greater Downtown.

## Figure 5-11
## 2040 Roadway Noise Contours




Source: City of Stockton; PlaceWorks, 2016.

**Future (2040) Noise Contours**

- 70dB
- 65dB
- 60dB

- City Limit
- Sphere of Influence
- General Plan Planning Area

## HAZARDOUS MATERIALS NEED TO BE CONTROLLED

State and federal laws regulate the production, storage, handling, and disposal of hazardous materials and waste, including industrial wastes, pesticides, radioactive substances, asbestos, and combustible fuels. Hazardous materials commonly used in the home include garden pesticides, waste oil, paint supplies, car batteries, and pool chemicals. Limited quantities of household hazardous waste may be transported to and dropped off at a recycling center. State and federal rules require inventory and reporting for businesses that store more than 55 gallons of hazardous liquids, 500 pounds of solids, or 200 cubic feet of compressed gases, including plans for incident prevention and emergency response and evacuation.

Although hazardous materials are carefully regulated today, past activities have left some contaminated sites in Stockton, as well as others where contamination is suspected and investigation is underway. Contamination has resulted from leaking underground storage tanks, disposal of hazardous materials, and various past industrial practices. The California Department of Toxic Substances Control oversees cleanup of such sites, but the potential for accidents and spills means that the City also must strive to reduce risks.

### POLICY SAF-2.6

**Minimize the risk to city residents and property associated with the transport, distribution, use, and storage of hazardous materials.**

Action SAF-2.6A

Restrict transport of hazardous materials within the city to routes that have been designated for such transport.

Action SAF-2.6B

When appropriate, require new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies, including any required cleanup measures.

Action SAF-2.6C

Educate the public regarding the types of household hazardous wastes and the proper methods of disposal.

## GOAL SAF-3: CLEAN WATER

**Sustain clean and adequate water supplies.**

## EVERYONE HAS A RIGHT TO CLEAN WATER

Access to safe water is a fundamental human need for both physical and social health. Maintaining clean water supplies requires constant vigilance, significant expenditures, and sometimes changes in behavior, especially as the impacts of human activities become more pervasive.

Water supply, quality, and distribution are vital to Stockton's ability to serve its population now and in the future. Regulatory pressures, droughts, and saline intrusion affecting groundwater supplies have already strained the region's water supplies. As a result, the City has focused attention on the availability of existing surface water supplies, and is cooperating with other agencies in the region to manage groundwater resources at a sustainable yield.

Meanwhile, water conservation and efficiency has become a normal way of life in and around Stockton. Increasing use of reclaimed (or "recycled") water can be an effective way to protect water supply. For example, simple "graywater" systems can re-use water from bathroom sinks, showers, bathtubs, and washing machines to irrigate landscaping. Stockton also is committed to protecting water quality by ensuring adequate collection, treatment, and safe disposal of wastewater.

### POLICY SAF-3.1

**Secure long-term renewable contracts and related agreements to ensure that surface water rights will be available to meet projected demand.**

Action SAF-3.1A

Actively participate in appropriate forums designed to discuss and solve regional water supply and quality issues.

### POLICY SAF-3.2

**Protect the availability of clean potable water from groundwater sources.**

Action SAF-3.2A

Continue to cooperate with San Joaquin County, Stockton East Water District, and CalWater to monitor groundwater withdrawals and ensure that they fall within the target yield for the drinking water aquifer.

Action SAF-3.2B

Require new development to employ low impact development (LID) approaches, including:

- Conserving natural areas and reducing imperviousness
- Runoff storage
- Hydro-modification (to mimic pre-development runoff volume and flow rate)
- Reducing trash accumulation
- Public education and outreach

### POLICY SAF-3.3

**Encourage use of recycled ("gray") water for landscaping irrigation to reduce demand on potable supplies.**

Action SAF-3.3A

Require new development to install non-potable water infrastructure for irrigation of large landscaped areas where feasible.

Action SAF-3.3B

Investigate and implement Code amendments to allow installation of dual plumbing and/or rainwater capture systems to enable use of recycled water and/or captured rainwater generated on-site.

### POLICY SAF-3.4

**Ensure adequate collection, treatment, and safe disposal of wastewater.**

Action SAF-3.4A

Require all new urban development to be served by an adequate wastewater collection system to avoid possible contamination of groundwater from onsite wastewater disposal systems.

Action SAF-3.4B

Conduct outreach and provide information to encourage homeowners with septic tanks to abandon existing septic tanks and hook up to the City wastewater collection system.

Action SAF-3.4C

Continue to discharge treated effluent to the Delta and reuse that water through the City's California Water Code Section 1485 water right.

## GOAL SAF-4: CLEAN AIR

**Improve local air quality.**

# AIR QUALITY IN THE VALLEY HAS TO IMPROVE

The San Joaquin Valley Air Basin is burdened by air pollution from a variety of industrial and vehicular sources. Topographic and meteorological conditions unique to the area trap these particulates and generate high levels of unhealthy air in the region. The San Joaquin Valley Air Pollution Control District oversees plans and control measures to address air pollution, primarily from stationary sources such as industry and power plants. The District also enforces rules and regulations to control air pollution and to assess potential air quality impacts of proposed land uses. The City of Stockton also plays an important role in helping to minimize air pollutant emissions, both through direct regulations on land use activities and through policies and actions that help reduce the need to travel long distances and that promote alternatives to single-occupant vehicular travel. Goals, policies, and actions that address air quality are highlighted with the throughout the document.

### POLICY SAF-4.1

**Reduce air impacts from mobile and stationary sources of air pollution.**

#### Action SAF-4.1A

Require the construction and operation of new development to implement best practices that reduce air pollutant emissions, including:

- Use of low-emission and well-maintained construction equipment, with idling time limits.
- Development and implementation of a dust control plan during construction.
- Installation of electrical service connections at loading docks, where appropriate.
- Installation of Energy Star-certified appliances.
- Entering into Voluntary Emissions Reduction Agreements with the San Joaquin Valley Air Pollution Control District.

#### Action SAF-4.1B

Use the results of the Health Risk Assessments required by the California Air Toxics "Hot Spots" Act to establish appropriate land use buffer zones around any new sources of toxic air pollutants that pose substantial health risks.

#### Action SAF-4.1C

Require the use of electric-powered construction and landscaping equipment as conditions of project approval when appropriate.

#### Action SAF-4.1D

Limit heavy-duty off-road equipment idling time to meet the California Air Resources Board's idling regulations for on-road trucks.

### POLICY SAF-4.2

**Encourage major employers to participate in a transportation demand management program (TDM) that reduces vehicle trips through approaches such as carpooling, vanpooling, shuttles, car-sharing, bike-sharing, end-of-trip facilities like showers and bicycle parking, subscription bus service, transit subsidies, preferential parking, and telecommuting.**

Action SAF-4.2A

Provide information and conduct marketing and outreach to major existing and new employers about the transportation demand management (TDM) program facilitated by the San Joaquin Council of Governments.

### POLICY SAF-4.3

**Coordinate with the San Joaquin Valley Air Pollution Control District and non-profit organizations to promote public awareness on air quality issues and consistency in air quality impacts analyses.**

Action SAF-4.3A

Distribute educational materials from the San Joaquin Valley Air Pollution Control District on the City's website and at its Permit Center.

Action SAF-4.3B

Coordinate review of development project applications with the San Joaquin Valley Air Pollution Control District to ensure that air quality impacts are consistently identified and mitigated during CEQA review.

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# COMMUNITY HEALTH

6

A city is only as healthy as its people. We need to feel safe and have access to good food and the outdoors, and our collective well-being and chance for positive change depends on strengthening bonds between community members. When people in Stockton connect with one another and make choices together to improve their lives, neighborhoods, and the community, it builds a sense of belonging that enhances overall health and livability for everyone in the city. The focus of this chapter is on promoting personal health and fostering a climate of collaboration and opportunities for positive collective impact. It is organized around five key goals that represent the priorities of the Stockton community:

- Healthy People
- Restored Communities
- Skilled Workforce
- Affordable Housing
- Sustainability Leadership

## GOAL CH-1: HEALTHY PEOPLE

**Support the ability of the entire community to maintain healthy lifestyles.**

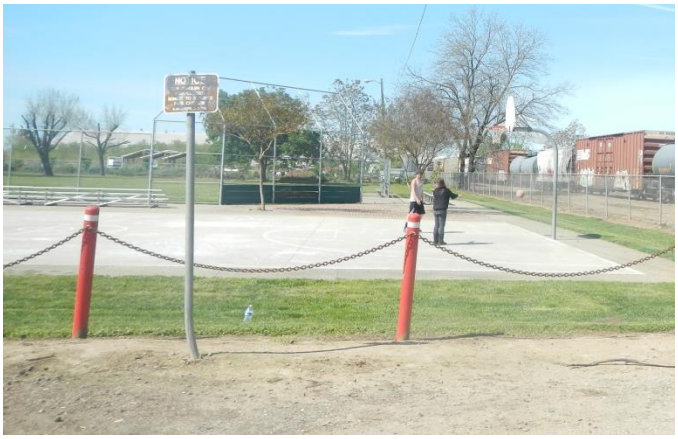
## STOCKTON IS COMMITTED TO PROMOTING PUBLIC HEALTH

In 2010, the City Council adopted a resolution advocating and supporting the Healthy Eating and Active Living (HEAL) Cities Campaign, joining a growing group of California communities choosing to address the relationship of the built environment and related matters to community health, and also identifying the General Plan as an important vehicle to promote health and wellness choices for Stockton residents.

While genetics, healthcare, and lifestyle choices affect health, so can land use patterns, transportation infrastructure, access to open space, economic success, and a variety of other factors, which in turn are guided and supported by the City and other partners, such as San Joaquin County Public Health Services, local educational providers, and numerous advocacy groups. The wide variety of programs supportive of public health, and their success, can be expanded through continued and enhanced communitywide collaboration with these and other agencies and organizations.

Public health is a high priority for Stockton residents. Based on clear and cohesive input and direction from community members during the Envision Stockton 2040 General Plan process, the public health co-benefits of good planning have been woven into the goals, policies, and actions throughout this General Plan, as indicated with the throughout the document.

Active lifestyles and healthy food are two of the best tools to combat obesity and chronic disease. Land use patterns and building placement and design can promote physical activity, and recreation and active transportation, which are key to healthier lifestyles, require safe and well-maintained places for the community to gather and travel. Nutrition influences not only the incidence of obesity, diabetes, and a variety of other diseases, but also school achievement, job attainment, and quality of life generally. The City of Stockton seeks to ensure that all parts of the city are served by healthy retail food sources and offer well-designed urban green space to sustain both physical and mental health.



## POLICY CH-1.1

**Maintain walking and wheeling facilities and parks that are safe and accessible in all areas of Stockton.**

### Action CH-1.1A

Plant and maintain appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the city with significantly less tree canopy, and provide a buffer between the travel way and bicycle and pedestrian facilities, and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting.

### Action CH-1.1B

Prepare a parks master plan through an open and engaging process inclusive of community residents that assesses the quality and distribution of existing parks, facilities, and community centers throughout the city relative to the population served (i.e., within a set walking distance) and their needs (i.e., considering age, income, and abilities), and, based on this information, identifies and prioritizes new, renovation, and expansion park and community center projects and describes funding means and timelines.

## POLICY CH-1.2

**Promote healthy retail food choices within and adjacent to residential areas.**

### Action CH-1.2A

Adapt, expand, and target existing small business development programs to provide training, promotion, and technical, financial, and business assistance to small neighborhood grocery and convenience stores that provide healthy food and accept Supplemental Nutrition Assistance Program (SNAP or CalFresh) and Supplemental Nutrition for Women, Infants and Children (WIC).

### Action CH-1.2B

Prepare a healthy food ordinance that creates incentives and guidelines that support access to healthy food, such as standards requiring that a percent of sales area in neighborhood food and beverage stores be devoted to healthy foods and/or requiring acceptance of CalFresh and WIC. As part of this ordinance, collect geographic data about current health conditions, and discourage unhealthy food establishments (e.g., mini markets and fast food restaurants) in neighborhoods with high rates of obesity and/or diabetes.

### Action CH-1.2C

Collaborate with non-profit partners and San Joaquin County Public Health Services to attract full-service grocery stores in areas that lack access to fresh food and/or are at a high risk of obesity and diabetes.

### Action CH-1.2D

Prioritize pedestrian and active transportation improvement projects in low-income/disadvantaged communities that connect residential areas to retail locations that sell healthy food.

## POLICY CH-1.3

**Encourage activities that support local agriculture, such as farmers' markets, urban farming and community gardening.**

### Action CH-1.3A

Provide public land, traffic control, cleanup, and other City services to farmers' markets, including technical assistance to encourage markets to accept CalFresh and WIC.

### Action CH-1.3B

Create an accessible inventory of publicly-owned and private vacant sites appropriate for community gardens or other forms of urban agriculture.

### Action CH-1.3C

Amend the Development Code to include standards for small-scale, urban local food operations.

### Action CH-1.3D

Adopt and Implement an Urban Agriculture Incentive Zone (per AB 551) to allow privately-owned vacant property to be productively used for growing food.

Action CH-1.3E

Partner with nonprofits, local farmers and San Joaquin County Public Health Services to conduct public outreach and education to aid in the development of an urban agriculture ordinance.

Action CH-1.3F

Identify new potential locations for farmers' markets in low-income and nutrient deficient neighborhoods, including opportunities to hold markets on publicly owned land.

## GOAL CH-2: RESTORED COMMUNITIES

**Restore disadvantaged communities to help them become more vibrant and cohesive neighborhoods with high-quality affordable housing, a range of employment options, enhanced social and health services, and active public spaces.**

## EQUITY MEANS EQUAL OPPORTUNITY FOR ALL

Low-income residents, communities of color, tribal nations, and immigrant communities have historically disproportionately experienced environmental burdens and related health problems. This inequity has resulted from many factors, including inappropriate zoning and incomplete land use planning, which have led to development patterns that concentrate pollution emissions and environmental hazards near communities that have not had the political wherewithal to protect themselves. As many of these "disadvantaged" or "environmental justice" communities continue to face significant barriers to their overall health, livelihood, and sustainability, State law now requires that general plans address environmental justice through Senate Bill (SB) 1000. Just as importantly, community input throughout the Envision Stockton 2040 General Plan process confirmed the need to prioritize these strategies. Therefore, policies and actions throughout the General Plan that help aim to reduce health risks in disadvantaged communities in Stockton are highlighted with the throughout the document.

State law defines environmental justice as:

> *The fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.*

Figure 6-1 shows local disadvantaged communities. These areas were mapped using the California Communities Environmental Health Screening Tool (CalEnviroScreen), developed by the State Office of Environmental Health Hazard Assessment on behalf of the California Environmental Protection Agency. CalEnviroScreen measures pollution and population characteristics using 20 indicators such as air and drinking water quality, waste sites, toxic emissions, asthma rates, and poverty. It applies a formula to each census tract in the state to generate a score that rates the level of cumulative impacts on each area. A census tract with a higher score is one that experiences higher pollution burden and vulnerability than census tracts with lower scores.

Through SB 244, State law also requires that general plans identify Disadvantaged Unincorporated Communities, which are disadvantaged communities located outside of the city limit, but within the Sphere of Influence (SOI). Because they are located outside of the city limit, these areas often lack adequate infrastructure to sustain public health and safety. Therefore, the law requires that cities analyze infrastructure and fire service needs and deficiencies, and assess potential funding mechanisms for expansions of services and facilities. In 2016, the City identified and analyzed Disadvantaged Unincorporated Communities within its SOI. The analysis, which is provided as Appendix B to the General Plan, concluded that there are no infrastructure or service deficiencies within most of the Disadvantaged Unincorporated Communities in the SOI. However, portions of some communities rely on septic systems and wells, and lack wastewater collection and water distribution infrastructure.

**POLICY CH-2.1**

**Prioritize maintenance of streets and improvement of sidewalks, parks, and other infrastructure in areas of the city that historically have been comparatively underserved by public facilities, including implementation of complete streets where needed, especially in conjunction with infrastructure maintenance and improvement projects.**

Action CH-2.1A

When considering parks and infrastructure maintenance and improvement projects, consider the following through an open and engaging process inclusive of community residents:

- Whether the affected community is underserved or disadvantaged.
- What the priority needs of the community are and whether the project would address those needs.
- Whether the project would negatively impact the community, such as through increased exposure to pollutants or displacement of residents or local businesses.

Action CH-2.1B

Provide incentives for rehabilitation or redevelopment of distressed properties that takes into consideration strategies to avoid gentrification.

Action CH-2.1C

Develop incentives to promote reuse of distressed areas, such as through re-zoning, permit streamlining, density bonuses, and other appropriate tools.

Action CH-2.1D

Conduct marketing to potential developers to encourage the redevelopment and conversion of distressed commercial strips into housing and mixed-use areas that includes strategies to avoid gentrification.

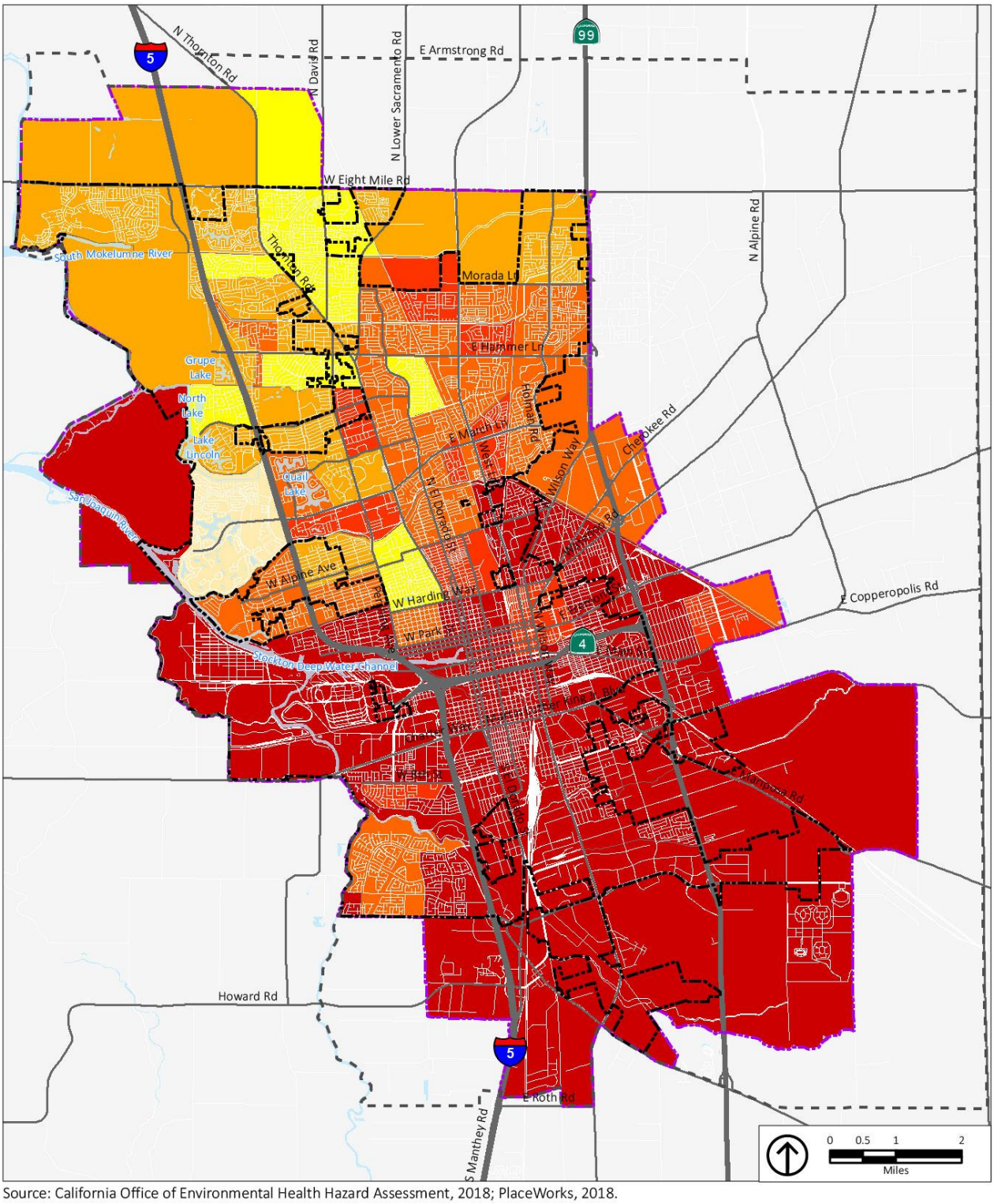
Action CH-2.1E

Investigate and implement programs that will incentivize landlords to maintain properties free of Municipal Code violations and criminal activity.

Action CH-2.1F

Work with transit agencies, non-profit organizations, and communities to maintain and improve transit service in underserved and disadvantaged neighborhoods to connect residents with jobs, shopping, and services.

## Figure 6-1
## Disadvantaged Communities




Source: California Office of Environmental Health Hazard Assessment, 2018; PlaceWorks, 2018.

Percent of Disadvantaged Communities

- 91-100% (highest scores)
- 81-90%
- 71-80%
- 61-70%
- 51-60%
- 41-50%
- 31-40%
- 21-30%
- 11-20%
- 0-10% (lowest scores)

- General Plan Planning Area
- City Limit
- Sphere of Influence

## POLICY CH-2.2

**Stimulate investment through partnerships with private property owners, neighborhood groups, health and housing advocates, non-governmental organizations, and other community supporters.**

### Action CH-2.2A

Aggressively facilitate the conservation and rehabilitation of older neighborhoods through the following approaches:

- Utilize all federal, State, and local programs for conservation and rehabilitation projects.
- Prioritize older disadvantaged neighborhoods for investment using funds such as the Community Development Block Grants.
- Encourage private investment in older neighborhoods.
- Cooperate in joint public-private partnerships to invest in older neighborhoods.

### Action CH-2.2B

Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

### Action CH-2.2C

Evaluate and implement adjustments to the Public Facilities Fee structure to promote development in the Downtown.

### Action CH-2.2D

Collaborate with non-profit partners and San Joaquin Public Health Services to attract medical clinics, mental health facilities, and pharmacies in areas that lack access to health care.

## POLICY CH-2.3

**Focus on reducing the unique and compounded environmental impacts and risks in disadvantaged communities.**

### Action CH-2.3A

Build strong ties with disadvantaged communities to ensure that local residents can make significant contributions to planning decisions through the following:

- Use culturally appropriate approaches.
- Consider the convenience of the timing and locations of meetings to community members.
- Use social media and other communication techniques for those without time to attend public meetings.
- Provide translation services and translated materials when needed.
- Partner with non-profit organizations who are already active within the community.

### Action CH-2.3B

Expand efforts to repair and rehabilitate substandard housing in disadvantaged communities, taking into consideration strategies to avoid gentrification.

### Action CH-2.3C

Require applicants for residential remodel and rehabilitation projects to remediate structural health hazards, such as lead-based paint, mold, mildew, and asbestos.

### Action CH-2.3D

Focus enforcement of public health-related codes in disadvantaged communities, including on properties that are managed by homeowners associations.

Action CH-2.3E

Work with wastewater, water, and stormwater utilities to seek funding to complete sewer, water, and stormwater systems in areas within the SOI where parcels still rely on septic systems, wells, and roadside ditches.

## GOAL CH-3: SKILLED WORKFORCE

**Expand opportunities for local enterprise, entrepreneurship, and gainful employment.**

# GOOD EDUCATION AND TRAINING LEAD TO GOOD JOBS

Providing good jobs for Stockton residents requires making sure that there are a wide variety of jobs available and that community members have the education and skills needed to get those jobs. Similarly, to attract new businesses, Stockton must offer a workforce that possesses the skills that employers need. Promoting the workforce and building the local economy requires diversifying the economy and preparing Stockton's youth for employment after graduation from high school or college.

### POLICY CH-3.1

**Promote entrepreneurial development and small business expansion.**

Action CH-3.1A

Coordinate with the Small Business Development Centers and other agencies to provide well-tailored services and resources for small and minority-owned businesses.

Action CH-3.1B

Provide training, promotion, and technical, financial, and business assistance to small and minority-owned businesses.

### POLICY CH-3.2

**Encourage neighborhood-serving commercial uses in areas where frequently needed goods and services are not widely available, especially for those areas with no availability within a 2-mile radius.**

Action CH-3.2A

Work with property owners to develop corridor-specific strategies for attracting and retaining businesses that will provide synergistic opportunities and improve the availability of goods and services adjacent to residential areas.

Action CH-3.2B

Consider options and develop an ordinance to restrict mini markets, gas stations, fast food restaurants, check-cashing establishments, and tobacco stores in areas with high existing concentrations of similar establishments, and continue to restrict over-concentrations of liquor stores through the City's Alcohol Ordinance. To inform the development of this ordinance, create a map that identifies the locations of current establishments of these types, and regularly maintain it so that it continues to aid in decision-making about such uses.

Action CH-3.2C

Work with regulators, service providers, and employers to ensure the provision of safe, affordable, and high-quality childcare services.

Action CH-3.2D

Work with the California Department of Alcoholic Beverage Control to avoid over concentration of liquor stores.

### POLICY CH-3.3

**Ensure that Stockton youth and adults have access to the services and resources they need to enhance and renew their vocational and professional skills for job readiness and retention.**

Action CH-3.3A

Collaborate with educational institutions, the San Joaquin County Economic Development Association, and workforce training agencies on programs that educate and train youth for the labor force.

Action CH-3.3B

Continue to work with the San Joaquin County Workforce Investment Board (WIB), the San Joaquin County Economic Development Association (EDA), and similar organizations to develop the workforce.

Action CH-3.3C

Continue to work with community-based organizations that employ local Stockton youth to perform energy efficiency, alternative energy, and water conservation assessments and installations in local homes and businesses.

## LIBRARIES AND SCHOOLS ARE CENTRAL TO LEARNING

Good schools are the building blocks of a vibrant, healthy community. With good schools, a community becomes a great place to raise a family, and a good education system not only attracts new residents but also encourages young people to stay in the community as they start their own families. Good schools can drive economic development, as businesses are attracted to cities with good schools where their employees will want to raise families. The school districts that serve Stockton are shown on Figure 6-2.

Colleges, universities, and libraries also play an important role in the life of the community. Aside from the direct contributions they make to the local economy as large employers, post-secondary educational institutions provide critical workforce development and training through partnerships with local businesses and community groups. In addition, libraries offer numerous educational programming from preschool to adults, including English as a Second Language (ESL) and other literacy programs.

Post-secondary education in Stockton is offered at a number of colleges and universities, including San Joaquin Delta College, University of the Pacific, and the Stockton campus of California State University, Stanislaus. In addition, the Stockton-San Joaquin County Public Library provides a robust literacy program and operates five libraries in Stockton: Cesar Chavez Central Library, Margaret K. Troke Branch Library, Maya Angelou Branch Library, Fair Oaks Branch Library, and Weston Ranch Branch Library.

### POLICY CH-3.4

**Foster innovation through access to quality community education and library services.**

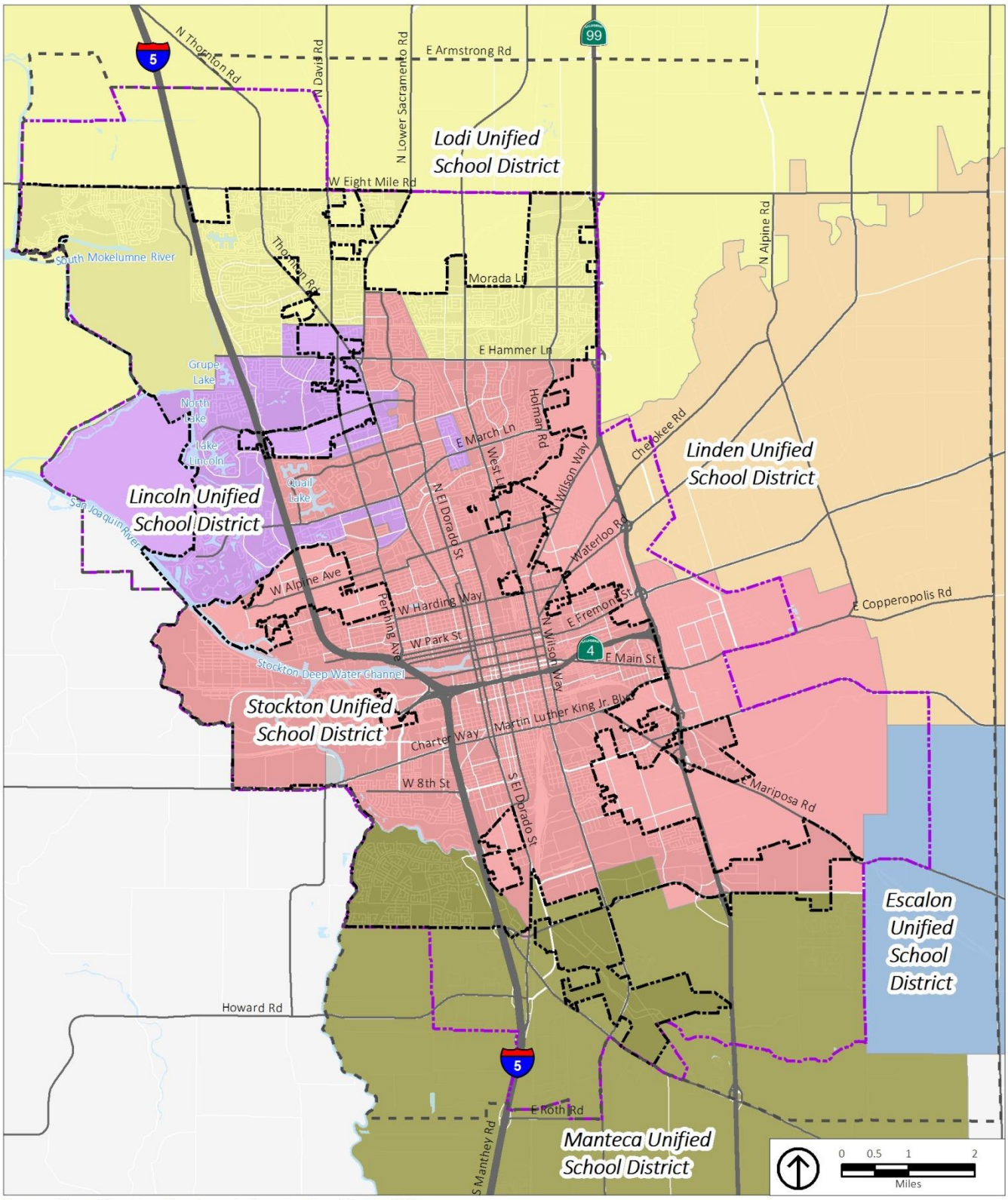
Action CH-3.4A

Work with school districts to prioritize the expansion or renovation of existing schools in infill areas and evaluate various approaches to infill area school expansions, such as smaller school sizes (e.g., lower capacity campuses spread through an area) or smaller campus land areas (e.g., multi-story facilities).

Action CH-3.4B

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.

## Figure 6-2
## School Districts




Source: City of Stockton; San Joaquin County; PlaceWorks, 2017.

**School Districts**

- Stockton Unified School District
- Escalon Unified School District
- Linden Unified School District
- Lodi Unified School District
- Lincoln Unified School District
- Manteca Unified School District

- City Limit
- Sphere of Influence
- General Plan Planning Area

Action CH-3.4C

Continue to promote the development of a new University of California, California State University, or private college or university campus within the city through outreach, marketing, and cooperation with other agencies and organizations.

## GOAL CH-4: AFFORDABLE HOUSING

**Ensure that all residents have a safe, high-quality, and stable place to call home.**

# SAFE HOUSING IS A BASIC HUMAN NEED

State law recognizes the challenge to ensure that everyone has a home, and requires that cities and counties update their housing elements on a more frequent basis than the rest of the general plan (every eight years in Stockton's case). State law also requires that housing elements demonstrate the ability to accommodate the regional housing demand projections prepared by regional councils of governments, such as the San Joaquin Council of Governments (SJCOG) in the Stockton region. Stockton's Housing Element, adopted under a separate cover, fulfills these State requirements.

In addition to the goals, policies, and programs outlined in the Housing Element, the policies and actions in this section focus on using land use planning to increase opportunities for affordable housing and to combat homelessness, which are clear priorities for the City and community. Rental and ownership housing is unaffordable for many Stockton residents, causing some to live in substandard conditions or to not have a home at all. As shown on Figure 6-3, the ratio of median home prices to median incomes in Stockton is higher in 2017 than it has been over the past 20 years, including in 2006, when home prices peaked. Clearly, both affordable housing and quality jobs are vital components of a strategy to address this issue. Meanwhile, the City plans to continue to work with other agencies to help people who are currently homeless to secure housing and other basic human needs.

### POLICY CH-4.1

**Attract and encourage residential development that offers a range of housing options to meet the needs and income constraints of all Stockton residents.**

Action CH-4.1A

Maintain a ratio of 30 percent multi-family residential uses or higher in the citywide housing stock.

Action CH-4.1B

Conduct a study to explore the feasibility of inclusionary housing requirements, in-lieu fee levels, density bonus, modified fee structures, and/or tax incentives to promote the inclusion of a meaningful percentage of affordable units within market rate housing projects, and implement the feasible approaches identified in the study.

## Figure 6-3 Median Home Prices Compared to Median Income

Action CH-4.1C

Explore the feasibility of developing an ordinance to allow "tiny homes" and container homes to serve as permanent housing.

Action CH-4.1D

Study and implement adjustments to the Public Facilities Fee structure, parking requirements, and other development standards to facilitate the development of secondary residential units and other smaller dwelling units that can serve as relatively affordable housing.

Action CH-4.1E

Ensure that affordable housing projects and project components meet health and safety requirements that are consistent with market rate housing during project application review and ongoing Code enforcement.

Action CH-4.1F

Provide assistance to developers seeking to build affordable housing in Stockton with preparing applications for regional, State, and/or federal funding assistance programs.

### POLICY CH-4.2

**Support homeless members of the Stockton community with programs to improve quality of life.**

Action CH-4.2A

Coordinate with local and regional agencies and community organizations to address the needs of homeless people, including shelter, food, clothing, health care, mental health, and transportation.

Action CH-4.2B

Provide information about shelter and food assistance programs via the range of the City's communication tools.

Action CH-4.2C

Support programs to provide rental and homeownership assistance to low-income people and families through outreach and other assistance.

Action CH-4.2D

Support programs to reduce homelessness through education, job training, and substance abuse counseling and rehabilitation through outreach and other assistance.

## GOAL CH-5: SUSTAINABILITY LEADERSHIP

**Exhibit leadership in sustainability for the Central Valley and beyond.**

# TODAY'S CLIMATE REQUIRES ADAPTABILITY

The scientific consensus is that human activity involving the use of fossil fuels has resulted in an ever-accelerating increase in the amount of heat-trapping gases, known as greenhouse gases (GHGs), in the earth's atmosphere. In California, communities are now having to adapt to the resulting climate change effects: warmer winters and spring temperatures; less precipitation falling as snow; less spring snow accumulation in the lower and middle elevation mountain zones; earlier spring snowmelt; and earlier spring flower blooms. According to the California Climate Action Team—a committee of State agency secretaries and the heads of agencies, boards, and departments, led by the Secretary of the California Environmental Protection Agency—even if actions could be taken to immediately curtail GHG emissions, the potency and long atmospheric lifetimes of emissions that have already built up, combined with the inertia of the earth's climate system, could still produce significant additional climate change effects. Consequently, some impacts from climate change are now considered unavoidable, and to sustain quality of life for the community, the City of Stockton now needs to consider how to counteract potential impacts to public health, water resources, agriculture, forest and biological resources, and energy demands. Goals, policies, and actions that address climate change are highlighted with the throughout the document.

Recycling, conservation, and re-use of materials and other diversion of solid waste from landfills are important strategies for overall sustainability. State law requires that cities divert at least 50 percent of their solid waste through source reduction, recycling, and composting. Stockton consistently achieves this target, in part from providing curbside recycling and green waste collection and from the City's multi-family recycling program, which offers recycling assistance to property managers through multi-language educational materials, recycling containers for residents, promotional materials and events, and recycling program start-up assistance.

### POLICY CH-5.1

**Accommodate a changing climate through adaptation, mitigation, and resiliency planning and projects.**

Action CH-5.1A

Upon the next revision of the City's Local Hazard Mitigation Plan, conduct a comprehensive climate change vulnerability assessment to inform the development of adaptation and resilience policies and strategies, and incorporate them into the Safety Element, in accordance with SB 379.

Action CH-5.1B

Maintain and implement the City of Stockton Climate Action Plan (CAP) and update the CAP to include the following:

- Updated communitywide GHG emissions inventory;
- 2030 GHG emissions reduction target, consistent with SB 32;
- Estimated 2030 GHG emissions reduction benefits of State programs;
- Summary of the City's progress toward the 2020 local GHG emissions reduction target;
- New and/or revised GHG reduction strategies that, when quantified, achieve the 2030 reduction target and continue emission reductions beyond 2030; and
- New or updated implementation plan for the CAP.

Action CH-5.1C

Accommodate a changing climate through adaptation and resiliency planning and projects.

## POLICY CH-5.2

**Expand opportunities for recycling, re-use of materials, and waste reduction.**

### Action CH-5.2A

Use recycled materials and products for City projects and operations where economically feasible, and work with recycling contractors to encourage businesses to use recycled products in their manufacturing processes and encourage consumers to purchase recycled products.

### Action CH-5.2B

Continue to require recycling in private and public operations, including construction/demolition debris.

### Action CH-5.2C

Expand educational and outreach efforts to promote recycling by occupants of multi-family housing, businesses, and schools.

# Appendix A: Summary of Policies and Actions by Topic

# APPENDIX A
# SUMMARY OF POLICIES AND ACTIONS BY TOPIC

## DOWNTOWN

### LAND USE

| | |
|---|---|
| Policy LU-2.1 | Promote the Downtown and waterfront as a hub for regional commerce and entertainment, with high-quality housing to complement commercial activity and to infuse the area with daytime, evening, and weekend activity. |
| Action LU-2.1A | Work with other public agencies and organizations to develop and utilize all available financing tools and incentives to stimulate investment in the Downtown. |
| Action LU-2.1B | Amend the Development Code to provide flexibility for redevelopment of historic structures in the Downtown to meet the needs of modern users while maintaining the overall historic value. |
| Action LU-2.1C | Improve Downtown wayfinding for vehicles and pedestrians to direct visitors to key destinations throughout the Downtown. |
| Action LU-2.1D | Improve sidewalk maintenance in the Downtown, and widen key sidewalks to provide space for outdoor seating and tree plantings. |
| Action LU-2.1E | Develop and implement a public/private strategy for mixed-use high-end development along both sides of the Stockton Channel/San Joaquin River Corridor, including the following:<br>■ A public promenade along the North Channel to Louis Park and the South Channel to Mormon Slough.<br>■ Mixed-use development and re-use of historic structures. |
| **Policy LU-2.2** | **Facilitate the development of at least 4,400 new housing units in the Greater Downtown by 2040.** |
| Action LU-2.2A | Amend the Development Code to provide more flexibility for residential development to be feasible, including through a streamlined residential development permit process, and to contribute to the "charm" of the Downtown. |
| Action LU-2.2B | Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD. |
| Action LU-2.2C | Evaluate and implement adjustments to the Public Facilities Fee structure to promote development in the Downtown. |
| Action LU-2.2D | Discourage urban development at the edges of the city that would detract from or compete with the housing goals of the Greater Downtown. |

| | |
|---|---|
| **Policy LU-2.3** | **Encourage more Downtown community and regional entertainment venues.** |
| Action LU-2.3A | Establish an entertainment district in the Downtown with a discrete boundary and strategies to promote entertainment uses, such as:<br>■ Reducing permit requirements;<br>■ Eliminating the requirement to sell food at bars;<br>■ Providing incentives for clubs and restaurants;<br>■ Allowing for reduced or shared parking; and<br>■ Delineating an area in which to facilitate food trucks and pop-up businesses. |
| Action LU-2.3B | Partner with ride-sharing companies to facilitate safe nightlife in the Downtown. |
| Action LU-2.3C | Develop curbside management policies that are flexible to accommodate the evolving nature of ride-sharing programs and future reliance on autonomous vehicles in the Downtown. |
| Action LU-2.3D | Promote events that bring residents and visitors to the Downtown. |
| **Policy LU-2.4** | **Encourage more resident- and visitor-serving restaurants, retail, and consumer services to locate in the Downtown.** |
| Action LU-2.4A | Implement strategies to promote new Downtown restaurant, retail, and consumer service businesses that primarily serve the needs of Downtown residents, but also add value for visitors, such as by:<br>■ Reducing permit requirements;<br>■ Allowing for reduced or shared parking;<br>■ Providing incentives; and<br>■ Facilitating planning and permitting for building renovations. |
| Action LU-2.4B | Partner with the Downtown Stockton Alliance to market the Downtown to existing Stockton businesses that would benefit from relocating to a centralized location. |
| Action LU-2.4C | Partner with the Downtown Stockton Alliance to market the Downtown to attract businesses that complement the Downtown's multi-modal connectivity by appealing to the needs of travelers and providing shopping and recreation opportunities for visitors and commuters alike. |
| **Policy LU-2.5** | **Promote Downtown Stockton as a primary transit node that provides multi-modal connections throughout the city and region.** |
| Action LU-2.5A | Improve transit, bicycle, and pedestrian connectivity between the Downtown and local colleges and universities. |
| Action LU-2.5B | Study the possible one-way to two-way conversions of streets in the Downtown (e.g., El Dorado/Center, Park/Oak, and Main/Market) in order to improve pedestrian and bicycle safety, slow traffic speeds, and support local businesses. |

Action LU-2.5C Continue to develop an active transportation plan for Downtown Stockton, and implement complete streets projects to improve bicycle and pedestrian safety that are identified in the plan.

**Policy LU-6.2 Prioritize development and redevelopment of vacant, underutilized, and blighted infill areas.**

Action LU-6.2A Develop and implement an infill incentive program that encourages infill development through expedited permitting, changes in fee structures, prioritizing infrastructure improvements in infill areas, property owner and/or landlord incentives to maintain property and reduce blight, and/or other strategies. As part of this program, define and prioritize categories of infill types based on land use, and residential density or non-residential intensity.

## COMMUNITY HEALTH

Action CH-2.2B Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

Action CH-2.2C Evaluate and implement adjustments to the Public Facilities Fee structure to promote development in the Downtown.

# PUBLIC HEALTH

## LAND USE

Action LU-2.2B Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

**Policy LU-2.5 Promote Downtown Stockton as a primary transit node that provides multi-modal connections throughout the city and region.**

Action LU-2.5A Improve transit, bicycle, and pedestrian connectivity between the Downtown and local colleges and universities.

Action LU-2.5B Study the possible one-way to two-way conversions of streets in the Downtown (e.g., El Dorado/Center, Park/Oak, and Main/Market) in order to improve pedestrian and bicycle safety, slow traffic speeds, and support local businesses.

Action LU-2.5C Continue to develop an active transportation plan for Downtown Stockton, and implement complete streets projects to improve bicycle and pedestrian safety that are identified in the plan.

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| **Policy LU-3.2** | **Retain narrower roadways and reallocate right-of-way space to preserve street trees and mature landscaping and enhance the pedestrian and bicycle network within and adjacent to residential neighborhoods.** |
| Action LU-3.2A | Implement the "road diet" recommendations from the City's Bicycle Master Plan that reduce roadway widths to provide space for bike lanes and other amenities that improve safety and ease of the streetscape for all modes. |
| **Policy LU-3.3** | **Maintain or expand the currently available amount of public park and open space area in each neighborhood.** |
| Action LU-3.3A | Continue to improve and maintain park facilities and fields to address deficiencies and improve park sustainability, including lighting improvements, conversion to solar lighting, drinking fountain maintenance, and natural stormwater management. |
| Action LU-3.3B | Pursue joint use recreational facilities where possible, including on school grounds and utility easements. |
| Action LU-3.3C | Establish a citywide park maintenance assessment district. |
| Action LU-3.3D | Periodically review the City's Development Impact Fee requirements to determine whether they should be adjusted to reflect the City's priorities for parks, community centers, and libraries that serve the surrounding neighborhoods. |
| Action LU-3.3E | Require new development to improve utility easement property as usable public open space, where feasible. |
| Action LU-3.3F | Allow developers to develop pocket parks that function as social gathering places and/or children's play areas, and which can count towards the park standard requirements for new development. |
| **Policy LU-5.1** | **Integrate nature into the city and maintain Stockton's urban forest.** |
| **Policy LU-5.2** | **Protect natural resource areas, fish and wildlife habitat, scenic areas, open space areas, agricultural lands, parks, and other cultural/historic resources from encroachment or destruction by incompatible development.** |
| Action LU-5.2I | Coordinate with water agencies and non-profit organizations to promote public awareness on water quality and conservation issues and consistency in water quality impacts analyses. |
| **Policy LU-6.3** | **Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs.** |
| Action LU-6.4C | Reduce Vehicle Miles Traveled (VMT) per household by planning new housing in closest proximity to employment centers, improving and funding public transportation and ridesharing, and facilitating more direct routes for pedestrians and bicyclists. |

# TRANSPORTATION

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| **Policy TR-1.1** | **Ensure that roadways safely and efficiently accommodate all modes and users, including private, commercial, and transit vehicles, as well as bicycles and pedestrians and vehicles for disabled travelers.** |
| Action TR-1.1A | Direct truck traffic to designated truck routes that facilitate efficient goods movement and minimize risk to areas with concentrations of sensitive receptors, such as schools, for example by disallowing any new truck routes to pass directly on streets where schools are located, and vulnerable road users, like pedestrians and bicyclists. |
| Action TR-1.1D | Update existing Precise Road Plans to reflect the 2040 General Plan, including changes in land use and level of service requirements, and a shift in priority from vehicular travel to travel by all modes through complete streets. |
| Action TR-1.1E | Work with local school districts to implement pedestrian crossing enhancements like stop signs within neighborhoods around schools, encourage activities like a walking school bus, and create educational programs that teach students bicycle safety. |
| Action TR-1.3A | Protect the Airport and related aviation facilities from encroachment by ensuring that all future development within the Airport Influence Area (AIA) is consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except in cases where the City Council concludes that project approval would provide for the orderly development of the Airport and the areas surrounding it while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards, consistent with the San Joaquin County Airport Land Use Compatibility Plan and the Stockton Metropolitan Airport Land Use Compatibility Plan. |
| **Policy TR-2.1** | **Develop safe and interconnected bicycle and pedestrian facilities, including along "complete" streets that target multiple travel modes.** |
| Action TR-2.1A | Require safe and secure bicycle parking facilities to be provided at major activity centers such as public facilities, employment sites, and shopping and office centers, along with showers and lockers for major employment sites. |
| Action TR-2.1C | Maintain and implement the City of Stockton Safe Route to School plan. |
| **Policy TR-2.2** | **Connect housing and employment development in areas with good transit access through open and inclusive processes where appropriate.** |
| Action TR-2.2A | Require major new development to incorporate and fund design features to promote safe and comfortable access to transit, such as a circulation network that facilitates efficient and connected bus travel, clear pedestrian and bicycle routes connecting origins and destinations to transit stops, sheltered bus stops, park-and-ride facilities, and highly visible transit information and maps. |
| Action TR-2.2B | Obtain input from community residents, non-profit organizations, and local and regional transit operators on major new development projects, and support transit |

operators by ensuring major projects are designed to support transit and provide fair share funding of the cost of adequate transit service and access.

Action TR-2.2C Request that public transit service providers expand routes and increase frequency and operational hours consistent with current short- and long-range transit planning, with the assistance of new development funding.

**Policy TR-2.3 Utilize natural features and routes with lower traffic volumes and speeds to encourage residents to walk and wheel more frequently.**

Action TR-2.3A Develop and maintain bikeways on separate rights-of-way (e.g., Calaveras River, East Bay Municipal Utility District easement, French Camp Slough, and Shima Tract Levee).

Action TR-2.3B Require dedication of adequate right-of-way for bicycle use in new arterial and collector streets, and where feasible, in street improvement projects.

**Policy TR-3.1 Avoid widening existing roadways in an effort to preclude inducement of additional vehicle traffic.**

Action TR-3.1A Limit street widths to the minimum necessary to adequately carry the volume of anticipated traffic, while allowing for safe bicycle and pedestrian facilities, emergency access, and large vehicle access.

Action TR-3.1B Where feasible and appropriate, reduce the width of existing streets using bulb-outs, medians, pedestrian islands, shade tree landscaping, appropriate signage, and similar methods, while not jeopardizing emergency response.

Action TR-3.1C Preserve right-of-way for transit and bicycle uses when designing new roadways and improving existing roadways, and ensuring adequate and clear signage.

Action TR-4.2A To evaluate the effects of new development and determine mitigation measures and impact fees, require projects to evaluate per capita VMT and impacts to transit, bicycle, and pedestrian modes.

Action TR-4.2B Amend the City's Transportation Impact Analysis Guidelines to include alternative travel metrics and screening criteria.

## SAFETY

**Policy SAF-2.5 Protect the community from health hazards and annoyance associated with excessive noise levels.**

Action SAF-2.5A Prohibit new commercial, industrial, or other noise-generating land uses adjacent to existing sensitive noise receptors such as residential uses, 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) when measured at the property line of the noise sensitive land use.

Action SAF-2.5B Require projects that would locate noise sensitive land uses where the projected ambient noise level is greater than the "normally acceptable" noise level indicated on Table 5-1 to provide an acoustical analysis that shall:

- Be the responsibility of the applicant;
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions;
- Estimate existing and projected (20-year) noise levels in terms of $L_{dn}$/CNEL and compare the levels to the adopted noise policies and actions in this General Plan;
- Recommend appropriate mitigation to achieve compatibility with the adopted noise policies and standards;
- Where the noise source in question consists of intermittent single events, address the effects of maximum noise levels in sleeping rooms in terms of possible sleep disturbance;
- Estimate noise exposure after the prescribed mitigation measures have been implemented;
- If the project does not comply with the adopted standards and policies of this General Plan, provide acoustical information for a statement of overriding considerations for the project; and
- Describe a post-project assessment program, which could be used to evaluate the effectiveness of the proposed mitigation measures.

Action SAF-2.5C Require noise produced by commercial uses to not exceed 75 dB $L_{dn}$/CNEL at the nearest property line.

Action SAF-2.5D Grant exceptions to the noise standards for commercial and industrial uses only if a recorded noise easement is conveyed by the affected property owners.

Action SAF-2.5E Require all new habitable structures to be set back from railroad tracks to protect residents from noise, vibration, and safety impacts.

**Policy SAF-2.6 Minimize the risk to city residents and property associated with the transport, distribution, use, and storage of hazardous materials.**

Action SAF-2.6A Restrict transport of hazardous materials within the city to routes that have been designated for such transport.

Action SAF-2.6B When appropriate, require new development to prepare a hazardous materials inventory and/or prepare Phase I or Phase II hazardous materials studies, including any required cleanup measures.

Action SAF-2.6C Educate the public regarding the types of household hazardous wastes and the proper methods of disposal.

**Policy SAF-3.2 Protect the availability of clean potable water from groundwater sources.**

Action SAF-3.4A Require all new urban development to be served by an adequate wastewater collection system to avoid possible contamination of groundwater from onsite wastewater disposal systems.

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| Action SAF-3.4B | Conduct outreach and provide information to encourage homeowners with septic tanks to abandon existing septic tanks and hook up to the City wastewater collection system. |
| **Policy SAF-4.1** | **Reduce air impacts from mobile and stationary sources of air pollution.** |
| Action SAF-4.1A | Require the construction and operation of new development to implement best practices that reduce air pollutant emissions, including:<br>■ Use of low-emission and well-maintained construction equipment, with idling time limits.<br>■ Development and implementation of a dust control plan during construction.<br>■ Installation of electrical service connections at loading docks, where appropriate.<br>■ Installation of Energy Star-certified appliances.<br>■ Entering into Voluntary Emissions Reduction Agreements with the San Joaquin Valley Air Pollution Control District. |
| Action SAF-4.1B | Use the results of the Health Risk Assessments required by the California Air Toxics "Hot Spots" Act to establish appropriate land use buffer zones around any new sources of toxic air pollutants that pose substantial health risks. |
| Action SAF-4.1C | Require the use of electric-powered construction and landscaping equipment as conditions of project approval when appropriate. |
| Action SAF-4.1D | Limit heavy-duty off-road equipment idling time to meet the California Air Resources Board's idling regulations for on-road trucks. |

## COMMUNITY HEALTH

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| **Policy CH-1.1** | **Maintain walking and wheeling facilities and parks that are safe and accessible in all areas of Stockton.** |
| Action CH-1.1A | Plant and maintain appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the city with significantly less tree canopy, and provide a buffer between the travel way and bicycle and pedestrian facilities, and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting. |
| Action CH-1.1B | Prepare a parks master plan through an open and engaging process inclusive of community residents that assesses the quality and distribution of existing parks, facilities, and community centers throughout the city relative to the population served (i.e., within a set walking distance) and their needs (i.e., considering age, income, and abilities), and, based on this information, identifies and prioritizes new, renovation, and expansion park and community center projects and describes funding means and timelines. |
| **Policy CH-1.2** | **Promote healthy retail food choices within and adjacent to residential areas.** |

Action CH-1.2A Adapt, expand, and target existing small business development programs to provide training, promotion, and technical, financial, and business assistance to small neighborhood grocery and convenience stores that provide healthy food and accept Supplemental Nutrition Assistance Program (SNAP or CalFresh) and Supplemental Nutrition for Women, Infants and Children (WIC).

Action CH-1.2B Prepare a healthy food ordinance that creates incentives and guidelines that support access to healthy food, such as standards requiring that a percent of sales area in neighborhood food and beverage stores be devoted to healthy foods and/or requiring acceptance of CalFresh and WIC. As part of this ordinance, collect geographic data about current health conditions, and discourage unhealthy food establishments (e.g., mini markets and fast food restaurants) in neighborhoods with high rates of obesity and/or diabetes.

Action CH-1.2C Collaborate with non-profit partners and San Joaquin County Public Health Services to attract full-service grocery stores in areas that lack access to fresh food and/or are at a high risk of obesity and diabetes.

Action CH-1.2D Prioritize pedestrian and active transportation improvement projects in low-income/disadvantaged communities that connect residential areas to retail locations that sell healthy food.

**Policy CH-1.3 Encourage activities that support local agriculture, such as farmers' markets, urban farming and community gardening.**

Action CH-1.3A Provide public land, traffic control, cleanup, and other City services to farmers' markets, including technical assistance to encourage markets to accept CalFresh and WIC.

Action CH-1.3B Create an accessible inventory of publicly-owned and private vacant sites appropriate for community gardens or other forms of urban agriculture.

Action CH-1.3C Amend the Development Code to include standards for small-scale, urban local food operations.

Action CH-1.3D Adopt and Implement an Urban Agriculture Incentive Zone (per AB 551) to allow privately-owned vacant property to be productively used for growing food.

Action CH-1.3E Partner with nonprofits, local farmers and San Joaquin County Public Health Services to conduct public outreach and education to aid in the development of an urban agriculture ordinance.

Action CH-1.3F Identify new potential locations for farmers' markets in low-income and nutrient deficient neighborhoods, including opportunities to hold markets on publicly owned land.

**Policy CH-2.1 Prioritize maintenance of streets and improvement of sidewalks, parks, and other infrastructure in areas of the city that historically have been comparatively underserved by public facilities, including implementation of complete streets where needed, especially in conjunction with infrastructure maintenance and improvement projects.**

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| Action CH-2.2B | Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD. |
| Action CH-2.2D | Collaborate with non-profit partners and San Joaquin Public Health Services to attract medical clinics, mental health facilities, and pharmacies in areas that lack access to health care. |
| **Policy CH-2.3** | **Focus on reducing the unique and compounded environmental impacts and risks in disadvantaged communities.** |
| Action CH-2.3C | Require applicants for residential remodel and rehabilitation projects to remediate structural health hazards, such as lead-based paint, mold, mildew, and asbestos. |
| Action CH-2.3D | Focus enforcement of public health-related codes in disadvantaged communities, including on properties that are managed by homeowners associations. |
| Action CH-2.3E | Work with wastewater, water, and stormwater utilities to seek funding to complete sewer, water, and stormwater systems in areas within the SOI where parcels still rely on septic systems, wells, and roadside ditches. |
| **Policy CH-3.2** | **Encourage neighborhood-serving commercial uses in areas where frequently needed goods and services are not widely available, especially for those areas with no availability within a 2-mile radius.** |
| Action CH-3.2A | Work with property owners to develop corridor-specific strategies for attracting and retaining businesses that will provide synergistic opportunities and improve the availability of goods and services adjacent to residential areas. |
| Action CH-3.2B | Consider options and develop an ordinance to restrict mini markets, gas stations, fast food restaurants, check-cashing establishments, and tobacco stores in areas with high existing concentrations of similar establishments, and continue to restrict over-concentrations of liquor stores through the City's Alcohol Ordinance. To inform the development of this ordinance, create a map that identifies the locations of current establishments of these types, and regularly maintain it so that it continues to aid in decision-making about such uses. |
| Action CH-3.2C | Work with regulators, service providers, and employers to ensure the provision of safe, affordable, and high-quality childcare services. |
| Action CH-3.4B | 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. |
| Action CH-4.1E | Ensure that affordable housing projects and project components meet health and safety requirements that are consistent with market rate housing during project application review and on-going Code enforcement. |

Action CH-4.2A Coordinate with local and regional agencies and community organizations to address the needs of homeless people, including shelter, food, clothing, health care, mental health, and transportation.

Action CH-4.2B Provide information about shelter and food assistance programs via the range of the City's communication tools.

Action CH-4.2C Support programs to provide rental and homeownership assistance to low-income people and families through outreach and other assistance.

Action CH-4.2D Support programs to reduce homelessness through education, job training, and substance abuse counseling and rehabilitation through outreach and other assistance.

# ENVIRONMENTAL JUSTICE

## LAND USE

**Policy LU-6.2 Prioritize development and redevelopment of vacant, underutilized, and blighted infill areas.**

Action LU-6.2C Ensure prioritization of development and redevelopment of vacant, underutilized, and blighted infill areas be considered through strategies such as zoning changes and strategies to avoid gentrification.

**Policy LU-6.3 Ensure that all neighborhoods have access to well-maintained public facilities and utilities that meet community service needs.**

Action LU-6.7A Work with community-based organizations to develop and implement a comprehensive and accountable long-term strategy to engage the Stockton community in planning decisions.

## TRANSPORTATION

Action TR-1.1A Direct truck traffic to designated truck routes that facilitate efficient goods movement and minimize risk to areas with concentrations of sensitive receptors, such as schools, for example by disallowing any new truck routes to pass directly on streets where schools are located, and vulnerable road users, like pedestrians and bicyclists.

Action TR-1.3A Protect the Airport and related aviation facilities from encroachment by ensuring that all future development within the Airport Influence Area (AIA) is consistent with the policies adopted by the San Joaquin County Airport Land Use Commission (ALUC), except in cases where the City Council concludes that project approval would provide for the orderly development of the Airport and the areas surrounding it while protecting the public health, safety, and welfare by minimizing the public's exposure to excessive noise and safety hazards, consistent with the San Joaquin County Airport Land Use Compatibility Plan and the Stockton Metropolitan Airport Land Use Compatibility Plan.

## COMMUNITY HEALTH

Action CH-1.1B — Prepare a parks master plan through an open and engaging process inclusive of community residents that assesses the quality and distribution of existing parks, facilities, and community centers throughout the city relative to the population served (i.e., within a set walking distance) and their needs (i.e., considering age, income, and abilities), and, based on this information, identifies and prioritizes new, renovation, and expansion park and community center projects and describes funding means and timelines.

Action CH-1.2A — Adapt, expand, and target existing small business development programs to provide training, promotion, and technical, financial, and business assistance to small neighborhood grocery and convenience stores that provide healthy food and accept Supplemental Nutrition Assistance Program (SNAP or CalFresh) and Supplemental Nutrition for Women, Infants and Children (WIC).

Action CH-1.2B — Prepare a healthy food ordinance that creates incentives and guidelines that support access to healthy food, such as standards requiring that a percent of sales area in neighborhood food and beverage stores be devoted to healthy foods and/or requiring acceptance of CalFresh and WIC. As part of this ordinance, collect geographic data about current health conditions, and discourage unhealthy food establishments (e.g., mini markets and fast food restaurants) in neighborhoods with high rates of obesity and/or diabetes.

Action CH-1.2C — Collaborate with non-profit partners and San Joaquin County Public Health Services to attract full-service grocery stores in areas that lack access to fresh food and/or are at a high risk of obesity and diabetes.

Action CH-1.3A — Provide public land, traffic control, cleanup, and other City services to farmers' markets, including technical assistance to encourage markets to accept CalFresh and WIC.

Action CH-1.3F — Identify new potential locations for farmers' markets in low-income and nutrient deficient neighborhoods, including opportunities to hold markets on publicly owned land.

**Policy CH-2.1** — **Prioritize maintenance of streets and improvement of sidewalks, parks, and other infrastructure in areas of the city that historically have been comparatively underserved by public facilities, including implementation of complete streets where needed, especially in conjunction with infrastructure maintenance and improvement projects.**

Action CH-2.1A — When considering parks and infrastructure maintenance and improvement projects, consider the following through an open and engaging process inclusive of community residents:

- Whether the affected community is underserved or disadvantaged.
- What the priority needs of the community are and whether the project would address those needs.

- Whether the project would negatively impact the community, such as through increased exposure to pollutants or displacement of residents or local businesses.

Action CH-2.1B Provide incentives for rehabilitation or redevelopment of distressed properties that takes into consideration strategies to avoid gentrification.

Action CH-2.1C Develop incentives to promote reuse of distressed areas, such as through re-zoning, permit streamlining, density bonuses, and other appropriate tools.

Action CH-2.1D Conduct marketing to potential developers to encourage the redevelopment and conversion of distressed commercial strips into housing and mixed-use areas that includes strategies to avoid gentrification.

Action CH-2.1E Investigate and implement programs that will incentivize landlords to maintain properties free of Municipal Code violations and criminal activity.

Action CH-2.1F Work with transit agencies, non-profit organizations, and communities to maintain and improve transit service in underserved and disadvantaged neighborhoods to connect residents with jobs, shopping, and services.

**Policy CH-2.2 Stimulate investment through partnerships with private property owners, neighborhood groups, health and housing advocates, non-governmental organizations, and other community supporters.**

Action CH-2.2A Aggressively facilitate the conservation and rehabilitation of older neighborhoods through the following approaches:

- Utilize all federal, State, and local programs for conservation and rehabilitation projects.
- Prioritize older disadvantaged neighborhoods for investment using funds such as the Community Development Block Grants.
- Encourage private investment in older neighborhoods.
- Cooperate in joint public-private partnerships to invest in older neighborhoods.

Action CH-2.2D Collaborate with non-profit partners and San Joaquin Public Health Services to attract medical clinics, mental health facilities, and pharmacies in areas that lack access to health care.

**Policy CH-2.3 Focus on reducing the unique and compounded environmental impacts and risks in disadvantaged communities.**

Action CH-2.3A Build strong ties with disadvantaged communities to ensure that local residents can make significant contributions to planning decisions through the following:

- Use culturally appropriate approaches.
- Consider the convenience of the timing and locations of meetings to community members.
- Use social media and other communication techniques for those without time to attend public meetings.
- Provide translation services and translated materials when needed.

- Partner with non-profit organizations who are already active within the community.

Action CH-2.3C Require applicants for residential remodel and rehabilitation projects to remediate structural health hazards, such as lead-based paint, mold, mildew, and asbestos.

Action CH-2.3D Focus enforcement of public health-related codes in disadvantaged communities, including on properties that are managed by homeowners associations.

Action CH-2.3E Work with wastewater, water, and stormwater utilities to seek funding to complete sewer, water, and stormwater systems in areas within the SOI where parcels still rely on septic systems, wells, and roadside ditches.

Action CH-3.1B Provide training, promotion, and technical, financial, and business assistance to small and minority-owned businesses.

**Policy CH-3.2 Encourage neighborhood-serving commercial uses in areas where frequently needed goods and services are not widely available, especially for those areas with no availability within a 2-mile radius.**

Action CH-3.2A Work with property owners to develop corridor-specific strategies for attracting and retaining businesses that will provide synergistic opportunities and improve the availability of goods and services adjacent to residential areas.

Action CH-3.2B Consider options and develop an ordinance to restrict mini markets, gas stations, fast food restaurants, check-cashing establishments, and tobacco stores in areas with high existing concentrations of similar establishments, and continue to restrict over-concentrations of liquor stores through the City's Alcohol Ordinance. To inform the development of this ordinance, create a map that identifies the locations of current establishments of these types, and regularly maintain it so that it continues to aid in decision-making about such uses.

Action CH-3.2C Work with regulators, service providers, and employers to ensure the provision of safe, affordable, and high-quality childcare services.

Action CH-3.2D Work with the California Department of Alcoholic Beverage Control to avoid over concentration of liquor stores.

Action CH-4.1E Ensure that affordable housing projects and project components meet health and safety requirements that are consistent with market rate housing during project application review and on-going Code enforcement.

**Policy CH-4.2 Support homeless members of the Stockton community with programs to improve quality of life.**

Action CH-4.2A Coordinate with local and regional agencies and community organizations to address the needs of homeless people, including shelter, food, clothing, health care, mental health, and transportation.

Action CH-4.2C Support programs to provide rental and homeownership assistance to low-income people and families through outreach and other assistance.

Action CH-4.2D Support programs to reduce homelessness through education, job training, and substance abuse counseling and rehabilitation through outreach and other assistance.

# AIR QUALITY

## LAND USE

**Policy LU-1.1** **Encourage retail businesses and housing development in mixed-use developments along regional transportation routes and in areas that serve local residents.**

Action LU-1.1B Evaluate the City's parking policies, and amend the Development Code to provide more flexibility as appropriate to facilitate mixed-use redevelopment.

Action LU-2.2B Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

Action LU-2.2D Discourage urban development at the edges of the city that would detract from or compete with the housing goals of the Greater Downtown.

Action LU-2.3C Develop curbside management policies that are flexible to accommodate the evolving nature of ride-sharing programs and future reliance on autonomous vehicles in the Downtown.

**Policy LU-2.5** **Promote Downtown Stockton as a primary transit node that provides multi-modal connections throughout the city and region.**

Action LU-2.5A Improve transit, bicycle, and pedestrian connectivity between the Downtown and local colleges and universities.

Action LU-2.5C Continue to develop an active transportation plan for Downtown Stockton, and implement complete streets projects to improve bicycle and pedestrian safety that are identified in the plan.

**Policy LU-3.2** **Retain narrower roadways and reallocate right-of-way space to preserve street trees and mature landscaping and enhance the pedestrian and bicycle network within and adjacent to residential neighborhoods.**

Action LU-3.2A Implement the "road diet" recommendations from the City's Bicycle Master Plan that reduce roadway widths to provide space for bike lanes and other amenities that improve safety and ease of the streetscape for all modes.

**Policy LU-5.3** **Define discrete and clear city edges that preserve agriculture, open space, and scenic views.**

**Policy LU-6.2** **Prioritize development and redevelopment of vacant, underutilized, and blighted infill areas.**

Action LU-6.2A Develop and implement an infill incentive program that encourages infill development through expedited permitting, changes in fee structures, prioritizing infrastructure improvements in infill areas, property owner and/or landlord incentives to maintain property and reduce blight, and/or other strategies. As part of this program, define and prioritize categories of infill types based on land use, and residential density or non-residential intensity.

Action LU-6.2B Do not approve future annexations or City utility connections unless they are consistent with the overall goals and policies of the General Plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life.

Action LU-6.2D Comply with State requirements that limit the idling of motor vehicles.

**Policy LU-6.4** **Ensure that land use decisions balance travel origins and destinations in as close proximity as possible, and reduce vehicle miles traveled (VMT).**

Action LU-6.4A Maintain a reasonable balance between potential job generation and local workforce availability with a goal of one job for each employed resident.

Action LU-6.4B Maintain a reasonable proximity and balance (i.e., magnitude) between job generating uses, housing opportunities, and resident services and amenities, including transit and active transportation.

Action LU-6.4C Reduce Vehicle Miles Traveled (VMT) per household by planning new housing in closest proximity to employment centers, improving and funding public transportation and ridesharing, and facilitating more direct routes for pedestrians and bicyclists.

Action LU-6.6B Participate in the San Joaquin Council of Governments' (SJCOG) regional planning programs and coordinate City plans and programs with those of SJCOG, including the Regional Transportation Plan/Sustainable Communities Strategy, among others, and work with non-profit organizations also engaging in these planning programs.

## TRANSPORTATION

Action TR-1.1A Direct truck traffic to designated truck routes that facilitate efficient goods movement and minimize risk to areas with concentrations of sensitive receptors, such as schools, for example by disallowing any new truck routes to pass directly on streets where schools are located, and vulnerable road users, like pedestrians and bicyclists.

Action TR-1.1B Maintain and periodically update a schedule for synchronizing traffic signals along arterial streets and freeway interchanges to facilitate the safe and efficient

movement of people and goods and to provide signal priority for transit vehicles at intersections.

Action TR-1.1D Update existing Precise Road Plans to reflect the 2040 General Plan, including changes in land use and level of service requirements, and a shift in priority from vehicular travel to travel by all modes through complete streets.

Action TR-1.1E Work with local school districts to implement pedestrian crossing enhancements like stop signs within neighborhoods around schools, encourage activities like a walking school bus, and create educational programs that teach students bicycle safety.

Action TR-1.2A Actively support and pursue access to high-speed rail.

Action TR-1.2B Support the San Joaquin Regional Transportation District's Regional Bus Service, Altamont Commuter Express (ACE), and AMTRAK's San Joaquin intercity rail service, and pursue and support other regional transit programs and projects, such as:

- ACE plans to bypass existing bottlenecks (e.g., the Union Pacific railyards in South Stockton);
- Connecting to the BART system;
- Extending ACE service south to Merced; and
- Proposing rail between Stockton and Sacramento along the California Traction and other rail corridors.

**Policy TR-2.1 Develop safe and interconnected bicycle and pedestrian facilities, including along "complete" streets that target multiple travel modes.**

Action TR-2.1A Require safe and secure bicycle parking facilities to be provided at major activity centers such as public facilities, employment sites, and shopping and office centers, along with showers and lockers for major employment sites.

Action TR-2.1B Maintain and implement the City of Stockton Bicycle Master Plan.

**Policy TR-2.2 Connect housing and employment development in areas with good transit access through open and inclusive processes where appropriate.**

Action TR-2.2A Require major new development to incorporate and fund design features to promote safe and comfortable access to transit, such as a circulation network that facilitates efficient and connected bus travel, clear pedestrian and bicycle routes connecting origins and destinations to transit stops, sheltered bus stops, park-and-ride facilities, and highly visible transit information and maps.

Action TR-2.2B Obtain input from community residents, non-profit organizations, and local and regional transit operators on major new development projects, and support transit operators by ensuring major projects are designed to support transit and provide fair share funding of the cost of adequate transit service and access.

Action TR-2.2C Request that public transit service providers expand routes and increase frequency and operational hours consistent with current short- and long-range transit planning, with the assistance of new development funding.

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| Action TR-2.2D | Support efforts to electrify buses. |
| **Policy TR-2.3** | **Utilize natural features and routes with lower traffic volumes and speeds to encourage residents to walk and wheel more frequently.** |
| Action TR-2.3A | Develop and maintain bikeways on separate rights-of-way (e.g., Calaveras River, East Bay Municipal Utility District easement, French Camp Slough, and Shima Tract Levee). |
| Action TR-2.3B | Require dedication of adequate right-of-way for bicycle use in new arterial and collector streets, and where feasible, in street improvement projects. |
| **Policy TR-3.1** | **Avoid widening existing roadways in an effort to preclude inducement of additional vehicle traffic.** |
| Action TR-3.1A | Limit street widths to the minimum necessary to adequately carry the volume of anticipated traffic, while allowing for safe bicycle and pedestrian facilities, emergency access, and large vehicle access. |
| Action TR-3.1B | Where feasible and appropriate, reduce the width of existing streets using bulb-outs, medians, pedestrian islands, shade tree landscaping, appropriate signage, and similar methods, while not jeopardizing emergency response. |
| Action TR-3.1C | Preserve right-of-way for transit and bicycle uses when designing new roadways and improving existing roadways, and ensuring adequate and clear signage. |
| **Policy TR-3.2** | **Require new development and transportation projects to reduce travel demand and greenhouse gas emissions, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.** |
| Action TR-3.2A | Amend the parking requirements in the Development Code to encourage shared parking, require preferential parking for rideshare vehicles, and allow reduced parking requirements to support transit, bicycling, and walking. |
| Action TR-3.2B | Require commercial, retail, office, industrial, and multi-family residential development to provide charging stations and prioritized parking for electric and alternative fuel vehicles. |
| Action TR-3.2C | Respond to the implications and opportunities associated with connected vehicles and autonomous vehicles by monitoring technological advances and adjusting roadway infrastructure and parking standards to accommodate autonomous vehicle technology and parking needs. |
| Action TR-3.2D | Continue to coordinate with the San Joaquin Council of Governments to increase opportunities for additional park and ride facilities, consistent with the San Joaquin County Regional Park and Ride Lot Master Plan. |
| **Policy TR-4.2** | **Replace LOS with: (1) vehicle-miles traveled (VMT) per capita; and (2) impacts to non-automobile travel modes, as the metrics to analyze impacts related to land use proposals under the California Environmental Quality Act, in accordance with SB 743.** |

Action TR-4.2A To evaluate the effects of new development and determine mitigation measures and impact fees, require projects to evaluate per capita VMT and impacts to transit, bicycle, and pedestrian modes.

Action TR-4.2B Amend the City's Transportation Impact Analysis Guidelines to include alternative travel metrics and screening criteria.

**Policy TR-4.3** **Use the threshold recommended by the California Office of Planning and Research for determining whether VMT impacts associated with land uses are considered significant under State environmental analysis requirements.**

Action TR-4.3A Amend the City's Transportation Impact Analysis Guidelines to:

- Establish a threshold of 15 percent below baseline VMT per capita to determine a significant transportation impact under the California Environmental Quality Act.
- Identify screening criteria that will streamline certain types of development and/or development in certain areas by not requiring a VMT analysis.

## SAFETY

**Policy SAF-4.1** **Reduce air impacts from mobile and stationary sources of air pollution.**

Action SAF-4.1A Require the construction and operation of new development to implement best practices that reduce air pollutant emissions, including:

- Use of low-emission and well-maintained construction equipment, with idling time limits.
- Development and implementation of a dust control plan during construction.
- Installation of electrical service connections at loading docks, where appropriate.
- Installation of Energy Star-certified appliances.
- Entering into Voluntary Emissions Reduction Agreements with the San Joaquin Valley Air Pollution Control District.

Action SAF-4.1B Use the results of the Health Risk Assessments required by the California Air Toxics "Hot Spots" Act to establish appropriate land use buffer zones around any new sources of toxic air pollutants that pose substantial health risks.

Action SAF-4.1C Require the use of electric-powered construction and landscaping equipment as conditions of project approval when appropriate.

Action SAF-4.1D Limit heavy-duty off-road equipment idling time to meet the California Air Resources Board's idling regulations for on-road trucks.

**Policy SAF-4.2** **Encourage major employers to participate in a transportation demand management program (TDM) that reduces vehicle trips through approaches such as carpooling, vanpooling, shuttles, car-sharing, bike-sharing, end-of-trip facilities like showers and bicycle parking,**

**subscription bus service, transit subsidies, preferential parking, and telecommuting.**

Action SAF-4.2A Provide information and conduct marketing and outreach to major existing and new employers about the transportation demand management (TDM) program facilitated by the San Joaquin Council of Governments.

**Policy SAF-4.3 Coordinate with the San Joaquin Valley Air Pollution Control District and non-profit organizations to promote public awareness on air quality issues and consistency in air quality impacts analyses.**

Action SAF-4.3A Distribute educational materials from the San Joaquin Valley Air Pollution Control District on the City's website and at its Permit Center.

Action SAF-4.3B Coordinate review of development project applications with the San Joaquin Valley Air Pollution Control District to ensure that air quality impacts are consistently identified and mitigated during CEQA review. ***

## COMMUNITY HEALTH

**Policy CH-1.1 Maintain walking and wheeling facilities and parks that are safe and accessible in all areas of Stockton.**

Action CH-1.1A Plant and maintain appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the city with significantly less tree canopy, and provide a buffer between the travel way and bicycle and pedestrian facilities, and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting.

Action CH-1.2D Prioritize pedestrian and active transportation improvement projects in low-income/disadvantaged communities that connect residential areas to retail locations that sell healthy food.

Action CH-2.1F Work with transit agencies, non-profit organizations, and communities to maintain and improve transit service in underserved and disadvantaged neighborhoods to connect residents with jobs, shopping, and services.

Action CH-2.2B Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

**Policy CH-3.2 Encourage neighborhood-serving commercial uses in areas where frequently needed goods and services are not widely available, especially for those areas with no availability within a 2-mile radius.**

Action CH-3.2A Work with property owners to develop corridor-specific strategies for attracting and retaining businesses that will provide synergistic opportunities and improve the availability of goods and services adjacent to residential areas.

Action CH-3.4A Work with school districts to prioritize the expansion or renovation of existing schools in infill areas and evaluate various approaches to infill area school

expansions, such as smaller school sizes (e.g., lower capacity campuses spread through an area) or smaller campus land areas (e.g., multi-story facilities).

Action CH-4.1A Maintain a ratio of 30 percent multi-family residential uses or higher in the citywide housing stock.

Action CH-4.1D Study and implement adjustments to the Public Facilities Fee structure, parking requirements, and other development standards to facilitate the development of secondary residential units and other smaller dwelling units that can serve as relatively affordable housing.

# CLIMATE CHANGE

## LAND USE

**Policy LU-1.1** **Encourage retail businesses and housing development in mixed-use developments along regional transportation routes and in areas that serve local residents.**

Action LU-1.1B Evaluate the City's parking policies, and amend the Development Code to provide more flexibility as appropriate to facilitate mixed-use redevelopment.

Action LU-2.2B Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD.

Action LU-2.2D Discourage urban development at the edges of the city that would detract from or compete with the housing goals of the Greater Downtown.

Action LU-2.3C Develop curbside management policies that are flexible to accommodate the evolving nature of ride-sharing programs and future reliance on autonomous vehicles in the Downtown.

**Policy LU-2.5** **Promote Downtown Stockton as a primary transit node that provides multi-modal connections throughout the city and region.**

Action LU-2.5A Improve transit, bicycle, and pedestrian connectivity between the Downtown and local colleges and universities.

Action LU-2.5C Continue to develop an active transportation plan for Downtown Stockton, and implement complete streets projects to improve bicycle and pedestrian safety that are identified in the plan.

**Policy LU-3.2** **Retain narrower roadways and reallocate right-of-way space to preserve street trees and mature landscaping and enhance the pedestrian and bicycle network within and adjacent to residential neighborhoods.**

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| Action LU-3.2A | Implement the "road diet" recommendations from the City's Bicycle Master Plan that reduce roadway widths to provide space for bike lanes and other amenities that improve safety and ease of the streetscape for all modes. |
| Action LU-5.2H | Comply with applicable water conservation measures. |
| Action LU-5.2I | Coordinate with water agencies and non-profit organizations to promote public awareness on water quality and conservation issues and consistency in water quality impacts analyses. |
| Policy LU-5.3 | Define discrete and clear city edges that preserve agriculture, open space, and scenic views. |
| Action LU-5.3C | Maintain the City's agricultural conservation program that requires either dedication of an agricultural conservation easement at a 1:1 ratio or payment of an in-lieu agricultural mitigation fee for the conversion of prime farmland, farmland of statewide importance, or unique farmland, as defined by the State Farmland Monitoring and Mapping Program. |
| Action LU-5.4A | Require all new development, including major rehabilitation, renovation, and redevelopment, to adopt best management practices for water use efficiency and demonstrate specific water conservation measures. |
| **Policy LU-6.2** | **Prioritize development and redevelopment of vacant, underutilized, and blighted infill areas.** |
| Action LU-6.2A | Develop and implement an infill incentive program that encourages infill development through expedited permitting, changes in fee structures, prioritizing infrastructure improvements in infill areas, property owner and/or landlord incentives to maintain property and reduce blight, and/or other strategies. As part of this program, define and prioritize categories of infill types based on land use, and residential density or non-residential intensity. |
| Action LU-6.2B | Do not approve future annexations or City utility connections unless they are consistent with the overall goals and policies of the General Plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life. |
| **Policy LU-6.4** | **Ensure that land use decisions balance travel origins and destinations in as close proximity as possible, and reduce vehicle miles traveled (VMT).** |
| Action LU-6.4A | Maintain a reasonable balance between potential job generation and local workforce availability with a goal of one job for each employed resident. |
| Action LU-6.4B | Maintain a reasonable proximity and balance (i.e., magnitude) between job generating uses, housing opportunities, and resident services and amenities, including transit and active transportation. |

Action LU-6.4C Reduce Vehicle Miles Traveled (VMT) per household by planning new housing in closest proximity to employment centers, improving and funding public transportation and ridesharing, and facilitating more direct routes for pedestrians and bicyclists.

Action LU-6.6B Participate in the San Joaquin Council of Governments' (SJCOG) regional planning programs and coordinate City plans and programs with those of SJCOG, including the Regional Transportation Plan/Sustainable Communities Strategy, among others, and work with non-profit organizations also engaging in these planning programs.

## TRANSPORTATION

Action TR-1.1B Maintain and periodically update a schedule for synchronizing traffic signals along arterial streets and freeway interchanges to facilitate the safe and efficient movement of people and goods and to provide signal priority for transit vehicles at intersections.

Action TR-1.1D Update existing Precise Road Plans to reflect the 2040 General Plan, including changes in land use and level of service requirements, and a shift in priority from vehicular travel to travel by all modes through complete streets.

Action TR-1.1E Work with local school districts to implement pedestrian crossing enhancements like stop signs within neighborhoods around schools, encourage activities like a walking school bus, and create educational programs that teach students bicycle safety.

Action TR-1.2A Actively support and pursue access to high-speed rail.

Action TR-1.2B Support the San Joaquin Regional Transportation District's Regional Bus Service, Altamont Commuter Express (ACE), and AMTRAK's San Joaquin intercity rail service, and pursue and support other regional transit programs and projects, such as:

- ACE plans to bypass existing bottlenecks (e.g., the Union Pacific railyards in South Stockton);
- Connecting to the BART system;
- Extending ACE service south to Merced; and
- Proposing rail between Stockton and Sacramento along the California Traction and other rail corridors.

**Policy TR-2.1 Develop safe and interconnected bicycle and pedestrian facilities, including along "complete" streets that target multiple travel modes.**

Action TR-2.1A Require safe and secure bicycle parking facilities to be provided at major activity centers such as public facilities, employment sites, and shopping and office centers, along with showers and lockers for major employment sites.

Action TR-2.1B Maintain and implement the City of Stockton Bicycle Master Plan.

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| **Policy TR-2.2** | **Connect housing and employment development in areas with good transit access through open and inclusive processes where appropriate.** |
| Action TR-2.2A | Require major new development to incorporate and fund design features to promote safe and comfortable access to transit, such as a circulation network that facilitates efficient and connected bus travel, clear pedestrian and bicycle routes connecting origins and destinations to transit stops, sheltered bus stops, park-and-ride facilities, and highly visible transit information and maps. |
| Action TR-2.2B | Obtain input from community residents, non-profit organizations, and local and regional transit operators on major new development projects, and support transit operators by ensuring major projects are designed to support transit and provide fair share funding of the cost of adequate transit service and access. |
| Action TR-2.2C | Request that public transit service providers expand routes and increase frequency and operational hours consistent with current short- and long-range transit planning, with the assistance of new development funding. |
| Action TR-2.2D | Support efforts to electrify buses. |
| **Policy TR-2.3** | **Utilize natural features and routes with lower traffic volumes and speeds to encourage residents to walk and wheel more frequently.** |
| Action TR-2.3A | Develop and maintain bikeways on separate rights-of-way (e.g., Calaveras River, East Bay Municipal Utility District easement, French Camp Slough, and Shima Tract Levee). |
| Action TR-2.3B | Require dedication of adequate right-of-way for bicycle use in new arterial and collector streets, and where feasible, in street improvement projects. |
| **Policy TR-3.1** | **Avoid widening existing roadways in an effort to preclude inducement of additional vehicle traffic.** |
| Action TR-3.1A | Limit street widths to the minimum necessary to adequately carry the volume of anticipated traffic, while allowing for safe bicycle and pedestrian facilities, emergency access, and large vehicle access. |
| Action TR-3.1B | Where feasible and appropriate, reduce the width of existing streets using bulb-outs, medians, pedestrian islands, shade tree landscaping, appropriate signage, and similar methods, while not jeopardizing emergency response. |
| Action TR-3.1C | Preserve right-of-way for transit and bicycle uses when designing new roadways and improving existing roadways, and ensuring adequate and clear signage. |
| **Policy TR-3.2** | **Require new development and transportation projects to reduce travel demand and greenhouse gas emissions, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.** |
| Action TR-3.2A | Amend the parking requirements in the Development Code to encourage shared parking, require preferential parking for rideshare vehicles, and allow reduced parking requirements to support transit, bicycling, and walking. |

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| Action TR-3.2B | Require commercial, retail, office, industrial, and multi-family residential development to provide charging stations and prioritized parking for electric and alternative fuel vehicles. |
| Action TR-3.2C | Respond to the implications and opportunities associated with connected vehicles and autonomous vehicles by monitoring technological advances and adjusting roadway infrastructure and parking standards to accommodate autonomous vehicle technology and parking needs. |
| Action TR-3.2D | Continue to coordinate with the San Joaquin Council of Governments to increase opportunities for additional park and ride facilities, consistent with the San Joaquin County Regional Park and Ride Lot Master Plan. |
| **Policy TR-4.2** | **Replace LOS with: (1) vehicle-miles traveled (VMT) per capita; and (2) impacts to non-automobile travel modes, as the metrics to analyze impacts related to land use proposals under the California Environmental Quality Act, in accordance with SB 743.** |
| Action TR-4.2A | To evaluate the effects of new development and determine mitigation measures and impact fees, require projects to evaluate per capita VMT and impacts to transit, bicycle, and pedestrian modes. |
| Action TR-4.2B | Amend the City's Transportation Impact Analysis Guidelines to include alternative travel metrics and screening criteria. |
| **Policy TR-4.3** | **Use the threshold recommended by the California Office of Planning and Research for determining whether VMT impacts associated with land uses are considered significant under State environmental analysis requirements.** |
| Action TR-4.3A | Amend the City's Transportation Impact Analysis Guidelines to:<br>■ Establish a threshold of 15 percent below baseline VMT per capita to determine a significant transportation impact under the California Environmental Quality Act.<br>■ Identify screening criteria that will streamline certain types of development and/or development in certain areas by not requiring a VMT analysis. |

## SAFETY

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| **Policy SAF-4.2** | **Encourage major employers to participate in a transportation demand management program (TDM) that reduces vehicle trips through approaches such as carpooling, vanpooling, shuttles, car-sharing, bike-sharing, end-of-trip facilities like showers and bicycle parking, subscription bus service, transit subsidies, preferential parking, and telecommuting.** |
| Action SAF-4.2A | Provide information and conduct marketing and outreach to major existing and new employers about the transportation demand management (TDM) program facilitated by the San Joaquin Council of Governments. |

## COMMUNITY HEALTH

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|---|---|
| **Policy CH-1.1** | **Maintain walking and wheeling facilities and parks that are safe and accessible in all areas of Stockton.** |
| Action CH-1.1A | Plant and maintain appropriate shade trees along all City streets to reduce heat exposure, prioritizing areas of the city with significantly less tree canopy, and provide a buffer between the travel way and bicycle and pedestrian facilities, and provide other amenities like well-marked crosswalks, bulb-outs, and pedestrian-scale street lighting. |
| Action CH-1.2D | Prioritize pedestrian and active transportation improvement projects in low-income/disadvantaged communities that connect residential areas to retail locations that sell healthy food. |
| Action CH-2.1F | Work with transit agencies, non-profit organizations, and communities to maintain and improve transit service in underserved and disadvantaged neighborhoods to connect residents with jobs, shopping, and services. |
| Action CH-2.2B | Establish Transit Oriented Development (TOD) Overlay Zones around the Robert J. Cabral ACE Train Station and the San Joaquin Street Amtrak Station to promote high-density residential, including affordable and mixed-income housing, and other TOD. |
| **Policy CH-3.2** | **Encourage neighborhood-serving commercial uses in areas where frequently needed goods and services are not widely available, especially for those areas with no availability within a 2-mile radius.** |
| Action CH-3.2A | Work with property owners to develop corridor-specific strategies for attracting and retaining businesses that will provide synergistic opportunities and improve the availability of goods and services adjacent to residential areas. |
| Action CH-3.3C | Continue to work with community-based organizations that employ local Stockton youth to perform energy efficiency, alternative energy, and water conservation assessments and installations in local homes and businesses. |
| Action CH-3.4A | Work with school districts to prioritize the expansion or renovation of existing schools in infill areas and evaluate various approaches to infill area school expansions, such as smaller school sizes (e.g., lower capacity campuses spread through an area) or smaller campus land areas (e.g., multi-story facilities). |
| Action CH-4.1A | Maintain a ratio of 30 percent multi-family residential uses or higher in the citywide housing stock. |
| Action CH-4.1C | Explore the feasibility of developing an ordinance to allow "tiny homes" and container homes to serve as permanent housing. |
| Action CH-4.1D | Study and implement adjustments to the Public Facilities Fee structure, parking requirements, and other development standards to facilitate the development of secondary residential units and other smaller dwelling units that can serve as relatively affordable housing. |

**Policy CH-5.1** **Accommodate a changing climate through adaptation, mitigation, and resiliency planning and projects.**

Action CH-5.1A Upon the next revision of the City's Local Hazard Mitigation Plan, conduct a comprehensive climate change vulnerability assessment to inform the development of adaptation and resilience policies and strategies, and incorporate them into the Safety Element, in accordance with SB 379.

Action CH-5.1B Maintain and implement the City of Stockton Climate Action Plan (CAP) and update the CAP to include the following:

- Updated communitywide GHG emissions inventory;
- 2030 GHG emissions reduction target, consistent with SB 32;
- Estimated 2030 GHG emissions reduction benefits of State programs;
- Summary of the City's progress toward the 2020 local GHG emissions reduction target;
- New and/or revised GHG reduction strategies that, when quantified, achieve the 2030 reduction target and continue emission reductions beyond 2030; and
- New or updated implementation plan for the CAP.

Action CH-5.1C Accommodate a changing climate through adaptation and resiliency planning and projects.

**Policy CH-5.2** **Expand opportunities for recycling, re-use of materials, and waste reduction.**

Action CH-5.2A Use recycled materials and products for City projects and operations where economically feasible, and work with recycling contractors to encourage businesses to use recycled products in their manufacturing processes and encourage consumers to purchase recycled products.

Action CH-5.2B Continue to require recycling in private and public operations, including construction/demolition debris.

Action CH-5.2C Expand educational and outreach efforts to promote recycling by occupants of multi-family housing, businesses, and schools.

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# Appendix B:
# SB 244 Analysis

# APPENDIX B
# SB 244 ANALYSIS

There are hundreds of disadvantaged unincorporated communities (DUCs) throughout California, including more than 200 in the San Joaquin Valley alone. Many of these communities are geographically isolated islands. The living conditions in many of these communities suggest a distinct lack of public and private investment that threatens the health and safety of the residents and fosters economic, social, and educational inequality. Many of these communities lack basic infrastructure, including streets, sidewalks, storm drainage, clean drinking water, and adequate sewer service. In response to these conditions, the State Legislature passed Senate Bill 244 (SB 244) in 2011 with the intent of addressing the legal, financial, and political barriers that contribute to inequality and infrastructure deficits in DUCs. Accounting for these communities in the long-range planning process, as required by SB 244, is one way to ensure a more efficient system for delivery of services and infrastructure, including water, wastewater, storm drainage, and structural fire protection. Furthermore, investment in these services and infrastructure will result in the enhancement and protection of public health and safety for residents of these communities.

## *SB 244 Requirements: City, County, LAFCo*

The requirements of SB 244 apply differently to cities, counties, and local agency formation commissions (LAFCos). These differences reflect the distinct physical and social settings of cities and counties and the different institutional authorities and responsibilities of cities, counties, and LAFCos.

### Cities and Counties

The requirements for cities and counties focus on their compliance with State Planning and Zoning Law, and particularly on general plans. SB 244 added the following requirements to Government Code Section 65588 concerning general plan land use elements:

- In the case of a city, an identification of each unincorporated island or fringe community within the city's sphere of influence. In the case of a county, an identification of each legacy community within the boundaries of the county, but not including any area within the sphere of influence of any city. This identification shall include a description of the community and a map designating its location.

- For each identified community, an analysis of water, wastewater, stormwater drainage, and structural fire protection needs or deficiencies.

- An analysis, based on then existing available data, of benefit assessment districts or other financing alternatives that could make the extension of services to identified communities financially feasible.

SB 244 also added Section 65302.10 to the Government Code to define the terms used in the legislation as they relate to cities and counties. According to the legislation, the key terms are defined as follows:

- "Community" means an inhabited area within a city or county that is comprised of no less than 10 dwellings adjacent or in close proximity to one another.

- "Disadvantaged unincorporated community" means a fringe, island, or legacy community in which the median household income is 80 percent or less than the statewide median household income.

- "Unincorporated fringe community" means any inhabited and unincorporated territory that is within a city's sphere of influence.

- "Unincorporated island community" means any inhabited and unincorporated territory that is surrounded or substantially surrounded by one or more cities or by one or more cities and a county boundary or the Pacific Ocean.

- "Unincorporated legacy community" means a geographically isolated community that is inhabited and has existed for at least 50 years.

### Local Agency Formation Commissions

For LAFCO purposes, the definition of a DUC differs from those for cities and counties. SB 244 identifies a DUC for LAFCO purposes as an inhabited territory, as defined by Section 56046 of the Government Code (i.e., 12 or more registered voters), that constitutes all or a portion of a "disadvantaged community" as defined by Section 79505.5 of the Water Code (i.e., a community with an annual median household income that is less than 80 percent of the statewide annual median household income). SB 244 requires that, in conjunction with sphere of influence reviews or updates occurring after July 1, 2012, LAFCOs include determinations concerning the present and planned capacity of public facilities and adequacy of public services for DUCs within or adjacent to the sphere of influence of any city or special district. This includes evaluation of sewer, water, and structural fire protection needs or deficiencies; it does not explicitly include drainage. SB 244 defines DUCs slightly differently for LAFCOs than it does for cities and counties. SB 244 also includes procedural requirements related to approval of proposed annexations contiguous with DUCs.

In December 2012, San Joaquin LAFCo updated its Policies and Procedures to comply with the requirements of SB 244. The update consisted of identifying a series of DUCs within the Stockton Metropolitan Area and adopting policy language addressing these communities. According to the policy, San Joaquin LAFCo shall not approve an annexation of 10 acres or more that is adjacent to a disadvantaged unincorporated community unless a concurrent application of all or part of the DUC has also been filed. The policy excepts areas for which an application has been made in the past five years and areas where a majority of the registered voters within the DUC are opposed to annexation.

In developing its modified Sphere of Influence policies, San Joaquin LAFCO identified five DUCs within or adjacent to the City of Stockton's SOI: August CDP; Garden Acres CDP; Kennedy CDP; French Camp CDP; and Taft Mosswood.

## *DUC Identification*

SB 244 outlines the general characteristics of DUCs, but does not provide guidance on how to identify them. To assist local governments in addressing the requirements of SB 244, the Governor's Office of Planning and Research (OPR) published a technical advisory memo in February 2013. The memo recommends data sources for identifying the income status of communities and mapping sources for identifying "communities" as defined by SB 244. It also referenced methodological guidance prepared by PolicyLink in collaboration with California Rural Legal Assistance. Based on the guidance provided by OPR and Policy, the City of Stockton identified DUCs in the Stockton area by focusing on a combination of income status and parcel density. Following are brief descriptions of the steps the City followed to identify these communities.

### Income Status

To identify communities that meet the income status defined by SB 244, the City relied on the 2000 Census for income data because it disaggregated data to the Census block group level. The City also reviewed the 2010 Census and more recent American Community Survey (ACS) data, but the 2010 Census did not include income data and the ACS sample sizes were too small to produce reliable data for unincorporated areas. In 2000, the median household income of California was $47,493, so the City included in its analysis any census block group with a median income of less than $37,994 (i.e., 80 percent of the statewide median). In doing so, the City isolated census blocks in unincorporated areas within the City's sphere of influence.

### Parcel Density

After isolating the census blocks that met the income threshold, the City proceeded with a parcel density analysis to identify "communities" as defined by SB 244. This analysis focused on identifying closely-settled places, rather than spread-out rural or semi-rural communities. The City identified areas with a density of at least 250 parcels per square mile, which is comparable to the density of Census Designated Places (unincorporated communities tracked by the Census Bureau). Within these areas, the City then screened to areas with at least 10 dwellings "adjacent or in close proximity to one another" as described by SB 244. In doing so, the City eliminated non-residential areas; areas less than three-quarters of an acre with only one or two houses; and any obvious narrow "slivers" that were a result of GIS layer overlap (e.g., along city limits and census tract overlaps).

### Communities Identified

The City identified 3 types of DUCs in its analysis: Census Designated Places (CDPs), Island, and Fringe Communities.

- The CDPs that the City identified are derived from San Joaquin County LAFCo's DUC analysis.
- The Island Communities are located within the city boundaries and Sphere of Influence.
- The Fringe Communities are located outside of city boundaries, but within the Sphere of Influence.

Table B-1 lists the DUCs in the Stockton area by type, size (in acres), and the number of parcels in each community.

Table B-1. City of Stockton DUCs

| Name | Type | Size (acres) | Parcels |
|---|---|---|---|
| 1. August CDP | CDP | 805 | 2,137 |
| 2. French Camp CDP | CDP | 2,006 | 606 |
| 3. Garden Acres CDP | CDP | 1,652 | 2, 901 |
| 4. Kennedy CDP | CDP | 774 | 888 |
| 5. Taft Mosswood CDP | CDP | 310 | 493 |
| 6. Boggs Tract | Island | 100 | 325 |
| 7. East Alpine Community | Island | 4 | 10 |
| 8. East Interstate Community | Island | 51 | 212 |
| 9. Fremont St Community | Island | 194 | 221 |
| 10. Holt Ave/Pershing Ave Community | Island | 79 | 252 |
| 11. Mariposa Road Community | Island | 35 | 223 |
| 12. North Oaks Community | Island | 52 | 232 |
| 13. West Lane Community | Island | 45 | 195 |
| 14. Pershing Ave Community | Island | 110 | 473 |
| 15. Waller-Childress Community | Island | 35 | 34 |
| 16. Rose Terrace | Island | 33 | 106 |
| 17. West Interstate 5 Community | Island | 85 | 22 |
| 18. Charter Way Community | Fringe | 654 | 775 |
| 19. State Route 88 Community | Fringe | 281 | 143 |
| 20. Sunny Road Community | Fringe | 59 | 47 |

*Source: Mintier Harnish, September 2017.*

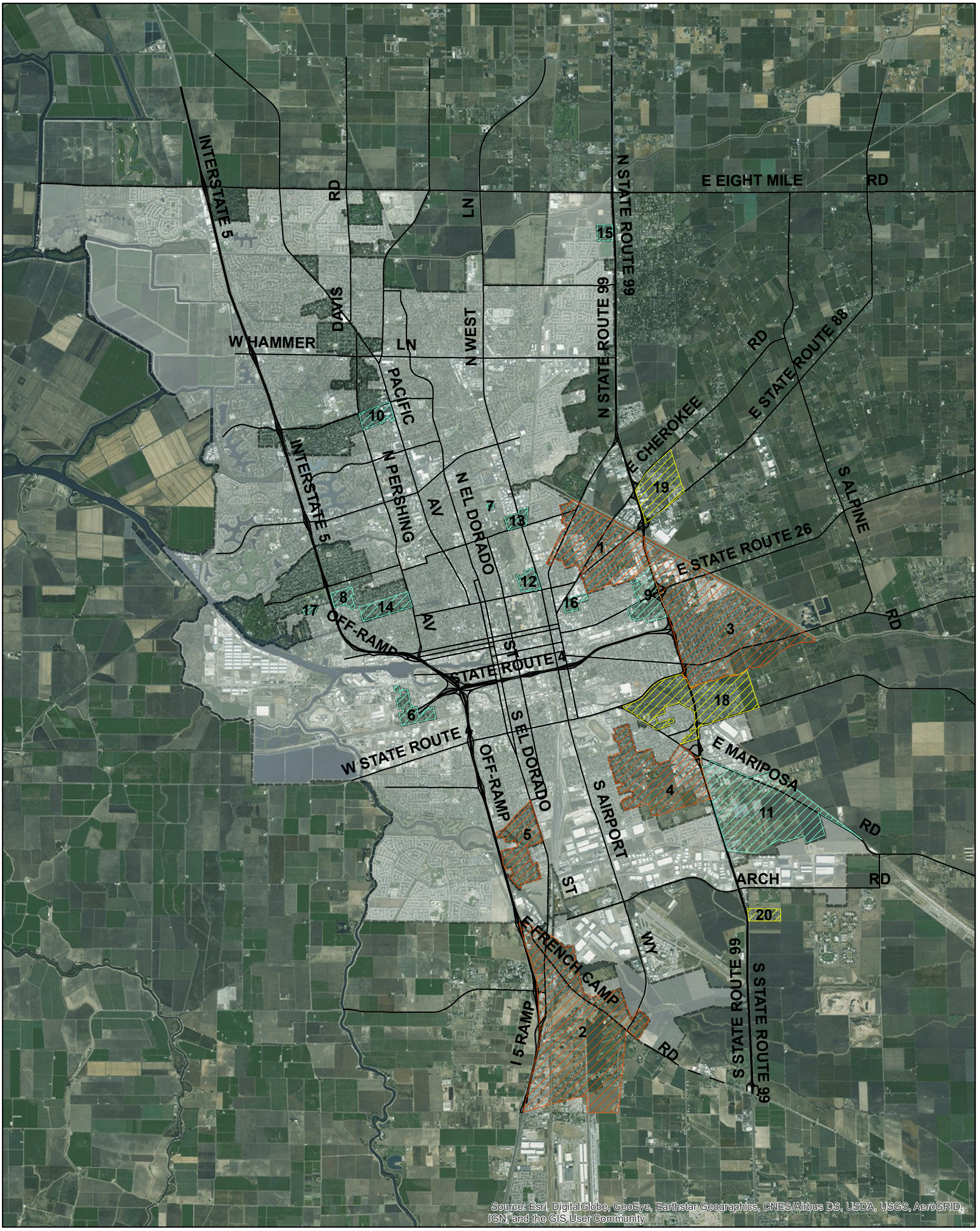



Figure B-1:
Disadvantaged Unincorporated Communities

Map date: October 21, 2016

Source: City of Stockton; San Joaquin County; United States Census, 2000.

DUCs (CDP)
- 1. August
- 2. French Camp
- 3. Garden Acres
- 4. Kennedy
- 5. Taft Mosswood

DUCs (Island)
- 6. Boggs Tract
- 7. Sperry Tract
- 8. East Interstate 5 Community
- 9. Fremont St. Community
- 10. Holt Ave/Pershing Ave Community
- 11. Mariposa Road Community
- 12. North Oaks Community
- 13. West Lane Community
- 14. Pershing Ave Community
- 15. Waller-Childress Community
- 16. Rose Terrace
- 17. West Interstate 5 Community

DUCs (Fringe)
- 18. Charter Way Community
- 19. State Route 88 Community
- 20. Sunny Road Community
- City Limits

0 0.75 1.5 3 Miles

N

*Please see next page.*

## *Infrastructure Analysis*

Once DUCs have been identified, SB 244 requires an analysis of infrastructure services for each DUC. This section first provides an overview of service providers in the Stockton Metropolitan Area and then describes public services within each of the DUCs in the Stockton area consistent with the requirements of SB244.

### Overview of Service Providers in Stockton Area

#### *Water*

Water service providers in the Stockton Metropolitan Area include the City of Stockton Municipal Utilities Department (COSMUD), California Water Service Company (Cal Water), and San Joaquin County Maintenance Districts (SJMCDs) covering Lincoln Village and Colonial Heights. These providers deliver a combination of treated surface water supplied by the Stockton East Water District (SEWD), Delta Water Supply Project (DWSP) water from the San Joaquin River, and pumped groundwater.

#### *Sewer*

Wastewater collection and treatment facilities in the Stockton Metropolitan Area consist of the Stockton Regional Wastewater Control Facility (RWCF) and the City of Stockton Wastewater Collection System Facilities. The RWCF provides primary, secondary, and tertiary treatment of municipal wastewater from throughout the city. The RWCF has a designed flow capacity of 55 mgd and average daily flow rate of 31.7 mgd. Treated effluent from the RWCF is dechlorinated and discharged to the San Joaquin River.

The City's wastewater collection system is divided into 15 designated sub-areas or "systems." Pump stations are located throughout the city and are integral to the wastewater collection system. Most of the pump stations discharge to pressure sewers that convey flow under pressure either directly to the RWCF or to a downstream gravity sewer.

#### *Storm Drainage*

Storm drainage services for the Stockton Area are provided by the City of Stockton and San Joaquin County. Data for this part of this analysis came from consultation with County of San Joaquin staff.

#### *Fire Protection*

Fire protection services for the Stockton Area are provided by City of Stockton Fire Department, French Camp-McKinley Fire District, Eastside Rural County Fire Protection District, Montezuma Fire Protection District, and Waterloo-Morada Fire Protection District. Data for this part of this analysis came from consultation with fire department staff.

## CDP Communities

### 1. August CDP

The August Community is made up of 2,137 parcels totaling approximately 805 acres.

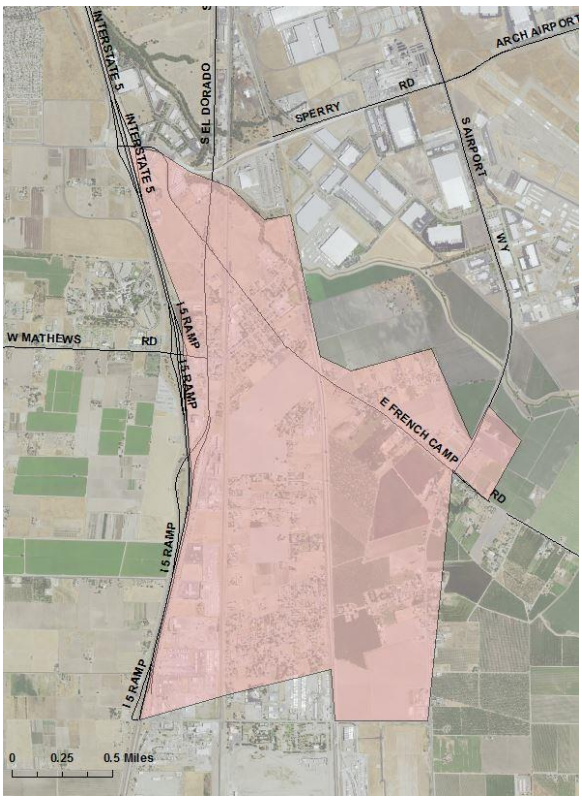
*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* –This area is covered by the East Stockton Sanitary Sewer Project and is served by the City of Stockton Collection System 4, as defined in the City's Wastewater Master Plan. Service is provided to unincorporated area properties according to out-of-agency agreements. Additional sewer lines and connections consistent with the Wastewater Master Plan would have to be constructed to accommodate growth upon annexation.

*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* - Fire services for this area are provided by Eastside Rural County Fire Protection District which contracts with the City of Stockton Fire Department. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 2. French Camp CDP




The French Camp Community is made up of 606 parcels totaling approximately 2,006 acres.

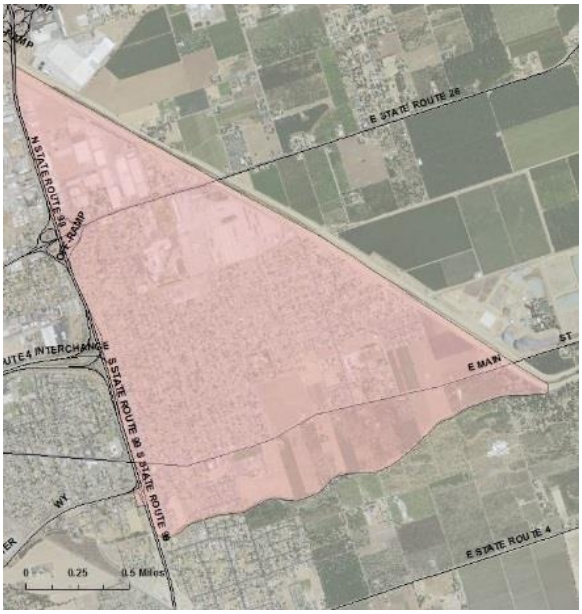
*Water* – Although this area is covered by the City of Stockton Water Master Plan, it is not currently served by a public water system. Instead, existing development relies on individual wells, many of which have experienced contamination problems over the years (e.g., coliform bacteria, high salt concentration). Through its Water Master Plan CIP, the City of Stockton has identified the need for water tanks and a network of 12-inch water lines to serve the area.

*Sewer* –Sewer system services in the French Camp area within the Stockton SOI are currently provided by individual septic systems. While there are no reported problems associated with sufficiency of these systems to serve existing development, new wastewater infrastructure will be required to serve additional development. The City's 2035 Wastewater Master Plan outlines a variety of improvements (e.g., gravity sewers, force mains, pump stations) for future services in the area. These are part of the proposed Collection System 13 facilities, which will serve French Camp and other annexation areas south of the city within Stockton's SOI.

*Drainage* – Roadside ditches and on-site private drainage ponds are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* – Fire services for this area are provided by the French Camp-McKinley Fire District which contracts with the City of Stockton Fire Department. French Camp Proper has access to fire hydrants and water on the fire trucks and the French Camp Rural has access to fire tenders and water on the fire trucks. There are no fire service deficiencies in this area.

### 3. Garden Acres CDP




The Garden Acres Community is made up of 2,901 parcels totaling approximately 1,652 acres.

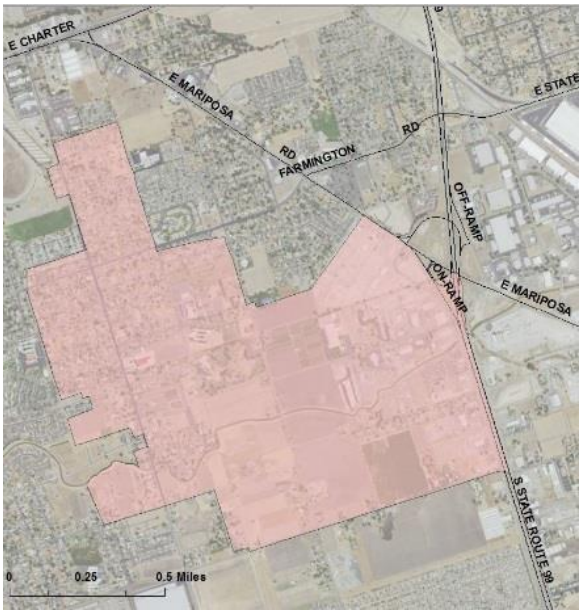
*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – Sewer facilities in part of this area are provided by the East Stockton Sanitary Sewer Project, while the rest of the area relies on septic systems. The City of Stockton Wastewater Management Plan addresses improvement needs in this area (in existing Collection Systems 4 and 6 and a small part of the proposed new Collection System 12). There are no deficiencies in sewer services in this area..

*Drainage* – Storm drain services are provided by San Joaquin County through a combination of an underground storm main and roadside ditches. There are no storm drain deficiencies in this area.

*Fire* – Fire services for this area are provided by Eastside Rural County Fire Protection District which contracts with the City of Stockton Fire Department. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 4. Kennedy CDP




The Kennedy Community is made up of 888 parcels totaling approximately 774 acres.

*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

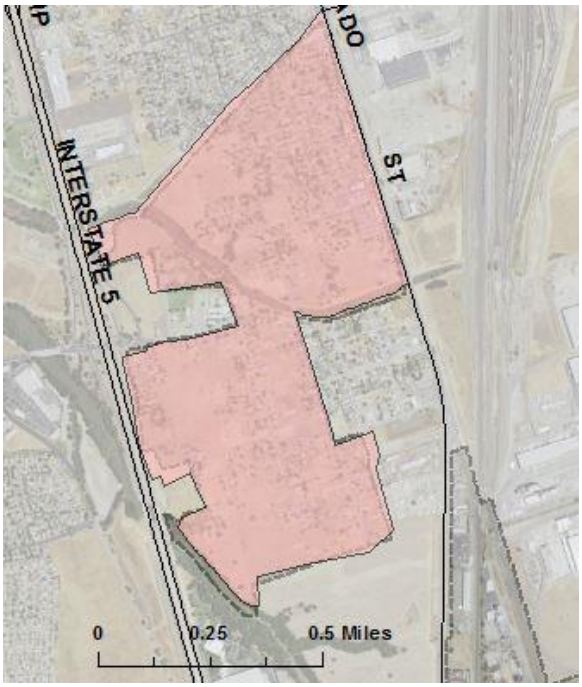
*Sewer* –Sewer system services to this area are provided by the City of Stockton through Morrison Gardens Sanitary District facilities. The City's 2035 Wastewater Master Plan outlines a variety of improvements (e.g., gravity sewers, force mains, pump stations) for potential future services in the area. These are part of the proposed Collection System 6 and 7 facilities. Because connections to the public treatment system are limited, there are deficiencies in sewer services in this area. New service lines would need to be constructed to accommodate new development.

*Drainage* – Storm drain services are provided by San Joaquin County through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – Fire services for this area are provided by the Montezuma Fire Protection District. The area includes Montezuma Fire Station #1 and has access to fire hydrants. There are no fire service deficiencies in this area.

### 5. Taft Mosswood CDP

The Taft Mosswood Community is made up of 493 parcels totaling approximately 310 acres.




*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – Sewer services are provided to this area by San Joaquin County Public Works through Taft Improvement District No. 52 (south of Walker Slough) and Mosswood Sewer Project facilities (north of Walker Slough), but connections are limited. Thus, there are deficiencies in sewer services in this area.

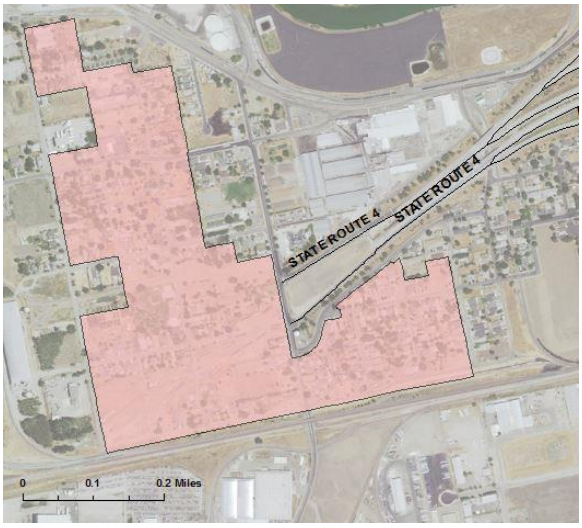
*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* – Fire services for this area are provided by the French Camp-McKinley Fire District which contracts with the City of Stockton Fire Department. The area has access to fire hydrants and all the fire trucks carry water on board. There are no fire service deficiencies in this area.

## Island Communities

### 6. Boggs Tract

Boggs Tract is made up of 325 parcels totaling approximately 100 acres.




*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – The sewers serving Boggs Tract in the southern and eastern parts of the area are deficient and in need of improvement.

*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are storm drain deficiencies in this area.

*Fire* – Boggs Tract Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #2, located in Stockton. There are no fire service deficiencies in this area.

### 7. East Alpine Community

The East Alpine Community is made up of 10 parcels fronting Wright Avenue totaling approximately 4 acres.

*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – Sewer system services are provided to this area by the City of Stockton's Sewer Collection System 2.. There are no deficiencies in sewer services in this area.

*Drainage* – Storm drain services are provided by the City of Stockton through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – Eastside Rural County Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #9, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 8. East 5 Interstate Community

The East Interstate Community is made up of 212 parcels totaling approximately 51 acres.

*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – Sewer system services are provided to this area by Pacific Gardens Sanitary District which contracts for treatment by the City of Stockton. There are no deficiencies in sewer services in this area.

*Drainage* – Storm drain services are provided by San Joaquin County through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – The Tuxedo-County Club Rural County Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #6, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 9. Fremont Street Community

The Fremont Street Community is made up of 221 parcels totaling approximately 194 acres.

*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plans prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – This area is covered by the East Stockton Sanitary Sewer Project and is served by the City of Stockton Collection System 4, as defined in the City's Wastewater Master Plan. Service is provided to unincorporated area properties according to out-of-agency agreements. Additional sewer lines and connections consistent with the Wastewater Master Plan would have to be constructed to accommodate growth upon annexation.

*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* – Eastside Rural County Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #12, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

### 10. Holt Avenue/Pershing Avenue Community

The Holt Ave/Pershing Ave Community is made up of 252 parcels totaling approximately 79 acres.

*Water* –Water is provided to this area by the City of Stockton from groundwater wells and surface water. As documented in the 2015 Urban Water Management Plan prepared for the City of Stockton, the facilities serving the DUCs have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

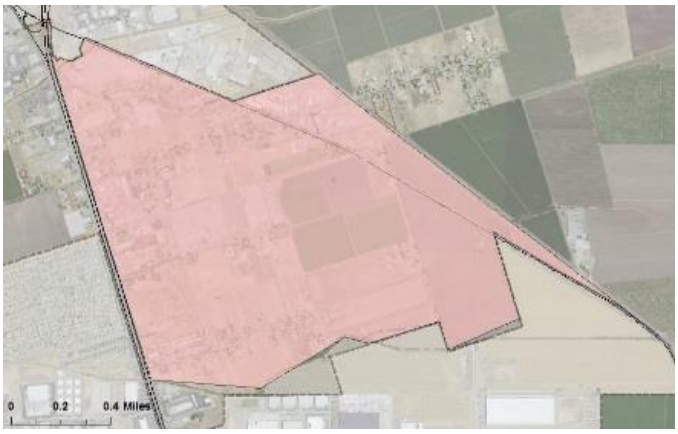
*Sewer* – Lincoln Village Maintenance District sewer system services are provided to this area by the City of Stockton Sewer System 2. According to the 2035 Stockton General Plan Infrastructure Evaluation, there is a sewer line that is in need of improvement in the southern portion of the community. Otherwise, there are no deficiencies in sewer services in this area.

*Drainage* – Storm drain services are provided by San Joaquin County through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – Lincoln Rural County Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #4, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

### 11. Mariposa Road Community

The Mariposa Road Community is made up of 223 parcels totaling approximately 35 acres.




*Water* – Water is provided to this area by California Water Service and the City of Stockton. As documented in the 2015 Urban Water Management Plans prepared for the City of Stockton and Cal Water, the facilities serving the DUCs have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

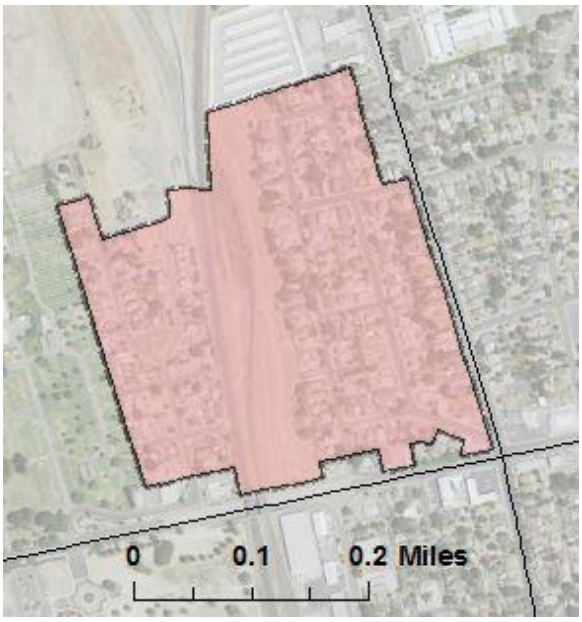
*Sewer* –Sewer system services are provided to this area by the City of Stockton through Morrison Gardens Sanitary District facilities. The City's 2035 Wastewater Master Plan outlines a variety of improvements (e.g., gravity sewers, force mains, pump stations) for potential future services in the area. These are part of the proposed Collection System 7 and 8 facilities. Because connections to the public treatment system are limited, there are deficiencies in sewer services in this area.

*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* – The Montezuma Fire Protection District provides fire protection services to this area, which has access to fire hydrants. There are no fire service deficiencies in this area.

## 12. North Oaks Community

The North Oaks Community is made up of 232 parcels totaling approximately 52 acres.




*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

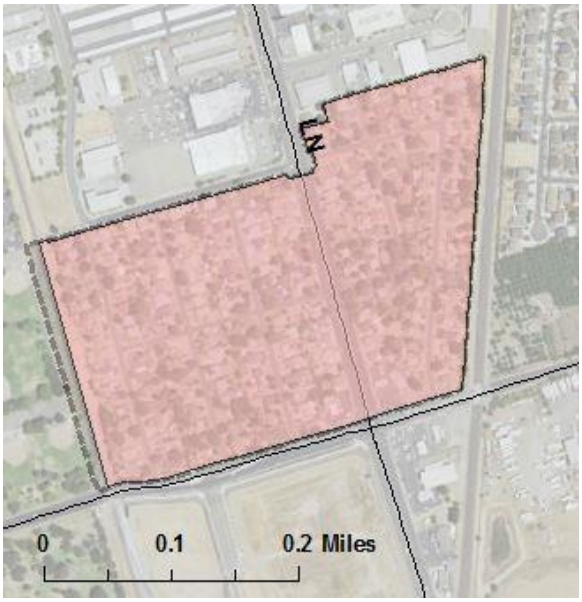
*Sewer* – Sewer system services are provided to this area through a City of Stockton Assessment District via Collection System 3. There are no deficiencies in sewer services in this area.

Drainage – Storm drain services are provided by the City of Stockton through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – The City of Stockton Fire Department provides fire protection with the operation of Station #11, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 13. West Lane Community

The West Lane Community is made up of 195 parcels totaling approximately 45 acres.




*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – Sewer system services are provided to this area through a City of Stockton Assessment District via Collection System 3. There are no deficiencies in sewer services in this area.

*Drainage* – Storm drain services are provided by the County. There are no storm drain deficiencies in this area.

*Fire* – The Eastside and Lincoln Fire Protection Districts contract with the City of Stockton Fire Department to provide fire protection with the operation of Station #9, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 14. Pershing Avenue Community

The Pershing Avenue Community consists of 473 parcels totaling approximately 110 acres.

*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plans prepared for Cal Water, the facilities serving the DUCs have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* – Sewer system services are provided to this area by Pacific Gardens Sanitary District which contracts for treatment by the City of Stockton. There are no deficiencies in sewer services in this area.

*Drainage* – Storm drain services are provided by San Joaquin County through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – The Tuxedo-County Club Rural County Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #6, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 15. Waller-Childress Community

The Waller-Childress Community is made up of 34 parcels totaling approximately 35 acres. It surrounded on the north, south, and west by incorporated areas of Stockton and on the east by Highway 99.

*Water* – Water is provided to this area by groundwater wells, and the City's Water Master Plan does not show any plans for extension of public water service to the area. While there are no known deficiencies in water services in this area, annexation or further subdivision of the area would likely require new facilities.

Water is provided to this area by groundwater wells, and the City's Water Master Plan does not show any plans for extension of public water service to the area. While there are no deficiencies in water services in this area, annexation or further subdivision of the area would likely require new facilities.

*Sewer* –Sewer system services in the Waller-Childress area are currently provided by individual septic systems. While there are no known deficiencies with these systems, annexation or further subdivision of the area would likely require extension and connection with the public sewer system in the adjacent area.

*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* - Fire services for this area are provided by the Waterloo Morada Fire District. The area does not have access to fire hydrants, but has access to fire tenders and water on the fire trucks. There are no fire service deficiencies in this area.

## 16. Rose Terrace Community

The Rose Terrace Community is made up of 106 parcels totaling approximately 33 acres.

*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

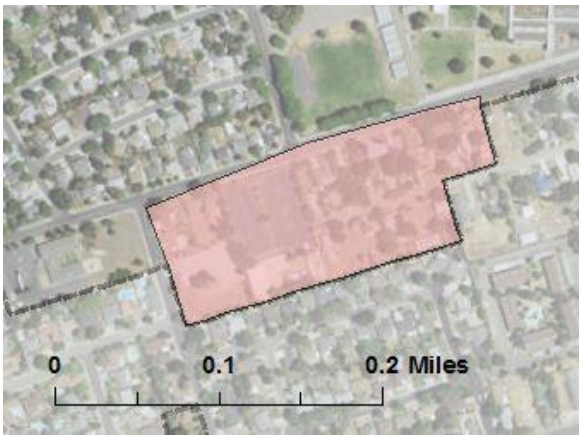
*Sewer* – Sewer facilities in this area are provided by the East Stockton Sanitary Sewer Project. There are no deficiencies in sewer services in this area.

*Drainage* – Storm drain services are provided by San Joaquin County through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – The Eastside Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #9, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 17. West Interstate 5 Community

The West Interstate 5 Community is made up of 22 parcels totaling approximately 10 acres.




*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

*Sewer* –Sewer system services are provided to this area by Pacific Gardens Sanitary District which contracts for treatment with the City of Stockton. There are no deficiencies in sewer services in this area.

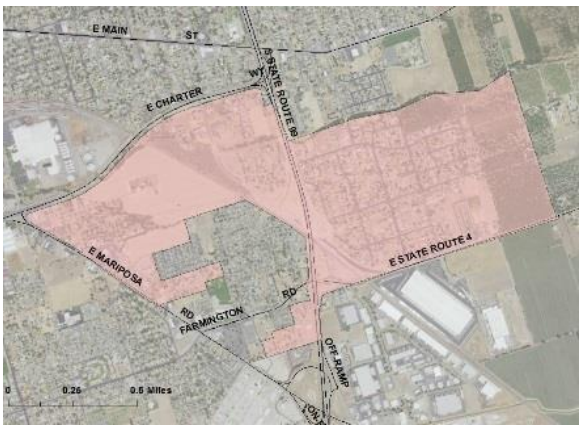
*Drainage* – Given the absence of storm drainage infrastructure, there are storm drain deficiencies in this area.

*Fire* – The Tuxedo-County Club Rural County Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #6, located in Stockton. The area has access to fire hydrants. There are no deficiencies in this area. There are no fire service deficiencies in this area.

## Fringe Communities

### 18. Charter Way Community

The Charter Way Community is made up of 775 parcels totaling approximately 650 acres. It is bisected by Highway 99 and the AT&SF railroad tracks.




*Water* – Water is provided to this area by California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

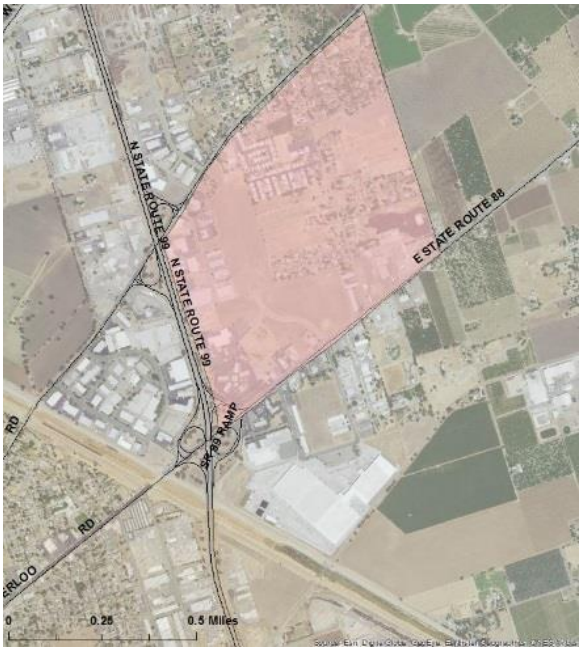
*Sewer* –Sewer facilities in the area east of Highway 99 are provided by the East Stockton Sanitary Sewer Project. The City of Stockton Wastewater Master Plan anticipates the provision of force main and gravity trunk improvements planned between State Route 4 and Charter Way to accommodate growth in the area. Since much of this area is not connected to a public sewer system, there are deficiencies in sewer services in this area.

*Drainage* – In the area east of Highway 99, storm drain services are provided by San Joaquin County through an underground storm main. The area west of Highway 99 relies on roadside ditches, so there are storm drain deficiencies in this area.

*Fire* – The Eastside Fire Protection District contracts with the City of Stockton Fire Department to provide fire protection with the operation of Station #12, located in Stockton. The area has access to fire hydrants. There are no fire service deficiencies in this area.

## 19. State Route 88 Fringe Community

The State Route 88 Fringe Community is made up of 143 parcels totaling approximately 281 acres.




*Water* –Water is provided to this area by the California Water Service as part of the Central Stockton Storage and Distribution system. As documented in the 2015 Urban Water Management Plan prepared for Cal Water, the facilities serving this area have sufficient capacity and access to high-quality water supplies to address current and projected demands. There are no deficiencies in water services in this area.

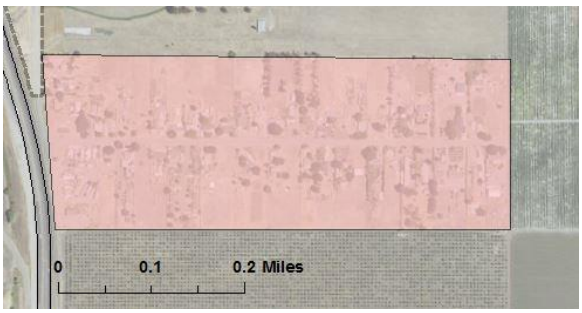
*Sewer* – County Service Area 15 (Waterloo-99) provides sewer system services to this area. According to the City of Stockton Wastewater Master Plan, there are planned node and gravity trunk improvements throughout most of the area. While there are currently no deficiencies in sewer services in this area, new sewer lines would need to be constructed to accommodate growth in demand.

*Drainage* – Storm drain services are provided by San Joaquin County through an underground storm main. There are no storm drain deficiencies in this area.

*Fire* – Fire services for this area are provided by the Waterloo Morada Fire District. The area has access to fire hydrants. There are no fire service deficiencies in this area.

### 20. Sunny Road Community

The Arch Road Fringe Community is made up of 47 parcels totaling approximately 59 acres.




*Water* –Water is provided to this area by groundwater wells, and the City's Water Master Plan does not show any plans for extension of public water service to the area. While there are no known deficiencies in water services in this area, annexation or further subdivision of the area would likely require new facilities.

*Sewer* –Sewer system services are provided to this area by the City of Stockton's Sewer System 8, although the homes along Sunny Road rely on septic systems. The City's 2035 Wastewater Master Plan identifies Sunny Road as a candidate for a new gravity sewer line.

*Drainage* – Roadside ditches are used to manage stormwater for the community. Because there is no formal storm drain system, there are drainage deficiencies in this area.

*Fire* – Fire services for this area are provided by the Montezuma Fire Protection District which contracts with the City of Stockton Fire Department. The area does not have access to fire hydrants, but has access to fire tenders and water on fire trucks. There are no fire service deficiencies in this area.

### ***Potential Funding Sources***

As summarized above, there are several communities that have stormwater deficiencies and all areas outside of Colonial Heights Maintenance District, Lincoln Village Maintenance District, Pacific Gardens Sanitary District, Country Club Sanitary District, and the City of Stockton Assessment District in the vicinity of Alpine would need new sewer lines to accommodate growth in demand. There are several ways that services to these areas could be improved, including annexation to the City of Stockton and connection to the City's existing and planned infrastructure. For most of these areas, the City has provided a backbone sanitary sewer system, so connection to public treatment systems is a viable option. Generally, funding sources for other needed system improvements include CFDs, taxes, bonds, grants, and exactions. Some financing mechanisms may, however, be difficult to use because they require voter approval. For this reason, grants are often used for infrastructure improvements to reduce the cost burden for taxpayers, although grant programs can be very competitive and, thus, not a reliable source of funding. Given the City Council's July 2018, the establishment of CFDs may be the most promising way to ensure necessary improvements can be funded and maintained.

In addition to local infrastructure funding mechanisms, there are also funding sources offered by the federal and state government that address existing deficiencies and/or expansion of infrastructure for new development. A summary of each program is provided below:

- Community Development Block Grants (CDBG) – The Community Development Block Grant program is an annual funding mechanism offered by the United States Housing and Urban

Development Department. These versatile grants often fund the construction of projects such as water and sewer facilities, recreation facilities, street maintenance, as well as other public work projects.

- Integrated Regional Water Management (grants) – This funding program is offered by the California Department of Water Resources. DWR's IRWM Grant Programs are managed within the Division of IRWM, Financial Assistance Branch, with assistance from DWR's regional offices. The IRWM Grant Programs include IRWM funding for planning, disadvantaged community involvement, implementation, and companion grant programs that support sustainable groundwater planning and water-energy programs and projects.

- Proposition 84 - The Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act provides funding from the State Water Resources Control Board. Proposition 84 allows the funding to be utilized for capital costs on projects that pertain to protecting river, lakes, and streams from excessive stormwater runoff. Such projects that can be funded could be related to the collection of stormwater, and treatment of water to reduce the likelihood of ground contamination.

### ***Conclusion***

The DUCs in the Stockton Metropolitan Area are generally well-served by current fire protection and water services providers, but public wastewater collection and storm drain systems are unavailable in many areas. This includes where storm drainage is provided via roadside ditches, with no connections to storm drain systems, as well as several areas where sewer lines would need to be constructed to accommodate growth in demand. In areas where services are deficient, new development, with or without annexation, would require improvements to bring them up to contemporary standards and to accommodate new development. This would include connection to public sewer systems and extension of storm drainage systems, as anticipated by the City's Wastewater Master Plan and Stormwater Management Plan in several areas. Also, in some DUCs, as with other areas within the City's SOI, fire protection services are provided by independent fire protection districts.

December 4, 2018 | Adopted