



MEMORANDUM

DATE November 16, 2018

TO David Stagnaro
City of Stockton Community Development Department

FROM Tanya Sundberg

SUBJECT List of Recommended Changes to the Draft General Plan

This memorandum provides a list of the staff-recommended changes to the Draft Envision Stockton General Plan, as presented to the Planning Commission at the hearing that was held on October 25 and continued to November 15, 2018.

Recommended changes to policy and action text are provided in Table 1 (starting on page 4 of this memo). Additional recommended changes are listed below:

- » The following paragraph on page 1-5 was only intended for the public review draft; for the adopted General Plan, staff recommends deleting it: ~~“For this Public Review Draft of the 2040 General Plan, goals, policies, and actions that are carried forward from the prior 2035 General Plan, either verbatim or with modifications, are identified by the 2035 General Plan goal, policy, or implementation measure number in parentheses following the goal, policy, or action text (e.g., “(ED-3)” after Goal LU-1 refers to Goal ED-3 in the Economic Development Element of the 2035 General Plan). This is intended to help reviewers understand the context, but will be removed in the final, adopted 2040 General Plan.”~~ In addition, staff recommends deleting references to existing 2035 General Plan goals, policies, and implementation measures that are provided in parentheses following goals, policies, and actions in the Draft 2040 General Plan.
- » Reformat the text describing the Economic and Education Enterprise designation on pages 2-14 and 2-15, and add the requirement for a General Plan Amendment. The full text of the revised designation is as follows:

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.

Businesses envisioned for this designation include:

- Those within a Core Business Cluster industry, as specified in the City’s Economic Development Strategic Plan, and



- Those that provide a significant number of jobs offering wages averaging above Area Median Income, and that cannot be reasonably accommodated elsewhere within the city limit.

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 are encouraged.
- 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.

- » As a correction, revise Figure 2-8, General Plan Land Use Map, to show the Institutional designation on the portion of a parcel that is located along the western boundary of the Sphere of Influence (SOI) and General Plan Planning Area, and to designate the entire University of the Pacific campus property as Institutional. The updated version of Figure 2-8 is shown in Attachment D of the October 25, 2018 staff report.
- » As a correction, revise the text on page 3-15 to reference the Delta Plan (instead of Delta Reform Plan).
- » As a correction, revise the text on page 4-4 to reference the Regional Congestion Management Program (draft text had omitted "Program").



- » Replace Figure 6-1, Disadvantaged Communities, with the color-scheme version that is shown in Attachment C of the November 15, 2018, staff report per the request of the Stockton Healthy Neighborhoods Collaborative.
- » Replace Appendix B with the updated version that is shown in Attachment F of the staff report.

**TABLE 1** **RECOMMENDED POLICY/ACTION EDITS**

Policy/Action Number		June 2018 Draft Policy/Action	Recommended Revised Policy/Action
Policy LU-1.1		Encourage retail businesses in mixed-use developments along regional transportation routes and in areas that serve local residents.	Encourage retail businesses and housing development in mixed-use developments along regional transportation routes and in areas that serve local residents.
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.	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.
New Action LU-1.1D	n/a		Encourage the redevelopment of struggling under-utilized commercial strips into multi-family housing opportunities.
New Action LU-2.2D	n/a		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-3.1E		Maintain and periodically update the City’s historical resources inventory.	Maintain and periodically update the City’s historical resources inventory and adopt a priority list to protect the most important resources.
New Action LU-3.3F	n/a		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-4.1		Encourage large-scale development proposals in appropriate locations that include significant numbers of higher-wage jobs and local revenue generation.	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.
New Action LU-4.1D	n/a		Consider future amendments to the General Plan for extraordinary growth plans outside the Urban Services Boundary that include significant



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			job generators or public institutions such as a college campus.
New Action LU-5.2H	n/a		Comply with applicable water conservation measures.
New Action LU-5.2I	n/a		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.
Action LU-5.3B	Coordinate with San Joaquin County to develop a plan for a greenbelt or community separator around the city.		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-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, and/or other strategies.		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.
New Action LU-6.2C	n/a		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.
New Action LU-6.3E	n/a		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.		Ensure that land use decisions balance travel origins and destinations in as close proximity as possible, and reduce vehicle miles traveled (VMT).
Action LU-6.4B	Maintain a reasonable proximity and balance (i.e., magnitude) between job generating uses, housing opportunities, and resident services and amenities.		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.
New Action LU-6.4C	n/a		Reduce Vehicle Miles Traveled (VMT) per household by planning new



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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.	housing in closest proximity to employment centers, improving and funding public transportation and ridesharing, and facilitating more direct routes for pedestrians and bicyclists. 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-6.7A	Work with community-based organizations to develop and implement a comprehensive long-term strategy to engage the Stockton community in planning decisions.	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 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 and vulnerable road users, like pedestrians and bicyclists.	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-1.1E	Work with local school districts to enhance pedestrian crossings near schools, encourage activities like a walking school bus, and create educational programs that teach students bicycle safety.	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.	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.



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Action TR-1.3B	<p>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:</p> <ul style="list-style-type: none"> ▪ 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 use through use permits, density transfers, or other strategies. 	<p>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:</p> <ul style="list-style-type: none"> ▪ 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.
New Action TR-2.1C	n/a	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.	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 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.	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 local and regional transit operators on major new development projects to ensure projects are designed to support transit and provide adequate transit service and access.	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.



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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, as financially feasible.	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.
New Action TR-2.2D	n/a	Support efforts to electrify buses.
Action TR-3.1B	Where feasible and appropriate, reduce the width of existing streets using bulb-outs, medians, pedestrian islands, shade tree landscaping, and similar methods, while not jeopardizing emergency response.	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.	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, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.	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.
New Action TR-3.2D	n/a	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.
Action TR-4.1A	<p>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:</p> <ul style="list-style-type: none"> ▪ 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: 	<p>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:</p> <ul style="list-style-type: none"> ▪ 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:



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	<ul style="list-style-type: none"> ○ 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 <ul style="list-style-type: none"> ▪ 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. 	<ul style="list-style-type: none"> ○ 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. <ul style="list-style-type: none"> ▪ 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.
Policy SAF-4.3	Coordinate with the San Joaquin Valley Air Pollution Control District to promote public awareness on air quality issues and consistency in air quality impacts analyses.	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.



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Action CH-1.1A	Plant and maintain shade trees along all City streets to reduce heat exposure 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.	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 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.	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-1.2B	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.	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.	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 improvement projects that connect residential areas to retail locations that sell healthy food.	Prioritize pedestrian and active transportation improvement projects in low-income/disadvantaged communities that connect residential areas to retail locations that sell healthy food.
New Action CH-1.3D	n/a	Adopt and Implement an Urban Agriculture Incentive Zone (per AB 551) to allow privately-owned vacant property to be productively used for growing food.



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New Action CH-1.3E		n/a	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.
New Action CH-1.3F		n/a	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.	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		<p>When considering parks and infrastructure maintenance and improvement projects, consider the following:</p> <ul style="list-style-type: none"> ▪ 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. 	<p>When considering parks and infrastructure maintenance and improvement projects, consider the following through an open and engaging process inclusive of community residents:</p> <ul style="list-style-type: none"> ▪ 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.	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 permit streamlining, density bonuses, and other appropriate tools.	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	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



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		gentrification.
Action CH-2.1F	Work with transit agencies to maintain and improve transit service in underserved and disadvantaged neighborhoods to connect residents with jobs, shopping, and services.	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-2.2A	<p>Aggressively facilitate the conservation and rehabilitation of older neighborhoods through the following approaches:</p> <ul style="list-style-type: none"> Utilize all federal, State, and local programs for conservation and rehabilitation projects. Prioritize older 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. 	<p>Aggressively facilitate the conservation and rehabilitation of older neighborhoods through the following approaches:</p> <ul style="list-style-type: none"> 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-2.3A	<p>Build strong ties with disadvantaged communities to ensure that local residents can make significant contributions to planning decisions through the following:</p> <ul style="list-style-type: none"> 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 when needed. 	<p>Build strong ties with disadvantaged communities to ensure that local residents can make significant contributions to planning decisions through the following:</p> <ul style="list-style-type: none"> 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.	Expand efforts to repair and rehabilitate substandard housing in disadvantaged communities, taking into consideration strategies to avoid



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			gentrification.
Action CH-2.3D		Focus enforcement of public health-related codes in disadvantaged communities.	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 and water utilities to seek funding to complete sewer and water systems in areas within the SOI where parcels still rely on septic systems and wells.	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-3.1A		Coordinate with the Small Business Development Centers and other agencies to provide well-tailored services and resources for small businesses.	Coordinate with the Small Business Development Centers and other agencies to provide well-tailored services and resources for small and minority-owned businesses.
New Action CH-3.1B	n/a		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.	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-3.2B		Consider options and develop an ordinance to restrict 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.	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.
New Action CH-3.2D	n/a		Work with the California Department of Alcoholic Beverage Control to avoid over concentration of liquor stores.
Policy CH-5.1		Accommodate a changing climate through adaptation and resiliency planning and projects.	Accommodate a changing climate through adaptation, mitigation, and resiliency planning and projects.



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New Action CH-5.1C		n/a	Accommodate a changing climate through adaptation and resiliency planning and projects.
Action CH-5.2C		Expand educational and outreach efforts to promote recycling by residents of multi-family housing.	Expand educational and outreach efforts to promote recycling by occupants of multi-family housing, businesses, and schools.