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LAND USE

LU-1 General Land Use Goal

To ensure that Stockton’s future growth will proceed in an orderly manner, encourage and provide incentives for infill development, prevent urban sprawl onto adjacent agricultural lands, and promote the efficient and equitable provision of public services.

LU-1.X Regional Housing Needs and Growth Projections [New Policy]

It is the policy of this plan that the City shall meet its regional housing needs by allowing growth at an annual rate (approximately 2%) that is not significantly greater than the statewide, and countywide, rates. It is the intent of this plan to allow adequate housing development to meet local demand, and not to meet demand from outside the region, which would result in Stockton becoming a “bedroom” community to the Bay Area or Sacramento. The population of the planning area is projected to be approximately (490,000?) by the year 2035.

LU-1.3 Expanding the Urban Service Area

The City shall expand the Urban Service Area Boundary only when a study indicates that there is less than a ten year supply of available land for infill development, applicable General Plan policies can be met and appropriate services and efficient infrastructure can be provided.

LU-1.6 Building Intensity, and Population Density, and “Form-Based” Code

The City shall regulate the levels of building intensity and population density according to the ~~standards policies and land use designations set out in the Land Use and other Elements in this General Plan, and the City’s Development Code.~~ The City shall provide further guidelines for development standards by adopting a new “form-based” code according to “new urbanism” principles.

LU-1.9 City/County/Lodi/Manteca/Lathrop Buffers and Uniform Land Use Policy

The City shall work with San Joaquin County and the Cities of Lodi, Manteca, and Lathrop to develop a uniform land use policy, including the establishment of agricultural buffers, for the ~~urbanized~~ lands in and adjacent to the city so no inconsistencies will arise should these areas eventually be annexed to the City.

LU-1.X Community Separators/Agricultural Buffers [New Policy]

A key concept of this plan is to establish community separators or agricultural buffers between Stockton and the adjacent cities, to ensure that the cities do not eventually grow together and lose their individual identities.

LU-1.12 Commuting Distances

The City shall strive to minimize the commuting distances between residential concentrations and employment centers by encouraging infill development and discouraging low density subdivisions.

LU-1.13 Growth Phasing

The City shall phase growth based on an acceptable annual growth rate, the availability of surface water supplies (e.g., the Delta Water Supply project), market forces, infrastructure financing capacity, and the timing of the design, approval, and construction of water supply, transportation facilities and other infrastructure.

LU-1.X New Urban “Villages” [New Policy]

The City may support planning and designation of a limited number of new urban “villages” on the edges of the City, only if the villages are in the closest possible proximity to employment centers; the villages shall adhere to all principles and policies outlined in the General Plan, and the villages shall not compete with infill opportunities and with existing City resources such as the downtown.

LU-2 Agriculture Goal

To promote the permanent protection of agricultural lands outside the Urban Service Area to the north, south, and east, and west and to discourage the premature conversion of agricultural lands within the Urban Service Area.

LU-2.X Planning Area [New Policy]

The planning area for the Stockton General Plan shall not include excessive areas of prime agricultural lands to the east of the city, and shall not include any lands within the “primary zone” of the Delta to the west. The planning area shall be limited on the east to the Traction railroad alignment.

LU-2.1 Agricultural Land Preservation and Establishment of Agricultural Buffers

The City shall limit the wasteful and inefficient sprawl of urban uses into agricultural lands by discouraging “greenfield” development at the fringe of the city and by establishing community separators/agricultural buffers between Stockton and the adjacent cities. The permanent conservation of agricultural land within the separators/buffers shall be accomplished by the acquisition of land and easements funded through the collection of agricultural mitigation fees from new development, dedication of buffer easements from planned development, and other sources.

LU-2.2 Northern Agricultural Buffer

The City shall ~~support the establishment of~~ a permanent community separator/agricultural/open space buffer along the ultimate northern edge of the Urban Service Area in coordination with the City of Lodi and San Joaquin County. The general boundaries of the northern agricultural buffer shall be from Harney Lane (if agreed by the City of Lodi) to Eight Mile Road, bounded by the State Route 99 and I-5 freeways.

LU-2.3 Southern Agricultural Buffer [New Policy]

The City shall establish a permanent community separator/agricultural buffer along the ultimate southern edge of the Urban Service Area. The City shall work with the City of Lathrop and San Joaquin County to ensure that a separator is established between Weston Ranch and the County Hospital, and the Lathrop Sphere of Influence at Roth Road. The City shall work with the City of Manteca to ensure that a separator is established between the French Camp community and French Camp Road, and the Manteca Sphere of Influence.

LU-2.4 Eastern Agricultural Buffer [New Policy]

The City shall establish a permanent community separator/agricultural buffer east of Route 99 along the ultimate eastern edge of the Urban Service Area in coordination with the City of Lodi and San Joaquin County. The boundaries of this agricultural buffer area shall be Armstrong Road on the north, Alpine on the east, and Fremont Street (Route 26) on the south. The City shall work with San Joaquin County and the residents of Morada, Waterloo, Linden and other affected communities to ensure that a separator is established between existing and planned urban development and the prime agricultural lands of the City's eastern planning area. The City shall require that any development of the Mariposa Lakes project include a significant buffer between housing or industry and the prime lands to the east. Alternatively, the housing in the Mariposa Lakes project should be moved to the west closer to Route 99, where industrially designated lands could be developed as housing (see Policy LU-5.8).

LU-2.5 Western Agricultural Buffer [New Policy]

The City shall establish a permanent community separator/agricultural buffer along the ultimate western edge of the Urban Service Area in coordination with the Delta Protection Commission and San Joaquin County. Any development that occurs adjacent to the "primary zone" of the Delta shall be required to establish a significant buffer, which shall be required on lands in addition to the existing sloughs and waterways.

LU-2.3 6 Land Conversion within the Urban Service Area.

The City shall discourage the premature conversion of agricultural land to urban uses within the Urban Service Area by encouraging infill development and prohibiting the annexation of agricultural lands unless there is less than a 10-year supply of developable land within the city limits.

LU-2.7 Community Gardens and Agricultural Education Programs [New Policy]

The City shall encourage the establishment of community gardens, non-profit agricultural learning centers, and agricultural education programs, within the city limits, to educate residents about the county's agricultural industry.

LU-3 Residential Development Goal

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

LU-3.1 Single Family/Multifamily/Mixed Use Balance

The City shall ~~strive to maintain~~ move beyond a strict definition of a ratio of 70 percent single family and 30 percent multifamily residential uses in the overall housing stock and integrate more mixed use residential development into the housing mix, according to the “form based” development codes.

LU-3.2 Residential Infill Densities

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

LU-3.5 Planned Development

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

LU-3.6 Density Changes

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

LU-3.X Affordable Inclusionary Housing [New Policy]

The City shall adopt an Affordable Inclusionary Housing program that requires new development of a certain size (over 25 units) to provide affordable housing units within the project, or to pay an “in lieu fee” that would be used by the City or non-profit developers to construct affordable units. For single-family projects, the affordable goals for new development shall be 10% of the units devoted to low income households and 10% of the units for moderate income households. For multiple-family projects, the affordable goals for new development shall be 10% of the units devoted to very low income households and 10% of the units for low income households.

LU-3.7 Incompatible Uses

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

LU-3.8 Residential Conversion

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

LU-3.9 Conflicting Uses

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

LU-4 Commercial/Mixed Use Development Goal

To encourage commercial and mixed use commercial/housing development facilities at locations that provide convenient neighborhood retail and services to existing and new housing areas, and that maximize regional shopping opportunities where their economic viability can be sustained.

LU-4.1 Commercial Revitalization

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

LU-4.2 Enterprise Zone

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

LU-4.3 Commercial-Residential Integration/Compatibility

The City shall encourage the compatible integration of commercial and new residential uses. Existing residential areas shall be integrated with new commercial uses through the provisions of ~~the~~ a Development Code developed on "form based" regulations.

LU-4.4 Commercial Area Access

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

LU-4.5 Commercial Area Aesthetics

The City shall require that new commercial development incorporate landscaping and good design in accordance with Citywide Design Guidelines relying on newly revised "form based" regulations.

LU-4.6 Commercial Strip Centers

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

LU-4.7 Commercial Signage

LU-4.8 Neighborhood-Serving Commercial

The City shall ~~allow~~ encourage small neighborhood-serving commercial uses adjacent to and within residential areas where such uses are compatible with the surrounding area and ~~generate no~~ mitigate any significant impacts (i.e., traffic, noise, lighting).

LU-4.9 New Residential Uses in Commercial Areas

The City shall encourage the redevelopment and conversion of distressed commercial strips into housing and mixed use areas. ~~provide for the integration of new residential uses in commercial areas (existing or new) subject to multi-use provisions of the Development Code.~~

LU-4.10 Commercial Cluster Encouragement/Protection

The City shall encourage the clustering of commercial uses and discourage the splitting of commercial clusters or centers by arterial roadways. The City shall work cooperatively with the County to upgrade the circulation pattern of the existing Benjamin Holt Drive which bisects the Lincoln Center shopping center.

LU-4.11 Medical Clusters Near Hospitals

The City shall encourage the concentration of medical offices and support facilities near hospitals, while also protecting the existing neighborhoods. The City shall proactively plan for reasonable medical office expansion around the Dameron, St. Joseph, Kaiser, and the planned Sutter/Gould medical complexes.

LU-4.12 Mixed Use Development

The City shall authorize mixed use developments in most land use districts throughout the city by establishing new regulations in a "form based" code. ~~in the Mixed Use designation subject to approval of a Master Development Plan and rezoning the area to a MX zoning district. Land uses proposed for a mixed use development in the Mixed Use designation shall support each other by providing an integrated Master Development Plan that may include one or more industries, services, offices, retail uses, with residential uses for the common needs of the occupants and users of the mixed use development.~~

LU-5 Industrial Development Goal

To encourage, facilitate, and assist the location of new industry, and the expansion of existing industry.

LU-5.1 Available Services

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

LU-5.2 Clustering of Uses

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

LU-5.3 Parcel Assembly

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

LU-5.4 Adjacent Uses and Access

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

LU-5.5 Compatible Land Use

The City shall ensure an adequate separation between sensitive land uses (residential, educational, healthcare) and industrial land uses to minimize land use incompatibility associated noise, odors, and air pollutant emissions from industrial uses.

LU-5.6 Development Design

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

LU-5.7 Adjacent Major Transit Uses

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

LU-5.8 Redesignation of Industrial Lands for Housing East of Route 99 [New Policy]

The City shall prepare a Specific Plan to investigate the feasibility of redesignating lands east of Route 99, south of Route 4, to East French Camp Road on the south, from industrial uses to housing. The Specific Plan shall consider the constraints of existing industrial uses (e.g., the rendering plant, the BNSF intermodal rail facility, and the flight safety zones of the Stockton Airport), and the benefits of providing housing opportunities close to existing job centers (downtown and the Stockton airport).