

7

DISTRICTS AND VILLAGES

7.1 General

DV-1 To encourage growth that promotes the enhancement of the entire planning area, through reinvestment in existing neighborhoods and design of new development. [New Goal]

DV-1.1 Overall Civic Framework

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

DV-1.2 Mixed-use and Mixed Density

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

DV-1.3 Pedestrian and Transit Accessible

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

DV-1.4 Part of Citywide Open Space System

Stockton has a variety of parks and waterways that transverse the city. Future parkways and civic corridors shall be planned to add other citywide organizational features that will connect districts and villages and their neighborhoods together. *[New Policy]*

DV-1.5 Commercial and Community Facilities

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

Downtown District

- Central (Downtown) Stockton
- Downtown government, cultural, entertainment, and commercial center
- High density housing and mixed-use development

- Urban waterfront
- Will require ongoing revitalization and district management effort

Historic Central City

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

South Homestead District

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

East Homestead District

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

North Homestead District

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

Mariposa District

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

Oakmoore District

- Includes vacant and underutilized industrial land along Wilson Way
- Opportunity to create a new mixed-use entry district for Stockton
- ~~Important connection for future villages to east~~
- Will require master plan and implementation tool (potential redevelopment area)

East Stockton

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

Airport Industrial District

- Includes a vast area north, east and south of Stockton Airport
- Primarily industrial uses
- Prepare Specific Plan to investigate feasibility of rezoning industrial lands for housing closer to SR 99, taking into account constraints (airport, rendering plant, etc.)
- Needs infrastructure and land planning to support economic objectives

West Channel District

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

River View District

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

West Lane District

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

Pacific District

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

Delta View District

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

Morada District

- ~~Cohesive community area dominated by rural estates~~
- ~~Area is not served by urban infrastructure and relies on water wells and septic systems~~
- ~~Adjacent development of suburban densities will need to provide lower density transitions adjacent to Morada~~
- Lies east of Highway 99 and north of the diverting canal and therefore shall not be included in the City of Stockton Sphere of Influence

Figure 7-2 Opportunity Areas REVISED [PC]**[New Opportunity Area added by staff]****Amtrak / ACE Corridors**

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

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

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

Policies/Guidelines

DV-2 To reinforce the downtown as a center for office employment, finance, government, tourism, and entertainment, and the focal point of transit systems.

DV-2.1 Revitalize Downtown Stockton

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

DV-2.2 High Density Residential Development

The City shall encourage high-density residential uses to locate in the downtown area to support the area's commercial activities.

DV-2.3 Reserve Downtown High Density Residential Sites Development

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

DV-2.X Downtown Housing Goals [New Policy]

The City shall adopt short- and long-term housing goals for the downtown area. The short-term goal shall be to construct or rehabilitate at least 1,000 housing units in the first seven years of the General Plan (by 2012). The long term goal is to create a total of 3,000 new units in the downtown by 2035.

DV-2.X Incentives to Create Downtown Housing [New Policy]

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

DV-2.4 High Employment Commercial Development

The City shall encourage high-rise commercial and office uses, particularly those characterized by a large number of employees, such as office headquarters, to locate in the downtown. The City shall discourage such uses in other commercial districts outside the downtown.

DV-2.5 Government Uses

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

DV-2.6 Tourism, Lodging, and Convention Facilities

The City shall encourage major tourism, lodging, and convention facilities to locate in the downtown, including hotels, restaurants, and related entertainment uses and shall discourage such uses in other districts.

DV-2.7 Entertainment Center

The City shall encourage the concentration of community and regional entertainment facilities to locate in the downtown area and shall discourage such uses in other districts. [New Policy]

DV-2.8 Downtown Service Clusters

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

DV-2.9 Environmental Quality

The City shall enhance environmental quality in the downtown through such measures as public investment, landscaping, architectural and sign controls, provision of adequate off-street parking for

patrons and employees and loading facilities to create a pleasant atmosphere in which to live, work, and shop.

DV-2.10 Waterfront Linkage

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

DV-2.11 Building Rehabilitation and Historic Preservation

The City shall strongly encourage and assist in the rehabilitation of existing buildings in downtown. and shall adopt ~~use~~ an Historic Building Preservation Program to ensure that the remaining historic structures are resources for future development.

DV-2.12 Financing Tools for Development

The City shall work closely with other public agencies and organizations to develop and utilize all available financing tools and incentives to stimulate downtown development.

DV-2.13 Transit Hub

Downtown Stockton shall be the primary transit district with multi-modal access to the region and the community. *[New Policy]*

DV-3 To promote the development, redevelopment, and reinvestment in the developed portions of the Planning Area.**DV-3.1 Vacant Bypassed Parcels**

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

DV-3.2 Development Priority to Infill

The City shall give development priority to vacant land already served by City services over vacant, unserved land. The City shall provide for expedited permitting for high quality infill development that is compatible with existing neighborhoods. The City shall establish a schedule of reduced public facilities fees for new development in already developed areas as an encouragement to develop vacant or under-utilized parcels.

DV-3.3 Adequate Services

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

DV-3.4 Redevelopment Incentives

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

DV-3.5 Older Neighborhoods

The City shall aggressively facilitate the conservation and rehabilitation of older neighborhoods by utilizing all federal, state and local programs, aimed at preservation; by encouraging private investment; and through joint public-private cooperation. *[Source: Section 1, Urban Growth and Overall Development; Goal 2, Policy 6].*

DV-3.6 Neighborhood Preservation

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

DV-3.7 Historic Resources

The City shall maintain an inventory of historic neighborhood structures and adopt a priority list to protect the most important resources. New public and private investment in Stockton's traditional neighborhoods shall preserve the character and sustain reinvestment in the most important cultural and historic resources. *[New Policy]*

DV-3.8 Infrastructure Design

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

DV-3.9 Code Enforcement

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

DV-3.10 Compatible Scale and Character

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

DV-4 To promote the unique opportunities and address the constraints present in the corridors and neighborhoods identified as Opportunity Sites. *[New Goal]***DV-4.1 Specific / Master Plan Requirements**

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

DV-4.X Public Participation [New Policy]

The City shall notify all residents and businesses within Opportunity Sites of these new General Plan policies that apply to their properties. The City shall include residents and business owners in all planning and decision-making, through aggressive and transparent Public Participation Programs adopted for each Opportunity Site or area.

DV-4.X Use of Eminent Domain [New Policy]

The City shall strive to avoid the use of eminent domain powers for Opportunity Sites, except as a last resort, and shall inform residents and business owners of this intent.

DV-4.2 Revitalized Corridors

Corridors identified as Opportunity Sites shall be redeveloped and revitalized by attracting new anchor businesses, mixing in urban housing, and improving their streetscape and image. The City shall encourage the redevelopment of distressed commercial strips into housing and mixed use (also see Land Use Policy LU-4.2). [New Policy]

DV-4.3 Infrastructure

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

DV-4.4 Streetscapes and Identification

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

DV-4.5 Incentives

The City shall utilize the Redevelopment Agency to provide incentives when appropriate to encourage retention and expansion of existing businesses, and relocation of businesses to the Opportunity Sites. [New Policy]

DV-4.6 New Residential Addresses

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

DV-4.7 Limit New Commercial Centers

The City shall prepare a citywide Retail Activity Study to identify commercial corridors that are “over-zoned” with retail zoning as well as target corridors that may not have adequate retail activity or sites to serve the surrounding neighborhood or district. Corridors with increased regional access, market demand, and large sites shall be redeveloped with new commercial centers. [New Policy]

7.3 Villages

General Village Policies/Guidelines

DV-5 To plan for a limited number of new Village development areas to create vibrant, mixed-use villages characterized by a mix of land uses, pedestrian and transit accessibility, and neighborhood identity. [New Goal].

DV-5.X Limit New Village Development on Prime Agricultural Lands [New Policy]

The City shall encourage and plan for infill development and downtown revitalization, and discourage and limit new growth on prime agricultural lands at the fringes of the existing city (see also land Use Policies X-x and X-x). The City shall limit the number of new Villages planned over the General Plan period. The City shall monitor infill and Village growth and ensure that infill accounts for a majority of development activity in the city.

DV-5.1 Village Specific Plans / General Plan Amendment

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

DV-5.X New Village Development Shall Benefit City Residents [New Policy]

The City shall require that all planned Village developments provide specific amenities and programs that will benefit all City residents. Amenities and programs shall be targeted to off-site populations and locations, e.g., construction of needed City facilities such as libraries, senior or community centers, and/or contributions to affordable housing and regional park programs.

DV-5.2 Village Components [box with densities]**DV-5.3 Village Housing Mix**

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

Circulation

DV-5.5 Connection to Citywide Transit System

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

DV-5.6 Village-Scaled Roads

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

DV-5.7 Roads Support Adjacent Land Use

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

DV-5.8 Shared Parking

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

Infrastructure

DV-5.9 Infrastructure Master Plans

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

DV-5.10 Area Infrastructure Master Plans

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

Community Facilities

DV-5.11 Community Center

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

DV-5.12 Joint Locations Collocation of Facilities

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

Open Space and Parks

DV-5.13 Interconnected / Usable Open Space

Within each village, a minimum of ~~five~~ ten percent of the gross village area will be reserved for open space. *[New Policy]*.

DV-5.14 Joint Use of Detention Facilities

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

DV-5.15 Joint Locations Collocation of Schools and Parks

The City shall promote the joint location collocation of parks with school facilities for the purpose of enhancing available open space and recreation. *[New Policy]*.

DV-5.16 Parkland Distribution

Parks within each village shall be distributed proportionally to match the distribution of population within the village. Park sizes and location shall be in keeping with serving the population within a walking distance of the park (1/4 mile). At least one community park shall be placed within walking distance (1/4 mile) of the Village Center Neighborhoods. Each Village development shall contribute to the creation of City regional parks *[New Policy]*.

Trails

DV-5.17 Trail and Open Space Connections

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

Districts and Villages Implementation Programs

1. ~~The City shall prepare infill development guidelines that demonstrate how to plan and design buildings to fit into existing neighborhoods.~~ [Inserted as a new policy or policy revision]
2. ~~The City shall provide for expedited permitting for high quality infill development that is compatible with existing neighborhoods.~~ [Inserted as a new policy or policy revision]
3. ~~The City shall update the City Wide Design Guidelines to contain a section dedicated to village design standards to further implement the policies contained in this element. The City shall prepare and adopt Design Guidelines for each district and Opportunity Sites.~~ [Inserted as a new policy or policy revision]
4. The City shall develop design guidelines for joint utilization of detention basins as park facilities.
5. ~~The City shall review and revise as necessary its redevelopment/ revitalization strategy and programs for Downtown and other redevelopment areas to ensure they adequately implement the Downtown, infill and redevelopment policies of the General Plan.~~ [New Implementation]. [Inserted as a new policy or policy revision]
6. ~~The City shall establish a schedule of reduced public facilities fees for new development in the central city area as an encouragement to develop vacant or under-utilized parcels.~~ [New Implementation]. [Inserted as a new policy or policy revision]
7. ~~The City shall conduct an inventory of fragmented vacant land and investigate the feasibility of assembling the land into developable parcels.~~ [New Implementation]. [Inserted as a new policy or policy revision]
8. ~~The City shall adopt density bonus standards to encourage the intensification of housing and promote affordable housing opportunities.~~ [New Implementation]. [Inserted as a new policy or policy revision]