



# BRIEFING BOOK

A visual and descriptive snapshot of Stockton  
**August 2016**







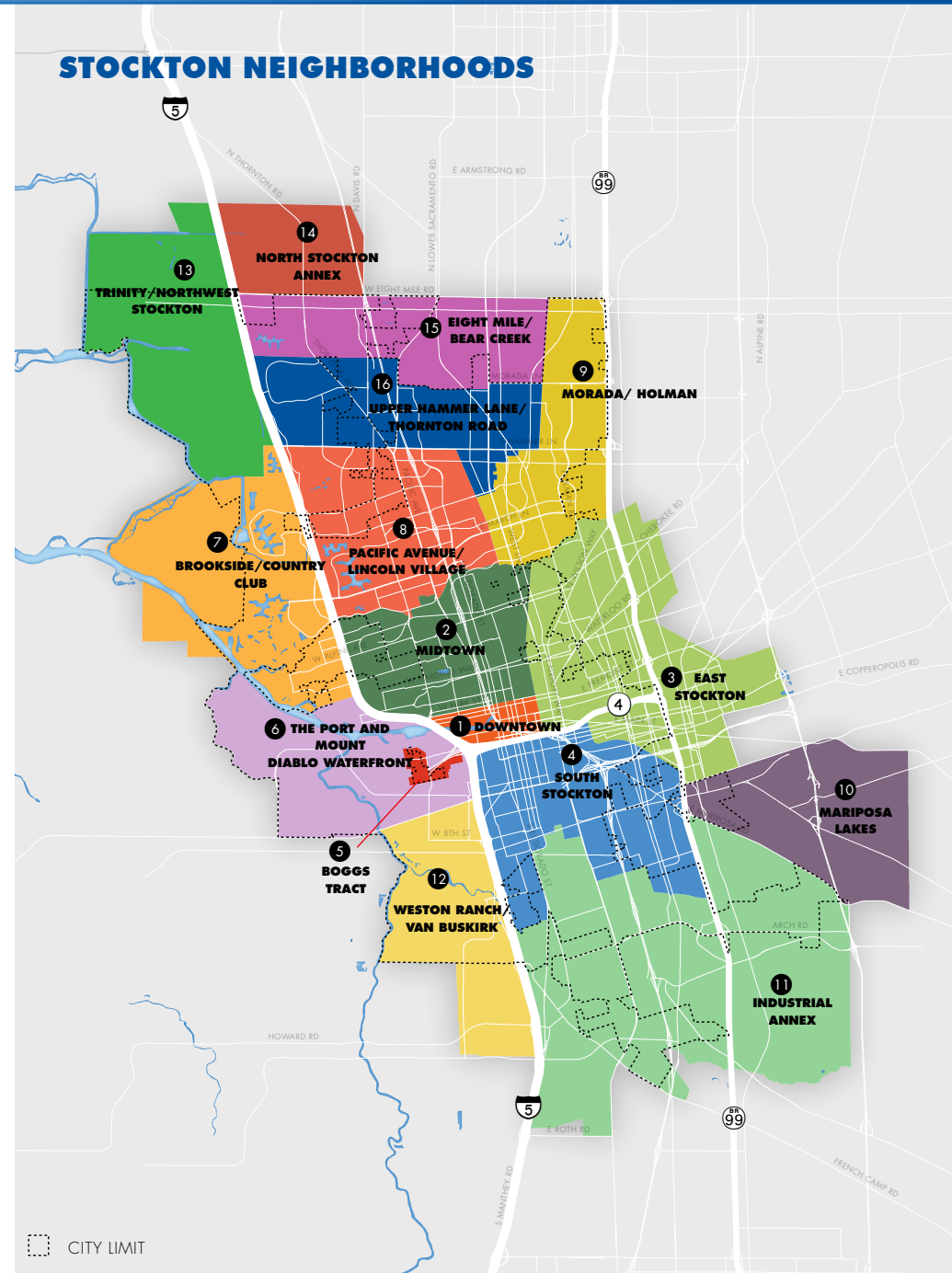
# INTRODUCTION

## INTRODUCTION TO THE BRIEFING BOOK

This briefing book provides a visual and descriptive snapshot of Stockton as it is in 2016 – how land is used, local economic conditions, community services, mobility, environmental hazards, and cultural resources. This information provides an important framework for understanding the city as a whole and identifying issues that will shape the city’s future. We invite you to reflect on the information in this briefing book as the Stockton community comes together to define the city’s long-term vision as part of the General Plan Update process.

## GENERAL OVERVIEW OF THE CITY

Stockton began and is rooted in the Downtown, which is oriented around the waterfront. The physical form and character of Stockton has evolved over a period of over 160 years and currently encompasses a total of 65 square miles. Social, cultural, economic, and historical events have helped shape Stockton into 16 distinct neighborhoods, each with distinguishing characteristics such as prominent landmarks, gateways, building types, street patterns, and land uses.





When planning for Stockton's future, it's important to consider both regulatory and geographic context. The City's 2008 Settlement Agreement with the State Attorney General and the Sierra Club outlines specific requirements for the General Plan Update, including focusing new growth in the interior of the city versus expanding into outlying areas.

The 2008 and current city limits are shown on this page, along with the Greater Downtown Area boundary. The map also shows the City's current Sphere of Influence (SOI) which identifies land that the City has until now considered it might annex in the future, as well as the General Plan Planning Area boundary, a larger area in which the City and Stockton's community have an interest in land use decisions.





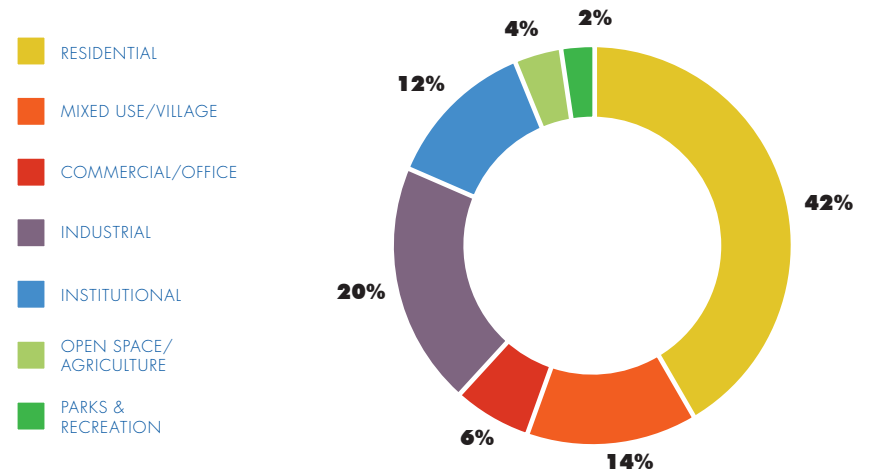
# LAND USE

How people use land in Stockton helps to define the city's character and that of its individual neighborhoods. The General Plan land use and zoning maps establish 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.

The current General Plan guides Stockton's future land uses, primarily through the land use map, which designates every parcel within Stockton and its SOI for one of 12 land use designations, each of which specifies the allowed density and intensity for the land use type. More than 40 percent of Stockton's SOI is designated for residential uses, and of this residentially-designated land area, most is planned for low-density single-family housing, which uses more land area for each home than does higher density zoning. Another land-intensive use, Industrial, is planned for about 20 percent of the city and SOI, mainly in central and south Stockton. Mixed use development is planned for areas in the Downtown, along Wilson Way, and in northeast Stockton, and large blocks of land along Eight Mile Road and in southeast Stockton are designated Village, which is considered a "holding" category for future specific plan efforts that could accommodate a variety of uses. About 6 percent of the SOI is designated for commercial and office uses, primarily along major roadways and in the Downtown. The remainder of the SOI is designated for public/quasi-public institutional uses, parks, open space, and agriculture.

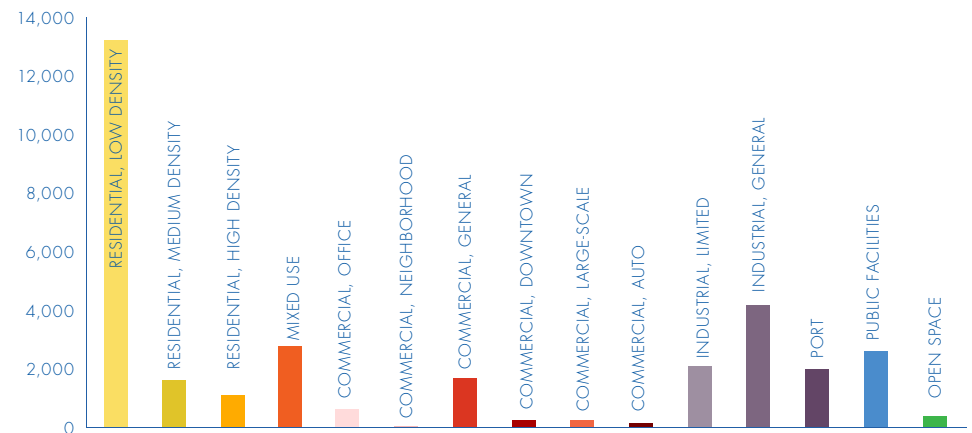
The City also maintains a zoning map, which implements the General Plan at a more detailed level within the city limit. The 15 zoning districts applied within the city limit specify the allowed land uses and standards for development.

## 2007 GENERAL PLAN LAND USE DISTRIBUTION



## CURRENT ZONING DISTRIBUTION

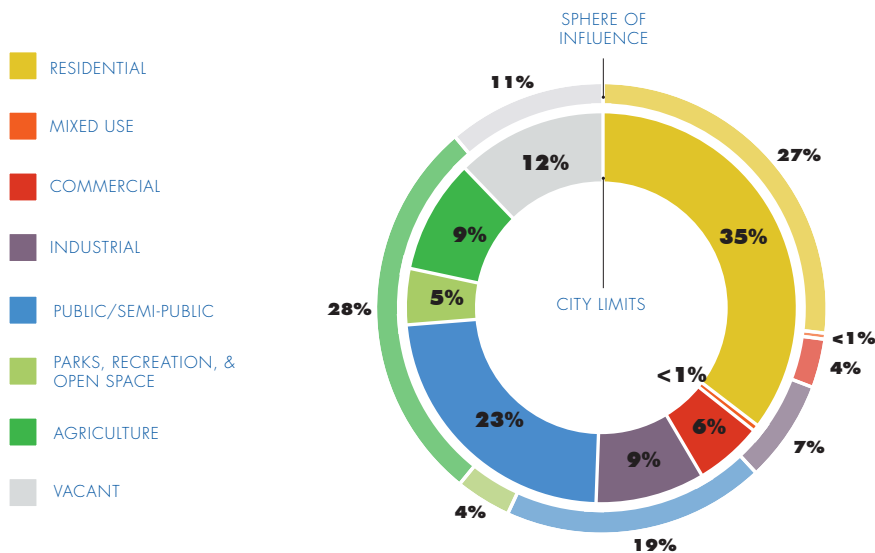
### ACRES



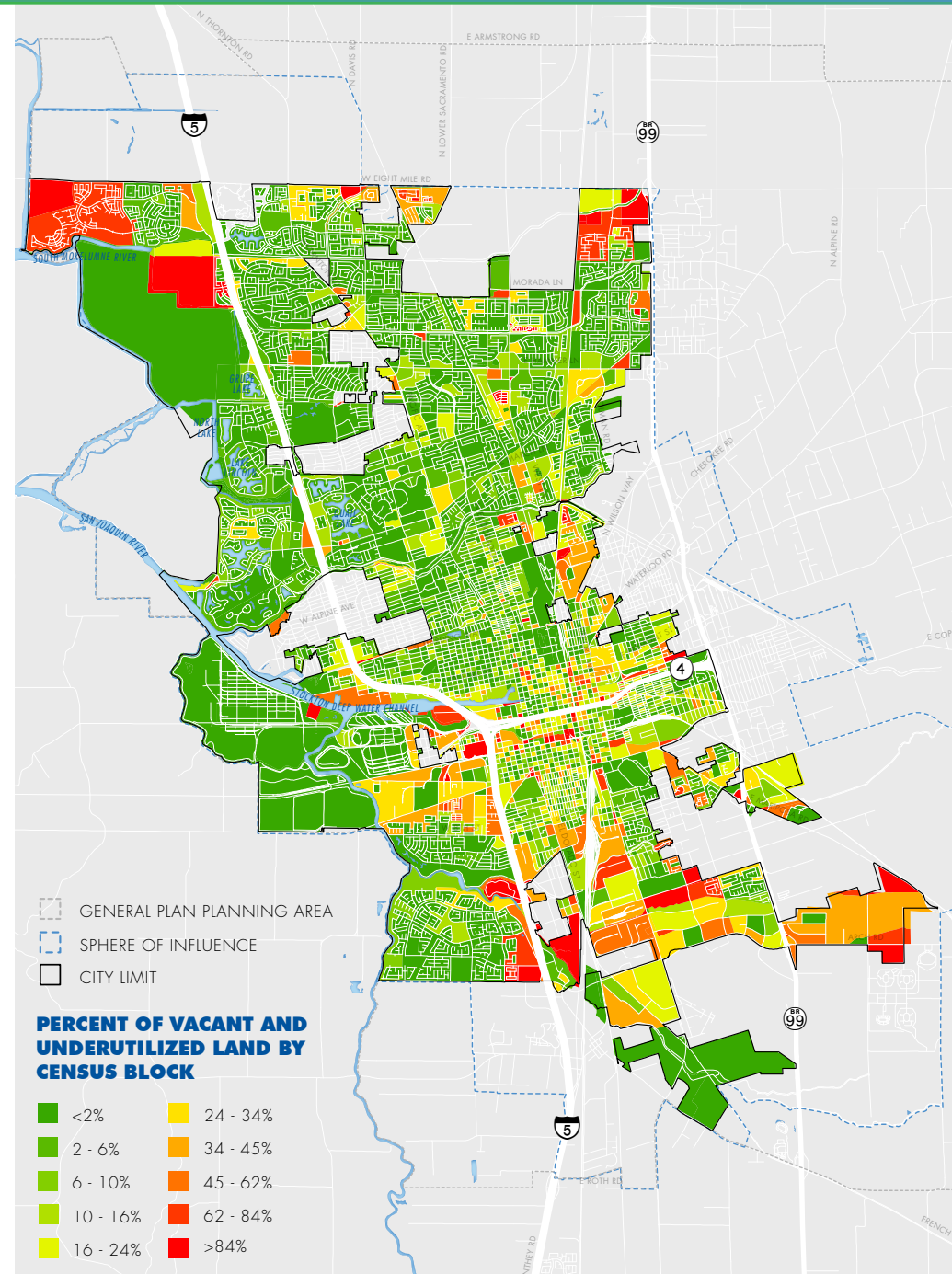


# LAND USE

## EXISTING LAND USE DISTRIBUTION



In addition to land uses that are planned in the General Plan and zoning maps, 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. Land uses mapped within the city limit cover over 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, over 85 percent consists of 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 (12 percent). 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 the city's core and interior areas, and will therefore be a focus of the General Plan Update. It will also be important to account for some large residential developments already approved for the city's outskirts.

## ANTICIPATED DEVELOPMENT PROJECTS



When planning for future land uses in Stockton, the city's jobs-to-housing balance is also important. The ratio of jobs to employed residents in a community affects the likelihood of people working and living in the same community and having to travel less for things they need. Ideally, Stockton arguably should have a jobs-housing ratio of 1.07 since there are about 1.07 employed residents per household in Stockton. As of 2014, Stockton's jobs-housing ratio was 0.78, indicating a lack of jobs compared to housing.

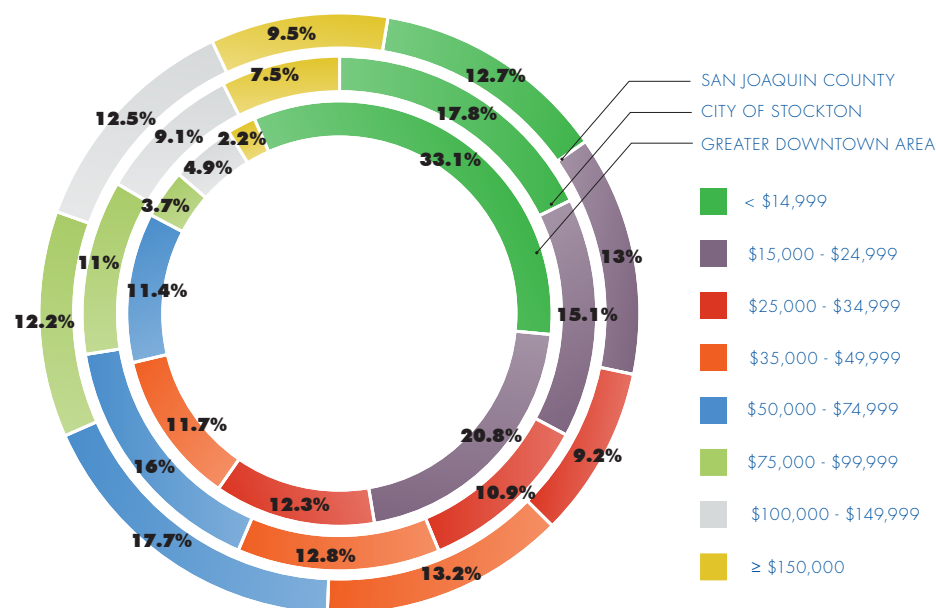




# ECONOMY

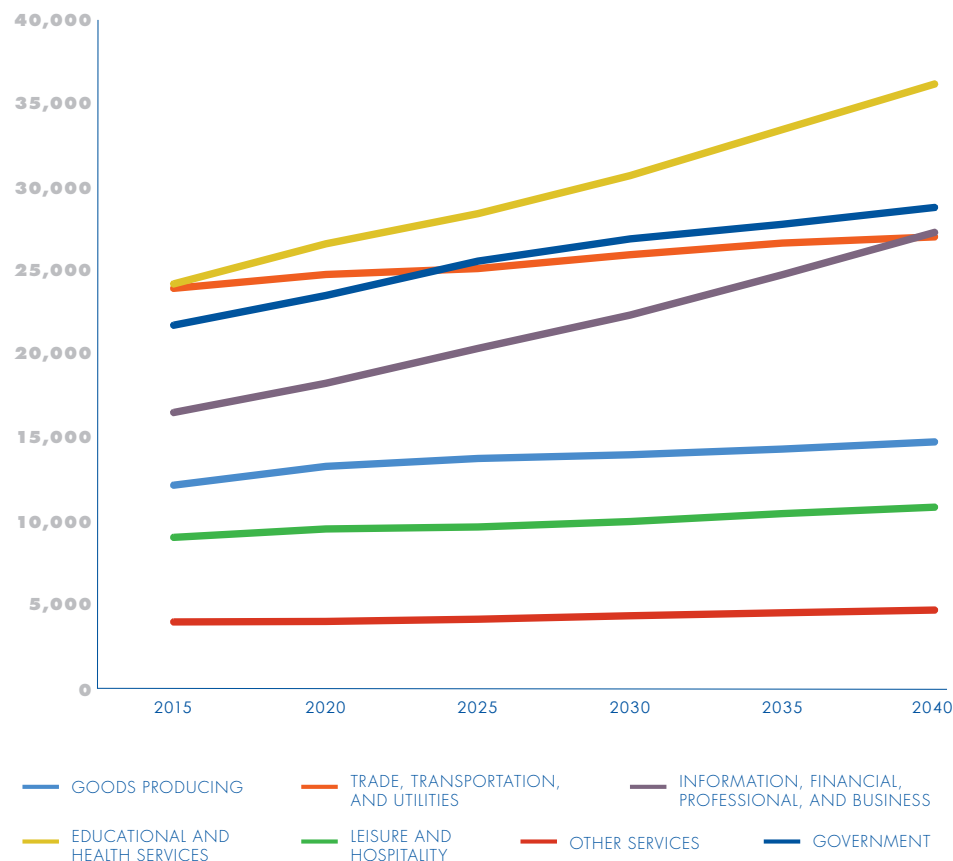
Although income levels in Stockton are lower than elsewhere in the state, there is potential for significant job growth in a range of industrial, commercial, and office sectors. The Downtown presents exciting economic development opportunities due to recent infrastructure upgrades and new amenities.

## HOUSEHOLD INCOME DISTRIBUTION



The 2014 median household income in Stockton was \$40,993, which was \$10,666 less than the countywide median and \$20,940 less than the statewide median. In the Downtown, the median household income was \$23,128. Trends throughout the state, including in Stockton, indicate that, once adjusted for inflation, household incomes are declining. Below average household incomes and declining household purchasing power may affect future housing demand, as well as the nature of local demand for retail products and services.

## EMPLOYMENT FORECAST BY INDUSTRY



Ten of the top 25 major employers in San Joaquin County 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.



The Downtown presents significant opportunities for both employment growth and higher density housing. Several past and current redevelopment projects have created infrastructure and amenities that can attract development and help to revitalize the Downtown and waterfront. Some of these catalyst projects are shown here.

### STOCKTON ARENA AND BANNER ISLAND BALLPARK

OPENED IN 2005 AND HOSTS THE STOCKTON HEAT, A PROFESSIONAL HOCKEY TEAM, AND THE STOCKTON PORTS, A MINOR LEAGUE BASEBALL TEAM. TOGETHER WITH OTHER DOWNTOWN AND WATERFRONT AMENITIES, SERVE AS AN IMPORTANT REGIONAL HUB FOR SPORTS AND RECREATION.

### UNIVERSITY PLAZA WATERFRONT HOTEL

LUXURY HOTEL, RESTAURANT, AND EVENT SPACE ALONG WATERFRONT THAT OPENED IN 2008; INCLUDES ALMOST 100 RESIDENTIAL LOFT UNITS ON THE TOP FLOORS.

### CITY CENTRE CINEMA

REGAL ENTERTAINMENT GROUP 16-SCREEN THEATER COMPLEX OPENED IN 2003; IMAX SCREEN ADDED IN 2008. RETAIL AND RESTAURANTS SURROUND THE CINEMA, AS WELL AS A PLAZA THAT IS USED FOR COMMUNITY EVENTS.

### ACE TRAIN STATION

RECENT UPGRADES TO STATION AND RAIL COMMISSION INTEREST IN TRANSIT-ORIENTED REDEVELOPMENT FOR SURROUNDING AREA.

FREMONT ST

CENTER ST

EL DORADO ST

OAK ST

MINER AVE

WEBER AVE

CALIFORNIA ST

AIRPORT WAY



### WEBER POINT EVENTS CENTER

THIS 10-ACRE PARK OPENED IN 1999 AND PROVIDES COMMUNITY SPACE FOR FESTIVALS, CONCERTS, AND SPECIAL GATHERINGS. INCLUDES AN INTERACTIVE WATER FEATURE AND CHILDREN'S PLAY AREA.

### SAN JOAQUIN COUNTY COURTHOUSE

CONSTRUCTION UNDERWAY, WILL PROVIDE 30 COURTROOMS AND ADMINISTRATIVE AND OFFICE SPACE IN A 13-STORY HIGH-RISE BUILDING.

### OPEN WINDOW PROJECT

TEN SPACE DEVELOPMENT COMPANY WORKING TO RENOVATE EXISTING STRUCTURES AND POSITION VACANT SITES FOR DEVELOPMENT IN A 15-BLOCK AREA. WILL INCLUDE OVER 1,000 HOUSING UNITS PLUS RETAIL, RESTAURANTS, AND MIXED INDUSTRIAL/ART STUDIO SPACE. TWO PROJECTS CURRENTLY UNDERWAY, AND TWO (NEWBERRY BUILDING AND HUDDLE CO-WORKING SPACE) RECENTLY COMPLETED.

### STOCKTON MARINA

OPENED IN 2009 AND CONSISTS OF 66 BOAT SLIPS PLUS GUEST DOCKS. PROMENADE CONNECTIONS TO OTHER DOWNTOWN LOCATIONS.

### HOTEL STOCKTON

THIS HISTORIC HOTEL ORIGINALLY OPENED IN 1910 AND WAS RESTORED IN 2005; FEATURES ICONIC SPANISH MISSION REVIVAL ARCHITECTURAL ELEMENTS. INCLUDES GROUND FLOOR RESTAURANT SPACE, RESIDENTIAL APARTMENTS, AND COMMERCIAL OFFICE SPACE.



# COMMUNITY SERVICES

The City of Stockton is committed to providing a high quality of life for all of its residents. Community services that affect the day-to-day lives of Stockton residents includes police and fire protection services provided by the City, as well as public education and library services.

## POLICE

The Stockton Police Department (SPD) provides services to the entire city, with 407 officers serving approximately 307,000 residents. Stockton's crime combat model is built on four pillars: prediction, prevention, pursuit, and partnerships. This model combines policing and enforcement strategies with community involvement and engagement. The City's current General Plan sets a target staffing ratio of 1.5 officers per 1,000 residents, and the Marshall Plan (the City's more recent violence-reduction effort), suggests a staffing ratio of 2.2 officers per 1,000 residents. Although current



SPD staffing levels (1.33 offers per 1,000 residents) don't meet these staffing ratio goals, funding from recent tax measures are expected to help rebuild staffing levels.

## FIRE

The Stockton Fire Department (SFD) provides services to the entire city as well as portions of surrounding unincorporated areas, serving approximately 336,000 people. The SFD mission is centered on providing excellent emergency and non-emergency service through public education, prevention, and aggressive fire suppression and rescue activities. SFD has 12 fire stations throughout the city, which together house 12 three-person fire engine companies and three four-person truck companies. The City has a goal to respond to at least 90 percent of calls within 4 minutes, but is not currently able to meet that standard. Although the SFD has experienced staffing declines and a station closure since 2011, funding from recent tax measures should help increase staffing.



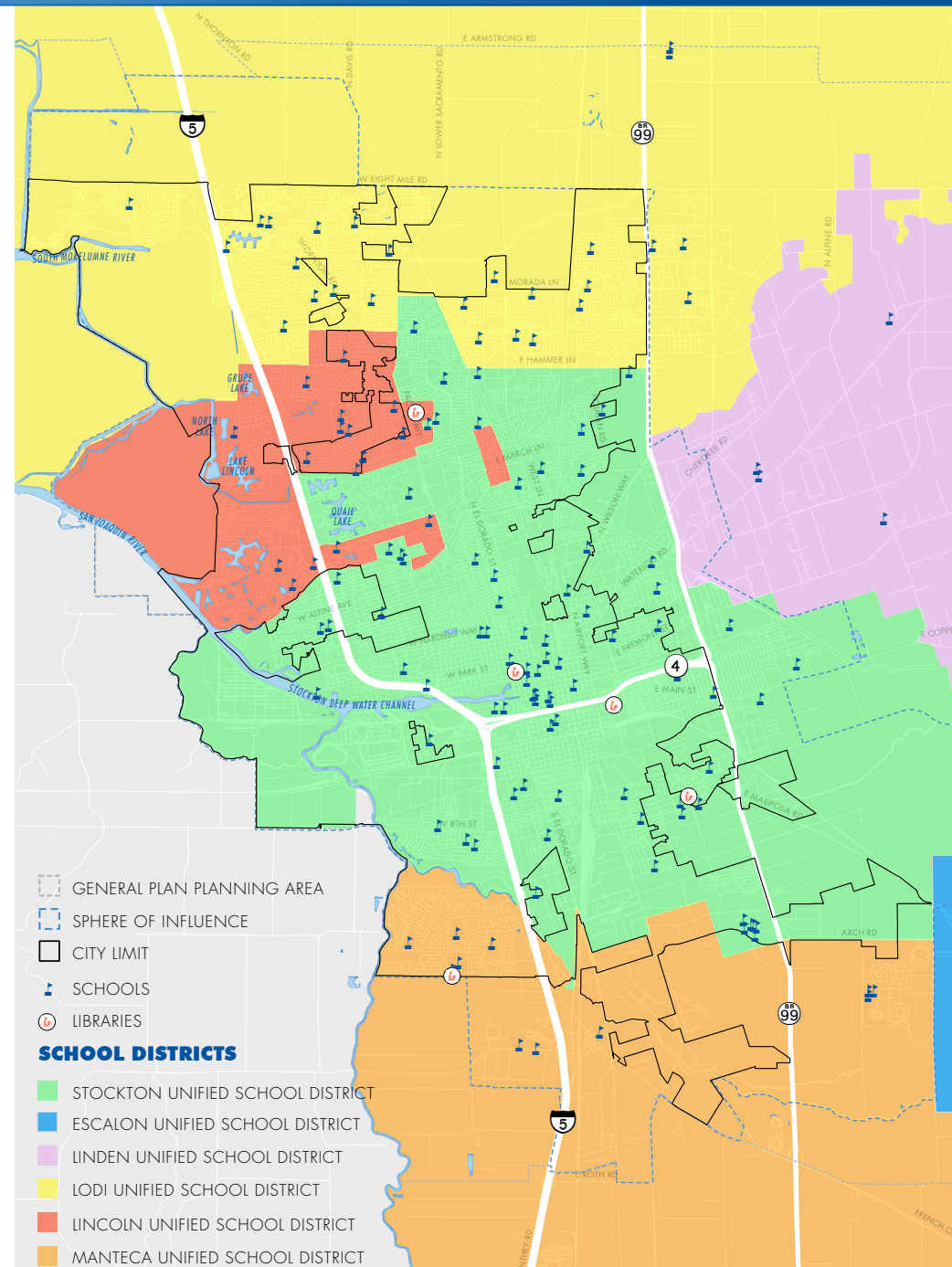


## SCHOOLS

The Stockton Unified School District serves the largest geographic area of the city, although significant portions of the city are served by other school districts. The north and northwest portion of the city and its SOI are served by the Lodi and Lincoln Unified School Districts, and the Weston Ranch area and southern SOI are served by the Manteca Unified School District. The Linden and Escalon Unified School Districts serve the eastern edges of the SOI. Overall enrollment numbers in these school districts are currently below capacity; however, enrollment is predicted to increase, and new schools may be needed in the future to serve the new students. There are numerous charter schools and academies in Stockton, as well as a number of schools specializing as magnet schools and science, technology, engineering, and mathematics (STEM) schools; many provide career technical education (CTE).

## LIBRARIES

The Stockton-San Joaquin County Public Library (SSJCPL) currently operates five facilities in the city: Cesar Chavez Central Library, Margaret K. Troke Branch Library, Maya Angelou Branch Library, Stribley Branch Library, and Weston Ranch Branch Library. In the spring of 2017, the Fair Oaks Library at 2370 E Main Street is expected to re-open, and all Stribley resources will be relocated to Fair Oaks; as part of this move, the library will expand the resources available to the community. Collectively, the SSJCPL locations provide access to electronic resources, reference and readers' advisory materials, computers, printers, and free internet access. In addition, the library staff offer a variety of programs geared toward all age groups including story time, veterans' programs, and educational tutorials.








# MOBILITY

Transportation is an essential element of our everyday lives. How we choose to move ourselves around – to jobs, schools, homes, and shopping/leisure activities – has big implications for our quality of life, ranging from how much time we spend commuting to health issues related to air pollutants and limited time for active recreation.

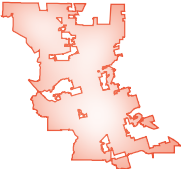


The mode of transportation Stockton residents choose to get to work is affected by job location, land use patterns, and availability (e.g., transit networks and bicycle infrastructure). Between 2000 and 2014, Stockton residents increased use of single passenger vehicle trips to work, while carpooling, using transit, walking, and biking decreased. The percent of Stockton residents working from home has increased since 2000.

The places that Stockton residents work help to explain the increase in drive alone trips and reduction in other modes. The percentage of employed Stockton residents who commute outside the city and San Joaquin County has risen between 2000 and 2014. Increasing the proportion of jobs to employed residents in Stockton and San Joaquin County would play a significant role in helping to reduce commute distances and related effects.

## MODE CHOICE

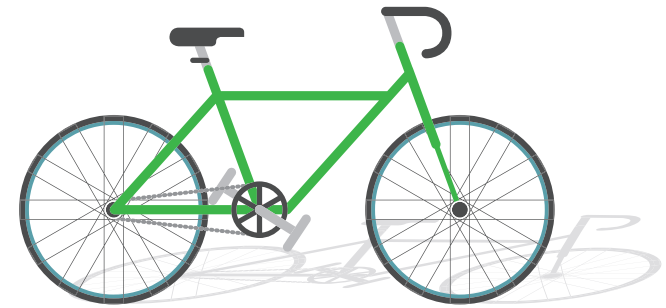
MODE CHOICE	2000	2010	2014
 SINGLE PASSENGER	<b>74%</b>	<b>74%</b>	<b>76%</b>
 CARPOOL	<b>18%</b>	<b>17%</b>	<b>17%</b>
 PUBLIC TRANSIT	<b>2%</b>	<b>1%</b>	<b>1%</b>
 BIKING/ WALKING	<b>4%</b>	<b>3%</b>	<b>2%</b>
 WORK AT HOME	<b>2%</b>	<b>4%</b>	<b>3%</b>

## PLACE OF WORK - STOCKTON RESIDENTS

IN CITY OF STOCKTON	2000	2010	2014	IN SAN JOAQUIN COUNTY	2000	2010	2014	OUTSIDE SAN JOAQUIN COUNTY	2000	2010	2014
	<b>60%</b>	<b>59%</b>	<b>58%</b>		<b>26%</b>	<b>25%</b>	<b>25%</b>		<b>14%</b>	<b>16%</b>	<b>17%</b>



The City is currently updating its Bicycle Master Plan, which will expand the future bicycle network and the City's bicycle-related programs and policies. Stockton's geographic barriers (e.g. waterways, railways, and freeways) pose unique challenges to bicycle circulation. In several locations across the city, crosstown circulation is limited to a few bridges and underpasses. While some neighborhoods are linked through bicycle facilities, others have limited access.



### THERE ARE THREE TYPES OF BIKEWAYS IN STOCKTON:



#### CLASS I BIKEWAY (BIKE PATH)

COMPLETELY SEPARATE RIGHT-OF-WAY; DESIGNATED FOR EXCLUSIVE USE BY BICYCLES AND PEDESTRIANS.

There are **46 miles** of bike paths in Stockton, many of which are located along creeks, canals, and rail lines. However, many of these don't connect to on-street facilities.



#### CLASS II BIKEWAY (BIKE LANE)

DESIGNATED STREET SPACE FOR BICYCLISTS, TYPICALLY ADJACENT TO THE OUTER VEHICLE TRAVEL LANES.

There are **36 miles** of bike lanes in Stockton.



#### CLASS III BIKEWAY (BIKE ROUTE)

MIXED-TRAFFIC CONDITIONS FOR BICYCLISTS USING SIGNAGE, STRIPING, AND/OR TRAFFIC CALMING TREATMENTS.

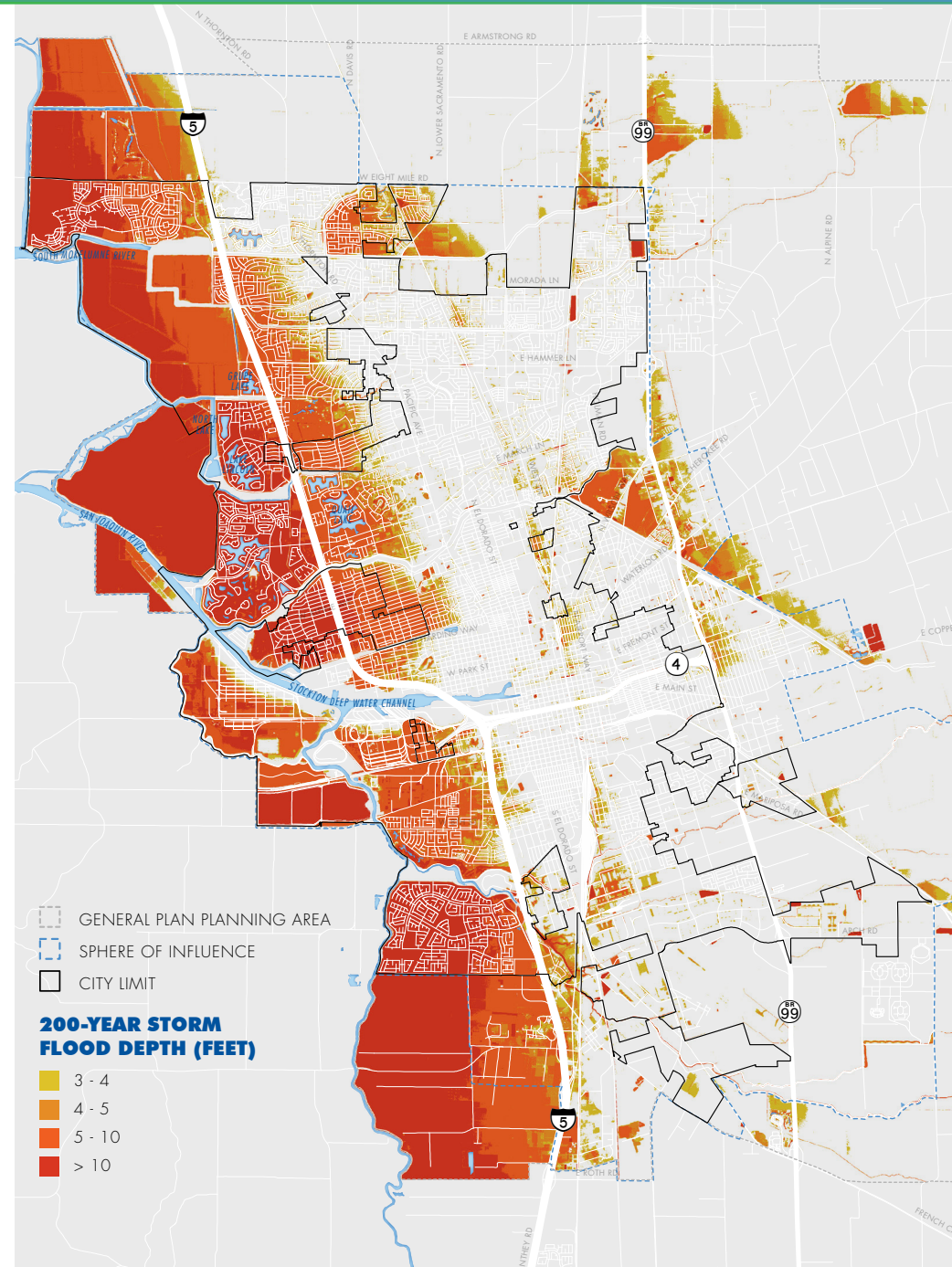
There are **35 miles** of bike routes in Stockton.

# HAZARDS

Stockton is situated just east of the Sacramento – San Joaquin Delta, a low lying region of sloughs and channels. Reclamation of Delta land over the years through construction of levees around tracts and islands has reduced the available floodplain and increased flooding potential, a significant environmental hazard for Stockton.

Land along channels and the San Joaquin River is protected from flooding by levees that keep water within the channel. Should a major storm cause water to overtop the levees, or if a levee fails, flooding would occur. Flooding also can occur when runoff exceeds the capacity of local stormwater systems and cannot drain adequately.

In 2007, the State passed Senate Bill (SB) 5, which requires cities like Stockton to protect development from a 200-year flood. A 200-year flood is a flood event that has a 0.5 percent probability of occurring in any given year. Areas that would be subject to flooding levels of 3 feet or more during a 200-year storm are shown on the map on this page. The City will require new development in these areas to be flood-proofed in accordance with the State requirements, such as by elevating the lowest floor to be above flood levels. In addition, the City recently amended its Municipal Code to provide additional flexibility for compliance with SB 5.

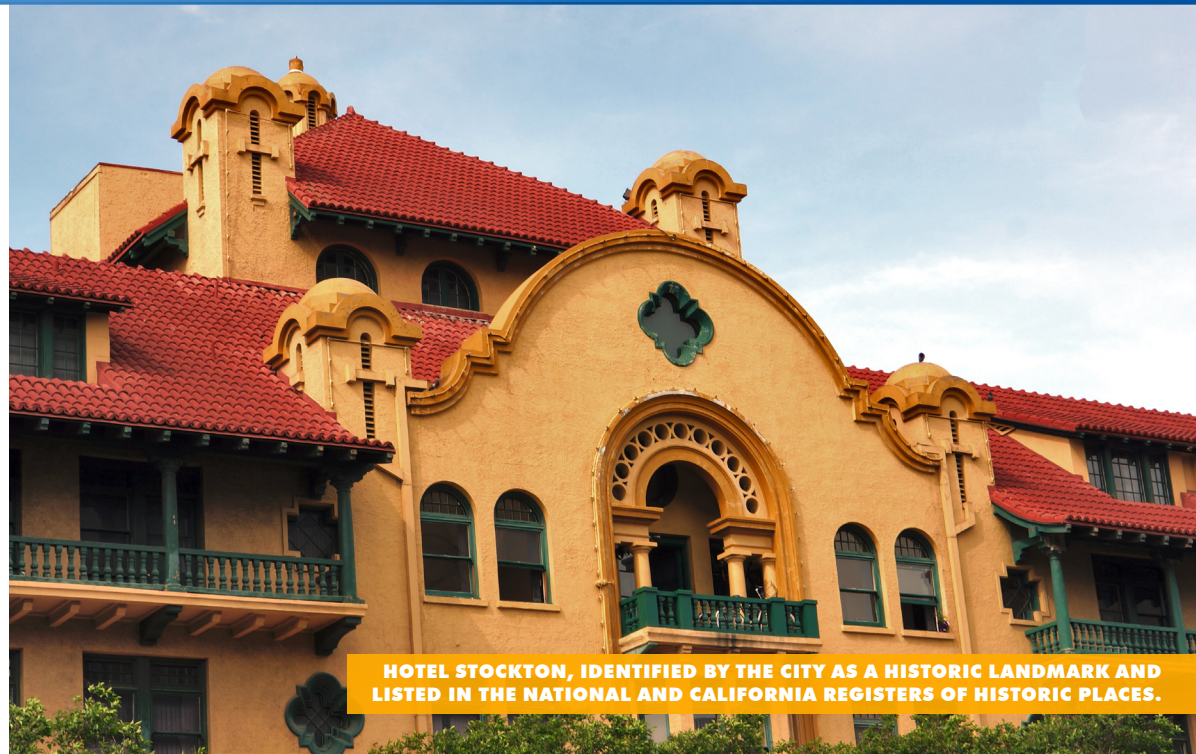




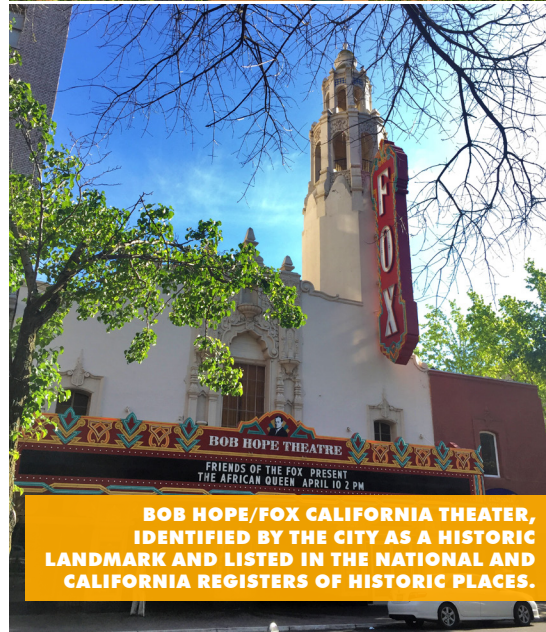
Stockton has a rich cultural history, evident in numerous historic districts, landmarks, sites, and structures, many of which are clustered in the Downtown.

In the 1980's, 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 California State University Stockton site. 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.

Although there are over 1,900 recorded cultural resources in Stockton, ranging from prehistoric habitation sites to mid-20th century developments, there is no systematic survey for archaeological resources in the city to date. Therefore, there is still the potential for additional, as-yet-unidentified archaeological resources elsewhere in the city.



**HOTEL STOCKTON, IDENTIFIED BY THE CITY AS A HISTORIC LANDMARK AND LISTED IN THE NATIONAL AND CALIFORNIA REGISTERS OF HISTORIC PLACES.**



**BOB HOPE/FOX CALIFORNIA THEATER, IDENTIFIED BY THE CITY AS A HISTORIC LANDMARK AND LISTED IN THE NATIONAL AND CALIFORNIA REGISTERS OF HISTORIC PLACES.**



**CITY HALL, IDENTIFIED BY THE CITY AS A HISTORIC LANDMARK.**



