

4.12 Land Use

This section describes the land uses in San Joaquin County and its incorporated communities, describes the land use regulations for each jurisdiction, and evaluates the environmental effects of implementation of the 2018 RTP/SCS.

4.12.1 Setting

San Joaquin County is located in the San Joaquin Valley in what is considered the Central Valley of California. The County covers approximately 1,440 square miles and is predominantly flat land with some gently rolling hills. The County is bordered to the southwest by the Diablo Range and to the east by the Sierra Nevada foothills. The County contains a combination of metropolitan and rural areas with a history of agricultural activities. Incorporated cities within San Joaquin County include the cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy.

a. Land Use Patterns

San Joaquin County is situated in a geographically diverse region with peaks of the Sierra Nevada framing its eastern region. The western portion of the county includes the San Joaquin Valley floor, which is extensively cultivated. Unincorporated land accounts for about 89 percent (814,528 acres) of land in the county. Agriculture is the predominant use in the County, with approximately 89 percent of the County devoted to agricultural activities (San Joaquin County 1992). The second largest land use is residential land, with about 175,870 acres in this use (approximately 20 percent of the county total). The majority of the unincorporated residential acreage is concentrated along the edges of existing cities and in urban and rural communities in the county.

Due to the multiple highway corridors, the county is considered a “transportation hub,” especially in conjunction with the rail corridors and the Port of Stockton where large cargo ships are available to dock. West of the urbanized development, in the Delta, is agricultural use, with a variety of irrigated row crops. To the east of the development corridors, orchards, vineyards, and grazing lands are the predominant agricultural uses. Grazing land encompasses large portions of the northeast and southwest corners of the county.

In addition to the agricultural and residential land uses mentioned above, commercial, industrial, public and quasi-public land uses contribute to the overall total county acreage. These lands include hospitals, airports, cemeteries, landfills, public utilities, schools, military facilities and other government-owned land. For example, approximately 6,000 acres of federally owned land are located in the City of Tracy Planning Area, while approximately 3,000 acres of land in the eastern portion of the county is owned by the East Bay Municipal Utility District.

Agricultural Land Uses

Agriculture consisting of crop farming is the largest industry in San Joaquin County and contributes a substantial amount of money to San Joaquin County’s economy. San Joaquin County ranks number seven in agricultural producing counties in the United States and is one of eleven California counties with a billion dollars or more production in crop value. Per the 2016 Agricultural Report for San Joaquin County, the gross value of agricultural production for 2016 was \$2,337,922,000, a 14.5 percent decrease from 2015. The top ten crops produced in the County for 2016 consisted of: grapes, milk, almonds, walnuts, cattle, tomatoes, cherries, hay, potatoes, and melons (San Joaquin

County 2016). The Cities of Escalon and Lodi are among the County's leading agricultural areas, and are noted for their high quality irrigated crops, including vineyards and grapes.

The County's transportation system traverses many rural areas, including areas overlain by rich agricultural soils, a high percentage of which are in production. The agricultural edges of San Joaquin County abut Sacramento County to the north, Amador and Calaveras Counties to the northeast and east, Contra Costa and Alameda Counties to the west, and Stanislaus County to the south. The only urbanized areas that abut these adjoining counties are the Mountain House community (an unincorporated community) that abuts Alameda County to the west, and Ripon, an incorporated city that abuts Stanislaus County to the south.

b. Population, Housing, and Employment

Over the next 27 years, the San Joaquin region is expected to continue to grow rapidly. SJCOG projects a total employment of 328,048 persons for San Joaquin County by 2045. This would accompany an increase in population in the County of 367,560 persons between 2017 and 2045, an increase in population of approximately 66 percent. In 2045, the estimated total population for San Joaquin County is 1,094,253 persons.

Population growth continues increase due to the following factors (but not limited to):

- Bay Area jobholders taking up residence in the County, creating a market demand for interregional commute alternatives;
- A shortage of affordable housing in neighboring Bay Area counties;
- Significantly less expensive housing costs in the Central Valley;
- Job relocations to the Central Valley due to lower cost of doing business;
- A decentralization of Stockton's commercial and retail businesses;
- An increase in the economic interaction with surrounding counties;
- Major growth in cities neighboring bay area counties.

Population

San Joaquin County population ranks as one of the top nine of the fastest growing regions within the state's 58 counties. The rate of growth is having profound effects on the ability to finance, deliver, and maintain the infrastructure needed to support the population. For SJCOG, the primary issue is transportation, but similar concerns apply to water delivery, sewer and storm water runoff, and education. Table 33 provides a summary of forecasted population trends.

Table 33 Population Forecasts

	2020	2025	2030	2040	2045
City of Escalon	7,612	7,889	8,186	8,878	9,257
City of Lathrop	28,896	35,475	42,109	58,969	67,976
City of Lodi	69,219	73,397	77,610	88,317	94,037
City of Manteca	77,018	82,912	88,855	103,958	112,027
City of Ripon	16,525	17,850	19,186	22,582	24,396
City of Stockton	329,729	352,239	374,939	432,627	463,445
City of Tracy	95,040	102,236	109,492	127,933	137,784
County Total	775,819	829,426	883,484	1,020,862	1,094,253

Source: San Joaquin County 2016 Forecast Summary

This existing population of San Joaquin County is 726,693 persons. The most rapid growth is forecasted to occur in the developed city areas within San Joaquin. As shown in Table 33, the County’s population is expected to be 775,819 by 2020 and reach over one million in 2040.

Housing

As indicated by population and employment trends, growth pressures are increasing at a significant rate. Because most of this growth comes from outside of the County, in particular employment opportunities in the Bay Area, the growth within San Joaquin County is focused on the development of single-family homes. Currently, the region supports 223,055 households. Housing forecasts are shown below in Table 34.

Table 34 Housing Forecasts

	2020	2025	2030	2040	2045
City of Escalon	2,674	2,771	2,866	3,108	3,230
City of Lathrop	7,440	9,310	11,162	15,441	17,737
City of Lodi	24,756	26,206	27,782	31,406	33,375
City of Manteca	26,570	28,404	30,343	34,975	37,513
City of Ripon	5,702	6,174	6,638	7,745	8,344
City of Stockton	102,702	110,037	117,235	134,504	143,700
City of Tracy	27,767	29,920	32,357	37,539	40,247
County Total	246,715	263,876	280,716	321,379	343,170

Source: San Joaquin County 2016 Forecast Summary

Employment

Currently, there are 234,862 persons employed in San Joaquin County. Table 35 shows employment trends between 2020 and 2045 in San Joaquin County. As shown in the table, non-farm and private service jobs have steadily increased while manufacturing jobs have decreased.

Table 35 Employment by Industry in San Joaquin County

Industry	2020	2025	2030	2040	2045
Construction, Natural Resources, and Mining	12,773	15,055	16,393	19,978	22,140
Manufacturing	20,943	21,183	20,935	20,448	20,373
Wholesale Trade	12,635	13,418	13,775	13,890	13,743
Retail Trade	25,820	26,265	27,640	30,880	32,285
Transportation, Warehousing, and Utilities	24,898	25,605	26,518	26,528	26,675
Information	2,153	2,413	2,598	3,163	3,375
Financial Activities	6,825	6,920	7,045	7,668	7,813
Professional and Business Services	22,775	26,565	29,758	36,505	39,833
Educational and Health Services	39,703	42,983	46,673	54,948	58,345
Leisure and Hospitality	29,925	22,433	23,255	25,475	26,240
Other Services	7,173	7,320	7,668	8,250	8,455
Agriculture, Forestry, Fishing, and Hunting	15,781	15,447	15,382	14,702	14,428
Government	42,618	44,580	47,435	52,113	54,345
County Total Employment	256,019	270,185	285,072	314,544	328,048

Source: San Joaquin County 2016 Forecast Summary

As shown in Table 35, Construction, Natural Resources & Mining; and Professional & Business Services both see employment more than double between existing conditions and year 2045. Educational & Health Services; Leisure & Hospitality; and Government all see increases as well. While no sectors see a shrinking of the workforce, the smallest increase is expected to be in the Financial Activities sector. As a commuter focused region, the majority of residents commute out of the County (such as into the Bay Area).

c. Regulatory Setting

There are numerous Federal, State, and local laws, regulations, policies, programs, plans, codes, and ordinances that regulate land use in the SJCOG region. Local land use changes are regulated by the general plans, specific plans, and zoning ordinances of San Joaquin County as well as the cities within the county.

Federal

Fixing America's Surface Transportation Act (FAST Act)

The FAST Act is a funding and authorization bill, passed by Congress in December 2015, that governs Federal surface transportation spending. The FAST Act is the first long-term authorization for funding for surface transportation in a decade, at over \$305 billion for fiscal years 2016 through 2020. The Moving Ahead for Progress in the 21st Century Act (MAP 21), passed in 2012, transformed the policy and programmatic framework for the National surface transportation system, and included provisions to make the program more streamlined, performance-based, and multimodal. The FAST Act builds on changes made by MAP-21.

State

The Sustainable Communities Strategy and Climate Protection Act (SB 375)

This California law passed in 2008 that requires each MPO to demonstrate, through the development of a Sustainable Communities Strategy (SCS), how its region will integrate transportation, housing, and land use planning to meet the greenhouse gas (GHG) reduction targets set by the State. The details of the FAST Act and SB 375 are discussed in Section 2.0, *Project Description*. Related to SB 375, California's major initiative for reducing greenhouse gas emissions is Assembly Bill 32, the "California Global Warming Solutions Act of 2006" (AB 32). AB 32 codified the statewide goal of reducing GHG emissions to 1990 levels by 2020. In 2016, SB 32 expanded the AB 32 mandate, requiring the California to reduce statewide emissions of greenhouse gasses to 40 percent below 1990 levels by 2030. The transportation sector accounts for more than one-third of total emissions, meaning transportation may experience dramatic changes to meet this requirement.

Caltrans Smart Mobility 2010: A Call to Action for the New Decade

The California Department of Transportation (Caltrans) notes that the State faces demographic, environmental, economic, and quality of life challenges that influence transportation policy. The Caltrans Smart Mobility plan provides a new approach to implementation and sets the framework for an expanded State Transportation Planning Program. The focus is on the role of mobility in meeting state transportation challenges. The Plan addresses:

- The State mandate to find solutions to climate change. Achieving the State's goals for reduction of GHG emissions requires a positive and integrated approach to the transportation future.
- The need to reduce per capita vehicle miles traveled. Reduced per capita auto use will lower emissions of GHG gas and conventional pollutants, reduce petroleum consumption and associated household transportation costs, and minimize negative impacts on air quality, water quality, and noise environments.
- Demand for a safe transportation system that gets people and goods to their destinations. Smart Mobility must be achieved with vigilant attention to serving the safety and reliability needs of the State's people and businesses. The Call to Action endorses the application of land use strategies and the use of transit, carpool, walk, and bike travel to satisfy travel needs through a shift away from higher-polluting modes.
- The commitment to create a transportation system that advances social equity and environmental justice. Caltrans' California Transportation Plan (CTP) already sets forth a commitment to equity, the environment, and the economy. Smart Mobility integrates social equity concerns into transportation decisions and investments.

Regional and Local

At the local level, a number of agencies, including the Local Area Formation Commission, San Joaquin County Airport Land Use Commission, San Joaquin Council of Governments, San Joaquin County, and the Cities of Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, and Tracy, all have a role in land use and planning throughout the County. The County and cities typically serve as a lead agency with the discretionary approval authority.

Local Area Formation Commission

The San Joaquin Local Area Formation Commission (LAFCo) is a legislatively established commission responsible for coordinating logical and timely changes in local governmental boundaries, conducting special studies that review ways to reorganize, simplify, and streamline governmental structure, and preparing a sphere of influence for each city and special district within each county. LAFCo is directed to see that services are provided efficiently and economically while agricultural and open-space lands are protected.

Zoning

The zoning code of the County and each incorporated community is the set of detailed requirements that implement the general plan land use designations and policies at the individual parcel level. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, state law has required the city or county zoning code to be consistent with the jurisdiction's general plan, except in charter cities.

Specific and Community Plans

The County or the incorporated communities may also provide additional specificity in land use planning beyond that identified in their respective General Plans by developing community or specific plans for smaller, more specific areas within their jurisdiction. These more localized plans, which are often referred to as "Master Planned Communities," provide focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Specific and community plans are required to be consistent with the applicable city and/or county's general plan.

San Joaquin County Regional Blueprint Process

The primary purpose of San Joaquin County Regional Blueprint is to establish a coordinated long-range (year 2050) regional vision between transportation, land use, and the environment from an overall quality of life perspective. As a vision, the Blueprint recognizes that economic, environmental, and social issues are interdependent and only integrated approaches would affect needed changes. The location of jobs, housing, and commerce affects the transportation system, the nature of the transportation system affects air quality, and air quality affects health outcomes. The San Joaquin County Regional Blueprint Guiding Principles were developed based, primarily, on citizen-identified visions, values, and aspirations for San Joaquin County.

General Plans

California state law requires each city and county to adopt a general plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning" (Government Code § 65300). The California Supreme Court has called the general plan the "constitution for future development." The general plan expresses the community's development goals and embodies public policy relative to the distribution of future land uses, both public and private.

The policies of the general plan are intended to underlie most land use decisions. Pursuant to state law, subdivisions, capital improvements, development agreements, and many other land use actions must be consistent with the adopted general plan. In counties and general law cities, zoning and specific plans are also required to conform to the general plan.

San Joaquin County and each of the incorporated cities have adopted general plans that govern the land use decisions within their respective jurisdictions. The general plans include numerous goals,

objectives, policies, programs, and implementation measures that control land uses and population growth.

SAN JOAQUIN COUNTY GENERAL PLAN

The San Joaquin County General Plan was updated in 2016. Their updated land use goals are listed below.

- The County shall discourage urban sprawl and promote compact development patterns, mixed-use development, and higher development intensities that conserve agricultural land resources, protect habitat, support transit, reduce vehicle trips, improve air quality, make efficient use of existing infrastructure, encourage healthful, active living, conserve energy and water, and diversify San Joaquin County's housing stock.
- The County shall ensure that the General Plan designates sufficient land for urban development to accommodate projected population and employment growth.
- The County shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the General Plan and the San Joaquin County Development Title. Within these designations, cumulative development from 2010 shall not exceed 35,500 new dwelling units and 31,700 new employees by 2035.
- The County shall encourage infill development to occur in Urban and Rural Communities and City Fringe Areas within or adjacent to existing development in order to maximize the efficient use of land and use existing infrastructure with the capacity to serve new development. The County shall balance infill development within outward expansion of communities and new development in other unincorporated areas.
- The County shall strive to preserve agricultural and open space areas that contribute to maintaining clear boundaries among cities and unincorporated communities.
- The County shall direct new employment generating uses to locate within Urban and Rural Communities and City Fringe Areas, at freeway interchanges, and in other areas designated for commercial or industrial development. The County may allow employment-generating uses in other unincorporated areas when development proposals demonstrate that the project will not conflict with adjacent uses and will provide: jobs to County residents; adequate infrastructure and services (i.e., water, sewer, drainage, and transportation); and positive tax benefits to the County.
- The County shall consider information from the State Farmland Mapping and Monitoring Program when designating future growth areas in order to preserve prime farmland and limit the premature conversion of agricultural lands.
- The County shall encourage land use patterns that promote walking and bicycling and the use of public transit as alternatives to the personal automobile.
- The County shall apply new urban zoning classifications to areas planned for urban development only when adequate infrastructure and services (i.e., water, wastewater, drainage, and transportation) can be provided. Until that time these areas shall be zoned Agriculture-Urban Reserve.
- The County shall coordinate with San Joaquin LAFCo and cities within the County to ensure future annexation proposals and requests to expand Spheres of Influence reflect the growth and development patterns envisioned in this General Plan. The County shall provide input on annexation proposals and requests to expand Spheres of Influence in an effort to play a more active role in future expansion of cities into the unincorporated County.

- The County shall coordinate with the San Joaquin Council of Governments to direct State regional housing needs allocations predominantly to cities in an effort to promote compact development patterns and support the principles of the San Joaquin County Blueprint and implementation of SB 375.
- The County shall work with the San Joaquin Council of Governments to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process.
- The County shall consider the San Joaquin Council of Governments Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, and adopted city general plans and those of surrounding counties each time it considers an update to the General Plan or any master plan, strategy, or zone.
- The County shall support expanded incentives and CEQA streamlining opportunities for projects that are consistent with the adopted San Joaquin Council of Governments RTP/SCS and implement the objectives of SB 375.

CITY OF ESCALON GENERAL PLAN

- Develop design review standards for structures, landscaping and related development to facilitate compatibility with surrounding uses and the overall character of the community.
- Gateways to Escalon and the downtown shall be designated and identified by well-designed, landscaped entrances to enhance access corridors. Land uses in the vicinity of Gateways should be of high quality design which reflects favorably on the image of the community.
- Emphasize pedestrian amenities in the downtown area including landscaped open space areas, street furniture, lighting and signage.
- Develop a Citywide tree and landscape master plan to delineate neighborhoods, master and specific plan areas.
- Develop scenic entryways (gateways) and roadway corridors into the City through special setback and landscape standards, entry signage open space and park development, and/or land use designations. These corridors shall also have enhanced landscape standards. Gateways and entryways to be considered should include:
 - Gateways:
 - North: Escalon Avenue/Mahon Avenue
 - South: McHenry Avenue/Jones Avenue
 - East: SR 120/Campbell
 - West: SR 120/Brennan Avenue
- Give priority consideration to infill development of vacant and underutilized land within the City limits through expedited permit processing. Consideration shall be given to financially assisting such development through special infrastructure financing programs.
- Consider annexations which are consistent with the extension of public services and facilities and other City policies and plans. The City shall maintain at least a 10-year supply of zoned land in the City for all residential land use types, and a minimum five-year supply of "ready to go" zoned land served by infrastructure. Designate an adequate amount of residential land in the General Plan for a 30-year supply of single-family and multifamily land uses.
- In reviewing proposals for changes in land use to or from a residential land use, a fiscal/economic impact analysis shall be completed to ensure that the change is fiscally and

economically beneficial to the City. The City shall also determine if the change will result in residential land use inventory that is insufficient to meet the City's Regional Housing Needs Allocation.

- Encourage the use of site development techniques which ensure that a good mix of housing types is provided through such methods as inclusion of duplexes on corner lots in low-density areas where they can be made to be compatible with surrounding development.
- Plan and coordinate residential development in close proximity to planned urban facilities and services such as schools, parks, sanitary sewer, water, storm drainage, circulation network, transportation facilities and commercial centers.
- Promote comprehensively planned and high quality building and site design for multi-family developments with the following criteria:
 - Exterior Elevations. Use design features such as offsets, balconies, projections, landscaping or similar elements to preclude large expanses of uninterrupted building surfaces.
 - Building, Parking, Walkway Separation. Provide privacy, light, air, and access to dwellings within the development by ensuring adequate distances among buildings, parking lots and driveways, and walkways.
 - Open Space, Landscaping, and Screening. Designate private open space exclusive of required setbacks, right-of-way, and easements within each development for the use of residents.
 - Open space, landscaping and screening should provide outdoor space for the residents and mitigate negative impacts related to land use compatibility between the development and adjacent land uses, noise, lighting, parking (screening and shading), on-site traffic circulation, and preservation of natural features.
 - Energy Efficiency-Encourage the following measures: 1) appropriate landscaping materials to provide shade in the summer and protection from the weather in winter; 2) eaves, canopies, awnings, along south and west elevations; 3) secured bicycle storage areas with lock-up capabilities.
 - Continue to encourage the distribution of low and moderate-income housing throughout the community and on smaller sites.
- Encourage development of housing for seniors and other special populations (i.e. developmentally disabled and physically handicapped). Locational criteria for these development proposals, at a minimum, should include proximity to health care, recreation/cultural, and/or commercial facilities; and, aesthetic quality of area, including noise impact compatibility, and open space.
- In order to avoid over concentration of multifamily dwelling units, they should be spread throughout the community, integrated as part of overall neighborhood planning, and be in concentrations consistent with Policy 22.
- Encourage planned unit developments according to the following criteria:
 - For mixed-use developments which include a Convenience Center or a Neighborhood Center, the minimum site area shall be 20 acres. Sites less than 20 acres may be considered upon recommendation of the Planning Commission.
 - Common usable open space, exclusive of right-of-way and required setbacks, shall be encouraged to the greatest extent possible for recreation and open space purposes.

- Existing natural features shall be preserved and enhanced consistent with the Conservation, Open Space, Parks and Recreation Element.
- Density shall not exceed the underlying zoning provisions. Density increases may be granted in accordance with the Zoning Ordinance such as density bonuses or for infill projects, or for affordable housing.
- Identify residential areas adjacent to roadways and other noise-sources. (i.e., railroads, airport, industry) which require setbacks and/or special soundproofing to reduce negative noise-related impacts, as identified in the Noise Element. Mitigation measures shall include the following:
 - The performance standards of the City's Noise Element.
 - Noise mitigation "packages" including the use of setbacks to ensure that the exterior noise levels at the closest building façade do not exceed 65 dB Ldn and interior noise exposure of 45 dB Ldn or below.
 - For multi-family development, site design techniques shall be used to reduce the need for supplemental noise mitigation requirements. Also, investigate the feasibility of requiring greater setbacks for multi-family residential development along arterials and collectors as an alternative to walls and fences.
- Develop design measures to buffer residential development from non-residential land uses. These measures should, at a minimum, include setbacks; roadways; community waterways, landscaping; and landforms such as berming, fences, and walls.
- Encourage higher density residential development near employment centers, commercial development, transit, and parks.
- Provide for the continued viability of existing single-family areas in the downtown of the community and encourage medium and high-density residential development in the central business district where such uses do not conflict with existing neighborhoods.
- Require special site development standards for proposed non-residential or more intensive land uses adjacent to established residential areas to minimize negative impacts on abutting properties.
- Estate Residential areas shall be designed to provide opportunities for residential dwellings or in conjunction with small-scale farming and animal husbandry or in a semi-rural setting. Estate Residential development (6 persons per acre - up to 2 dwelling units per gross acre) shall be directed to areas where:
 - All urban services (i.e. storm drainage, schools, sidewalks, lighting) may not be required; Adjacent to long-term agricultural areas where more intensive future urban development is unlikely because of public safety conflicts such as the airport protection area;
 - Boundaries between dissimilar land uses (i.e., industrial to residential in the northwest and agriculture to residential in the southwest);
 - In areas where the viability of large-scale agriculture may ultimately be threatened due to the encroachment of non-agricultural uses, and which do not warrant designation to a higher density.
- Subject to the following minimum conditions:
 - Developments will not be permitted to have farm animals.
 - Full road, sewer, and water improvements shall be installed.
 - Development setbacks and buffering will ensure that there will be no conflicts with adjacent rural residential uses.

- One half-acre lot shall be allowed in the R-E zone through the approval of a conditional use permit if the City determines that the size or shape of the site limits the development of a standard size subdivision or the approval of 1/2-acre parcels would facilitate infill development.
- Continue to encourage comprehensively planned Low Density Residential development (up to 21 persons/acre - 2 to 10 dwelling units net acre). Developments in excess of 7 units per acre may be permitted through the PD process. Usage of duplex or halfplex units shall be encouraged to increase overall densities where they are made to be compatible with the overall residential development.
- Promote Medium Density Residential development (up to 40 persons per acre - 10 to 15 dwelling units per net acre) which typically consists of duplex, triplex and four-plex development for in-fill or new development at Local/Collector and/or Collector/Collector intersections to a maximum of 50 units in one contiguous development on sites ranging from 3.5 to 5 acres. Medium Density Residential developments on sites less than 3.5 acres at arterial/collector intersections may also be considered. Medium density developments may be permitted on corner lots in single-family zones where they can be provided in conformance with Policy 18. Medium density residential developments may also be used in infill areas where they can be made to be consistent with adjacent properties through the PD process and contract zoning.
 - Locate High Density Residential development (up to 58 persons per acre - 15 to 29 dwelling units per net acre) throughout the City at arterial, collector and Data locations according to the following criteria:
 - Arterial intersections. 100-unit maximum on sites ranging from 3.5 to 5 acres.
 - Arterial/collector intersections. 75-unit maximum on sites ranging from 2 to 5 acres.
 - Mid-block arterials. 50-unit maximum on sites ranging from 1 to 3 acres.
 - Downtown. At in-fill locations, which do not jeopardize the viability of existing single-family areas.
 - High-density residential developments may also be used in in-fill areas where they can be made to be consistent with adjacent properties through the PD process and conditional zoning. Consistency and compatibility with adjacent properties shall be evaluated based on issues including but not limited to: adjacent zoning, adjacent land use, proposed building mass, and the adequacy of public facilities available to the site.
- Densities in excess of 20 units/acre will be reviewed on a case-by- case basis and may be approved through a the PD process where measurable community benefit is demonstrated and where infrastructure including mass transit facilities is available (or can be made available) to accommodate impacts of increased density.
- Future growth of the City shall conform to the Growth Management Ordinance of the City of Escalon. Residential building permits shall be limited as provided by the City's Growth Management Ordinance in effect.
- Ensure that future commercial development is concentrated in shopping districts and nodes to discourage expansion of new strip commercial development.
- It shall be a priority of the City to develop commercial land on the west and east sides of the community along SR 120.
- In order to accommodate modern shopping center formats, the depth of new commercial areas shall be at least 500 feet. The depth of existing commercial development along SR 120 and McHenry Avenue may be extended on a case-by-case basis if the extension increases the

feasibility of commercial development and the proposed action will not create land use conflicts or reduce viability of adjacent residential properties.

- Encourage convenience commercial development in residential areas that serve the needs of the area and include site development standards which minimize negative impacts on adjacent properties.
- Development standards for the interface between commercial or office uses and residential uses shall be as follows:
 - A landscaped setback of at least ten feet wide containing deciduous and evergreen trees shall be planted and maintained along the property line between commercial or office uses and residential properties that have a common property line.
 - A masonry wall eight feet in height shall be erected along the property line where commercial and office uses have a common property line with residentially designated properties.
 - A masonry wall three and one-half feet in height or landscape berm shall be erected along the front setback line, parallel to, and ten feet from the local streets abutting planned residential uses.
 - A commercial loading and storage areas shall be screened from view of adjoining residential property by a combination of landscape planting and a masonry wall. Loading areas shall be enclosed and be located so that there are no noise impacts to adjacent residential properties. All storage shall be within an enclosed structure.
 - Roof-mounted and detached mechanical equipment shall be acoustically baffled to prevent noise from the equipment from exceeding 55dB (A) measured at the nearest residential property line.
- In order to encourage the integration of Neighborhood and Community Commercial uses into neighborhoods, designs should de-emphasize the usage of walls as buffers where they create barriers to pedestrian access. Continuous block walls shall be discouraged and offsets, landscaping pockets and openings shall be encouraged.
- In order to promote non-vehicular modes of transportation, and to limit the unnecessary usage of Collectors and Arterials for vehicular access, commercial development shall provide direct pedestrian and vehicular access to adjoining residential areas through Minor Collectors, Local Streets and/or through pedestrian access points.
- Designate Convenience Centers for personal and convenience goods and services for nearby residential areas. Such centers may be in new, in-fill, and/or consolidated existing strip commercial developments and at a scale which is compatible with surrounding residences. Special site design standards shall be imposed on these facilities including high quality architecture, landscaping, signage and lighting to ensure that they are aesthetically pleasing. Convenience Centers may be approved by a planned development permit on the corner of arterial/ collector intersections on sites of three acres or less, and at least at one-half mile away from neighborhood shopping centers. Where possible, such centers are to be developed as part of specific plans or master plans.
- Designate Neighborhood Centers for shopping centers with a major grocery store as an anchor and supporting businesses which serve one square mile residential area. Location shall be at one corner of arterial/arterial or arterial/collector intersections on sites of approximately 10 acres in area. Centers shall be located no closer than approximately one mile from other General Plan designated neighborhood centers, from existing Grocery stores, or from General Plan

designated community centers. The center's scale and site design must be compatible with the surrounding residential area with an emphasis on access, circulation, parking, signage, noise, and landscaping. Where possible, these facilities should be planned and integrated into neighborhoods as part of a specific plan or master plan.

- Preserve and enhance the Central Business District (CBD) as the community's historic services center. Promote retail commercial, specialty retail, professional/administrative office, personal services, professional services, public and community facilities and urban residential uses.
- Visitor-serving commercial areas are to be promoted along the SR 120 corridor for tourists and travelers uses. Development in these areas shall be in compliance with the goals, policies and development standards of the Community Design Element to promote the SH 120 corridor as a scenic entrance to the community.
- Designate an Historic Preservation Conversion zone district to preserve distinctive structures and areas proposed for conversion in the Central Business District where adequate parking can be provided.
- Promote a mix of industrial uses that provide the City with a sound, diverse industrial base.
- Provide adequate land for a wide range of industrial uses. Heavy industrial uses (warehousing) and higher intensity uses not compatible with residential development should be located in the industrial area along McHenry Avenue and light industrial uses should be located in the industrial area north of SR 120. In order to increase the capture rate of industries in the community, such areas should be master planned to expedite processing of applications, and aggressively marketed (along with the industrial park) to targeted industries.
- Industrial development should not create significant off-site circulation, noise, dust, odor, visual, and hazardous materials impacts that cannot be adequately mitigated.
- Prepare a specific plan for the south industrial area to provide for an adequate mix of parcel sizes, identification of needed infrastructure, transportation routes and development of guidelines for future annexations.
- In order to achieve a high-quality natural environment, it shall be the policy of the City to encourage industries which demonstrate minimum air and water quality impacts and to discourage air and water quality impacts which cannot be offset.
- Update the water, wastewater and storm drainage master plans, and any other specific or master plans related to infrastructure development on a periodic basis.
- Annually monitor the need for law enforcement, fire and other emergency services personnel as the City grows.
- Continue to implement a recycling and source reduction program to promote recycling.
- Continue to plan and provide efficient public safety and leisure/cultural facilities and services for the community.
- In considering development proposals which have the potential to affect school capacity, the City shall refer such proposals to the Escalon Unified School District for review and comment to ensure that adequate school facilities are implemented to serve the proposed developments. Developers should mitigate impacts to schools in accordance School District plans.
- Provide for orderly outward expansion of new urban development that is contiguous with existing development, allows for the incremental expansion of infrastructure and public services, and minimizes impacts on the environment.

- When reviewing proposed changes to the land use map, circulation map, and/or zoning code, consider air quality and mobility.
- Preserve and enhance existing neighborhoods and commercial districts having transit and pedestrian-oriented designs.
- Encourage development of vacant and underutilized in-fill parcels, particularly those that support pedestrian and other alternative modes of transportation.
- Limit provision of public services to the incorporated city boundaries.

CITY OF LATHROP GENERAL PLAN

- Areas designated for industrial use are intended to take advantage of rail and freeway access.
- Areas designated for industrial use are to assure that there will be sufficient long-term availability of industrial land to expand the City's economic base and capability for meeting the on-going costs of public services required by the community. A slow pace of industrial development is not to be construed alone as justification for designating industrial land areas for another type of urban use unless such use would be of a regional commercial character.
- Industrial proposals should be located where possible within an industrial park designed for the accommodation of a community of industries that are compatible in terms of operational characteristics, aesthetic qualities, utility service requirements and street circulation.
- Industries are to be developed and operated in such manner as to avoid damage, destruction or degradation of the environment.
- A Specific Plan shall be prepared to guide and specify the distribution, location and extent of land uses for Sub-Plan Area #3. 4-A-23
- Development of Sub-Plan Area #3 shall be designed to promote the efficient use of the Stewart Tract while preserving important natural resources.
- The City shall promote patterns of development that facilitate the efficient and timely provision of urban infrastructure and services.
- The Specific Plan for Sub-Plan Area #3 shall identify the ranges of housing and population densities expected for the SPA's residential areas.⁶
- Sub-Plan Area #3 represents the largest remaining area in Lathrop that is available for future master planned development. The 5,794-acre Stewart Tract represents a unique opportunity to control phasing of a large-scale mixed use development designed to establish an integrated community environment west of Interstate 5.
- Residential development within Sub-Plan Area #3 shall provide a variety of housing types and a range of lot sizes throughout the Stewart Tract.
- Housing diversity within Sub-Plan Area #3 shall be encouraged through a mix of housing types and sizes, attractive design, innovation in site planning and design, and housing opportunities for a variety of income levels.
- The City shall promote residential project design within Sub-Plan Area #3 which reflects and considers natural features, noise exposure of residents, visibility of structures, circulation, access, and the relationship of the project to surrounding uses. Residential densities and lot patterns will be determined by these and other factors.
- Residential subdivisions within Sub-Plan Area #3 shall be designed to provide well-connected internal and external street and pedestrian systems.

- The City shall discourage the development of isolated, remote, and/or walled residential projects that do not contribute to the sense of community desired for Sub-Plan Area #3.]
- Generally, areas proposed for Lower Density Residential Development in Sub-Plan Area #3 should be located along the San Joaquin River and along Paradise Cut where lower density is compatible with these natural habitat areas. They would also be located in the western part of the Stewart Tract in proximity to golf course and other open space amenities. The Low Density housing environment will be given specific physical dimension as part of the Specific Plan for West Lathrop.
- Areas proposed for Higher Density in Sub-Plan Area #3 should be located within and nearby the town center, central canal or lake and employment center, as well as near convenience retail or other workplaces.
- An employment center on the Stewart Tract shall be developed at a minimum FAR of .25 and a maximum FAR of .5 (1 to 10 stories).
- An employment center shall be designed to support a variety of employment-generating, commercial uses, including, but not limited to R&D, office and administrative uses.
- Commercial development within Sub-Plan Area #3 shall be designed to encourage and facilitate pedestrian circulation within and between commercial sites and nearby residential areas.
- The City shall encourage development of a new town center within Sub-Plan Area #3 to provide a variety of goods and services to area residents.
- The City shall require minimal, or in some cases no, building setbacks for commercial and office uses in a town center within Sub-Plan Area #3.
- Mixed Use Commercial uses shall be developed at a minimum FAR of .5 and a maximum of (1 to 10 stories). The higher densities and building heights may be considered as they provide special opportunities to combine mixed-use residential and commercial uses.
- The Mixed Use Commercial designation shall provide for the development of buildings and sites that contain a mix of uses, including the vertical integration of housing with retail, office, civic or other uses.
- Town Center Commercial development should be allowed in commercial areas where the residential component is compatible with the desired commercial function of the area.
- Public uses (e.g., day and senior care facilities, community meeting rooms, recreation facilities, police and fire stations, etc.) shall be integrated, as necessary, with other commercial and residential uses in areas designated for Mixed Use.
- The City shall encourage the location of new neighborhood commercial development within Sub-Plan Area #3 near residential neighborhoods, the town center, and/or major transportation corridors.
- New public and quasi-public facilities necessary for emergency response, health care, and other critical functions shall be located outside areas subject to natural or artificial hazards.
- Public facilities, such as wells, pumps, tanks, and yards, shall be located and designed so that noise, light, odors, and appearance do not adversely affect nearby land uses.
- Sub-Plan Area #3 should provide sufficient land area for school sites. In the alternative, the City may establish appropriate mechanisms for funding development of school facilities through the use of development fees.

- New parks and recreational facilities including, but not limited to, parks, plazas and ball fields, should be integrated with residential neighborhoods, as new residential development occurs within Sub-Plan Area #3.
- Water-oriented recreational development, such as marinas, boating areas, and parks shall be encouraged within residential neighborhoods and commercial areas along Stewart Tract waterways.
- Significant natural open space and cultural resources should be identified prior to development and incorporated into site-specific development project design.
- Development within Sub-Plan Area #3 should be planned and designed to avoid or minimize effects on areas rich in wildlife or of a fragile ecological nature (e.g., areas of rare or endangered plant and animal species, riparian areas). Alternatively, where avoidance is infeasible or where equal or greater ecological benefits can be obtained through off-site mitigation, the City shall allow project proponents to contribute to offsite mitigation efforts in lieu of on-site mitigation.

CITY OF LODI GENERAL PLAN

- Create a balanced and sustainable land use pattern that provides for a diversity of uses and satisfies existing and future needs.
- Encourage development of downtown as a mixed-use activity center with a range of commercial, residential, and civic uses.
- Promote revitalization of key commercial spines of the community with focused, mixed-use development.
- Foster development of walkable new neighborhoods, with a mix of uses and diversity of housing types.
- Maintain land use patterns that maximize residents' access to parks, open space, and neighborhood shopping centers.
- Ensure the continued economic sustainability of the community and fiscal health of the City government.
- Strengthen the City's economic base and provide employment opportunities for residents to achieve a more balanced jobs housing ratio.
- Update the City's Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan, including the General Plan Diagram. Zoning changes that will need to be made include:
 - Establishment of new base districts, consistent with the land use classifications in the General Plan, such as for mixed-use centers, corridors and downtown; and
 - New development regulations that reflect policy direction contained throughout the General Plan (e.g. parking standards).
- Require sites designated for mixed-use development—downtown, corridors, and in new neighborhood centers—to be developed with a variety of residential and non-residential uses, in accordance with the General Plan designation.
- Do not allow development at less than the minimum density prescribed by each residential land use category, without rebalancing the overall plan to comply with the “no net loss provisions of state housing law.”
- Maintain the highest development intensities downtown, and in mixed-use corridors and centers, with adequate transition to Low-Density Residential neighborhoods.

- Maintain a centralized economic development and land information system to continually monitor land use availability, ensuring sufficient land for appropriate use designations, development intensities and locations.
- Locate new medium- and high-density development adjacent to parks or other open space, in order to maximize residents' access to recreational uses; or adjacent to mixed-use centers or neighborhood commercial developments, to maximize access to services.
- Encourage new neighborhood commercial facilities and supermarkets in locations that maximize accessibility to all residential areas.
- Permit child-care centers in all districts except Industrial.
 - Regulations would also need to be in accordance with criteria for family day care homes established in Chapter 3.4 and Chapter 3.6, Division 2 of the California Health and Safety Code.
- Focus new business park growth in the southeast portion of the city and new industrial growth along the two railroad lines, as shown in the Land Use Diagram.
- Allow employee-serving amenities and services such as restaurants, cafés, dry cleaners, and other complementary uses in Business Park areas.
- Promote clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency. Work closely with industry contacts to identify specific needs to be addressed through development standards.
- Prioritize economic development activities on potential growth industries that are appropriate for Lodi, including retail and tourism, as well as office/industrial users in need of large parcels.
- Continue to publish a handbook and/or fact sheets of permitting procedures and fees for new and existing businesses.
- Partner with business and community groups to proactively pursue companies and industries and to implement economic development programs.
- Continue efforts to locate a hotel in conjunction with or in proximity to Hutchins Street Square.
- Promote downtown as the center of tourism, business, social, and civic life by directing high intensity office uses, government, and entertainment uses to locate downtown.
- Establish land use regulations and development standards in the Zoning Code to reinforce Downtown's assets and traditional development pattern. These should include:
 - Extending the Downtown Mixed Use classification to parcels along Main Street on the Eastside to improve connectivity, while retaining the respective identities of downtown and the Eastside.
 - Establishing maximum setbacks or build-to lines for development in areas designated Downtown Mixed Use.
 - Requiring retail, eating and drinking establishments, or other similar active uses—except for sites designated Public—at the ground level. Alleyway corners shall be “wrapped” with retail uses as well.
- Encourage medium- and high-density residential development in downtown by permitting residential uses at upper levels; and east and northwest of downtown, as depicted on the Land Use Diagram, by identifying vacant and underutilized sites that are appropriate for redevelopment.
- Maintain parking regulations for downtown that are lower than elsewhere in the city, reflecting its position as a pedestrian- and transit-friendly center.

- Expand the Downtown Parking District to include the Downtown Mixed Use area in order to consolidate parking areas. Require all development within these boundaries to either meet the established off-street parking requirements or contribute an appropriate share to the Downtown Parking District.
- Allow an appropriate range of single uses or mixed-use development, with use requirements/ mixes as follows:
 - Kettleman Lane. Allow any mix of uses as permitted within the Mixed Use Corridor classification. Ensure that residential uses are sited at upper levels or, if at ground level, then not directly facing the highly trafficked Kettleman Lane.
 - Cherokee Lane. Require that any new development/redevelopment of sites with
- Mixed Use designation south of Tokay Street to devote at least one-quarter of the built-up area to commercial or business park uses, while allowing the full spectrum of single or mixed-uses permitted within the designation.
 - Lodi and Central avenues. Require any development or redevelopment of sites to have active uses—retail, restaurants, cafés, and personal service establishments— fronting the streets at the ground level. A range of compatible uses, such as residential or office, may be located at upper levels and in portions not fronting the streets.
- Promote infill development that maintains the scale and character of established neighborhoods.
- Establish bulk and Floor Area Ratio standards for older residential neighborhoods surrounding Downtown to preserve their character.
- Guide new residential development into compact neighborhoods with a defined Mixed-Use Center, including public open space, a school or other community facilities, and neighborhood commercial development.
- Require a centrally located Mixed-Use Center within each new residential neighborhood: one west of Lower Sacramento Road and two south of Harney Lane, as shown on the Land Use Diagram. Centers should serve as a focal point for the surrounding neighborhood, be pedestrian-oriented and encourage a mix of uses to serve local needs.
- Require a master or specific plan in areas with a Mixed-Use Center and adjacent complementary uses, as a condition of subdivision approval. Uses should include neighborhood commercial, civic and institutional uses, parks, plazas, and open space—consistent with Land Use Diagram (unless any of these uses are found infeasible and/or alternative locations are available to carry out mixed-use policies). Streets should adhere to the pattern depicted on the Land Use Diagram.
- Provide for a full range of housing types within new neighborhoods, including minimum requirements for small-lot single-family homes, townhouses, duplexes, triplexes, and multi-family housing.

CITY OF MANTECA GENERAL PLAN

- To provide for orderly, well-planned, and balanced growth consistent with the limits imposed by the city’s infrastructure and the city’s ability to assimilate new development.
- Growth shall mitigate its own impacts and shall provide a positive benefit to the City of Manteca.
- Growth must contribute to a strong diversified economic base and an effective balance between employment and housing opportunities for all income levels.

- The City shall encourage a pattern of development that promotes the efficient and timely development of public services and facilities.
- The City shall encourage a development pattern that is contiguous with the boundary of the City.
- The City shall establish and maintain a Primary Urban Service Boundary line designating lands eligible for annexation and urban development prior to the year 2013
- The City shall establish and maintain a Secondary Urban Service Boundary line designating lands eligible for annexation and urban development beyond the year 2013. Lands outside the Primary Urban Service Boundary line, but within the Secondary Urban Service Boundary line, shall not be annexed to the City of Manteca prior to their inclusion within the Primary Urban Service Boundary line. Prior to 2013, the Primary Urban Service Boundary line may be amended through adoption of a specific plan, an area plan, or comparable planning process, or an amendment to the General Plan.
- All lands within the Primary and Secondary Urban Service Boundary lines to be ultimately developed to urban standards should be developed under the jurisdiction of the City of Manteca. Pending annexation to the City, all such lands should remain in agricultural, open space, or other low intensity uses. The City shall work cooperatively with the County to ensure that development approved by the County on unincorporated lands within the Primary and Secondary Urban Service Boundary lines is developed according to standards consistent with those of the City of Manteca. The City shall request all proposals for development on unincorporated lands within the Primary and Secondary Urban Service boundary lines be referred to the City for review and comment prior to formal consideration by the County.
- The City will review proposals for residential, commercial or industrial development in unincorporated areas within the General Plan Study Area. Urban development should occur within the City boundary.
- The City will consider applications for annexations that:
 - Are contiguous with city boundaries and provide for a logical expansion of the city;
 - Create clear and reasonable boundaries;
 - Ensure the provision of adequate municipal services;
 - Reflect a long-term fiscal balance to the city and its residents, when reviewed cumulatively with other annexations;
 - Are consistent with State law and San Joaquin County Local Agency Formation Commission standards; and
 - Are consistent with the General Plan.
- The City will consider expanding its sphere of influence to incorporate areas that logically should be planned and serviced by Manteca. The City shall consider the following factors when making determinations involving sphere of influence boundaries:
 - Present and planned land uses in the area;
 - Present and probable need for public facilities and services in the area;
 - Present capacity of public facilities and adequacy of public services; and
 - Existence of any social or economic communities of interest in the area.
- The City shall manage the rate and type of growth in Manteca according to a growth management program that provides for an annual allocation of residential, commercial and industrial development. The growth management program shall consider the capacities of City

facilities and services, and the ability of the community to assimilate new development, and fluctuations in the balance of market demand for new housing and new job development.

- The City will encourage the use of specific plans as needed to ensure orderly, well-planned growth.
- The City may designate areas on the Land Use Map as Urban Reserve. Such areas are not planned for development prior to 2023, but are recognized by the City as areas of future growth that may be annexed to the City at the appropriate time.
- To provide adequate land in a range of densities to meet the housing needs of all income groups expected to reside in Manteca, and to regulate residential growth consistent with the capacities of City facilities and services and the ability of the community to assimilate new development.
- The City shall promote the development of a variety of housing types and prices to meet the needs of all households, including very low-, low-, and moderate-income households.
- Higher density housing shall be located in areas served by the full range of urban services, preferably along collector and arterial streets, and within walking distance of shopping areas.
- The City shall promote the preservation and integrity of existing stable residential neighborhoods.
- The City shall encourage neighborhood revitalization and improvement including replacement, renovation or conversion to alternative use of buildings in serious disrepair.
- The City shall seek funding to undertake neighborhood improvement programs designed to stabilize and enhance the quality of existing neighborhoods. Such improvement may include, but are not limited to sidewalk upgrade and repair, street tree programs, street lighting, signage, trash collectors, bus stop shelters and benches and similar improvements to the public areas.
- Provide adequate land for the development of commercial uses that provide goods and services to Manteca residents and Manteca's market area.
- The City shall promote and assist the maintenance and expansion of Manteca's commercial sector to meet the needs of both Manteca residents and those living within Manteca's market area.
- The City shall promote the establishment, maintenance and expansion of businesses in Manteca that generate high retail sales taxes as important contributors to the local economy.
- The City shall promote the downtown as a significant pedestrian oriented, commercial and financial center of Manteca and as the primary civic and cultural center.
- New commercial development serving citywide and regional shopping needs shall be located along major arterial streets.
- New visitor-serving commercial development shall be located in areas with easy access to freeway interchanges.
- New commercial development shall be designed to avoid the appearance of strip development.
- The City and Redevelopment Agency will continue to support the downtown merchants in the improvement of facades, promotion of downtown and the solution of problems specific to downtown.
- Redevelopment incentives shall be used judiciously to promote and assist commercial development and revitalization in approved Project Areas and in areas benefiting the approved Project Areas.

- The City shall monitor commercial development to balance growth in residential, commercial and industrial development.
- The City shall monitor revenues relative to new growth to ensure that projected cumulative revenue of all land uses in the City would be sufficient to support public service costs.
- The City shall support and encourage small business development and retention through providing appropriately zoned land and through such programs to reduce development and operations costs as may be available to the City.
- Provide for land uses that expand employment, education, recreation and cultural opportunities for residents and enhance Manteca as the commercial and service center for southern San Joaquin County.
- The City shall promote, cooperate in, and assist in the maintenance and expansion of Manteca's industrial sector employment development within the City of Manteca and in the south San Joaquin County area that will help reduce the home-to-work commute distance for Manteca residents.
- New employment centers that may include office, business professional, research and development, and light industrial or industrial development and shall be located in areas served by full City services or served by suitable facilities approved by the City. Employment centers should be located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians.
- The City shall continue to support full development of its existing industrial park.
- The City shall promote the development of "clean" industries that do not create problems or pose health risks associated with water and air pollution or potential leaks or spills. However, the City will designate appropriate locations that accommodate light industrial and heavy industrial uses.
- Redevelopment incentives shall be used judiciously to promote industrial employment development in approved Project Areas and for projects benefiting approved Project Areas.
- The City shall monitor employment development to maintain the balance of residential, commercial, and industrial development.
- The City shall promote and plan for at least one Primary Employment Center to accommodate a variety of employment opportunities compatible with the employment skills of the Manteca
- To provide adequate land for development of public and quasi-public uses to support existing and new residential, commercial, and industrial land uses.
- The City shall designate adequate land, appropriately located for City, County, and School District facilities.
- The City shall designate adequate land, appropriately located for quasi-public uses such as hospitals, churches, private school facilities and utility uses.
- In determining appropriate locations for public and quasi-public uses, the City shall consider, among other things, proximity to major streets, the cost to develop access to public facilities, and the safety of pedestrians and motorists.
- Development shall be managed to ensure that adequate public facilities and services, as defined in the Public Services and Facilities Element, are planned and provided.
- Provide open space as a framework for the city, and meet the active and passive recreational needs of the community.

- The City shall encourage the continuation of agricultural uses on lands within the Primary and Secondary Urban Services Boundary lines pending their development as urban uses consistent with the General Plan.
- The City will encourage the continuation of small, specialty agricultural operations and demonstration or educational agricultural operations that are compatible with the adjacent urban uses.
- The City shall promote the provision of both public and private open space within urbanized Manteca to provide visual contrast with the built-environment and to provide for the recreational needs of Manteca residents. Private open space shall not be considered for public use, other than as visual open space, and shall not be constrained from other uses as identified in the General Plan, unless as provided for by agreement with the land owner.
- The City shall develop an Open Space Master Plan that is consistent with the General Plan, the Bicycle Master Plan and Recreation Master Plan. The Open Space Master Plan should address the potential linkages between public plazas, promenades, parks, utility easements suitable for public access, landscape areas, nature preserves, open drainages, parks and similar public lands and right-of-ways that provide open space. The Open Space Master Plan may also identify future extensions of pedestrian and bikeway corridors, natural features, and nature preserve areas that may be suitable for acquisition by the City as public land or other agency to be held as public land in or in a public trust.
- The City shall encourage commercial recreation uses at the Oakwood Lake Resort, and on other appropriate lands within the City.
- Reinforce land use and development patterns that encourage walking and the use of public transit within the community.
- The City shall allow for higher density housing opportunities along major streets so as to provide residents with access to the public transit system.
- The City shall develop and apply standards for pedestrian circulation that enable residents to select a reasonably direct and safe pedestrian route to schools, parks, transit stops and commercial services.
- Storm drainage systems within new development areas should include open drainage corridors, where feasible, that would provide bike and pedestrian paths, and visual open space within neighborhoods. The pedestrian connection should link parks and open space to residential neighborhoods.
- To reinforce strong urban design, quality development and a compact city form.
- The City shall give priority to in-fill development and new development contiguous to existing developed areas, whenever practical.
- The City shall encourage and direct growth that supports the downtown as the geographic, civic, cultural, and economic center of Manteca.
- New residential land uses (developments with no less than 5 units) within the Stockton Metro Airport Area of Influence must have an avigation easement recorded in favor of the airport. The Deed of Avigation and Hazard Easement must be filed with the County Recorder prior to development construction.
 - Occupied structures must be soundproofed to reduce interior noise to 45 dB.
 - Reflective materials are not permitted to be used in structures or signs to avoid distracting pilots.

- All proposed acquisitions of property within a 2-mile radius of an airport runway for the purpose of constructing a school requires a review and approval by the State Department of Transportation, Division of Aeronautics.
- No transmission which would interfere with aircraft communications or navigation are permitted. Power lines must be under grounded if necessary to prevent hazard to aircraft.
- The City of Manteca shall refer all applications for development within the Stockton Metro Airport Area of Influence to the Airport Land Use Commission, and the Stockton Metro Airport.
- The City of Manteca shall cooperate with City of Ripon in implementing the principle points of the Memorandum of Understanding regarding future land use and public services and facilities in the area between the two cities.
- The City of Manteca shall cooperate with City of Ripon in identifying a suitable location for an interchange at Highway 99 connecting to major roads in Ripon and Manteca.
- The City shall maintain a growth management system that provides a mechanism for the annual allocation of the amount of residential, commercial, and industrial development that may occur. The growth management system shall have the following objectives:
 - Maintain, and where necessary enhance, the community's current public services and facilities;
 - Protect against the construction of development projects which will require sewage treatment capacity in excess of that determined available by the City Council;
 - Preserve and protect the environment;
 - Preserve and protect the quality of life and character of the community.
 - Provide for the orderly and adequate expansion of the City's housing stock in order to advance housing opportunities and to accommodate a reasonable share of expected regional growth.
 - Provide for the adequate and orderly expansion of the City's commercial and employment development base in balance with the city's housing stock;
 - Provide for a balance between multi-family and single family residential development;
 - Conserve viable agricultural and open space lands; and
 - Encourage and facilitate development proposals that accomplish the goals, policies, and programs of the General Plan through development innovations that cannot be accomplished by conventional zoning.
- The growth management system shall consist of the following features:
 - Establishment of the maximum number and types of residential dwelling units and the acres or square feet of commercial, industrial, and public facility projects that may be approved for a subsequent period, as determined by the City Council based on the following considerations:
 - The goals, policies, and programs of the General Plan including the Housing Element goals, objectives, and programs for affordable housing, housing mix, and jobs/housing balance.
 - The number of projects previously approved but not developed, including exempt projects.
 - The general availability of existing and projected public utilities, facilities, and services. The City shall establish and maintain a geographic information system (GIS) that is common to all departments to provide a base for data collection and management

relative to city growth and provision of public services and infrastructure maintenance and expansion.

- The specific availability of sewage capacity.
 - The development review report to be drafted by the Staff and/or Growth Management Committee in order to assist the City Council in their growth management determinations. The City Manager shall address the status of public services in the annual budget report. This report should document growth trends the capacity and level of service for public services and facility planning efforts. The City Manager shall address land use in the annual budget report. This report will document the growth in residential and commercial development and estimate the increase in employment in the City over the previous year.
 - The land use summary shall include a reference to the range of land use projected for future needs in the Land Use Element and determine the then current and five-year projection of land use in the City.
 - Comments received at public hearings held in conjunction with the annual growth determinations. In a public hearing process, the City shall establish guidelines and procedures for periodic monitoring and evaluation of the growth in the City budget, the number of dwelling units, growth in sales tax revenue and other factors that affect the fiscal stability and health of the City. The intent is to maintain balance
- Exemptions of certain small residential projects and specific plans, vested subdivision maps, income- restricted residential developments, and other projects subject to a development agreement that are exempt from the annual allocations.
 - A competitive rating system for evaluating and approving developments. Such rating system shall at a minimum include the following general categories of criteria:
 - i. Availability of or contribution toward public utilities, facilities, and services.
 - ii. Location factors (in-fill/redevelopment area).
 - iii. Response to housing needs specified in the Housing Element.
 - iv. Environmental impacts.
 - v. Traffic impacts.
 - vi. Employment impacts.
 - vii. Contribution to tax base.
 - viii. Other community benefits.
 - The City shall monitor implementation of the growth management system and new commercial and industrial development so that General Plan objectives for a balanced community are achieved.
 - The City shall request the San Joaquin County LAFCo to adopt a sphere of influence for Manteca based on the long-term growth plans of the City as reflected in the General Plan goals and policies and proposed land use.
 - The City shall review and revise, as necessary, the Zoning Ordinance to accomplish the following purposes:
 - Ensure consistency with the General Plan in terms of zoning districts and development standards;
 - Ensure consistency with the General Plan in terms of the distribution and boundaries of zoning districts;
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- Establish a Central Business District Zoning District;
- Provide for density bonuses for projects that reserve units for low- and/or moderate-income households.
- Provide for a mixed-use zone that permits residential, commercial, office, business-professional and commercial recreation subject to a use permit.
- Provide for an accelerated project review and entitlement process for commercial, office, business-professional, research and development, industrial and light industrial uses.
- The City shall maintain a Main Street program to promote economic development in the downtown area.
- The City will continue to cooperate with planning efforts among local jurisdictions to minimize the impacts of growth to Manteca and in the south San Joaquin County area.

CITY OF RIPON GENERAL PLAN

A balance between jobs, housing, educational, and recreational opportunities.

- Designate adequate land to meet residential, commercial, and industrial development needs.
- Designate adequate land intended for public and quasi-public uses to support existing and new residential, commercial, and industrial development.
- Urban development should be kept as contiguous as possible to avoid premature urbanization of valuable farmland, promote resident convenience, and provide for economy in city services.
- Preserve natural resource areas while providing open space to meet recreation needs.
- The city may require that development occurring on newly annexed lands are done as a planned unit development or that a specific plan be prepared.
- The city may require execution of an annexation agreement before the annexation of any land to the city.
- The City may require the execution of a Development Agreement for any commercial or industrial development or residential development of ten or more units.
- The City will annex enough residentially designated land to provide for a projected residential growth rate in the 3% - 6% range for the urban planning period. At its discretion the City Council will annually review development activities and determine the rate of growth to be followed during a specified period.
- The City will annex sufficient land designated for job generating uses to provide for a projected ratio of at least two jobs per household.
- The City will ensure that proposed development within newly annexed territory will not be a fiscal burden. Development project applications may be required to include a financial analysis of the projects impact on the City.
- Development within the Stanislaus River floodplain and residential development within the sewer buffer from the wastewater treatment ponds will be prohibited by the City.
- Nonresidential uses, large group care facilities, small shelters, and mobile home parks in residential districts should be on major streets because of increased traffic and noise.
- Assure economic viability of the community by retaining and renewing existing commercial and industrial uses and designating sufficient new commercial and industrial areas to meet future city needs.
- Create job generating development corridors at strategic locations.

- Encourage diversified industry and other job generating uses in the City.
- Ensure that land use proposals can fund services.
- Encourage businesses and professional uses in the commercial centers.
- Encourage a prosperous and vibrant downtown.
- Create both a physical and financial environment that enhances the desirability to locate certain new businesses in the downtown area
- Encourage expansion and/or retention of established businesses.
- Ensure that new businesses in the downtown area are carefully integrated into the surrounding area.
- Provide adequate public services to serve the community.
- Require residential and commercial development to connect to city water, non-potable water, wastewater Treatment and storm drainage systems.
- Industrial, mixed use and highway service development may install on site water, non-potable water, wastewater treatment and storm drainage systems if approved by the City Engineer and City Council.
- Adopt, and update as required, City fee ordinance, which reflects current estimates of public facilities costs and the allocation of those costs to future urban development.
- Subdivision projects shall be referred to utility agencies for comment. Easements necessary to provide service to the project shall be dedicated on the final map or parcel map.
- Subdivision projects shall be referred to the Ripon Unified School District and Ripon Consolidated Fire District for comment.
- The City shall require, to the extent possible, that new school facilities, fire facilities, and police facilities are constructed concurrently with new residential development.
- The City shall ensure that new development provides necessary infrastructure to develop residential projects that will meet the needs of the community, including schools, irrigation and drainage facilities and water wells.

CITY OF STOCKTON GENERAL PLAN

- To ensure that Stockton's future growth will proceed in an orderly manner, encourage and provide incentives for infill development, prevent urban sprawl, and promote the efficient and equitable provision of public services.
- The City shall utilize and maintain the Land Use Diagram to designate the location and extent of each land use designation within the Planning Area (Figure 3-1).
- The City shall designate an Urban Service Area boundary beyond the existing City limits within which City services and facilities will be available for extension upon annexation and where future urban development shall be in conformance with City Council adopted master utility and circulation plans.
- The City shall expand the Urban Service Area Boundary only when applicable General Plan policies can be met and appropriate services and efficient infrastructure can be provided.
- The City shall designate all lands outside the Urban Service Area boundary as Agriculture/Open Space (with the exception of the Wright/Elwood Tract).
- Future urban development within the Planning Area should occur under the jurisdiction of the City. To this end, the City shall require that vacant unincorporated properties be annexed into

the City prior to the provision of any City services, or that a conditional service agreement be executed agreeing to annex when deemed appropriate by the City.

- The City shall regulate the levels of building intensity and population density according to the standards and land use designations set out in the Land Use Element and the City's Development Code.
- The City shall continue to apply the regulations and procedures of the Development Code and shall use the environmental process to prevent or mitigate land use conflicts.
- The City shall encourage San Joaquin County to honor the City's Urban Service Area policies and to approve no development within the City's Planning Area that is inconsistent with the City's General Plan.
- The City shall work with San Joaquin County and surrounding cities to develop a uniform land use policy for the lands within and adjacent to the city so no inconsistencies will arise should these areas eventually be annexed to the City.
- The City shall participate in the San Joaquin Council of Governments' regional planning programs and shall coordinate City plans and programs with those of the Council of Government.
- The City shall limit urban growth in areas with hazardous nuisance conditions such as noise, flooding or unstable soils if such conditions cannot be adequately mitigated.
- The City shall strive to minimize the commuting distances between residential concentrations and employment centers by encouraging infill development and a mix of residential densities.
- The City shall phase growth based on the availability of adequate water supplies, market forces, infrastructure financing capacity, and the timing of the design, approval, and construction of water supply and transportation facilities and other infrastructure.
- The City shall annually review the General Plan in order to monitor its implementation.
- The City shall conduct a major review of the General Plan, including the General Plan Policy Document and Background Report, every five years from the date of final approval of this General Plan and shall revise it as deemed necessary.
- The City shall not approve new development beyond the amount of development assumed in the final EIR for the Stockton General Plan 2035 without re-evaluating the General Plan and conducting appropriate environmental analysis.
- To promote a variety of housing types and densities throughout the City that address the housing needs of various age and socio-economic groups.
- The City shall strive to maintain a ratio of 70 percent single family and 30 percent multifamily residential uses in the overall housing stock.
- The City shall encourage higher residential densities at appropriate infill locations through the design flexibility made possible by the Planned Development provisions of the Development Code.
- The City shall encourage the development of senior housing in areas that are accessible to public transportation, near commercial services, and health and community facilities.
- The City shall provide for open space in residential development in either private yards or common areas to partially meet the residents' recreational needs.
- The City shall encourage the use of planned development provisions in residential development to provide flexibility, to meet various socioeconomic needs, and to address environmental and site design constraints.

- The City shall review proposed rezonings that would increase density in existing residential areas considering such factors as: neighborhood character and identity; compatibility of land use; impact on services and facilities (including schools); and impact on streets and highways.
- The City shall protect existing residential neighborhoods from the encroachment of incompatible activities and land uses (i.e., traffic, noise) and environmental hazards (i.e., flood, soil instability).
- The City shall approve proposals to convert residential properties along major streets to office or commercial uses only when there already is a substantial non-residential character to the area, the proposal is compatible with the surrounding land use, and adequate off-street parking can be provided.
- The City shall designate new residential developments in areas that will not create conflicts with existing or planned industrial or intensive commercial uses.
- To encourage commercial and mixed use commercial/housing development at locations that provide convenient neighborhood retail and services to existing and new housing areas, and that maximize regional shopping opportunities where their economic viability can be sustained.
- The City shall encourage the upgrading, beautification, revitalization, and appropriate reuse of existing commercial areas and shopping centers.
- The City shall maximize development opportunities within the City/County locally designated Enterprise Zone.
- The City shall encourage the compatible integration of commercial and new residential uses. Existing residential areas shall be integrated with new commercial uses through the provisions of the Development Code.
- The City shall require commercial projects to provide frontage roads and/or access controls to reduce traffic congestion.
- The City shall require that new commercial development incorporate landscaping and good design in accordance with Citywide Design Guidelines.
- The City shall discourage the creation of new strip commercial areas along arterial streets to reduce
 - traffic congestion and to enhance the visual appearance of the city.
- The City shall require that signage in commercial development complement rather than detract from the visual quality of the commercial development and surrounding neighborhood.
- The City shall encourage small neighborhood serving commercial uses adjacent to and within residential areas where such uses are compatible with the surrounding area and mitigate any significant impacts (i.e., traffic, noise, lighting).
- The City shall encourage the redevelopment and conversion of distressed commercial strips into housing and mixed-use areas.
- The City shall encourage the clustering of commercial uses and discourage the splitting of commercial clusters or centers by arterial roadways.
- The City shall authorize developments in the Mixed Use designation subject to approval of a Master Development Plan and rezoning the area to a MX zoning district. Land uses proposed for a mixed use development in the Mixed Use designation shall support each other by providing an integrated

- Master Development Plan that may include one or more industries, services, offices, retail uses, with residential uses for the common needs of the occupants and users of the mixed use development.
- To encourage, facilitate, and assist the location of new industry, and the expansion of existing industry.
- The City shall encourage industrial activities to locate where municipal services are available including adequate sanitary, storm drainage and water facilities as well as easy access to multiple modes of transportation.
- The City shall encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.
- The City shall support the assembly of land for new industrial growth where the fragmentation of parcels and/or the limited size of existing parcels act as a deterrent to new industrial development.
- The City shall discourage industrial development in locations where access conflicts with neighboring land uses.
- The City shall ensure an adequate separation between sensitive land uses (residential, educational, healthcare) and industrial land uses to minimize land use incompatibility associated noise, odors, and air pollutant emissions from industrial uses.
- The City shall require that industrial development incorporate landscaping and good design in accordance with Citywide Design Guidelines.
- The City shall guide industrial uses near the Stockton Metropolitan Airport and the Port of Stockton by the policies of the Airport Land Use Commission and the Port of Stockton Master Development Plan, respectively.

CITY OF TRACY GENERAL PLAN

- New development and redevelopment in existing areas shall be organized as a series of residential Neighborhoods, Employment Areas, Corridors, Village Centers, the Downtown and the I-205 Regional Commercial Area. Each is defined as follows:
 - Neighborhoods are residential areas of the city that are approximately ½ mile in diameter and centered on a focal point such as a park, school or public open space.
 - Employment Areas are the job-centers of the city and include office districts, retail centers and industrial areas.
 - The Downtown provides a focal point of community life in the City and contains a mix of uses including commercial, residential, public facilities and community services.
 - Village Centers are retail areas that may contain a mix of uses, such as housing and office uses. These areas serve several neighborhoods and are designed to be walkable, main-streets.
 - Corridors refer to several arterial streets, each with a mix of uses.
 - The I-205 Regional Commercial Area is a special district north of I-205 that contains big-box retail, automobile sales establishments and a large, regional shopping mall.
- The City shall maintain a Sphere of Influence that is consistent with the long-term land use vision in this General Plan.
- The proposed general distribution and general location and extent of land uses throughout the City and Sphere of Influence, including Specific Plan and PUD areas is shown on Figure 2-2.

- The Urban Reserve designation shall be applied to relatively large, contiguous geographic areas where comprehensive planning is expected to occur.
 - The City shall periodically review and modify Urban Reserve areas as needed to ensure an adequate, long-term supply of developable land and balance land uses. The first applicant for development in each Urban Reserve shall be responsible for preparing a General Plan amendment and a Specific Plan or Planning Unit Development (PUD) for the entire area.
 - Schools and parks should be located and designed to serve as focal points of neighborhood and community life and should be distributed in response to user populations.
 - Schools and parks should be accessible by automobile and bicycle and within walking distance from residential areas.
 - Schools and parks should have full frontage on at least two streets.
 - Where possible, schools should locate and be planned together with other public facilities, such as parks and community centers, to increase the availability and decrease the costs of public facilities.
 - Projects that provide lands for private open spaces, parks, community service facilities, such as places of worship and daycare facilities, and public facilities shall be allowed to transfer density to other portions of the site.
 - The City shall use guidelines for residential growth detailed in the Growth Management Ordinance.
 - The City shall prioritize the allocation of Residential Growth Allotments (RGAs) for new residential development to meet the goals of the General Plan including, but not limited to, concentrated growth, infill development, affordable housing, senior housing, and development with a mix of residential densities and housing types, as a high priority.
 - The City shall encourage residential growth that follows an orderly pattern with initial expansion targeted for areas shown in Figure 2-3. Applications for residential development shall only be considered in the following instances:
 - In areas designated within Figure 2-3
 - In areas and Urban Reserves that primarily contain land uses focused on the generation of jobs with ancillary residential development. However, the residential portions of such areas or Urban Reserves shall not be considered eligible to apply for RGAs until RGAs necessary to develop all areas within Figure 2-3 have been awarded, unless those RGAs sought for projects in such areas are for affordable housing as defined by the Tracy Municipal Code, in which cases RGAs for affordable housing may be awarded.
 - The City shall continue to make available RGAs for infill development as a high priority.
 - New development shall not be approved unless there is infrastructure in place or planned to support the growth.
 - Development with a vertical mix of uses, such as residential or office above retail is encouraged within ¼ mile of existing and proposed transit stations.
 - The Bowtie shall include high-density residential development in close proximity to the multi-modal station.
 - A new, mixed-use, high-density Village Center should be developed in Urban Reserves 10 and 11 along the Union Pacific Railroad.
 - The City's priorities for future growth, in order of priority are job-generating development, diversification of housing types and continued growth of the retail base.
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- Regional-scale retail development, such as shopping malls, big-box retail and auto sales, shall be primarily located in the I-205 Regional Commercial Area.
- New neighborhood-serving retail and service commercial uses, such as supermarkets, dry cleaners, coffee shops, banks and drug stores, shall be located in Village Centers and the Downtown and be designed to meet the principles presented in the Community Character Element.
- New restaurants and specialty retail shall be encouraged to locate in the Downtown.
- The Northeast Industrial Area should contain a mix of heavy industrial, light industrial, warehouse, and distribution users to maximize rail and highway access on large parcels of land.
- The Industrial Areas Specific Plan south of Valpico Road and east of Tracy Boulevard should focus on flex office uses since the area is in close proximity to existing residential areas. Examples of office/flex uses include research and development centers, office, institutional, day care facilities, places of worship and minimal impact industrial uses.
- Consistent with goals in the Economic Development Element, office-flex uses or higher-quality space should be located in areas at entryways to the city such as in Tracy Gateway, Cordes Ranch, and the Tracy Hills Specific Plan area along I-205 and I-580.
- Large-scale office buildings shall be encouraged to locate in the Tracy Gateway area.
- Small-scale office uses should be located in the following areas:
 - Tracy Boulevard south of Valpico Road
 - The Downtown, with the exception of the ground floor of buildings on Tenth Street between B Street and D Street and on Central Avenue between Sixth Street and Eleventh Street
 - Identified mixed-use corridors, such as Eleventh Street, Tracy Boulevard and Grant Line Road
 - Village Centers
- Medical offices should be located in Gateway, near the intersection of Grant Line Road and Corral Hollow Road, in the vicinity of the Sutter Tracy Hospital and in Tracy Hills.
- The City should support the development of a range of cultural and arts facilities throughout the City, such as museums, performing arts centers and art exhibition spaces.
- The City shall support the efforts of non-profit organizations and the private sector that are working to increase cultural arts facilities and events in Tracy.
- Residential neighborhoods should contain a mix of housing types including single family homes on a range of lot sizes; townhomes; duplexes, triplexes and fourplexes; and apartments.
- Second units on individual parcels shall be allowed and encouraged in existing and new neighborhoods.
- Within the range of allowable residential densities, intensities and uses, the City shall determine the most appropriate density, intensity, or use for any individual site. Consideration may include, but is not limited to: quality of design; implementation of the General Plan Housing Element; mitigation of potential adverse impacts such as noise and traffic; compatibility with the character, circulation system, and general improvements of adjacent neighborhoods; and the shape, configuration and natural character of the site.
- Commercial uses that provide goods and services to support daily life should be located within walking distance to as many neighborhoods as possible.

- Direct, pedestrian connections shall be created between residential areas and nearby commercial areas.
- New neighborhoods shall be designed to incorporate neighborhood parks and other gathering spaces into developments.
- Home occupations shall be restricted to those with negligible impacts on the surrounding residential uses.
- The City shall pursue additional “anchors” that generate significant new visitations to the downtown.
- Cultural uses should be concentrated in the Downtown, including museums, theaters, art galleries, and regional festivals such as the Dry Bean Festival.
- New residential development or redevelopment of existing residential shall be allowed and encouraged in or around the Downtown.
- Specialty retail and restaurants shall be encouraged to locate in the Downtown.
- Downtown parking shall be expanded and remain convenient.
- City government and quasi-public uses are encouraged to establish or retain locations in the Downtown or in close proximity to the Downtown.
- The Downtown Urban Design and Specific Plan shall include an analysis of grouping of uses and key locations for desirable uses so as to continue to foster the Downtown “walk, shop, eat” atmosphere as the heart of the City. Such an analysis should include provisions on where office uses are most desirable, and where they should be considered for land use limitations.
- New industrial or mining uses shall be designed to not adversely impact adjacent uses, particularly residential neighborhoods, with respect to, but not limited to, noise, dust and vibration, water quality, air quality, agricultural resources and biological resources.
- All proposed development shall comply with existing applicable County and State waste management plans and standards.
- Use of berms, landscaped buffer zones, soundwalls, and other similar measures between quarrying operations and noise-sensitive adjacent uses is encouraged to ensure consistency with standards established in City’s Noise Element of the General Plan.
- Uses that are compatible with the noise, air quality and traffic impacts associated with freeways, such as auto oriented commercial and industrial uses, should be located near and along freeway corridors whenever possible.
- Adequate environmental protection and mitigation shall be provided for uses that are less compatible with development near and along freeway corridors.
- New development and expansion of existing development shall conform to the safety and development restrictions in the San Joaquin County Airport Land Use Plan.
- All developers and landowners within San Joaquin County Airport Land Use Plan influence area shall be required to file aviation agreements.
- The City shall provide opportunities for individuals, organizations and neighborhood associations to participate in the planning process.
- Sponsors of new development projects should have early and frequent communication with affected citizens and stakeholders.
- The City shall not support development within the Sphere of Influence until it is annexed.

- The City shall not make new commitments to provide water and wastewater services to areas outside the City limit unless such commitment is accomplished by a pre annexation agreement and approved by LAFCO if required.
- The City shall support existing San Joaquin County land use designations in the Planning Area and discourage changes that result in increased urbanization.
- The City shall encourage the County to preserve significant agricultural lands outside of Tracy's Sphere of Influence.

SAN JOAQUIN COUNTY MULTI-SPECIES HABITAT CONSERVATION AND OPEN SPACE PLAN

The San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP 2000) was adopted by the San Joaquin Transportation Authority on November 14, 2000. The key purpose of the SJMSCP is to provide a strategy for balancing the need to conserve Open Space and the need to Convert Open Space to non-Open Space uses while protecting the region's agricultural economy; preserving landowner property rights; providing for the long-term management of plant, fish, and wildlife species, especially those that are currently listed, or may be listed in the future, under the Federal Endangered Species Act (ESA) or the California (CESA); providing and maintaining multiple open-spaces which contribute to the quality of life of the residents of San Joaquin County; and accommodating a growing population while minimizing costs to Project Proponents and society at large. The SJMSCP is a 50 year plan, and the Plan is based on a 50 year planning horizon.

4.12.2 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the State CEQA Guidelines identifies the following criteria for determining whether a project would have a significant impact on land use:

1. Physically divide an established community;
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; and/or
3. Conflict with any applicable habitat conservation plan or natural community conservation plan.

In addition, impacts are considered potentially significant if a specific transportation improvement or land use change would displace homes or businesses or result in significant population growth. Impacts related to conflicts with agriculturally zoned land or conversion of agricultural land to other uses are discussed in Section 4.2, *Agriculture and Forestry Resources*. Impacts related to conflicts with habitat conservation plans or natural community conservation plans (Threshold 3 above) are discussed in Section 4.4, *Biological Resources*.

b. Project Impacts and Mitigation Measures

Land use conflict impacts were assessed based upon the level of physical impact anticipated in the various issues that can affect compatibility related to air quality, noise, and light and glare. Due to the programmatic nature of the 2018 RTP/SCS, a precise, project-level analysis of the specific impacts associated with individual transportation and land use projects is not possible at this time.

However, this section describes generalized impacts associated with the transportation improvement projects and the land use scenario envisioned by the 2018 RTP/SCS.

Threshold 1: Physically divide an established community
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IMPACT LU-1 IMPLEMENTATION OF TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY THE 2018 RTP/SCS WOULD NOT PHYSICALLY DIVIDE EXISTING ESTABLISHED COMMUNITIES. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

In general, the 2018 RTP/SCS implements roadway projects and transportation improvements that will decrease traffic congestion, increase mobility and improve alternative transportation infrastructure. Construction of additions to existing facilities and new facilities routinely involve temporary disruptions within established communities such as lane or road closures along roads and highways and service delays or detours for bus routes and passenger rail. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular and pedestrian access, such as designating alternate routes or scheduling disruptive activities late at night or on weekends. With these controls, construction activities would not result in the physical division of established communities.

The 2018 RTP/SCS is intended to improve the system for all modes of transit so vehicles and non-motorized transit can use the streets simultaneously and safely. As a result, while roads may be expanded and widened under the 2018 RTP/SCS, these and/or other planned projects would include improvements to bicycle and pedestrian facilities. Because the existing roads subject to expansion or widening are already part of the communities in which they are located, such projects would not have the potential to divide those communities. The projects are intended to achieve goals of the 2018 RTP/SCS to increase mobility and decrease VMT, therefore the projects should result in bringing communities closer together rather than dividing them. New road, highway interchanges, bicycle lanes, and ADA accessibility projects included in the 2018 RTP transportation system are long-planned projects that are typically included in local circulation elements. As such, they have been anticipated and accommodated in local land use planning and would be integrated into the community infrastructure. These projects are expected to increase community connectivity and mobility and decrease congestion and GHG emissions.

The land use scenario envisioned by the 2018 RTP/SCS would encourage infill and higher density development within existing urbanized areas. The land use scenario follows adopted city and county General Plans and regulations and promotes infill development in existing communities. This type of development would not divide a community; rather it would promote the development of existing vacant or underutilized properties. This would locate people closer to existing employment, goods and services within established communities. Buildout of the SCS land use scenario would result in more compact development in those established communities. The existing and new road projects contained in the 2018 RTP/SCS originate from either local circulation plans or state projects supported by the County and its cities. The projects have therefore been coordinated with and integrated into local plans that support and connect communities consistent with state planning law. Therefore, impacts related to dividing an established community would be less than significant.

Mitigation Measures

No Mitigation Measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

Threshold 2: Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect

IMPACT LU-2 THE 2018 RTP/SCS WOULD BE CONSISTENT WITH APPLICABLE ADOPTED STATE AND LOCAL GOALS, POLICIES, AND REGULATIONS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

State-level policies applicable to the 2018 RTP/SCS include MAP-21, Caltrans Smart Mobility 2010, SB 375 and AB 32. The 2018 RTP/SCS contains goals that guide future transportation improvement projects and land use patterns within the region. The goals of the 2018 RTP/SCS are based on, and consistent with, both the planning factors stated in MAP-21, and the Caltrans Smart Mobility 2010 framework, tailored to the Stanislaus County region. The approach embraces MAP-21's new emphasis on performance measurement and continues the transition in emphasis from mode specific to program goals. The approach to the 2018 RTP/SCS is one of a refresh and further implementation of the over-arching goals that guided the 2014 plan. Those goals are articulated below:

- Enhance the Environment for Existing and Future Generations & Conserve Energy
- Maximize Mobility & Accessibility
- Increase Safety & Security
- Preserve the Efficiency of the Existing Transportation System
- Support Economic Vitality
- Promote Interagency Coordination & Public Participation for Transportation Decision-Making & Planning Efforts
- Maximize Cost Effectiveness
- Improve the Quality of Life for Residents

The 2018 RTP/SCS aligns the sustainability goals with transportation investment strategies by focusing on the following building blocks:

- Identifies land uses patterns that encourage infill development and compact development
- Makes provisions for new residential development growth that makes shifts from single-family development to more multi-family development
- More focus on a multimodal strategy of investments that de-emphasizes highway or roadway expansion but still delivers a system to reduce vehicle miles travelled and peak hour traffic congestion
- Specifically, provides a multimodal transportation network of bus and rail transit, freeway/highway/local roadways, bikeways, walkways, and streetscape projects within available financial resources
- Increases transit operational efficiency through investments in bus and rail transit service that includes more frequency of transit service for all income levels as well as expanded transit service

- Promotes transit-oriented development and furthermore, provides for intermodal connections near or within transit-oriented development such as park and ride lots and bicycle lanes/paths

The recently updated San Joaquin County General Plan, updated in 2016, after the adoption of the 2014 RTP/SCS, has incorporated the same goals as the Regional Transportation Plan creating consistency between these two plans. These goals are listed in full under 4.12.1 Setting. These compatible goals include; LU-1.1 Compact Growth and Development, LU-1.3 Building Intensity and Population Density, LU-1.4 Encourage Infill Development, LU-1.5 Clear Boundaries, LU-1.6 New Employment-Generating Uses, LU-1.7 Farmland Preservation, LU-1.8 Support for Alternative Transportation Modes, LU-1.9 New Urban Zoning Classifications, LU-1.10 LAFCo and City Coordination, LU-1.11 Regional Housing Needs Allocations, LU-1.12 Regional Coordination, LU-1.13 Regional Growth Considerations, and LU-1.14 Incentives and Streamlined Development.

Specifically, LU1.11, LU-1.12, LU-1.13, and LU-1.14 specifically state cooperation and consideration of SJCOG's RTP/SCS in their land use planning. LU-1.12 states, "The County shall work with the San Joaquin Council of Governments to develop and periodically update the Sustainable Communities Strategy or Alternative Planning Strategy as part of the Regional Transportation Planning process." LU-1.13 states, "The County shall consider the San Joaquin Council of Governments Regional Transportation Plan, including the Sustainable Communities Strategy or Alternative Planning Strategy, and adopted city general plans and those of surrounding counties each time it considers an update to the General Plan or any master plan, strategy, or zone." And, LU-1.14 states, "The County shall support expanded incentives and CEQA streamlining opportunities for projects that are consistent with the adopted San Joaquin Council of Governments RTP/SCS and implement the objectives of SB 375." Other goals align with the 2018 RTP/SCS in directing growth to urban centers, encouraging infill development, and encouraging preservation of farmland.

The proposed 2018 RTP/SCS goals encourage compact, mixed-use and infill development to reduce distance between trip destinations and increase transportation options, which support the land pattern. This approach is consistent with the general provisions of MAP-21, and the Caltrans Smart Mobility 2010 framework local transportation. This is also consistent with the County's new goals presented above.

In addition, the 2018 RTP/SCS would help the region reach its GHG emission reduction targets established by the California Air Resource Board (CARB) under AB 32 and SB 375, as discussed in Section 4.9 *Greenhouse Gas Emissions/Climate Change*. The 2018 RTP/SCS encourages mixed-use and infill development to reduce automobile traffic and commute trip lengths. The 2018 RTP/SCS would meet the CARB established goal of a 5% reduction from 2005 emissions levels by 2020 and a 10% reduction from 2005 emissions levels by 2035 (see Section 4.9, *Greenhouse Gas Emissions/Climate Change*).

At the local level, the 2018 RTP/SCS builds on and incorporates local planning efforts of its member agencies. The preferred land use scenario uses existing general plan densities with actual projected development occurring in the higher end of allowed densities.

In planning for projected growth in the region, the 2018 RTP/SCS represents a voluntary growth strategy that retains local government land use autonomy. Neither SB 375 nor any other law requires local member agency general plans or land use regulation to be consistent with the 2018 RTP/SCS Plan. Full implementation of the 2018 RTP/SCS is therefore dependent on local government policy decisions and voluntary local government action.

The proposed 2018 RTP/SCS includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in:

- Each local jurisdiction's General Plan
- The Federal Transportation Improvement Plan (FTIP), including Federal Transit Administration (FTA) grant allocations
- The Statewide Transportation Improvement Plan (STIP)
- The Regional Transportation Improvement Program (RTIP)

In summary, the objective of the 2018 RTP/SCS is to provide for a comprehensive transportation system of facilities and services that meets the public's need for the movement of people and goods, and that is consistent with the social, economic, and environmental goals and policies of the region.

Improvements included in the 2018 RTP/SCS have been proposed by the various jurisdictions that comprise the SJCOG region and consistent with the San Joaquin County's updated General Plan. The 2018 RTP/SCS and associated programmed or planned projects are generally consistent with local and regional plans and policies. Additionally, the 2018 RTP/SCS includes policies for encouraging consistency with other State, regional, and local policies. In addition, the 2018 RTP/SCS is based on the buildout of the San Joaquin County General Plan, which incorporates population growth and land use projections. The individual transportation projects in the 2018 RTP/SCS would be required to adhere to applicable jurisdictions, regulations, municipal codes, general plan policies/programs/goals, as well as established zoning and land use ordinances. As a result, impacts would be less than significant.

Mitigation Measures

No Mitigation Measures are required.

Significance After Mitigation

Impacts would be less than significant without mitigation.

c. Cumulative Impacts

Planned growth in counties neighboring the SJCOG region, when combined with the projected growth of the SJCOG planning area, could have significant cumulative land use impacts related to either the physical division of communities or conflicts with land use goals, plans, policies, or regulations adopted for the purpose of avoiding or mitigating environmental effects. The SJCOG region is adjacent to seven counties: Sacramento, Amador, Calaveras, Stanislaus, Contra Costa, and Alameda. The land between each of these counties and the SJCOG region is primarily undeveloped agricultural land, grazing land, or open space. There are few developed communities or urban growth areas at or near the five county boundaries adjacent to the SJCOG region. Therefore, the 2018 RTP/SCS would not cumulatively contribute to the physical division of communities.

Each of five adjacent counties has adopted general plans that direct new growth to existing developed areas, strongly support agricultural land preservation, and are part of other regional RTP/SCS's. These general plans include goals, policies, and programs adopted for the purpose of avoiding or mitigating environmental effects. All of the counties have zoning ordinances. Since the geographic reach of the 2018 RTP/SCS does not extend into the adjacent counties, and the goals, policies, programs, and regulations adopted by the five counties is geographically limited to each of

those five counties, the potential for cumulative considerable conflict between the subject goals, policies, programs, and regulations is minimal. Therefore, the cumulative impacts resulting from the implementation of the proposed 2018 RTP/SCS related to division of communities and conflict with goals, policies, programs, and regulations would be less than significant.