



Stockton Planning Commission
Via e-mail only

October 22, 2018

Re: Proposed Amendments to Policies for the Updated Stockton General Plan

Chair Aguillard and Members of the Commission:

This letter includes our proposed amendments to policies and action items for the Updated Stockton General Plan. The amendments are listed in the same order as policies in the draft General Plan.

1. Encourage housing along major corridors and discourage “power centers” at the edge of the city.

POLICY LU-1.1

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

Action LU-1.1C

~~Continue to study and consider repealing the “Big Box Ordinance” that was adopted in 2007, and~~ Prohibit the siting of any additional big-box “power centers” at the edges of the city to limit growth inducing impacts to adjacent farmlands. ~~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.

Action LU-1.1D

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

2. Ensure that development at the edge of the city does not compete with housing goals for the downtown.

POLICY LU-2.2

Facilitate the development of at least 4,400 new housing units in the Greater Downtown by 2040. (DV-2.3)

Action LU-2.2D

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

3. Strengthen the protection of historic resources policy.

Action LU-3.1E

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

4. Delete the 3,800-acre "Economic and Education Enterprise" land use designation from the land use map and retain the designation on lands north of Eight Mile Road in the Agricultural and Open Space designation. Revise the existing policy on large-scale development projects and incorporate new action items describing the intent and process if land is to be designated for Economic and Education Enterprise in the future.

POLICY LU-4.1

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

Action LU-4.1D The City will consider future amendments to the General Plan for extraordinary growth plans outside the Urban Services Boundary that include significant job generators or public institutions such as a college campus.

Action LU-4.1E The Economic and Education Enterprise land use designation may be applied to lands proposed for significant job generators through the amendment process.

following completion of a full environmental analysis and a land availability study that concludes there is no other land available for the project within the existing City limits. Approval and construction of the first phase of the job generator must be completed prior to the consideration of any accompanying housing development.

5. Amend Policy LU-5.3 and Action LU-5.3B to finally establish an Ag Belt between Stockton and Lodi (see memo):

Policy LU-5.3 Actively work to conserve prime agricultural lands outside the City boundaries and ~~Define~~ discrete and clear city edges that preserve agriculture, open space, and scenic views.

Action LU-5.3B The City, in ~~Coordinate with~~ coordination with San Joaquin County to develop a plan for a greenbelt or community separator around the city-, the City of Lodi, the California Farmland Trust, residents and affected landowners, shall prepare an Agricultural Belt Action Plan that addresses, among other items, how to target the agricultural mitigation fees that are collected by the two cities and the County toward purchasing easements within a defined buffer area between Stockton and Lodi. The location of the Agricultural Belt area shall be identified in a non-parcel specific, general fashion on the Plan Land Use Diagram map.

6. Disallow expansion of the Urban Service Area and annexation unless there is a shortage of developable land and all standards are met:

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

Action LU-6.2B ~~Do not approve~~ Prohibit Urban Service Area expansion, future annexations, or City utility connections unless there is less than a 10-year supply of developable land within the city limits and the expansion ~~they are~~ is consistent with the overall goals and policies of the General Plan and do not adversely impact the City's fiscal viability, environmental resources, infrastructure and services, and quality of life.

7. Add an action item to ensure adequate water supply is phased to meet the demands of growth.

POLICY LU-6.3

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

Action LU-6.3D

The City shall ensure that water supply capacity and infrastructure are in place, or planned and financed, prior to granting initial approvals for new development. The City shall pursue approval and construction of the second phase of the Delta Water Supply Project to serve new growth and reduce groundwater withdrawal. However, if Phase 2 is delayed or not approved by the State, the City shall phase or defer the approval of new growth until new surface water supplies are in place.

8. Strengthen the following land use policy to tie it with climate change goals and add a new action:

POLICY LU-6.4

Ensure that land use decisions balance travel origins and destinations in as close proximity as possible, and reduce vehicle miles traveled (VMT). (LU-1.12, HS-4.13)

Action LU-6.4D

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

9. Require major new development to incorporate and fund transit facilities and service, which is required by the Settlement Agreement:

POLICY TR-2.2 Connect housing and employment development in areas with good transit access.

Action TR-2.2A Require major new development to incorporate and fund design features to promote safe and comfortable access to transit, such as a circulation network that facilitates efficient and connected bus travel, clear pedestrian 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~~ Support local and regional transit operators ~~on by~~ ensuring major new development projects ~~to ensure projects are~~ designed to support transit and provide fair share funding of the cost of adequate transit service and access, consistent with the Settlement Agreement.

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~~ with the assistance of new development funding.

10. Strengthen the following transportation policy and add a new action:

POLICY TR-3.2 Require new development and transportation projects to reduce travel demand and greenhouse gases, support electric vehicle charging, and accommodate multi-passenger autonomous vehicle travel as much as feasible.

Action TR-3.2D Require projected traffic levels of new development to meet the recommended State threshold of 15 percent below baseline VMT per capita through smart growth design and other incentive programs.

11. Consider adoption (not just study) an inclusionary housing program.

Action CH-4.1B

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

Thank you for your consideration of these important matters. We look forward to much more discussion and debate about these issues.

Very truly yours,

ss/Eric Parfrey
Chair, CCG and
Chair, Sierra Club California Executive Committee

cc: Stockton City Council
SJ County Board of Supervisors
State Attorney General
Shute, Mihaly, Weinberger